

Report of the Strategic Director, Place to the meeting of Bradford South Area Committee to be held on 16 March 2017.

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Subject:

NETHERLANDS AVENUE, ROYDS/WIBSEY/WYKE - PETITION

Summary statement:

This report considers a petition requesting control measures to reduce the amount of vehicles passing through Netherlands Avenue, deter vehicles abusing the Access Only Order and reduce vehicle speeds and noise levels.

Wards: 27 Wibsey, 21 Royds

Steve Hartley
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Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

- 1.1 This report considers a petition requesting control measures to reduce the amount of vehicles passing through Netherlands Avenue, deter vehicles abusing the Access Only Order and reduce vehicle speeds and noise levels.

2.0 BACKGROUND

- 2.1 Council received a petition from the residents of Netherlands Avenue requesting the measures identified in 1.1, this was referred to this committee for consideration.

- 2.2 The petition was reported to this committee on 24 November 2016 where it was resolved:

'That consideration of the petition be deferred to allow for further consultation to be undertaken with ward councillors and residents with a view to looking at all the options and clarification of traffic survey data'

- 2.3 Netherlands Avenue has an existing Prohibition of Motor Vehicles (Except for Access) Order between A6036 Halifax Road and A641 Huddersfield Road. It is also subject to a 20 mph speed limit.

- 2.4 There is clear evidence of the abuse of non-residential through traffic especially at peak times, traffic queuing builds up approaching the junction with Huddersfield Road.

- 2.5 Measures were looked at between 2003 and 2005, where an experimental closure was introduced on Netherlands Avenue and came into force in December 2004 with a 6 month consultation period. This was subsequently removed following a significant majority of responses and a petition that expressed opposition to the continued closure of the road. There were 233 individual responses, representing 172 households, 74% of these objected to the closure remaining. During the temporary closure there was a 70% reduction in traffic levels on Netherlands Avenue during a 12 hour weekday between 7am and 7pm.

- 2.6 When the experimental closure was introduced a petition was also received from the residents of Abb Scott Lane, Common Road, Cemetry Road, Moor Top Road and Cedar Drive due to the adverse impact on these roads. Common Road had a 48% increase in traffic, Abb Scott Lane had a 15% increase in traffic and Cemetery Road had a 38% increase in traffic. Traffic volumes on Huddersfield Road increased by 12% and they increased by 10% on Odsal Road. In 2007/08 traffic calming was introduced on Abb Scott Lane, Common Road and Royds Hall Lane.

- 2.7 During the 4 months up to the experimental closure becoming operational, there were 10 injury collisions recorded on Netherlands Avenue; in the 4 months after, 7 collisions were recorded.

- 2.8 The 20 mph speed limit zone came into operation on the 21st March 2014 on Netherlands Avenue. A study of collisions 5 years prior to this date showed that

there had been 5 collisions resulting in 7 slight injury casualties. Since that date until the 16th October 2016, 2 collisions have been recorded, resulting in 3 slight injury casualties. None of these were speed related.

- 2.9 Based on the response to the experimental closure, 30% of the traffic on Netherlands Avenue is generated by the residents who live here. So this will generate a certain level of traffic noise amongst the other traffic of non-residential vehicles and those requiring legitimate access.
- 2.10 This site has been visited a number of times by officers to assess the non-residential through traffic. Whilst some drivers adhere to the speed limit, a significant proportion does not.
- 2.11 A traffic count has recently been carried out (January 2017) to determine traffic volume and speeds on Netherlands Avenue; the results and comparative figures from 2013 are shown in the table below:

Year	2013	2017
Average speed	31	28.4
85 th ile speed	37.3	36.3
Daily 2-way flow (7am-7pm)		3948
24 hour 2-way flow	4469	4900

- 2.12 In the light of existing evidence, it is unlikely that there will be a significant reduction in through traffic on Netherlands Avenue or increased adherence of the 'Access Only' Order and 20mph speed limit without the introduction of measures such as traffic calming and/or a road closure.
- 2.13 The scale and layout of Netherlands Avenue would dictate that further traffic management measures of any significance would incur considerable cost. Given the historical lack of local support for further measures, and the improving safety record here (which would lessen the priority of this site for funding) the promotion of works such as a closure or traffic calming is not recommended.
- 2.14 The installation of pedestrian islands in the vicinity of the scout hut would provide safe crossing opportunities and may also have a positive impact on vehicle speeds. It is therefore suggested that the feasibility of this be investigated.
- 2.15 The petition is attached as Appendix A
- 2.16 A location plan attached as Appendix B,

3.0 OTHER CONSIDERATIONS

- 3.1 Local ward members have been consulted.

- 3.2 Enforcement of the speed limit and 'Access Only' Order are both matters for the Police. Council officers continue to seek the prioritisation of enforcement action on Netherlands Avenue through the ward partnership meetings.

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 There are no financial implications. Any measures identified for future progression would have to be subject to the approval of an appropriate funding source.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the proposed recommendation.

6.0 LEGAL APPRAISAL

- 6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act when determining the recommendations in this report.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The existing measures on Netherlands Avenue have reduced the number of recorded collisions.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

All ward members have been consulted on the petition.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

None.

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

10.0 RECOMMENDATIONS

10.1 That no further action be taken on the request for additional traffic measures such as traffic calming or a closure on Netherlands Avenue.

10.2 That officers investigate the feasibility of installation of pedestrian islands on Netherlands Avenue and discuss findings with ward members.

10.3 That officers continue to seek the prioritisation of enforcement action on Netherlands Avenue through the ward partnership meetings.

10.4 That the lead petitioner be informed accordingly.

11.0 APPENDICES

11.1 Appendix A – Petition.

11.2 Appendix B – Location Plan.

12.0 BACKGROUND DOCUMENTS

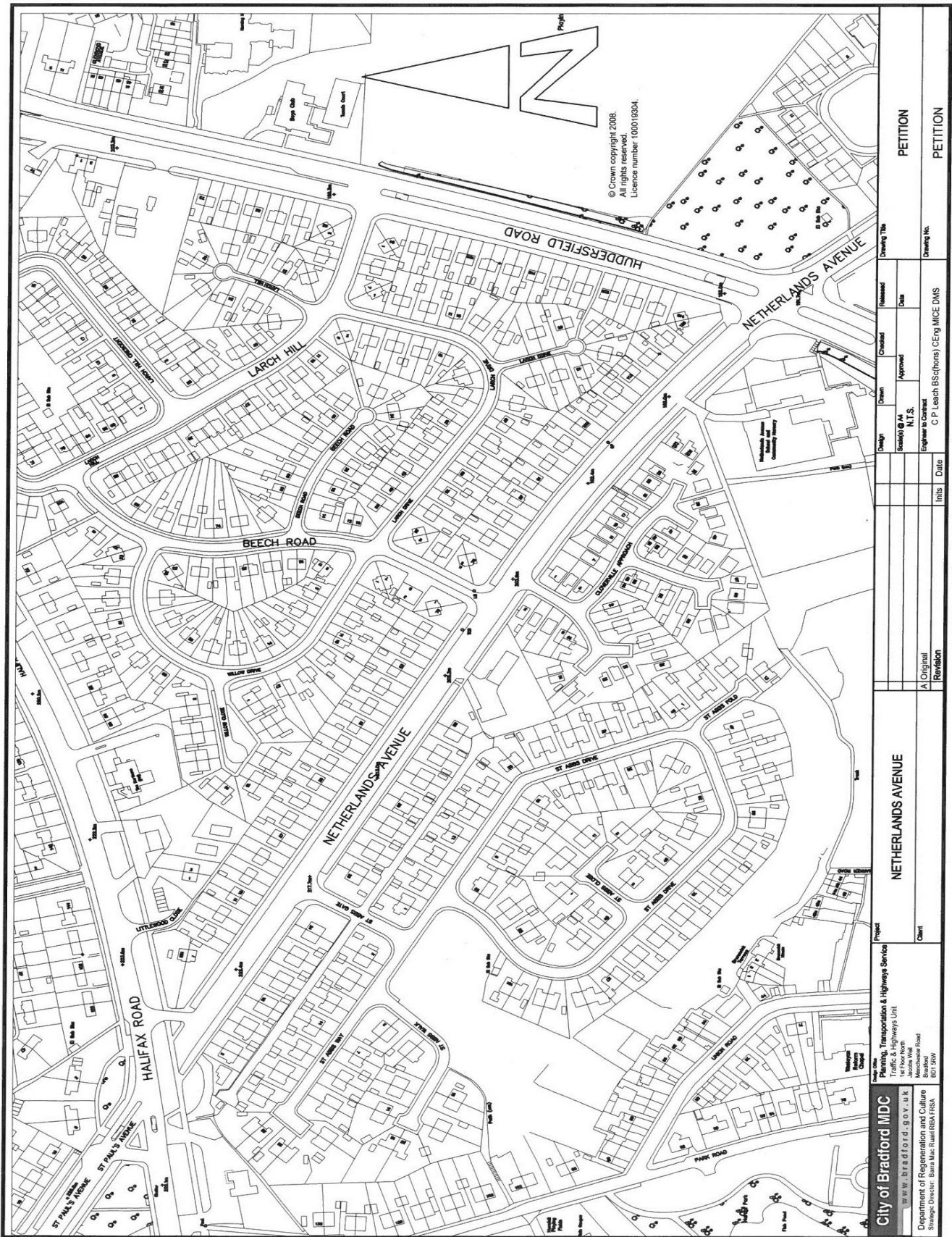
12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/BS48233.

12.2 Bradford South Area Committee held on the 28th July 2005, Proposed experimental Closure of Netherlands Avenue.

We the undersigned residents of Netherlands Ave (and adjacent properties) request the council to take action to meet the Health & Safety concerns in the interests of :- Road Safety & Noise / Air Pollution.

Objective:-	1	That Netherlands Ave is a safe road to live on with particular consideration for the young and elderly and noise from vehicles is at an acceptable level for all residents and adjacent properties.
Reason for Petition:-	1	The ACCESS ONLY status of Netherlands Ave is totally ignored and the amount of traffic now using Netherlands Ave as a through road is wholly unacceptable.
	2	The 20 mph speed limited is ignored by the vast majority of traffic passing through Netherlands Ave.
	3	The noise generated from the large amount of vehicles cutting through Netherlands Ave is wholly unacceptable.
Action Required:-	1	That Bradford Council and its elected members introduce systems (i.e. Traffic calming) and controls to ensure that Netherlands Ave is a safe road to live on by controlling the speed of vehicles and the number of vehicles using Netherlands Ave as a through road.

No	Name	Address (including postcode)	Signature
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City of Bradford MDC Department of Registration and Culture Strategic Director - Strategic Planning and Culture		Project Planning, Transportation & Highway Services Traffic & Highways Unit 1st Floor North Brindley Moorhouse Road Bradford BD7 3JW		Project NETHERLANDS AVENUE Client		Revision A Original	
Drawing Title PETITION	Drawn Approved Checked Date	Design Scale 1:100 N.T.S. Engineer in Charge C.P. Leach BSc(Eng) CEng MICE DMS	Inits Date	Drawing No. PETITION	Drawing No. PETITION	Date	Date