

Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 16th March 2023.

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Subject:

**CHURCH STREET, BUTTERSHAW, BRADFORD, TWO POINT CLOSURE -
OBJECTIONS**

Summary statement:

This report considers objections received to recently advertised proposals for a two point closure on Church Street, Bradford.

EQUALITY & DIVERSITY:

It is expected that there will be no disproportionate impact on Equality & Diversity from the project recommended for implementation within this report.

Wards: Royds

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

Report to the Bradford South Area Committee

1. SUMMARY

- 1.1 This report considers objections to a recently advertised proposal for a two point closure on Church Street, Buttershaw, Bradford between its junctions with Halifax Road and Farfield Avenue.

2. BACKGROUND

- 2.1 The Bradford South Area Coordinators office have identified a fly tipping hotspot on a section of Church Street at Buttershaw. This has been an issue for many years and the area requires frequent clearing by the Clean Team\fly tip teams; more than 30 APP incidents have been recorded since 2014.
- 2.2 In order to discourage anti-social activity, in particular fly-tipping, a scheme to introduce road closures at two points on Church Street has been promoted.
- 2.3 The location of the proposed traffic measures is shown on drawing nos. HS/TRSS/105351/GA-1A & HS/TRSS/105351/GA-2A attached as Appendix 1.
- 2.4 The proposals were advertised between 12th January 2023 and 3rd February 2023 and resulted in 7 objections. The 7th objection replicated the 5th objection and addressed from all residents living on School Street, Princes Street, Queen Street and Heaton Hill with no reply address.
- 2.5 A summary of the valid points of objection is tabulated below:

Objectors Concerns
<p><u>Objector No 1</u></p> <hr/> <p>I am a resident of Queen Street Buttershaw and I would like to object to the above moving traffic order on the ground that</p> <ol style="list-style-type: none">1. The order would create a conflict between vehicles on Prince's st and Beck Hill2. The order would create a conflict between vehicles and pedestrians on Prince's st and Beck Hill3. The layout of Prince's Street has a blind bend so would create a road safety issue4. Prince's Street and Beck Hill are residential streets. Church Street has no residents5. As Prince's Street is an unadopted Street the increase in traffic would create more expense for the residents of Prince's Street and Queen Street as houses back onto Prince's Street
<p><u>Objector No 2</u></p> <hr/> <p>I am a resident of Queen Street Buttershaw and I would like to object to the moving traffic order number 105351 on the grounds that</p> <ol style="list-style-type: none">1. It would create conflict between vehicles on Prince's Street2. It would create conflict between vehicles and pedestrians on Prince's Street3. Layout of Prince's Street has a blind bend so therefore is a road safety issue

4. Prince's Street is a residential street. Church Street has no residents

Objector No 3

I write to object about the proposed 2 point closures on Church Street as this will have an impact on the surrounding unadopted roads.

The current traffic between Halifax Road and Farfield Avenue via Church Street will be encouraged in future to divert to using Heaton Hill, Beck Hill, Princes Street and School Street as a 'cut through'. These unadopted roads are narrow and already seeing a daily increase of all types of vehicles using them between Halifax Road and Farfield Avenue.

The proposed point closures will not deter fly tipping and will extend to Heaton Hill which is currently seeing signs of increased fly tipping and will further increase if the point closures are implemented.

The increase of traffic on the narrow unadopted roads in this area will increase conflict between vehicles, pedestrians, residents and residents parked vehicles which will not improve road safety. These roads are not suitable for a further increase of 'cut through' traffic.

Over the years the Council has implemented point closures on surrounding adopted roads at the junction of Farfield Avenue on Beck Hill, Bottomley Street, Orleans Street and Fleece Street leaving only unadopted roads and part of Church Street which is adopted, to be used as a 'cut through' between Halifax Road and Farfield Avenue.

Will the Council consider implementing point closures on Heaton Hill and Princes Street to deter 'cut through' traffic on these unadopted roads?

I bought my property on Princes Street as it was quiet, peaceful, off the beaten track and surrounded by a hamlet of various types of houses and cottages. I do not wish to see a further increase of 'cut through' traffic on these unadopted roads due to the Council implementing 2 point closures on Church Street which will encourage drivers to divert through unadopted roads.

Please consider during this objection process, the above points and the consequences of implementing the 2 point closures on Church Street will have on the residents in this area who are mainly in their older years.

Objector No 4

I would like to log an objection to the above planning order for Two- point road closures on Church Street Buttershaw

I live on Queen Street but vehicle access is via Prince's Street . If the proposed permission is granted then Princes Street will be the only through Street from Halifax Road to Farfield Avenue. Princes Street is unadopted and is in poor condition, with extra vehicles using this road it will causes more damage to this road. This will also increase noise pollution to this area.

I am hoping that you are able to take theses point in consideration to the proposed planning application.

Objector No 5

Re; Church Street, Buttershaw 2 point closures

Please accept my formal objection to the proposed 2 point closures planned for Church Street.

Whilst I am not objecting to the installation of closures to prevent the regular occurrence of illegal fly-tipping in the location - which has blighted the area far too frequently - I object to the closures without due consideration of the likely consequences of the closures being installed.

Currently the (mostly) unadopted and neglected Church Street is used as a 'rat-run' for traffic cutting through from Halifax Road to Farfield Avenue (and vice-versa) on a regular and constant basis; it is particularly busy at rush hour times and when there are hold-ups on Halifax Road. It is very regularly used by taxis and delivery trucks and vans resulting in it being unsafe for pedestrians and dog-walkers (alike) as vehicles force walkers to get out of the way as vehicles drive up and down - often at speed and without any consideration for pedestrians as the drivers weave about (sometimes) trying to avoid all the pits and holes in the road.

I think that there needs to be due consideration of the resultant consequences that such closures will bring: it is highly likely that through traffic will use alternative (and very unsuitable) routes between Halifax Road and Farfield Avenue via School Street, Princes Street, Heaton Hill and onto Queen Street and/or Beck Hill. Indeed, current Goole Maps already show these streets as alternative routes.

School Street, Princes Street and Heaton Hill are all unadopted, private streets that are in an appalling state of disrepair due to years of neglect - the Council have constantly refused (and/or been unwilling) to adopt the streets and there has never been enough of a collective response (or willingness) for residents to improve or make good any road repairs/improvement. Queen Street is only partially adopted (to the junction with Princes Street) and it is (otherwise) unadopted to the dead-end (at the top). Beck Hill is adopted but has (quite correctly) been closed at the top.

School Street, Princes Street and Heaton Hill are narrow, badly lit streets (only 2 street lights) that only have resident access and parking - particularly Princes Street where house front (and back) onto the street - cars are parked outside residents homes and, therefore, make any through traffic very difficult and pose many dangers to all associated with the use of the street.

It is worth noting that Council dustbin wagons have not been allowed to use the Princes Street access for many years - due to the narrowness of the street, difficult access and dangerous corner (at the bottom) - also due to the state of disrepair and damage caused by the size and weight of the trucks - this will only be exacerbated by any future delivery trucks and/or delivery vans seeking alternative through routes.

Any proposals for road closures in the area (including the said Church Street closures) should be part of an overall street improvement scheme with a co-ordinated approach to the Church Street, School Street, Princes Street, Queen Street and Heaton Hill streets as a whole; a thorough assessment of the consequences, a well-considered plan of action and an implementation of restrictions to ensure only access for residents and limiting/restricting any other vehicular access and through traffic. Proper improvements in the area would require street repairs and restoration, better lighting, signs, maybe a one-way system (?) and much improved pedestrian safety.

Report to the Bradford South Area Committee

I would urge those involved in the proposal(s) to make a visit to the area, consult with residents and thoroughly assess and consider possible improvements that could end fly-tipping and ensure traffic management schemes were in place.

Objector No 6

I am writing to voice my concerns over a proposed addition of bollards blocking Church Street in Buttershaw REF: CORP/PCD/AK/412892. I am aware that this street is often used as a short cut between Farfield Ave and Halifax Road but if it is blocked off people will just divert down Princes Street or Beck Hill instead. Church street itself has very few (if any) houses on it But Princes Street and Beck Hill do so any increase in traffic will ultimately lead to accidents including Vehicle damage and pedestrian injury, also as Princes Street is an unadopted road the increase in traffic will eventually leave the street unusable by us residents that will have to pay for repairs for damage caused by non-residents.

Please take these concerns into consideration as none of the other residents I have spoken with are happy about the plans either.

Objector No 7

As objector No 5

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposal. Two of the ward members have supported residents' concerns regarding the proposals. No adverse comments have been received from the emergency services.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the works including design, promotion and implementation is £9,750. This project is fully PAG funded.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement a two point closure on Church Street may result in continued fly tipping at this location.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The proposal is in accordance with the Council's powers as Highway Authority.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

There are no Sustainability implications arising from this report.

7.2 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.

7.3 COMMUNITY SAFETY IMPLICATIONS

The closure of Church Street could lead to an increase in traffic flow on Heaton Hill, Beck Hill, Prince's Street, Queens Street and School Street with some of these streets being very narrow this could lead to conflict with any oncoming traffic and pedestrians and damage to parked vehicles. The blind bend on Princes Street would also be a potential road safety issue.

7.4 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

**7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

None

7.8 IMPLICATIONS FOR CHILDREN & YOUNG PEOPLE

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

- 9.1 That the objections be overruled and the proposal be implemented as advertised.
- 9.2 That the objections be upheld and the proposal be abandoned.
- 9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

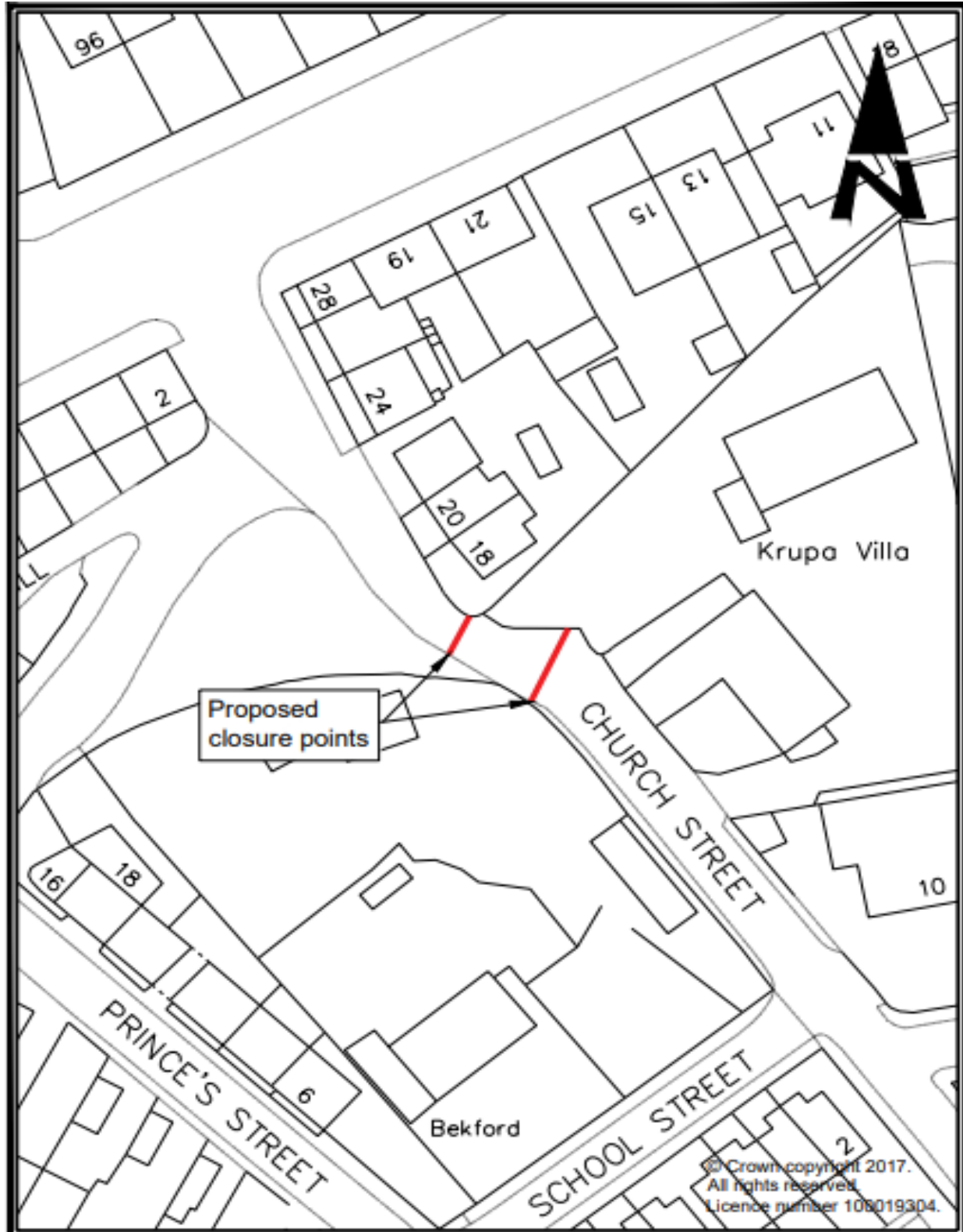
- 10.1 That the objections be upheld and the proposal be abandoned.
- 10.2 That the objectors be informed accordingly.

11. APPENDICES

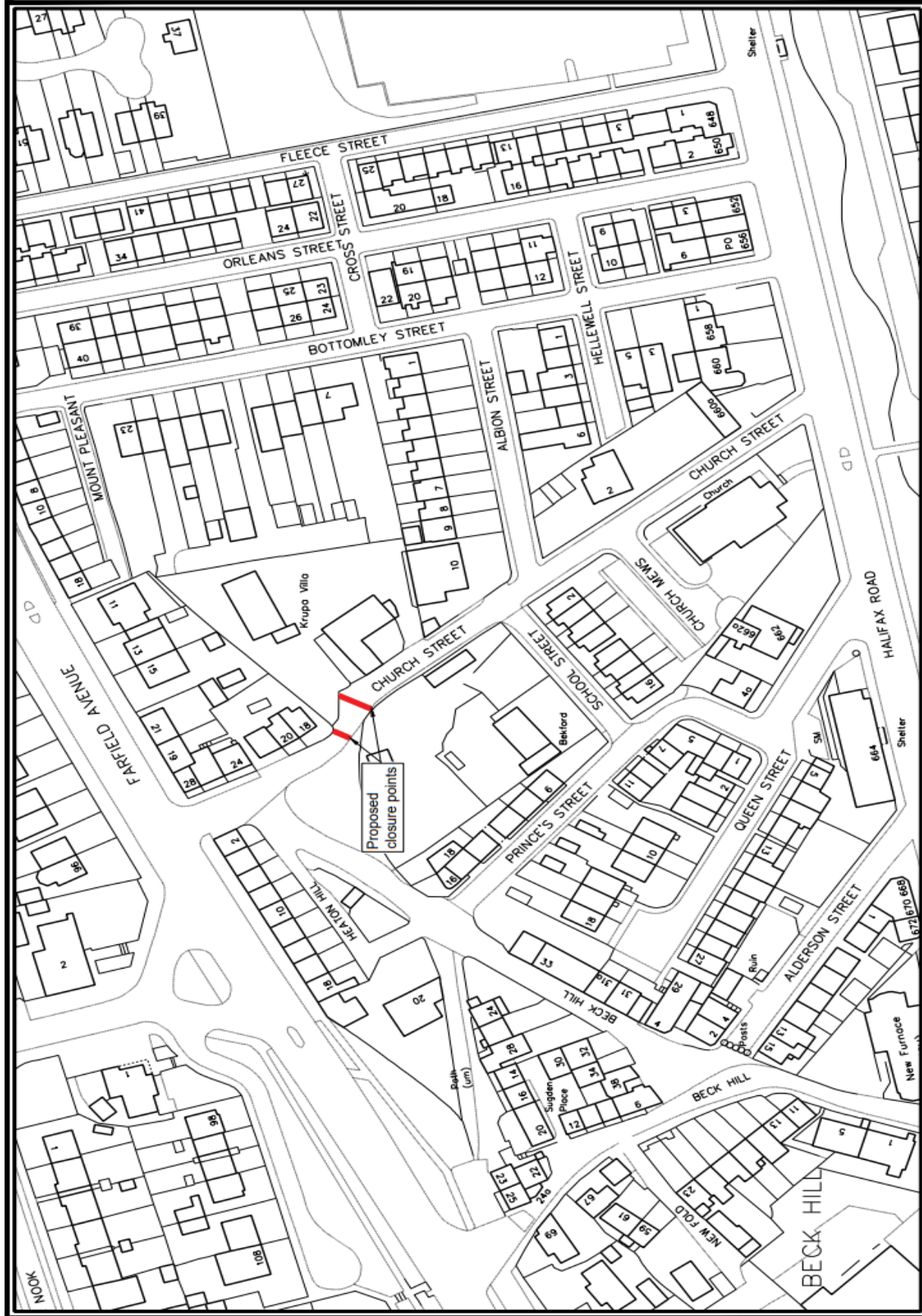
Appendix 1 Drawing HS/TRSS/105351/GA-1A & HS/TRSS/105351/GA-2A

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105351



<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p> <p>Planning, Transportation & Highways Service Traffic & Highways Unit 100 Town Hall Bradford West Yorkshire BD1 1TA</p>					<p>CHURCH STREET, WISEY</p>	
					<p>PROPOSED CLOSURE</p>	
					<p>HS/TR55/105351/GA-1A</p>	
<p>Original</p>	<p>SL</p>	<p>22.09.22</p>	<p>Original to Council</p>	<p>1.000</p>	<p>AS</p>	<p>03P 2022</p>
<p>Revision</p>	<p>1/01</p>	<p>Date</p>	<p>Richard Orlow B Eng(Hons), LEng, MICE</p>			



<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd</p>		<p>Project: Church Street, Wibsey</p>		<p>Proposed road closure</p>	
<p>Client: Transport & Highways Services</p>		<p>Author: 1.1250</p>		<p>Checked: DP</p>	
<p>Drawn: 1.1250</p>		<p>Approved: AS</p>		<p>Reviewed: DP</p>	
<p>Date: 20.09.22</p>		<p>Engineer: Richard Gailer & Eng(h)ous, J. Eng. MICE</p>		<p>Checked: DP</p>	
<p>Initials: A</p>		<p>Date: 20.09.22</p>		<p>Reviewed: DP</p>	
<p>Revision: Original</p>		<p>Project No: HSTRSS/10535/1/GA-2A</p>		<p>Client No: HSTRSS/10535/1/GA-2A</p>	