

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
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HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-18-18

**WILTSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
THE COUNTY OF WILTSHIRE (CEMETERY LANE, BRADFORD ON AVON)
(PROHIBITION OF DRIVING) ORDER 2017**

Purpose of Report

1. To consider the consultation responses received in regards to the proposed Prohibition of Driving Order on part of Cemetery Lane, Bradford on Avon.

Relevance to the Council's Business Plan

2. The proposed Traffic Regulation Order (TRO) meets three of the priorities in the Council's Business Plan 2017-2027.
 - Priority 1 - Growing the Economy (New infrastructure to support housing and employment growth).
 - Priority 2 - Strong Communities (Reduced road casualties, Reduced risk of floods, Healthier population, Good Countryside access and cycling and walking opportunities).
 - Priority 3 - Protecting the vulnerable (Reduced social isolation and loneliness).

Background

3. Outline planning permission has been granted (14/07689/OUT) for a mixed use development on land north of Holt Road, Bradford on Avon.
4. The planning application included a proposal for the closure of Cemetery Lane to through vehicular traffic. The justification for including the closure of Cemetery Lane was predicated on local feedback to consultation on the application. The Council has previously been approached by local people expressing concerns about the amount of traffic using the lane as a 'rat-run', a concern which was amplified during the planning considerations for the Kingston Farm mixed use development, currently under construction. The planning permission was granted on appeal.
5. Traffic use of the lane is modest at most times of day, but it becomes excessively used, at times when other local traffic routes are affected, by motorists seeking to avoid delays, in particular during the peak travel periods. The lane is effectively a single lane road, where passing for two cars can be awkward. The traffic using the lane also has to pass through Woolley Terrace, where the environmental impacts of the traffic are most keenly felt, and where traffic relief would be most noticed.
6. It is considered that the re-routing of traffic using the lane would not have a materially negative impact on any of the local roads in the Woolley area.

7. The proposed TRO would avoid the inappropriate use of the lane by through traffic, the amount of which is anticipated to increase as a result of the Kingston Farm and north of Holt Road site developments, as local traffic increases. The scheme provides for vehicle turning spaces at both ends of the section proposed to be closed, to minimise risks from reversing vehicles faced with a bollarded 'closed' road.

Summary of Responses

8. The consultation attracted 32 responses in support of the proposal, 3 comments and 3 objections.
9. Of note, the proposal is not objected to by the town council.
10. Of the three objections, 1 was from a resident of Woolley Terrace and 2 from residents of Kingsfield Grange Road. The three objections are summarised and commented upon below:

Objector	Resume of Objection	Comments
Resident of Woolley Street	Concerned about increase of traffic on Woolley Street between New Road and Woolley Green, and consequential safety implications	There is likely to be no increase in traffic on Woolley Street resulting from the proposals. A decrease in traffic is anticipated as users cease to use the 'rat-run', of which Woolley Street forms a part.
Mrs Allison Fox, Kingsfield Grange Road	Primary access to home in Kingsfield Grange Road. Alternative routes not as efficacious. Suggests alternative closure of Woolley Street/Woolley Terrace junction, with access to retained to Holt Road. Traffic management measures required in Woolley Terrace	The alternative routes for local residents affected could add up to 0.67 kilometres to local journeys (extra distance between Kingsfield Grange Road/Woolley Terrace junction and Cemetery Lane/Holt Road junction). Access via Woolley Street affords shortest routes to all destinations other than Holt Road. Suggested alternative closure would further increase traffic use of Holt Road, west of Cemetery Lane, which is not a desirable outcome.
Mr and Mrs K Trivett, Kingsfield Grange Road	Alternative routes via town centre not as good. Suggested local improvements and 'access only' TRO as solution	The alternative routes for local residents affected could add up to 0.67 kilometres to local journeys (extra distance between Kingsfield Grange Road/Woolley Terrace junction and Cemetery Lane/Holt Road junction). No effect on need to use town centre. 'Access Only' TROs are very difficult to

		enforce, and can be largely ineffective.
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11. The extent of the support for the proposal is unusual, and arises mainly from residents of Woolley Terrace, many of whom (through the Friends of Woolley Group) have supported the principle of such an initiative for a considerable time. The letters of support point to a number of issues of concern caused by the amount of traffic in Woolley Terrace, and the problems associated with traffic numbers, speed, available width, local parking needs etc.
12. Some residents have expressed concerns about potential vehicular access to Cemetery Lane from the permitted site north of Holt Road; the current planning application proposes no such access, only connections for pedestrians and cyclists.

Main Considerations for the Council

13. Consideration needs to be given to the responses received and a decision made on the way forward.
14. There is significant local support for the closure of Cemetery Lane to through traffic.
15. Alternative routes within the residential road network will accommodate local traffic, and existing 'rat-run' traffic will find alternative routes on more appropriately sized roads.

Overview and Scrutiny Engagement

16. Not applicable.

Safeguarding Considerations

17. There is no impact on safeguarding.

Public Health Implications

18. Removing vehicles will improve the environment; being more conducive to pedestrian and cycle use, promoting personal well-being.

Corporate Procurement Implications

19. All costs will be covered by the developer.

Environmental and Climate Change Considerations

20. The prohibition of vehicular traffic will reduce emissions and noise which impacts on both the natural and residential environment, especially in Woolley Terrace.

Equalities Impact of the Proposal

21. Vehicle users can still take access over the adjacent road network.

Risk Assessment

22. The removal of vehicular traffic will reduce the likely conflict between vehicle and pedestrian users in an area where such use will otherwise be intensified as a result of permitted development.

Financial Implications

23. All costs for the advertisement and implementation of the proposal fall to the developer.

Legal Implications

24. Consultations have been undertaken with the Fire Service, Police and Ambulance Service and also with the relevant bus companies, the Town Council and the Local Member. Advertisements have been posted in the local press and notices were posted in prominent positions at the site. Legal formalities have been and will be addressed.

Options Considered

25. To:
- (i) Implement the proposals as advertised.
 - (ii) Not implement the proposals.
 - (iii) Implement the proposals with amendments

Reason for Proposal

26. The Prohibition of Driving Order on part of Cemetery Lane will remove potential conflict between motorised vehicles and pedestrians in an area of new development where conflict between drivers and non-motorised users would otherwise likely increase.
27. The Order would fulfil the desire of a significant number of local residents, in particular at Woolley Terrace, to improve local conditions.

Proposal

28. That the proposals be implemented as advertised.

The following unpublished documents have been relied on in the preparation of this Report:

None