

# 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](mailto: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**

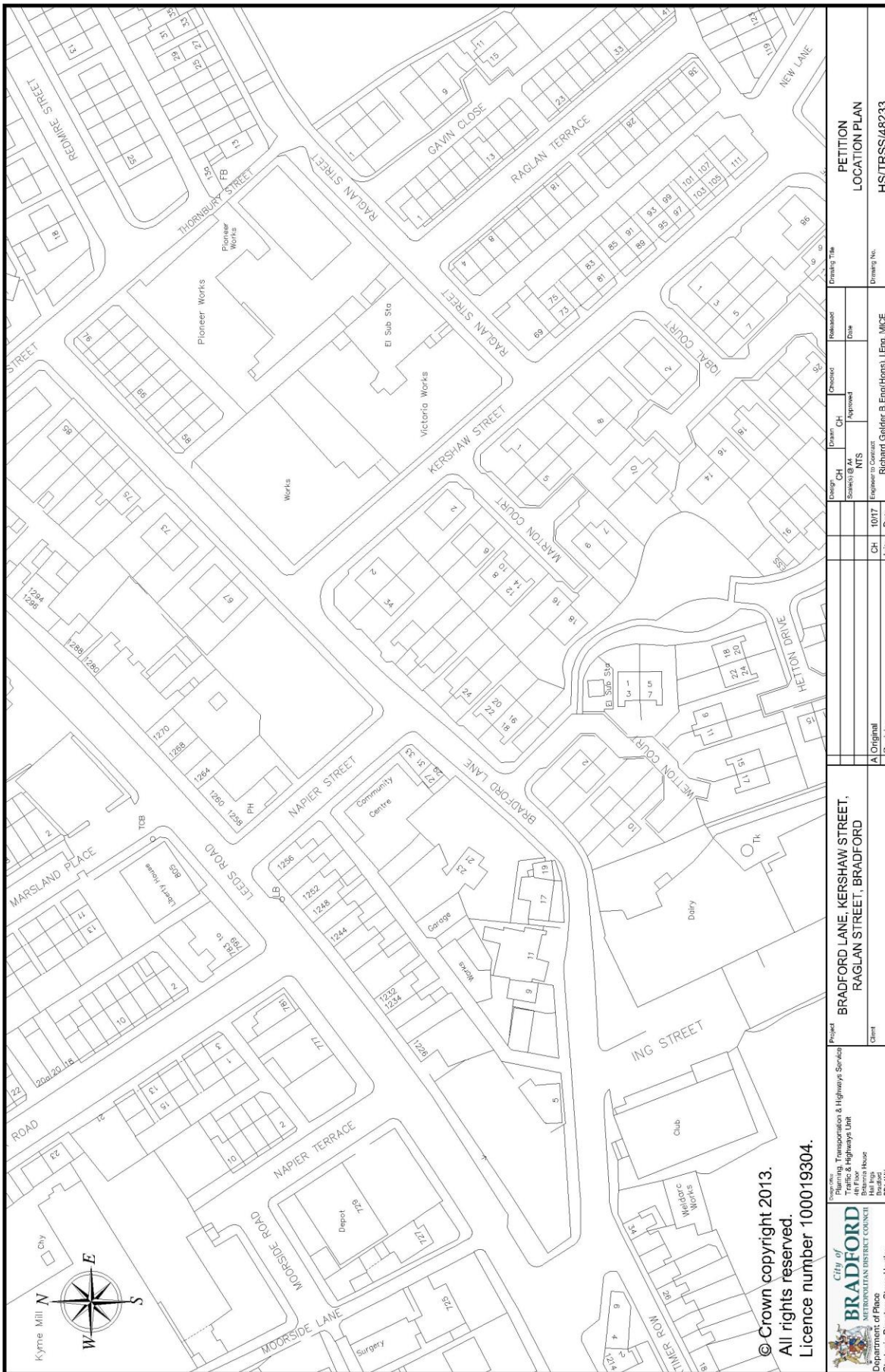
**Date:** 20 July 2017

**Petition Organiser:**

**Address:**

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

Name	Address	Signature



© Crown copyright 2013.  
 All rights reserved.  
 Licence number 100019304.



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	1/1
Engineer in Charge	Richard Gelder B Eng(Hons), I Eng, MICE
Drawn	CH
Checked	CH
Approved	NTS
Scale	As Shown
Drawn	CH
Released	CH
Date	

Drawing Title: PETITION LOCATION PLAN  
 Drawing No.: HS/TRSS/48233