

Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 22 November 2018.

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Subject:

PETITION – WESTFIELD LANE, BRADFORD

Summary statement:

This report considers a petition requesting the closure of Westfield Lane, Bradford.

<u>Wards:</u>	13	Idle and Thackley
	28	Windhill and Wrose

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Regeneration and Environment

1.0 SUMMARY

- 1.1 This report considers a petition requesting the closure of Westfield Lane, Bradford.

2.0 BACKGROUND

Petition : Westfield Lane (79 signatures)

- 2.1 The petitioners are requesting the Council to close Westfield Lane to through traffic to improve safety and the quality of life for all who live and work on Westfield Lane, Bradford. The petition states that Westfield Lane has become a dangerous through route and that the existing traffic measures do not address vehicle speeds and dangerous driving on Westfield Lane. A copy of the full wording of the petition is shown in Appendix 1 and a location plan is attached as Appendix 2.
- 2.2 Westfield Lane is some 1.9km long stretching from Town Lane and Highfield Road in Idle to Wrose Road in Wrose. It is therefore partly in the Bradford East and partly in the Shipley Area Committee areas. Approximately 80% of the petitioners live in the Bradford East area. Westfield Lane is residential for the majority of its length except for the section from Wrosecliffe Grove to Welwyn Avenue where there are a stables and fields. This is where the boundary changes. There is a series of round top road humps on Westfield Lane between properties numbered 94 and 191, covering a distance of 500 metres. This section is in the Bradford East area. These features have been in place for over 10 years.
- 2.3 There has been one recorded road incident causing slight injury in the last five years on Westfield Lane. This was a collision at the junction with Welwyn Avenue, Wrose.
- 2.4 The petition was originally reported to the meeting of the Bradford East Area Committee on 5 July 2018. At the meeting it was resolved:
- (1) That no action be taken on the request for a closure of Westfield Lane.
 - (2) That the petitioner be informed accordingly.
 - (3) That, taking into account the representations and comments made at this meeting, a weekend traffic survey be undertaken and an update report be brought to a future meeting of the Committee.
- 2.5 Information on the speed and volume of traffic using Westfield Lane had been initially gathered using an automatic data logger.

Data was collected in October 2017 on the section of Westfield Lane to the south of Wrosecliffe Grove near the stables. The average volume of two-way traffic over 4 days was 2120 (1107 in the direction of Wrose and 1013 towards Idle). The average speed of traffic was 26mph and 85% of traffic was travelling at or below 30mph.

Data was also collected more recently for 4 days between 17 and 20 May 2018 (Thursday to Sunday) near the Hepworth Idle cricket ground at the Idle end of the

road. The average two-way traffic volume was 2747 (1334 in the direction of Wrose and 1413 towards Idle). The average speed of traffic was 25mph and 85% of traffic was travelling at or below 29mph.

Following the 5 July 2018 committee resolution, further traffic surveys were commissioned at 2 sites on Westfield Lane; these were carried out over 5 days starting on 1 November 2018. Results for the 2 sites surveyed were as follows:

Locations - Nearest side rds.	Av. flow towards Wrose	Av. flow towards Idle	Total flow	Av. speeds	85%ile speeds
Meadow Croft Cl.	1393	1243	2636	27.9	32.3
High Busy Lane	1539	1447	2986	25.1	28.7

As with the previous survey results, these figures do not give cause for concern on a 30mph residential route. Also, given that Westfield Lane forms part of a network of roads serving sizeable residential areas, a significant proportion of traffic will be generated by residents themselves.

- 2.6 The closure of Westfield Lane would affect a large number of residents who would need to find alternative routes between Wrose, Shipley and Idle. All affected residents would need to be consulted on any potential closure and their views considered. The inconvenience caused would need to be weighed up against any envisaged benefits. Some of the alternative routes available although less rural in nature already give cause for concern in terms of traffic speeds and road injuries. Inevitably the closure of one route to through traffic will increase traffic volumes on other roads some of which may be equally undesirable alternative routes leading to requests for other through routes to also be closed. The 5 July 2018 committee resolution recommended that no action be taken on the request for a closure of Westfield Lane.
- 2.7 Subsequent to the initial consideration of the petition by the Area Committee, further representations have been made by local residents through the ward members. These are detailed below with corresponding officer comments:

Residents' suggestion	Officer comments
Residents are concerned about the increasing numbers of HGV's travelling through Westfield Lane, despite there being 'not suitable for HGV's' signs in place. What can be done?	Only around 0.5% of surveyed traffic was goods vehicles that a 7.5 tonne weight restriction would be applicable to. As such a Traffic Regulation Order would not be recommended for priority.
What is the possibility of introducing 20mph zones?	Current average speeds, whilst well within acceptable levels for the prevailing 30mph speed limit, are not low enough to support the implementation of a lower, 20mph speed limit (without additional traffic management measures).
Suggested a one way system be	All Alone Road is an un-adopted route

introduced turning right into All Alone Road	with a poor surface condition and no pedestrian provision and as such would not be suitable to divert traffic onto.
Traffic lights instead on Westfield Lane between Wrosecliffe Grove and All Alone Road to introduce single file traffic, hopefully doing the speed limit. Additionally it would have the waiting effect this may well deter traffic away from the "rat run" philosophy.	The implementation of traffic signals would incur a significant cost. This would not be attainable from the Area Committee's Traffic Management element of the Safer Roads budget, nor could it be justified as a Casualty Reduction project.
Additional traffic calming	Based on the collisions record and surveyed vehicle speeds, additional traffic calming would not be recommended as a priority at this location.
Mobile Safety Cameras	The installation of safety camera sites is managed by the West Yorkshire Casualty Reduction Partnership. There are strict criteria relating to the collisions rate and vehicle speeds. Westfield Lane does not meet either of these requirements.

2.8 The Bradford East Area Committee only has a limited amount of funding to address traffic related concerns raised by residents. Priority is currently given to sites where there are significant numbers of road injuries and where specific engineering interventions are predicted to have casualty reduction benefits. There is an even lesser budget for traffic management measures where there are community safety concerns that have not necessarily materialised into a significant collisions record but, for instance, vehicle speeds are above acceptable tolerances. It would be difficult to recommend prioritisation of resources to an area with some existing traffic calming measures, little casualty reduction potential, and no evidence of excessive speed.

3.0 OTHER CONSIDERATIONS

3.1 Local ward members have been consulted.

4.0 FINANCIAL AND RESOURCE APPRAISAL

4.1 There are no financial or resource implications arising from this report.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risks arising from this report.

6.0 LEGAL APPRAISAL

6.1 There are no legal issues arising from this report.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when investigating these matters.

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

There are no community safety implications of this report.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward Members have been consulted on the petition.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 Members may propose alternative recommendations on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

- 10.1 That no further action be taken on the request for additional traffic management measures on Westfield Lane.
- 10.2 That the lead petitioner be informed accordingly.

11.0 APPENDICES

- 11.1 Appendix 1 – Westfield Lane - Petition.
- 11.2 Appendix 2 – Westfield Lane – Location Plan.

12.0 BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/48233.

Petition for road closure Westfield lane

Petition Summary: Westfield lane, BD10 Bradford has become a dangerous to the public "rat run" existing measures have not been able to address the chronic vehicle speeding and associated dangerous driving on Westfield lane. The disregard towards the highway code on Westfield lane has increased the risk of personal harm or fatality beyond what is considered reasonably practical.

We the undersigned are concerned citizens who urge Bradford Council to close Westfield lane to through traffic to improve the safety and quality of life for all who live and walk on Westfield lane.

Date	Signature	Printed Name	Address	Comment
				

