

Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 23 November 2016.

Subject:

Y

Petition requesting the introduction of a point-closure, one-way traffic system, and horizontal traffic calming within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.

Summary statement:

This report considers a petition expressing concerns with traffic speeds and volumes through the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these. The petitioners' request that consideration be given to the introduction of a point-closure (ie. physical closure) somewhere near Firbeck, a 'one-way' traffic system and horizontal traffic calming features with a view to preventing 'through traffic' using the estate.

It is recommended that:

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly. **Ward 03 – Bingley Rural**

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Environment & Waste Management



1. BACKGROUND

- 1.1 A 188 signature petition has been received from residents of the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these (hereafter referred to as 'the estate' within this report). A copy of the petition is attached to this report as Appendix 1.
- 1.2 The lead petitioner is a resident of one of the roads comprising the estate.
- 1.3 In 1993, and as a result of traffic using the estate as a 'through route' in order to avoid negotiating the junction of Wilsden Road with Harden Road, a 'Prohibition of Motor Vehicles (Except for access)' Order was imposed on roads comprising the estate.
- 1.4 The estate comprises residential properties and the roads within it are subject to a 30mph speed limit. A location plan showing the estate is attached to this report as Appendix 2.
- 1.5 The petitioners claim the existing 'Prohibition of Motor Vehicles (Except for Access)' Order relating to those roads comprising the estate is regularly contravened. The petitioners also claim that many vehicles drive in excess of 30mph within the estate.
- 1.6 The petitioners claim that when a temporary point-closure (ie. physical closure) was introduced on Wilsden Old Road at its junction with Firbeck some years ago, the issue of 'through traffic' contravention was effectively resolved throughout the duration of the temporary closure.
- 1.7 It is requested that consideration be given to introducing a permanent point-closure on Wilsden Road at its junction with Firbeck to prevent through traffic movements. Firbeck residents are aware of the petition.
- 1.8 The petitioners also request that consideration be given to the introduction of a 'one-way' traffic system to reduce the potential for 'through traffic', and the introduction of horizontal traffic calming features (e.g. Chicanes or footway build-outs) within the estate to reduce traffic speeds.
- 1.10 Local Members have been advised of the petition.

2.0 Traffic Data

- 2.1 In order to assess the extent of 'through traffic' movements within the estate, a manual volumetric survey (involving recording vehicle registration plates) was carried out on 26 September 2016 between 07:00am and 07:00pm. The results of that survey are contained within the table attached to this report as Appendix 3.

- 2.2 The survey results show that during the 12 hour survey period, 55 vehicles were recorded as having likely contravened the 'Access Only Order'. Of these 55 vehicles, 21 used the estate to access Wilsden Road from Harden Road, whilst 28 vehicles used the estate to access Harden Road from Wilsden Road. 6 of the 55 vehicles entered the estate for a short-time, but did not use the estate as a through route from Harden Road to Wilsden Road (or vice versa).
- 2.3 The majority of Wilsden-bound traffic using the estate as a through route enter the estate at Point 'A' and exit at Point 'D' (Appendix 2 of this report refers). The scenario is reversed for Bingley-bound traffic. The 'through route' within the estate takes approximately 1 minute to complete in either direction. Although any time savings arising from using the estate as a 'through route' are likely to be minimal, drivers may be choosing to drive through the estate as it enables them to by-pass the mini-roundabout at the junction of Wilsden Road with Harden Road.
- 2.4 Contravention of the existing 'Access Only' Order would be a 'moving offence', with enforcement resting with West Yorkshire Police.
- 2.5 A traffic speed survey was undertaken on 30 October 2016 – 31 October 2016. The results of that two day survey are contained within the table attached to this report as Appendix 4. The data logger used to record traffic speeds was located on a lighting column outside property No.10 Narrow Lane.
- 2.6 The speed survey results show that the highest recorded mean speed (for a 24 hour survey period) was 23.6mph, whilst the highest 85th percentile speed (the 85th percentile being the speed at or below which 85% of vehicles are travelling) was 29.2mph.
- 2.7 Council records show that no traffic collisions have occurred within the estate during the five year period ending 16 October 2016.

3.0 Request For 'Point Closure', 'One-way' traffic system, and Traffic Calming

- 3.1 The petitioners have requested the introduction of a 'Point Closure' (i.e. physical closure) and a 'One-way traffic' system to help address through traffic movements.
- 3.2 A physical point-closure would require a 'turning facility' for those drivers who inadvertently drove up to the closure point and then needed to turn around (rather than reverse out which could not be condoned on road safety grounds). If a point-closure was introduced on Wilsden Old Road at its junction with Firbeck, drivers meeting the point-closure on its south side could use Firbeck as a turning facility. Formal waiting restrictions (requiring a Traffic Regulation Order) would be needed on the north side of the point-closure to prevent parking, and allow Wilsden-bound vehicles meeting the physical closure to turn around. If the point closure was designed to allow through access for emergency vehicles, formal waiting restrictions prohibiting parking on both sides of the closure-point would be required.

- 3.3 The petitioners also request that consideration be given to the introduction of a 'one-way' traffic system to reduce the potential for 'through traffic'. Committee Members should be aware that one-way traffic systems can give rise to increased traffic speeds by virtue of drivers being aware that they are unlikely to meet approaching traffic.
- 3.4 The petition also requests that consideration be given to the introduction of horizontal traffic calming features (e.g. chicanes and/or footway build-outs) within the estate. Such features tend to operate most effectively with equally balanced two-way traffic flows, and volumetric traffic flow data relating to the estate does not provide evidence of this. In addition, given that recorded mean and 85th percentile speeds for each 24 hour study period were below the existing 30mph speed limit, the introduction of horizontal traffic calming features on Narrow Lane and/or Wilsden Old Road as speed reducing measures is not considered appropriate.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 4.1 This report has not been considered by the Overview and Scrutiny Committee.

5. OPTIONS

5.1 **Option 1** – That:

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands, Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly.

5.2 **Option 2** – That:

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a point closure, one-way traffic system, and/or horizontal traffic calming.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands, Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly.

5.3 **Option 3** – That:

- Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

6. FINANCIAL & RESOURCE APPRAISAL

The estimated cost of introducing a point-closure (including the promotion of a Traffic Regulation Order to prevent parking (by means of yellow lines) adjacent to the physical closure) would be in the region of £11,000 (including consultation, legal fees, and physical construction (i.e. signing and lining))

A 'one-way' traffic system would cost in the region of £9,000

The cost of providing horizontal traffic calming features would cost approximately £10,000 - £14,000.

7. RISK MANAGEMENT

There are no risk management implications

8. LEGAL APPRAISAL

There are no legal implications at present

9. OTHER IMPLICATIONS

9.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

9.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

9.4 COMMUNITY SAFETY IMPLICATION

There are no community safety implications.

9.5 HUMAN RIGHTS ACT

There are no implications for human rights

9.6 TRADE UNION

There are no implications for the trade unions

9.7 WARD IMPLICATIONS

None

9.8 NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1 – That

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly.

11. APPENDICES

11.1 An outline of the petitioner's request - (Appendix 1)

11.2 Location plan - (Appendix 2)

11.3 Speed Survey Results - (Appendix 3)

11.4 Volumetric survey results regarding 'through traffic' – (Appendix 4)

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan Council (Traffic Regulation) (No 10) Order 1993

Report to the Shipley Area Committee
Appendix 1

2nd May 2016

Subject: Wilsden Old Road/Narrow Lane Rat Run

Dear fellow residents

Myself and several of the residents of Wilsden Old Road, Narrow Lane, and surrounding addresses have become increasingly concerned about the amount of traffic using our neighbourhood as a rat run, cut through. As you know this route is restricted for "access only" and has been that way since 1993 when things got so bad that the residents formed an action group to highlight the problem forcing the Council to act and granting the route as access only. It was found that at evening peak hour around 90% of the traffic using the route, were just using the route as a cut through and were not residents or using the route to access. Sadly over the last few years more and more motorists have shown little or no regard and used the route despite it being 'access only', most of these travelling at high speed. Our worry is that it is just a matter of time before a child, pedestrian, cyclist, or horse rider is injured, or a vehicle collision takes place.

So far we have approached West Yorkshire Police to enforce the 'access only' route, who have done nothing citing their lack of action due to other priorities!

We have also been in contact with Harden Parish Council who have been supportive and said they will take up the fight with Bradford Council if sufficient support and concern is out there amongst the neighbours.

We are asking for Bradford Council to act in stopping/preventing this dangerous disregard for local residents, and to look at possible measures they can introduce to protect us in the form of

- 1 Making the route a cul de sac at some location, this option would benefit all two fold, as statistically households on a cul de sac are less likely to be burgled, another thing our neighbourhood has seen its fair share of
- 2 A one way system to prevent the route being used as a cut through.
- 3 Traffic calming- chicanes, road narrowing etc

So if you are willing to give us your support we just require a name and address which we can then supply with everyone else's to Harden Parish Council who will take our fight to Bradford Council.

Thanks for taking time to read this letter myself and the next few days to collect signatures,

will call round in

Regards

Report to the Shipley Area Committee

Subject matter- Highways

05/07/2016

To whom it may concern,

I _____ for the purposes of this petition will be acting as lead petitioner, and wish for the matter to be addressed at officer level.

The subject of the petition is to bring attention to the speeding and dangerous disregard shown by motorists abusing the access only route of Wilsden Old Road and Narrow Lane Harden.

Myself and several of the residents of Wilsden Old Road, Narrow Lane, and surrounding addresses have become increasingly concerned about the amount of traffic using our neighbourhood as a rat run, cut through. As you may know this route is restricted for "access only" and has been that way since 1993 when things got so bad that the residents formed an action group to highlight the problem forcing the Council to act and granting the route as access only. It was found that at evening peak hour around 90% of the traffic using the route, were just using the route as a cut through and were not residents or using the route to access. Sadly over the last few years more and more motorists have shown little or no regard and used the route despite it being 'access only', most of these travelling at high speed. Our worry is that it is just a matter of time before a child, pedestrian, cyclist, or horse rider is injured, or a vehicle collision takes place.

So far we have approached West Yorkshire Police to enforce the 'access only' route, who have done nothing citing there lack of action due to other priorities!

We have also been in contact with Harden Parish Council who have been supportive but are limited in their actions.

We are asking for Bradford Council to act in stopping/preventing this dangerous disregard for local residents, and to look at possible measures they can introduce to protect us in the form of, the most favoured amongst neighbours a point closure, making the route a 'cul-de-sac'.

The ideal point for a point closure would be close to Firbeck which saw a temporary closure some years ago which made a huge difference to traffic volume without having any detrimental effect on the residents as regards to logistics. It has been noted that Crow Tree Lane Bradford 8 achieved a point closure and we ask the same attention is now given to our cause.

Report to the Shipley Area Committee

Initially we gathered over 160 names and addresses of those in support but were informed that without signatures this was worthless so we have again spoken to residents to gain the required minimum 20, but I can assure you, the support is unanimous (see enclose). As a result of speaking with several of our neighbours it became apparent just how many have been involved in road traffic collisions, sadly if there is no injury to person no police involvement is required so no actual record is made of these facts.

Myself and fellow residents look forward to hearing your response

Regards

Report to the Shipley Area Committee

Having read the enclosed letter we the undersigned, wish Harden Parish Council

to approach Bradford Council on our behalf to end the rat run/race track which

Narrow Lane/Wilsden Old Road Harden has become.

Name	Address

So if you are willing to give us your support we just require a name and address which we can then supply with everyone else's to Harden Parish Council who will take our fight to Bradford Council.

Thanks for taking time to read this letter myself and the next few days to collect signatures,

will call round in

Regards

NARROW LANE / WILSDEN OLD ROAD RAT RUN

RESULT OF DOOR TO DOOR CANVAS: SEE PAGES 1 TO 8

PETITION TOTAL 166 NAMES

AREAS COVERED: NARROW LANE, THE NARROWS, WILSDEN OLD ROAD INCLUDING GLEN VIEW, THE WILLOWS, HARBECK DRIVE, FIRBECK

100% COVERAGE AND VIRTUALLY 100% RESPONSE FROM THE ABOVE RESIDENTS WHO FEEL STRONGLY THAT THE PROBLEM OF THE RAT RUN WITH SPEEDING MOTORISTS NEEDS ADDRESSING URGENTLY.

THE MAJORITY OF THE RESIDENTS WISH THE ROAD TO BE CLOSED AND THE FAVOURITE POINT OF CLOSURE WOULD BE ON WILSDEN OLD ROAD ABOVE THE ENTRANCE TO FIRBECK – SEE MAP.

THE ROAD WAS CLOSED HERE 2 YEARS AGO FOR 3 MONTHS WHILST REPAIRS WERE CARRIED OUT TO A WALL. THIS CLOSURE WORKED OUT VERY WELL FOR ALL RESIDENTS CONCERNED AND IMMEDIATELY STOPPED THE RAT RUN.

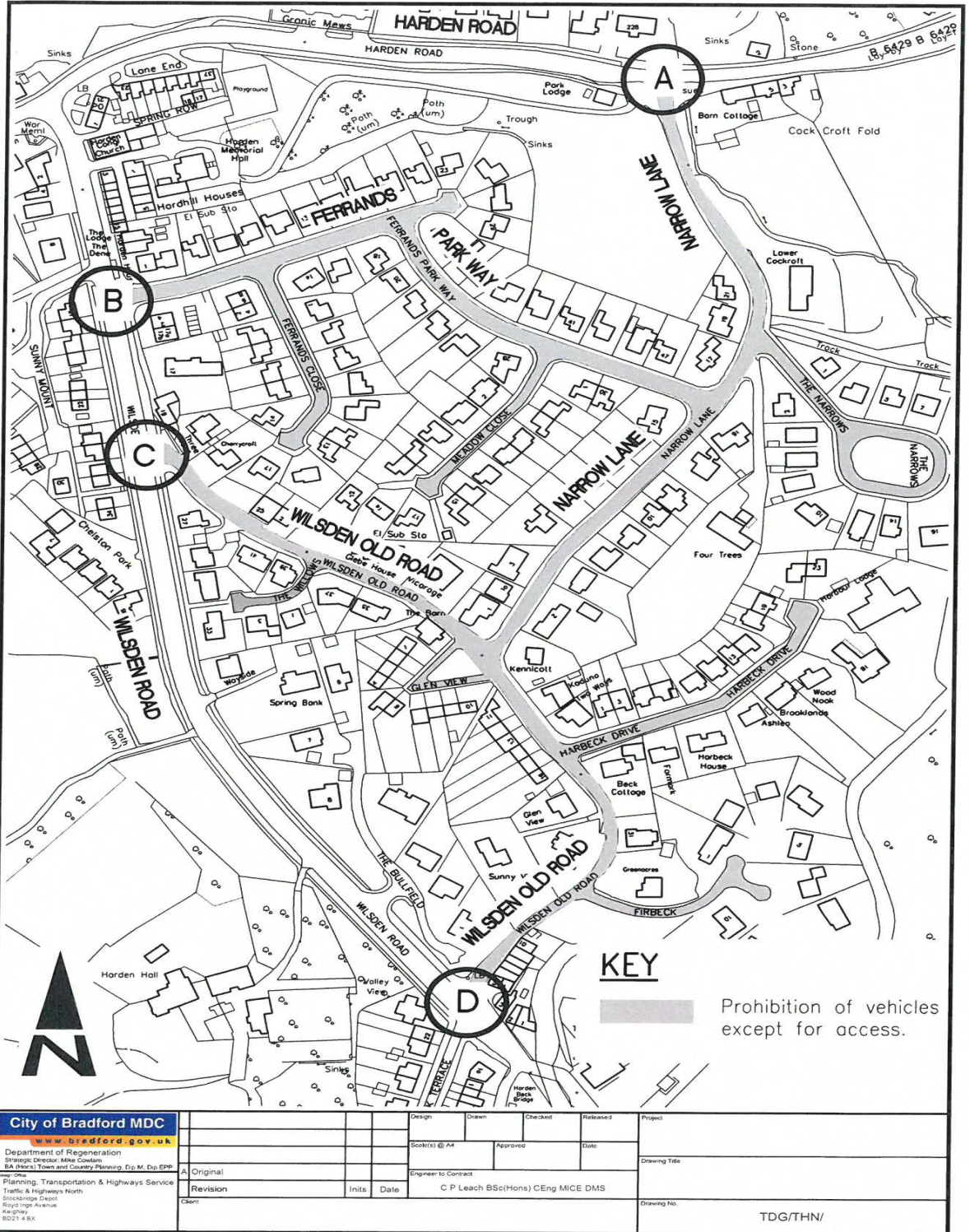
TO DATE RESIDENTS HAVE BEEN INVOLVED IN SIX COLLISIONS WITH CARS CUTTING THROUGH.

THE PROBLEM HAS EXISTED FOR OVER 25 YEARS AND HAVING 'ACCESS ONLY' GRANTED IN JANUARY 1993 HAS MADE NO DIFFERENCE WHATSOEVER AS IT IS TOTALLY IGNORED.

THE RESIDENTS ARE FED UP WITH NARROW LANE AND WILSDEN OLD ROAD BEING USED AS A RAT RUN AND WANT IT STOPPED.

NO ONE WANTS SPEED BUMPS.

Report to the Shipley Area Committee
Appendix 2



City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director: Mike Cowland SA General, Town and Country Planning, Dip. M. Dip. EPP Planning, Transportation & Highways Service Traffic & Highways North Stockrings Depot Royds Lane Avenue Shipley BD21 4EX		Design: _____ Drawn: _____ Checked: _____ Released: _____ Project: _____ Date: _____ Drawing Title: _____ Drawing No.: _____
A Original Revision _____ Inits _____ Date _____ Client: _____	(Sooks) @ A4 Approve: _____ Engineer to Contract C P Leach BSc(Hons) CEng MICE DMS	TDG/THN/

Appendix 3

		Exit Point			
		Narrow Lane (Location 'A')*	Ferrands Park Way (Location 'B')*	Wilsden Old Road (Location 'C')*	Wilsden Old Road (Location 'D')*
Entry Point	Narrow Lane (Location 'A')*		2	2	17 7am - 10am= 0 10am - 12am= 2 12am - 3pm= 6 3pm - 7pm= 9
	Ferrands Park Way (Location 'B')*	6		1	0
	Wilsden Old Road (Location 'C')*	2	0		3
	Wilsden Old Road (Location 'D')*	20 7am - 10am= 7 10am - 12am= 0 12am - 3pm= 1 3pm - 7pm=12	0	2	

Traffic Volumes Entering And Exiting The Estate Comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way And All Side Roads Adjoining These.

*** For Location Details, See Location Plan Within Appendix 2 Of This Report**

Appendix 4

Narrow Lane (Direction Of Travel = Towards Wilsden)		
Survey Date	Mean (Average) Speed	85th Percentile Speed*
Sunday 30 October 2016 (24 hours)	22.4mph	27.2mph
Monday 31 October 2016 (24 hours)	23.0mph	29.2mph

* the speed at or below which 85% of vehicles are travelling

Narrow Lane (Direction Of Travel = Towards Bingley)		
Survey Date	Mean (Average) Speed	85th Percentile Speed*
Sunday 30 October 2016 (24 hours)	23.4mph	28.6mph
Monday 31 October 2016 (24 hours)	23.6mph	28.9mph

* the speed at or below which 85% of vehicles are travelling