

Public Document Pack



Agenda for a meeting of the Bradford East Area Committee to be held on Thursday, 9 November 2017 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

| LABOUR | LIBERAL DEMOCRAT AND INDEPENDENT |
|------------------------------------|--|
| Salam Jamil Shafiq H Khan | R Ahmed R Sunderland N Pollard Stubbs J Sunderland |

Alternates:

| LABOUR | LIBERAL DEMOCRAT AND INDEPENDENT |
|--------------------------|---|
| Ikram Iqbal I Khan | Fear Griffiths Reid Stelling Ward |

Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

Decisions on items marked * are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.

From:

To:

Parveen Akhtar

City Solicitor

Agenda Contact: Fatima Butt/Tracey Sugden

Phone: 01274 432227/434287

E-Mail: fatima.butt.gov.uk

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) Officers must disclose interests in accordance with Council Standing Order 44.*

3. INSPECTION OF REPORTS AND BACKGROUND PAPERS

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.



Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Fatima Butt - 01274 434287)

4. PUBLIC QUESTION TIME

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on 7 November 2017.

(Fatima Butt - 01274 432227)

B. BUSINESS ITEMS

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

1 - 6

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

Recommended –

That the objections be overruled and the proposed No Waiting At Any Time restrictions on Spring Mill Street be implemented as advertised.

(Environment & Waste Management Overview & Scrutiny Committee)

(Andrew Smith – 01274 434674)



6. **PETITION - BRADFORD LANE, KERSHAW STREET AND RAGLAN STREET, BRADFORD** 7 - 12

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

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

Recommended –

(1) That no action be taken on the request for traffic calming on Bradford Lane, Kershaw Street or Raglan Street.

(2) That the petitioner be informed accordingly.

(Environment & Waste Management Overview & Scrutiny Committee)

(Andrew Smith – 01274 434674)

7. **JOINTLY FUNDED TRAFFIC SCHEME - ALL ALONE ROAD, WROSE** 13 - 22

Previous Reference: Shipley Area Committee, Minute 25 (2017/18)

The Strategic Director, Place will present a report (**Document “S”**) seeking approval to allocate £3500 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.

Recommended –

(1) That this Committee allocates £3500 as half the required outstanding contribution to promote a Public Spaces Protection Order (PSPO) allowing gates to be installed on All- Alone Road. Should the full funding become available, the Committee supports the process to proceed with the PSPO.

(2) That Shipley Area Committee and Wrose Parish Council be advised accordingly.

(Environment & Waste Management Overview & Scrutiny Committee)

(Simon D’Vali – 01274 432100)



8. **NORMAN LANE, BRADFORD, TRAFFIC REGULATION ORDER -
OBJECTIONS**

23 - 30

Previous Reference: Minute 8 (2017/18)

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

Recommended –

- (1) That the objections be upheld and the proposed pedestrian refuge island and associated Traffic Regulation Order be abandoned.**
- (2) That the proposed improvements to the zebra crossing on Norman Lane near Wayside Crescent be implemented.**
- (3) That the objectors be informed accordingly.**

(Environment & Waste Management Overview & Scrutiny Committee)

(Andrew Smith – 01274 434674)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER



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Report of the Strategic Director, Place to the meeting of Bradford East Area Committee to be held on 9th November 2017

Q

Subject:

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

Summary statement:

This report considers objections to the recently advertised Traffic Regulation Order for No waiting At Any Time restrictions on Spring Mill Street, Little Horton, Bradford.

Ward: 18 Little Horton

Steve Hartley
Strategic Director Place

Report Contact: Andrew Smith
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Portfolio:

Regeneration, Economy & Sustainability

Overview & Scrutiny Area:

Environment & Waste Management

6.0 LEGAL APPRAISAL

6.1. There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power 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 making the recommendations contained with this report.

7.2. SUSTAINABILITY IMPLICATIONS

There are no significant 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 gases arising from this report.

7.4. COMMUNITY SAFETY IMPLICATIONS

The waiting restrictions are proposed to maintain road safety at the new site access and at the nearby Spring Mill Street/ Manchester Road junction.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

None

9.0 OPTIONS

- 9.1. That the objections be overruled and the proposed No Waiting At Any Time restrictions on Spring Mill Street be implemented as advertised.
- 9.2. That the objections be upheld and the proposed No Waiting At Any Time restrictions on Spring Mill Street be abandoned.
- 9.3. Councillors may propose an alternative course of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

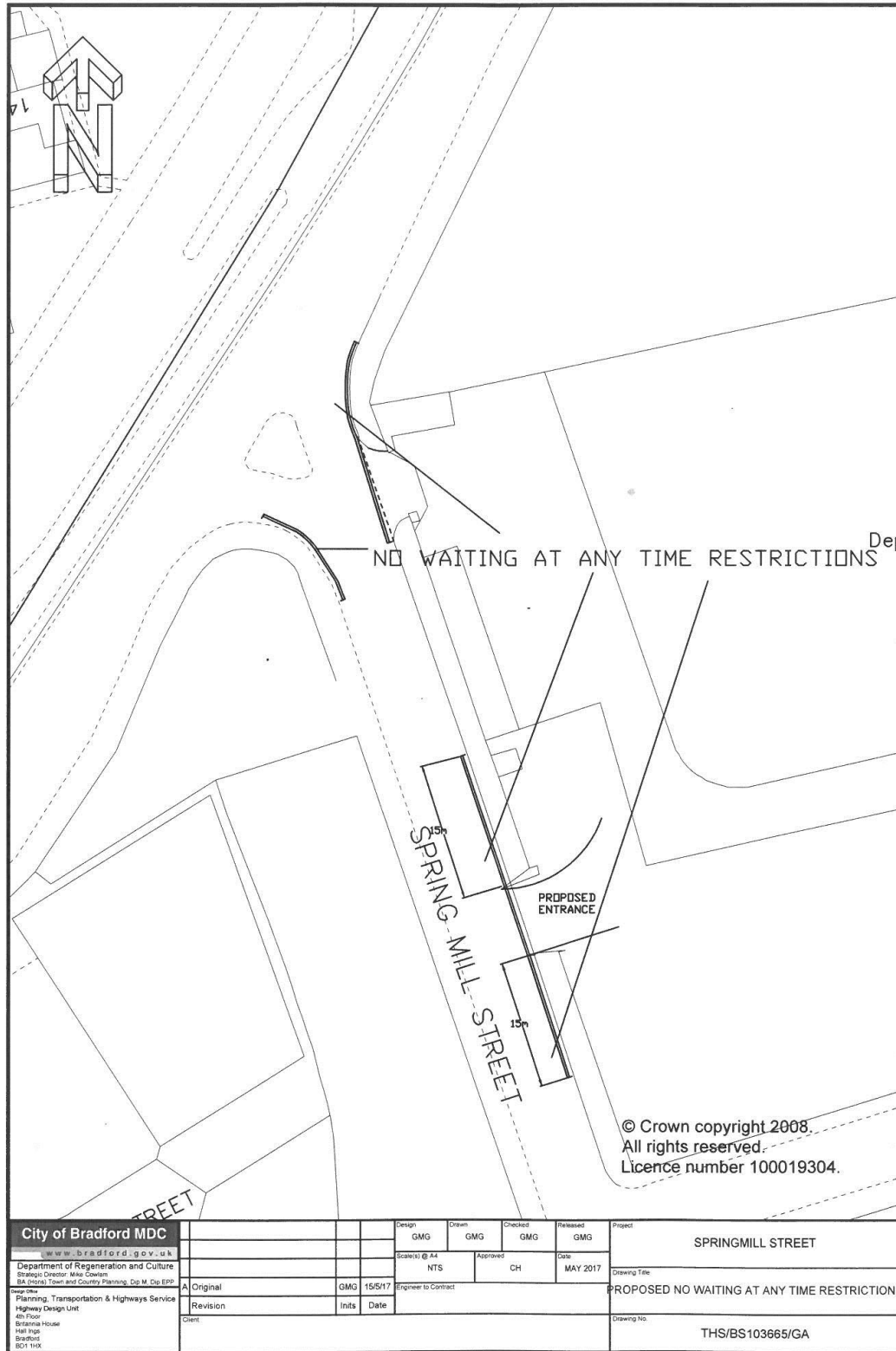
- 10.1. That the objections be overruled and the proposed No Waiting At Any Time restrictions on Spring Mill Street be implemented as advertised.
- 10.2. That the objector be informed accordingly.

11.0 APPENDICES

Appendix 1 – Drawing TDG/THS/103665GA-1A

12.0 BACKGROUND DOCUMENTS

- 12.1. None



| | | | | | | | | | |
|---|--------|----------|-----|---------------|----------------------|----------------|-----------------|--|-------------------|
| City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director Mike Cowden BA (Hons) Town and Country Planning, Dip M, Dip EPP Design Officer Planning, Transportation & Highways Service Highway Design Unit 4th Floor Brannan House Hall Ings Bradford BD1 1HX | | | | Design GMG | Drawn GMG | Checked GMG | Released GMG | Project | SPRINGMILL STREET |
| | | | | Scale(s) @ A4 | Approved | CH | Date | MAY 2017 | Drawing Title |
| | A | Original | GMG | 15/5/17 | Engineer to Contract | | | PROPOSED NO WAITING AT ANY TIME RESTRICTIONS | |
| | | Revision | | Initials | Date | | | | Drawing No. |
| | Client | | | | | | | THS/BS103665/GA | |

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Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 9 November 2017.

R

Subject:

PETITION – BRADFORD LANE, KERSHAW STREET AND RAGLAN STREET, BRADFORD

Summary statement:

This report considers a petition requesting the introduction of traffic calming on Bradford Lane, Kershaw Street and Raglan Street, Bradford.

Wards: 6 Bradford Moor

Steve Hartley
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

Report Contact: Andrew Smith
Principal Engineer
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management

1.0 SUMMARY

- 1.1 This report considers a petition requesting the introduction of traffic calming on Bradford Lane, Kershaw Street and Raglan Street, Bradford.

2.0 BACKGROUND

Petition : Bradford Lane, Kershaw Street and Raglan Street (87 signatures)

- 2.1 The petitioners are requesting the Council to calm traffic on Bradford Lane, Kershaw Street and Raglan Street, Bradford. A copy of the petition is shown in Appendix 1 and a location plan is attached as Appendix 2.
- 2.2 All of these streets have existing traffic calming features. Bradford Lane has a mixture of standard round top road humps (3) and speed cushions (4 sets). Kershaw Street has 4 brick paved road humps. Raglan Street has one brick paved road hump and a priority system at its junction with Derby Road where priority is given to vehicles coming from Derby Road. All of these streets are covered by a 20mph speed limit zone.
- 2.3 Two road incidents causing injury have been recorded in the last five years on Bradford Lane. There have been no recorded road injuries on Kershaw Street or Raglan Street in the last 5 years.
- 2.4 A previous petition has been considered requesting traffic calming on Kershaw Street and two radar speed checks and a census of traffic volumes have 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 do not give cause for concern and therefore no further action was recommended.
- 2.5 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 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 and no comments have been received.

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 WARD PLAN IMPLICATIONS

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 action be taken on the request for traffic calming on Bradford Lane, Kershaw Street or Raglan Street.
- 10.2 That the petitioner be informed accordingly.

11.0 APPENDICES

- 11.1 Appendix 1 – Bradford Lane, Kershaw Street and Raglan Street - Petition.
- 11.2 Appendix 2 – Bradford Lane, Kershaw Street and Raglan Street – Location Plan.

12.0 BACKGROUND DOCUMENTS

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

Petition to Bradford Council

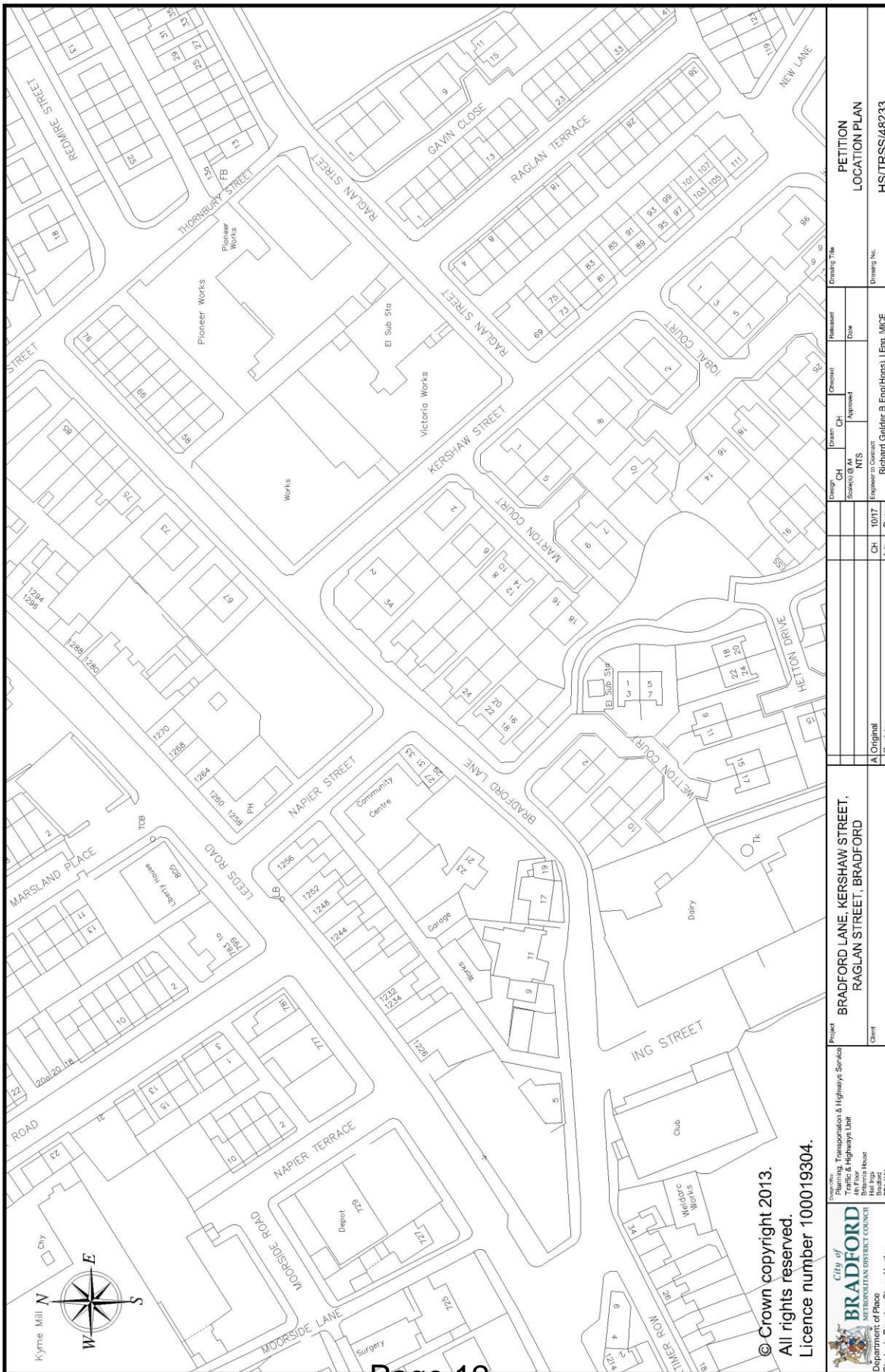
Date: 20 July 2017

Petition Organiser:

Address:

We, the undersigned, petition Bradford Council to calm traffic on Bradford Lane, Kershaw Street, Raglan Street, BD3 8NR.

| Name | Address | Signature |
|------|---------|-----------|
|------|---------|-----------|



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Planning, Transportation & Highways Services
 Traffic & Highways Unit
 4th Floor
 Hall Ings House
 Hall Ings
 BD1 1TK
 Strategic Director: Steve Hanley

Project: BRADFORD LANE, KERSHAW STREET, RAGLAN STREET, BRADFORD
 Client:

| | |
|---|---|
| Original | Revision |
| CH 10/17 | CH 10/17 |
| 1/11/17 | 1/11/17 |
| Richard Gelder B Eng(Hons), I Eng, MICE | Richard Gelder B Eng(Hons), I Eng, MICE |
| Engineer in Charge | Engineer in Charge |
| NTS | NTS |
| Approved | Approved |
| CH | CH |
| Drawn | Drawn |
| Checked | Checked |
| Released | Released |

PETITION LOCATION PLAN
 Drawing No: HS/TRSS/48233

Report of the Director of Place to the meeting of the Bradford East Area Committee to be held on 9 November 2017.

S

Subject:

JOINTLY FUNDED TRAFFIC SCHEME – ALL ALONE ROAD, WROSE

Summary statement:

To seek this 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.

**Ward 28 – Windhill & Wrose
Ward 13 – Idle & Thackley**

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

Portfolio:
Regeneration, Planning and Transport
Overview & Scrutiny Area:
Environment & Waste Management



1. SUMMARY

- 1.1 The Council has, for some time, been receiving complaints regarding anti-social behaviour (ASB) on All Alone Road, Wrose. This ASB includes 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.
- 1.2 It is 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.
- 1.3 The Council considers it expedient to promote a PSPO: -
 - (i) For avoiding danger to persons or other traffic using All Alone Road, or for preventing the likelihood of any such danger arising; and
 - (ii) For promoting and/or improving the amenities of the area through which All Alone Road runs.

2. BACKGROUND

- 2.1 All Alone Road is approximately 800 metres in length between its junctions with Westfield Lane and The Stray (Highfield Road), and the road's centreline forms the boundary of 'Windhill & Wrose' and 'Idle & Thackley' electoral wards.
- 2.2 All Alone Road is unadopted highway, meaning the Council as highway authority is not responsible for its maintenance and upkeep - (responsibility resting with the immediate frontagers as street managers).
- 2.3 The Council has, for some time, been receiving complaints regarding ASB on All Alone Road, Wrose. This ASB includes 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).
- 2.4 All Alone Road is also used by illegal quad bikes as part of the circuit from Ravenscliffe/Thorpe Edge to Windhill, Dockfield and beyond.
- 2.5 In November 2016, Cleansing Services supplied data on the number and nature of attendances to All Alone Road which numbered 20 separate occasions in 24 months.

- 2.6 Previous and ongoing attempts to address ASB on All Alone Road include the provision of 'No Fly Tipping' signs (showing potential fines) at key locations, covert surveillance camera use, and CCTV warning notices at both ends of the road.
- 2.7 Cases of fly tipping are examined for evidence, and where appropriate, are followed up with environmental enforcement. Any prosecutions are publicised with a view to deterring future offences.
- 2.8 Wrose Parish Council has requested that a section of All Alone Road be gated off, and it is considered that (under powers granted by a PSPO) the provision of two gates on the 'unmade' section precluding vehicular access (except for the emergency services and specified residents who would have keys to open the gates) would help address those ASB issues referred to within Item 2.3 of this report. The gates would allow pedestrian 'through access' at all times.
- 2.9 The combined cost of promoting a PSPO and providing two gates (including their manufacture and installation) would be in the region of £9000. Wrose Parish Council has agreed a contribution of £1250 to the legal costs of promoting the PSPO, and would meet in full the £750 cost associated with the manufacture and installation of two gates. The cumulative total of £2000 by Wrose Parish Council means a residual sum of £7000 would be required.
- 2.10 In accordance with the Shipley Area Committee resolution of 13 September 2017 and to reduce the cost of the proposed scheme to the local authority, Wrose Parish Council and residents, alternative funding has been investigated, with a grant application being submitted to the West Yorkshire Police and Crime Commissioner's Safer Communities Fund. If the grant application is successful, the financial sum granted will be reported to this Committee at a future meeting.
- 2.11 The three Local Members for Windhill & Wrose have expressed keen support for the Parish Council's request to have the road gated off under powers conferred by a PSPO.

3.0 PREVIOUS RELEVANT COMMITTEES AND REPORTS

- 3.1 On 13 September 2017, a report regarding the proposal to introduce a PSPO on All Alone Road to address ASB was presented to the Shipley Area Committee. That Committee resolved:

- (1) That enforcement, now and in the future, be a priority on All Alone Road, Wrose.
- (2) That Shipley Area Committee allocates half of the required outstanding contribution, up to £3500, to promote a Public Spaces Protection Order (PSPO) allowing gates to be installed on All Alone Road. Should the full funding become available, the Committee supports the process to proceed with the PSPO.
- (3) That alternative funding be investigated, such as the West Yorkshire Police and Crime Commissioner's Safer Communities Fund, to reduce the cost of the scheme to the local authority, Wrose Parish Council and residents.
- (4) That a report be presented to the Bradford East Area Committee, seeking that Committee's approval to allocate the required £3500 shortfall necessary for a jointly funded PSPO promoted by Bradford East and this Committee to address anti-social behaviour on All Alone Road, Wrose.
- (5) That Wrose Parish Council be advised accordingly.

4.0 PUBLIC SPACES PROTECTION ORDER

- 4.1 The Anti-social Behaviour, Crime and Policing Act 2014 introduced several new tools and powers for use by councils and their partners to address ASB in their local areas. Public Spaces Protection Orders (PSPOs) are one of the tools available under the 2014 Act.
- 4.2 Councils can use PSPOs to prohibit specified activities, and rather than targeting specific individuals or properties, they focus on the identified problem behaviour in a specific location. PSPOs replace Gating Orders.
- 4.3 PSPOs can be introduced in a specific public area where the local authority is satisfied on reasonable grounds that certain conditions have been met. The first test concerns the nature of the anti-social behaviour, requiring that:
 - activities that have taken place have had a detrimental effect on the quality of life of those in the locality, or it is likely that activities will take place and that they will have a detrimental effect
 - the effect or likely effect of these activities:
 - is, or is likely to be, persistent or continuing in nature
 - is, or is likely to be, unreasonable
 - justifies the restrictions being imposed.

- 4.4 A PSPO can last for up to three years, after which it must be reviewed. If the review supports an extension and other requirements are satisfied, it may be extended for up to a further three years. There is no limit on the number of times an Order may be reviewed and renewed. The legislation sets out a number of additional requirements for consultation and communication before an Order is introduced, once it is implemented and where it is extended, varied or discharged. PSPOs can be legally challenged under the 2014 Act on certain grounds.
- 4.5 Where used appropriately, proportionately and with local support, PSPOs can be a positive device that help to prevent ASB, and can provide an effective response to some of the issues local residents and agencies face on a regular basis.
- 4.6 In the case of Orders restricting access over public highways (eg. through the installation of gates), the Act sets out specific additional requirements for the consultation process. The council must notify those who may be potentially affected by the Order, let them know how they can see a copy of the PSPO proposals and when they need to submit any responses, and is required to consider any representations made. Councils must also consider the effect of the restrictions on occupiers of premises adjacent to or adjoining the highway, on other people in the locality and, where this is a through route, whether a reasonably convenient alternative is available. These considerations should include, for example, access for emergency services or utility companies.

5. OTHER CONSIDERATIONS

- 5.1 Having regard to the fact that in November 2016, Cleansing Services Attended All Alone Road on 20 separate occasions in 24 months due to reports of fly tipping, a PSPO, if implemented, could potentially reduce or eliminate entirely those ongoing costs associated with cleansing works not routinely programmed.
- 5.2 On the basis of the proposed £2000 scheme contribution from Wrose Parish Council, in the event that this Committee allocates 50% of the outstanding £7000 scheme funding (thereby effectively matching the £3500 scheme contribution of the Shipley Area Committee) Members for Windhill & Wrose, and Idle & Thackley will be consulted on the scheme proposals in due course.

6. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

7. OPTIONS

7.1 Option 1 (Recommended) –

- That this Committee allocates £3500 as half the required outstanding contribution to promote a Public Spaces Protection Order allowing gates to be installed on All Alone Road. Should the full funding become available, the Committee supports the process to proceed with the PSPO.
- That Shipley Area Committee and Wrose Parish Council be advised accordingly.

7.2 Option 2 (Not Recommended) –

- That this Committee resolves not to allocate £3500 towards a jointly funded traffic scheme promoted by Bradford East and Shipley Area Committees to address ASB on All Alone Road, Wrose, and that as a result, the proposed PSPO on All Alone Road be abandoned.

7.3 Option 3 (Not Recommended) –

- 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.

8. FINANCIAL & RESOURCE APPRAISAL

8.1 The combined cost of promoting a PSPO and providing two gates (including their manufacture and installation) would be in the region of £9000. Wrose Parish Council has agreed a contribution of £1250 to the legal costs of promoting the PSPO, and would meet in full the £750 cost associated with the manufacture and installation of two gates. The cumulative total of £2000 from Wrose Parish Council means a residual sum of £7000 (£3500 from this Committee and the same sum from Shipley Area Committee) would be required.

8.2 In accordance with the Shipley Area Committee resolution of 13 September 2017, and to reduce the cost of the proposed scheme to the local authority, Wrose Parish Council and residents, alternative funding has been investigated, with a grant application being submitted to the West Yorkshire Police and Crime Commissioner's Safer Communities Fund. If the grant application is successful, the financial sum granted will be reported to this Committee at a future meeting.

9. RISK MANAGEMENT AND GOVERNANCE ISSUES

There is a need to ensure that legislative requirements are met before a PSPO can be introduced, and obtaining clear evidence to support this is important. Collating information about the nature and impact of the ASB subject to the PSPO are core elements of the evidence gathering. West Yorkshire Police and the Council's Cleansing Team have supplied non-anecdotal evidence which could be used to support the argument for promoting a PSPO and help ensure it is robust to challenge.

10. LEGAL APPRAISAL

There are no specific issues arising from this report.

11. OTHER IMPLICATIONS

11.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

11.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

11.3 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 gases arising from this report.

11.4 COMMUNITY SAFETY IMPLICATIONS

Whilst there have been no recorded traffic collisions resulting in personal injury on All Alone Road during the five year period ending 9th April 2017, the road's use as a means of evading Police pursuit (effectively a 'get-a-way' route'), along with its use by quad bike riders, arguably lends itself to posing a greater than average risk to pedestrians and other road users. The installation of gates would prevent motorised through traffic and thereby reduce this risk. Fly tipping and drug use (specifically the disposal of used syringes) present a potential risk of disease and infection.

11.5 HUMAN RIGHTS ACT

There are no human rights implications

11.6 TRADE UNION

There are no trade union implications

11.7 WARD IMPLICATIONS

Local Ward Members have not been consulted on this report.

11.8 NOT FOR PUBLICATION DOCUMENTS

None

12. RECOMMENDATIONS

12.1 Option1 –

- That this Committee allocates £3500 as half the required outstanding contribution to promote a Public Spaces Protection Order allowing gates to be installed on All Alone Road. Should the full funding become available, the Committee supports the process to proceed with the PSPO.
- That Shipley Area Committee and Wrose Parish Council be advised accordingly.

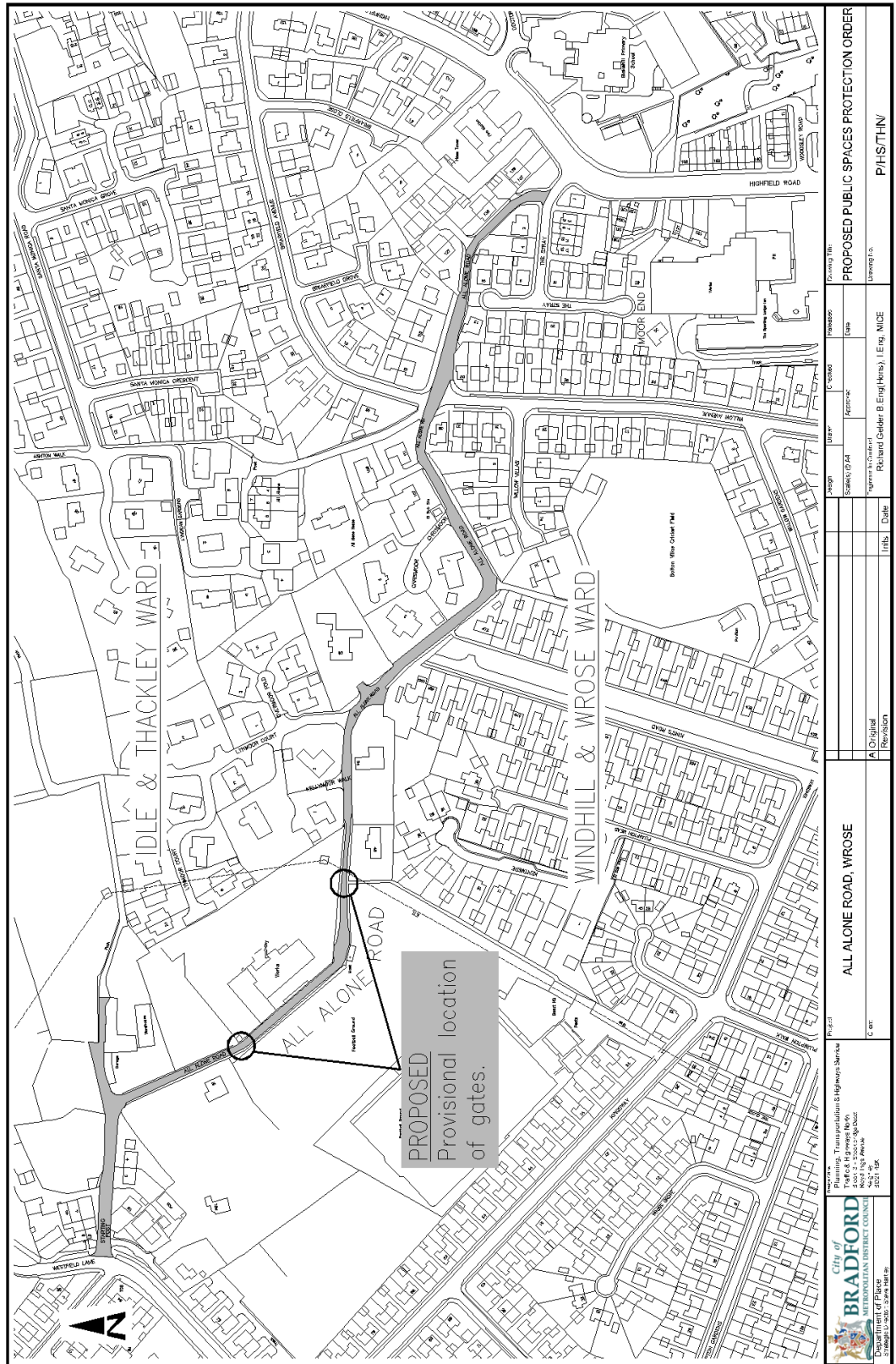
12. APPENDICES

12.1 Appendix 1 – Location Plan identifying All Alone Road, proposed location of gates, and adjoining electoral wards.

13. BACKGROUND DOCUMENTS

13.1 Public Spaces Protection Orders – Guidance for Councils. Local Government Association.

Appendix 1



| | | | | | | | | | | | | | | | |
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| <p>City of Bradford Bradford Metropolitan District Council Planning Department Planning Services Telephone: 01549 434343 Fax: 01549 434344 Email: planning@bradford.gov.uk</p> | | <p>Project: ALL ALONE ROAD, WROSE</p> | | <p>Drawn: A. O'Neil</p> | | <p>Checked: J. NICE</p> | | <p>Approved: J. NICE</p> | | <p>Drawn: J. NICE</p> | | <p>Checked: J. NICE</p> | | <p>Approved: J. NICE</p> | |
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Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 9 November 2017.

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Subject:

NORMAN LANE, BRADFORD, TRAFFIC REGULATION ORDER – OBJECTIONS

Summary statement:

This report considers the objections received to the recently advertised Traffic Regulation Order for Norman Lane, Bradford proposed in association with the provision of a pedestrian refuge island.

Wards:

**4 Bolton and Undercliffe
10 Eccleshill**

Steve Hartley
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Portfolio:

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Overview & Scrutiny Area:

Environment and Waste Management

1.0 SUMMARY

1.1 This report considers the objections received to the recently advertised Traffic Regulation Order for Norman Lane, Bradford proposed in association with the provision of a pedestrian refuge island.

2.0 BACKGROUND

2.1 At its meeting of 11 July 2017 this Area Committee approved as part of its Safer Roads Schemes Programme the provision of a pedestrian refuge island on Norman Lane near to St Francis Church and improvements to the existing zebra crossing near Wayside Crescent. In association with the proposed refuge island a Traffic Regulation Order for No Waiting at Any Time restrictions on a part length of the north side of Norman Lane is proposed to ensure the safe through passage of traffic and to protect sight lines for drivers and pedestrians crossing the road. There are existing waiting restrictions on the south side of Norman Lane at this location.

2.2 The location of the proposed refuge island and extent of the proposed waiting restrictions is shown on drawing No. HS/TRSS/103761/CON-1A attached as Appendix 1 to this report.

2.3 The Traffic Regulation Order was advertised between 29 September and 20 October 2017. At the same time consultation letters and plans were delivered to residents and businesses affected by the proposals. This has resulted in four objections and one representation regarding the proposals.

2.4 A summary of the valid points of objection and corresponding officer comments is tabulated below:

| Objectors concerns | Officer comments |
|---|---|
| <p><u>Objector 1</u> Objects on the grounds that there are a number of businesses on Norman Lane and if there are additional double yellow lines they will all struggle even more than they do now for parking space. They are an independent business trying to compete in a competitive market. They are there for the community as a service and also employ local people. If customers struggle to park they may decide to go elsewhere to the detriment of the business and its staff.</p> | <p>The proposed waiting restrictions are the minimum necessary to safely provide a new pedestrian refuge island at this location. The proposed waiting restrictions will only affect 2 parking spaces; some of the proposed lining covers the entrances to St Francis Church and are therefore not viable parking spaces. The new refuge island will be of benefit to pedestrians; helping local people to safely cross the road and access local shops and services on foot.</p> |
| <p><u>Objector 2</u> The proposals will not allow a funeral cortege to park on the road outside St Francis Church.</p> <p>The location of the proposed pedestrian</p> | <p>The proposed refuge island and waiting restrictions would prevent vehicles parking on the road directly outside St Francis church. However there is a car park to the rear of the church and unrestricted parking on other lengths of Norman Lane.</p> <p>Access to the church grounds to the south</p> |

| | |
|---|--|
| <p>refuge island does not provide a sufficient turning circle for funeral/wedding vehicles, horse drawn vehicles or limousines to enter the church grounds to the south of the building without crossing on to the opposite carriageway posing a safety risk. The presence of the refuge island will make access to the church for a funeral cortege more hazardous during hours of darkness.</p> | <p>of the church building would be more difficult for longer wheel based vehicles. The parking restrictions would ensure safety in the vicinity of the refuge island at all times.</p> |
| <p><u>Objector 3</u> Severe difficulties would be faced for funeral corteges if they were unable to park on the road outside St Francis church during the duration of a service.</p> | <p>The proposed refuge island and waiting restrictions would prevent vehicles parking on the road directly outside St Francis church. However there is a car park to the rear of the church and unrestricted parking on other lengths of Norman Lane.</p> |
| <p><u>Objector 4</u> All the businesses in this area have problems with a lack of parking space and the addition of more double yellow lines will impact negatively on these businesses and their customers. There does not appear to be sound justification for the proposed refuge island and associated waiting restrictions; that the proposed refuge island is in the right place and will improve safety is speculative. There is already a refuge at the roundabout and a zebra crossing near Morrisons entrance which adequately serve pedestrian needs. They do not think the location of the refuge is where someone would normally walk or cross the road. They feel there is a constant impingement on parking in the area. A reduction in on-street parking space will increase the abuse of their car park. The reduction in parking space will negatively impact on local residents especially at peak times. The existing bus stop markings are excessively long and cause traffic flow issues and danger to all road users. They suggest moving the bus stop to outside St Francis church, providing a refuge island and thereby take pedestrian activity away from the congested area just off the roundabout.</p> | <p>The proposed waiting restrictions are the minimum necessary to safely provide a new pedestrian refuge island at this location. The proposed waiting restrictions will only affect 2 parking spaces; some of the proposed lining covers the entrances to St Francis Church and are therefore not viable parking spaces. In the 5 years prior to the scheme being programmed there were 8 road casualties on Norman Lane. On a length of road any localised improvements can be of general road safety benefit. The lack of a pedestrian facility may suppress demand for crossing the road. There has been no recent introduction of parking restrictions in this area. As stated above these proposals only affect 2 parking spaces. Bus stop clearways are provided at sufficient length to enable a bus to pull up along side the kerb and pull out again without being obstructed by parked vehicles. The existing bus stop is in a convenient location for access to the local shops and businesses. If the bus stop marking were kept clear of parked vehicles</p> |

| | |
|---|---|
| <p>The proposals are an unjustifiable expense and waste of public money and the impact on customer parking and other points raised outweigh the feasibility of the project.</p> | <p>this should ease traffic flow. There is insufficient road width to accommodate a refuge island and bus stop adjacent to the church. Pedestrian activity is likely to remain concentrated where the shops and other businesses are located. The benefit to pedestrians and general road safety would outweigh the loss of 2 parking spaces.</p> |
|---|---|

2.5 A representation has also been received welcoming the proposed refuge island and double yellow lines but hoping that the double yellow lines would be extended further towards Five Lane Ends. Due to the large amount of parking that takes places they fear the obstruction of sight lines, affecting the safety of pedestrians and creating difficulties for turning manoeuvres from driveways.
Officer comments: The proposed waiting restrictions are the minimum necessary to safely provide the new refuge island. If the waiting restrictions are respected there is sufficient length to protect sight lines and turning movements from residential driveways.

2.6 It is recommended that due to the disruption that would be caused to the services provided by St Francis church that the proposed refuge island and associated waiting restrictions are not implemented.

3.0 OTHER CONSIDERATIONS

3.1 Local ward members and the emergency services have been consulted on the proposals. No objections have been received.

4.0 FINANCIAL AND RESOURCE APPRAISAL

4.1 The allocated budget (Safer Roads) for the original scheme is £20,000. If a reduced scheme is implemented, any residual funding could be considered for re-allocation when the next Safer Roads programme report is presented to Area Committee.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 Implementation of the original proposals would impact on funeral services at St Francis church.

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 2010 when determining the proposals 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 introduction of a new pedestrian refuge island and Traffic Regulation Order would be beneficial in terms of road safety.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward Members have been consulted on the proposals.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 That the objections be upheld and the proposed pedestrian refuge island and associated Traffic Regulation Order be abandoned. That the proposed improvements to the zebra crossing on Norman Lane near Wayside Crescent be implemented.

9.2 That the objections be overruled and the proposal be implemented as advertised.

9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

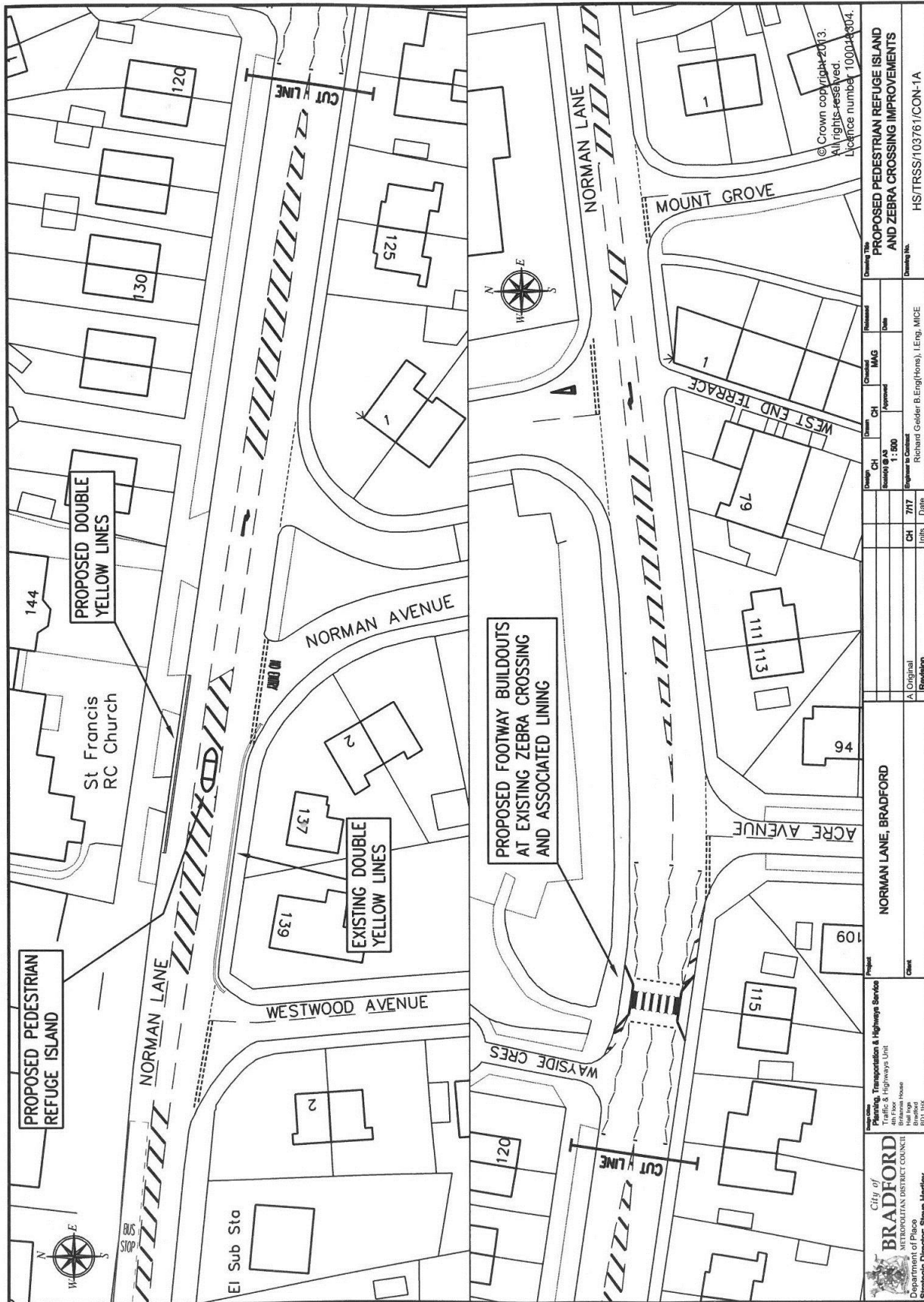
- 10.1 That the objections be upheld and the proposed pedestrian refuge island and associated Traffic Regulation Order be abandoned.
- 10.2 That the proposed improvements to the zebra crossing on Norman Lane near Wayside Crescent be implemented.
- 10.3 That the objectors be informed accordingly.

11.0 APPENDICES

- 11.1 Appendix 1 – Drawing No. HS/TRSS/103761/CON-1A.

12.0 BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/103761.



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