

Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 15 March 2017.

AL**Subject:**

Consideration of a formal objection to the proposed introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.

Summary statement:

This report considers a single objection received in response to the formal advertising of a proposed Traffic Regulation Order regarding the introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.

It is recommended:

- That the objection be overruled and the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

Ward 28 – Windhill and Wrose

Steve Hartley
Strategic Director
(Place)

Portfolio:

Housing, Planning and Transport

Report Contact: Simon D'Vali
Phone: (01274) 432100
E-mail:
simon.dvali@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management

1. Summary

This report considers a single objection received in response to the formal advertising of a proposed Traffic Regulation Order (TRO) regarding the introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.

The proposed TRO is considered necessary:

- In order to preserve and improve the amenities of the area through which the road runs;
- To avoid danger to persons or other traffic using Willowfield Crescent or adjoining roads, and
- To prevent the likelihood of any such danger arising.

2. Background

- 2.1 Willowfield Crescent is located immediately North West of the Five Lane Ends roundabout, Idle, and links Wrose Road and Highfield Road.
- 2.2 Willowfield Crescent is residential in nature (comprising 26 houses) with housing on both sides of the road .The carriageway is 5.5 metres wide and subject to a 30mph speed limit.
- 2.3 A survey (involving an electronic data logger) carried out on Willowfield Crescent between 17th and 22nd of January 2017 produced those through traffic volumes tabulated below.

Survey Date 24 hour period	From Wrose Road to Highfield Road	From Highfield Road to Wrose Road
18 th January 2017	514	267
19 th January 2017	574	249
20 th January 2017	598	290
21 st January 2017	374	217

Committee Members should be aware that the data logger recorded traffic volumes at a single location along Willowfield Crescent (as opposed to vehicles entering and exiting the street) and therefore not all recorded vehicles may have been 'through traffic'.

- 2.4 Following concerns being expressed with 'through traffic' using Willowfield Crescent and the associated potential road safety implications, on 27 July 2016, this Committee included the request for a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose, within its capital works programme.
- 2.5 Ward Members and the emergency services were consulted on those traffic management proposals identified within Appendix 1 of this report in September 2016, with no adverse comments being received.
- 2.6 The proposed TRO associated with the scheme identified within Appendix 1 of this report was formally advertised on Friday 20th January 2017 for a three week period.
- 2.7 In response to the formal advertising of the proposed TRO, a single objection was received.
- 2.8 Ward Members have been notified of the formal objection, and continue to fully support the introduction of the proposed TRO.
- 2.9 The objector's concerns and officer comments are outlined within Appendix 2 of this report.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. Options

4.1 Option 1

- That the objection to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

4.2 Option 2

- That the objection to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be upheld, and that the scheme proposals be abandoned.
- That the objector be advised accordingly.

4.3 Option 3

- 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.

5. FINANCIAL & RESOURCE APPRAISAL

5.1 Financial

The costs necessary to introduce the proposed scheme (including the processing of the associated Traffic Regulation Order) has been allocated from this Committee's capital allocation.

5.2. Resources

The proposed traffic management works can be processed within existing staff resources.

6. RISK MANAGEMENT

There are no risk management implications.

7. LEGAL APPRAISAL

There are no legal implications at present.

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

In the event that the proposed scheme is developed further, due regard would be given to Section 149 of the Equality Act 2010

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposed traffic management measures shown within Appendix 1 of this report are intended to:

- Preserve and improve the amenities of the area through which the road runs;
- Avoid danger to persons or other traffic using Willowfield Crescent or adjoining roads, and
- Prevent the likelihood of any such danger arising.

8.5 HUMAN RIGHTS ACT

There are no implications for human rights

8.6 TRADE UNION

There are no implications for the trade unions

8.7 WARD IMPLICATIONS

Willowfield Crescent is located with the Windhill & Wrose ward.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1

- That the objection to the proposals as formally advertised (and as shown on Drawing No TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

11. APPENDICES



- 11.1 Drawing No. TDG/THN/103509/TRO-1A (Scheme proposals as formally advertised) (Appendix 1)

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 27 July 2016.


Appendix 1

Proposed Signs

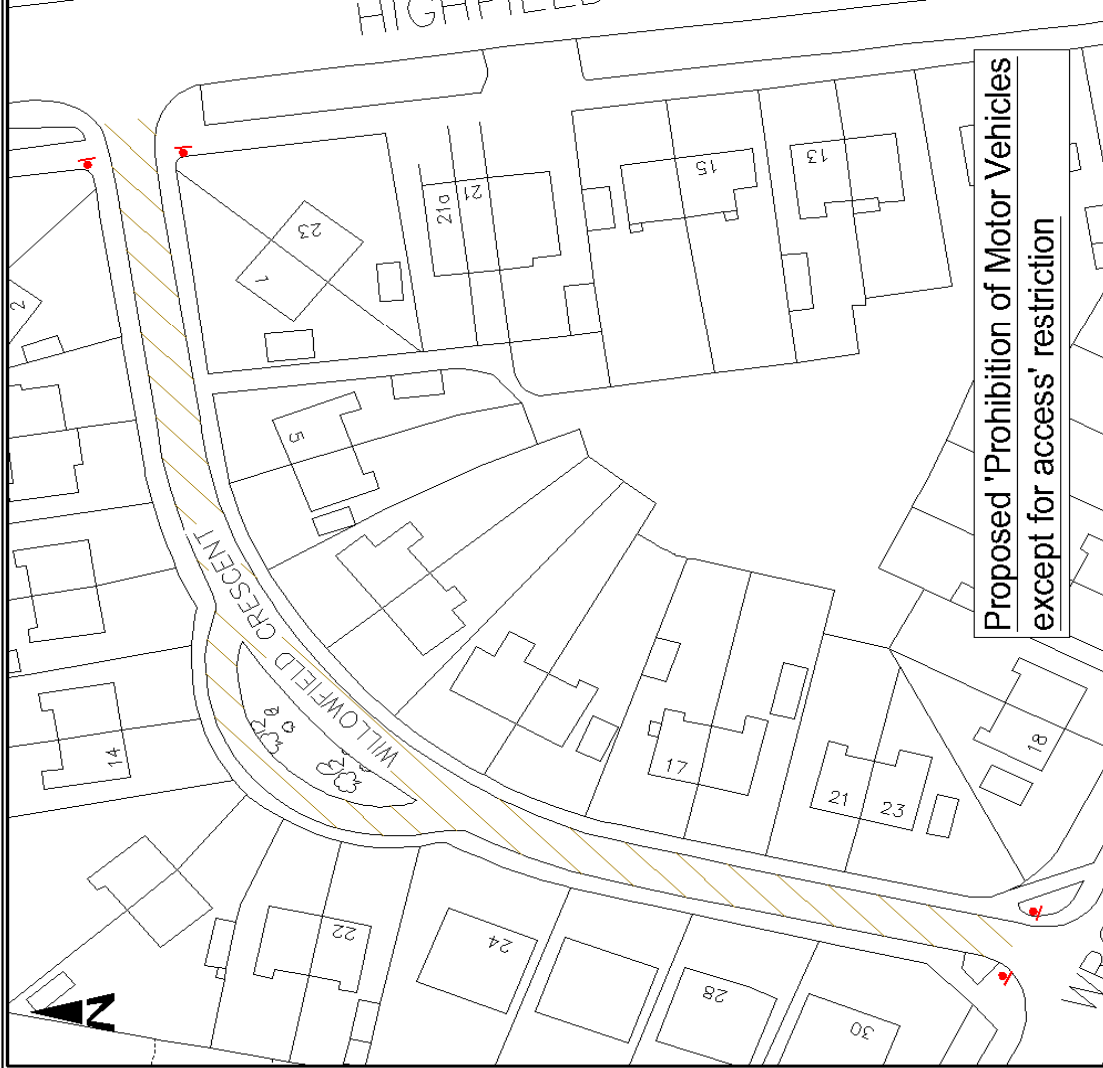



511.342.130 511.410
 44.033 500.11
 51.031 500.11
 3.300 0.20 14
 39.031 500.11
 39.031 500.11


SOURCE NO. 91.001-41.001.000
 511.342.130 511.410
 44.033 500.11
 51.031 500.11
 3.300 0.20 14
 39.031 500.11
 39.031 500.11



Proposed sign location



Proposed 'Prohibition of Motor Vehicles except for access' restriction

 <p> City of Bradford MDC Department of Regeneration and Economic Development </p>	<p> PROVISION OF MOTOR VEHICLES' RESTRICTIONS WILLOWFIELD CRESCENT, WROSE </p> <p> 1.10.2018 1.10.2018 1.10.2018 1.10.2018 </p>	<p> City of Bradford MDC Department of Regeneration and Economic Development </p>	<p> CONSULTATION PLAN TDG:THW/103508/TFQ-1A </p>
--	---	---	---

Appendix 2

Objector's Comment	Officer Comment
<ul style="list-style-type: none"> Some years ago the residents of Cyprus Drive tried to have that thoroughfare closed to through traffic. The request was turned down on the grounds that it would increase pressure on the already congested Thackley Corner, with vehicles having to cross over Leeds Road from Town Lane into Thackley Road instead of turning left and then using Cyprus Drive as their route to the Brackendale estate. 	<ul style="list-style-type: none"> Cyprus Drive/Avenue is on Bradford East Area Committee's list of scheme candidates considered annually for possible inclusion within its capital works programme (concerns with the site first being raised in 2011 and then in 2013). The decision not to include Cyprus Drive/Avenue within its capital works programme rests with the Bradford East Area Committee alone – the request relating to Cyprus Drive/Avenue falling outside the remit of the Shipley Area Committee.
<ul style="list-style-type: none"> If Willowfield Crescent is made 'Access Only', even more traffic will be forced to use the nightmare roundabout at Five Lane Ends. At present some vehicles heading from Wrose to the Thackley and Idle area use Willowfield Crescent to avoid the roundabout. Vehicles travelling up King's Road from Bradford do the same, cutting across from Wrose Road into Highfield Road. 	<ul style="list-style-type: none"> It is appreciated that at present, some drivers travelling along Wrose Road choose to access Highfield Road via Willowfield Crescent in order to avoid negotiating the roundabout. The proposed 'Access Only' Order seeks to address the use of this residential street as a means of by-passing the roundabout.

<ul style="list-style-type: none">• When travelling from Highfield Road to Wrose Road, motorists travelling up Highfield Road can cut along Willowfield Crescent to Wrose Road and turn left there to join the queue for Five Lane Ends roundabout (a right turn on the roundabout from Highfield Road into Wrose Road is possible but not recommended for the faint hearted). It is always much easier to get into the roundabout from Wrose Road than it is from Highfield Road, where long queues can build up, particularly at peak times.	<ul style="list-style-type: none">• The claim that some drivers on Highfield Road choose to enter Willowfield Crescent with a view to then entering the roundabout from Wrose Road (rather than enter the roundabout directly via Highfield Road) is merely anecdotal. Officers have no tangible evidence to support the claim that some drivers choose this circuitous route in order to access the roundabout. Any driver who turned right from Highfield Road into Willowfield Crescent, and then subsequently turned left into Wrose Road to access the roundabout would be choosing to negotiate two junctions as opposed to no junction manoeuvre if they entered the roundabout direct via Highfield Road. If the objector is correct in his claim, there is a need to prevent Willowfield Crescent (which is residential in nature) from been used as a alternative approach route to the roundabout.
<ul style="list-style-type: none">• If Willowfield Crescent is closed to through traffic, the inevitable result will be an even busier Five Lane Ends roundabout, increasing the risk of accidents and making life even more difficult for pedestrians who are not well catered for at the ends of Wrose Road and Highfield Road.	<ul style="list-style-type: none">• The roundabout is better suited to coping with traffic accessing Highfield Road from Wrose Road (and vice versa) than is the narrow and residential Willowfield Crescent.• If the proposed Access Only Order is implemented, pedestrians crossing either end of Willowfield Crescent are less likely to come into conflict with turning vehicles at its junctions with Highfield Road and Wrose Road.