

Minutes of a meeting of the Bradford East Area Committee held on Thursday, 9 November 2017 at Committee Room 1 - City Hall, Bradford

Commenced 6.05 pm
Concluded 7.20 pm

Present – Councillors

LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT
Salam Jamil H Khan	R Ahmed Stubbs J Sunderland R Sunderland Ward

Apologies: Councillor Shafiq

Councillor R Sunderland in the Chair

31. DISCLOSURES OF INTEREST

- (1) In the interest of transparency Councillor Ahmed disclosed an interest in Minute 37 as he lived on an unadopted road.
- (2) Councillor Sunderland disclosed an interest in Minute 37 as she knew the resident of All Alone Road in attendance at the meeting and they both worked for the same establishment.

Action: City Solicitor

32. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted by the public to review decisions to restrict documents.

33. PUBLIC QUESTION TIME

There were no questions submitted by the public.

34. SPRINGMILL STREET, LITTLE HORTON, BRADFORD - OBJECTIONS RECEIVED TO PROPOSED TRAFFIC REGULATION ORDER

The report of the Strategic Director, Place (**Document “Q”**) advised the Committee of objections that had been received to the recently advertised Traffic Regulation Order for No Waiting At Any Time on Spring Mill Street, Little Horton, Bradford.

Resolved-

That the item be deferred to allow further consultation with objectors.

(Environment and Waste Management Overview and Scrutiny Committee)

35. PETITION - BRADFORD LANE, KERSHAW STREET AND RAGLAN STREET, BRADFORD

Document “R” considered a petition requesting the introduction of traffic calming on Bradford Lane, Kershaw Street and Raglan Street, Bradford.

The report outlined the background to the request and the outcome of radar speed checks and a census of traffic volumes that had been carried out in the area.

Residents of the area attended the meeting and outlined their concerns which included:

- Due the roads being resurfaced the traffic calming in place had no affect.
- It was crucial that traffic calming was effective and that it stopped speeding traffic on Kershaw Lane which caused danger to residents in the area.

A Member of the Committee queried whether the existing traffic calming features on Kershaw Street and Raglan Terrace could be inspected to determine if any repair works could be undertaken.

In response to Members’ questions it was reported that speed humps/cushions had been installed a few years ago and were not as high as new ones but were in a good state of repair but did acknowledge that resulting impact on vehicle speeds may be lesser than that of more modern features.



It was reported that a previous petition had been considered requesting traffic calming on Kershaw Street; two radar speed checks and a census of traffic volumes had been carried out as a result of this. The radar speed check undertaken on Kershaw Street for one hour on 24 May 2016 at 7.30am showed that average recorded speed was 21.3mph and 85% of traffic was travelling at or below 25mph. The radar speed check undertaken on 8 September 2016 for one hour at 6pm showed the average speed as 21.5mph and that 85% of traffic was travelling at or below 27mph. A total of 231 vehicles travelled on Kershaw Street in this one hour period. These figures did not give cause for concern and therefore no further action was recommended.

It was suggested that the petitioners concerns be highlighted at future ward partnership meetings with a view to increased police enforcement action.

In response to Members questions it was reported that the current speed humps/cushions could be looked at to see if any repair work was warranted.

It was reported that it would be difficult to recommend prioritisation of resources to an area with existing traffic calming measures, little casualty reduction potential, and no evidence of excessive speed.

Resolved-

- (1) That no action be taken on the request for new traffic calming measures on Bradford Lane, Kershaw Street or Raglan Street.**
- (2) That Highways officers arrange for the existing traffic calming features on Kershaw Street and Raglan Street to be inspected to determine if any repair works are warranted.**
- (3) That Highways officers carry out a review of local lining and signing to determine if any additional such measures would be feasible.**
- (4) That the petitioners' concerns be highlighted at future ward partnership meetings with a view to increased Police enforcement action.**
- (5) That the lead petitioner be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)



36. NORMAN LANE, BRADFORD, TRAFFIC REGULATION ORDER - OBJECTIONS

Previous Reference: Minute 8 (2017/18)

The Committee was asked to consider **Document “T”** which outlined objections received to the recently advertised Traffic Regulation Order for Norman Lane, Bradford proposed in association with the provision of a pedestrian refuge island.

Members felt that further consideration needed to be given to the Scheme which better met the needs of all concerned.

Resolved-

That the item be deferred for further consideration through a working group comprising of officers, ward members and key local interested parties.

(Environment and Waste Management Overview and Scrutiny Committee)

37. JOINTLY FUNDED TRAFFIC SCHEME - ALL ALONE ROAD, WROSE

The Strategic Director, Place presented a report (**Document “S”**) which sought the Committee’s approval to allocate £3,500 towards a jointly funded traffic scheme promoted by Bradford East and Shipley Area Committees to address anti-social behaviour and road safety concerns on All Alone Road, Wrose.

It was reported that:

- All Alone Road was an unadopted highway, meaning the Council as highway authority was not responsible for its maintenance and upkeep - (responsibility resting with the immediate frontagers as street managers).
- The Council had, for some time, been receiving complaints regarding ASB (Anti Social Behaviour) on All Alone Road, Wrose. This ASB included fly tipping, drug use, and using All Alone Road (between its junctions with Westfield Lane and Highfield Road) as a well known local route to evade pursuing Police Vehicles - (the road effectively being used as a ‘get-a-way’ route). It was also used by illegal quad bikes as part of the circuit from Ravenscliffe/Thorpe Edge to Windhill, Dockfield and beyond.
- It was considered that (via means of a Public Spaces Protection Order (PSPO)) the provision of two gates across All Alone Road preventing vehicular access but allowing the unhindered passage of pedestrians and horse riders would help address fly tipping and drug abuse occurring along the road, and prevent it from being used as a means of evading police pursuit.
- The combined cost of promoting a PSPO and providing two gates would



be in the region of £9000. Wrose Parish Council and residents had agreed a contribution towards the cost of the gates.

- Alternative funding had been investigated, with a grant application being submitted to the West Yorkshire Police and Crime Commissioner's Safer Communities Fund.

A Wrose Parish Councillor attended the meeting and made the following comments:

- Residents had come forward with a contribution towards the cost of the scheme which increased Wrose Parish Councils contribution to £3,000.
- An application had been submitted to the Police and Crime Commissioner's Office for funding.
- The area had suffered for some time with fly tipping, drug use and using All Alone Road as a route to evade pursuing Police Vehicles.
- The scheme proposed would give access to emergency vehicles, horses, pushchairs, wheelchairs etc to pass through.

Residents of All Alone Road attended the meeting and spoke in support of the scheme, they made the following comments:

- There was constant fly tipping, anti social behaviour and needles being left.
- Fences had been set on fire; there were Police Car chases which resulted in vehicles damaging residents fences.
- The cricket club had installed gates which had stopped the quad bikes going onto the pitch.
- Residents would be making a financial contribution towards the scheme.
- Asking the Committee for its support in making All Alone Road a better place.
- Shipley Area Committee fully supported the scheme and hoped this Committee would do the same.

In response to a Member's question it was reported that the Scheme would be advertised and open to challenge, any objections received would be submitted to the Committee.

Members made the following comments:

- Allowing the scheme would mean that the anti social behaviour would move to another area, there would still be illegal quad bikes and it would not stop fly tipping; the scheme would only work if carried out the whole way through; to make it work the scheme would have to be extended from Highfield Road to Westfield Lane.
- Money should not be taken away from road safety schemes where children's lives were at risk.



- This scheme was no different to other similar schemes that were outstanding; there was no guarantee that the scheme would prevent fly tipping.
- Why had Ward Councillors not been consulted?
- Did not feel the scheme would solve the problems being experienced by residents.
- The Committee had a lack of resources and had an outstanding programme of road safety measures of £973000 which could not be funded; some schemes had been on the list for 10 years; needed to prioritise schemes where there had been fatalities.
- All Alone Road was not one of the top 10 hot spots for fly tipping.
- The Police Crime Commissioner's Office and Shipley Area Committee may wish to fund the scheme but Bradford East Area Committee did not have the budget.
- In terms of fly tipping consideration needed to be given to installing CCTV in the area.

In response to Members' questions it was reported that the area where the scheme was being proposed was very secluded and the scheme proposed would help in preventing fly tipping.

Resolved –

That due to the lack of resources the Committee is unable to fund the scheme.

(Regeneration, Planning and Transport Overview & Scrutiny Committee)

Chair

Note: These minutes are subject to approval as a correct record at the next meeting of the Bradford East Area Committee.

THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER

