

Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 7th December 2023.

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Subject:

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

Summary statement:

This report considers objections received to a proposal for a two point closure on Church Street, Bradford and also seeks to provide an update following consideration of this matter by a previous Area Committee.

EQUALITY & DIVERSITY:

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

Ward: Royds

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

1.1 This report considers objections to a proposal for a two point closure on Church Street, Buttershaw, Bradford between it's junctions with Halifax Road and Farfield Avenue, and also seeks to provide an update following previous consideration of this matter by the Area Committee.

2. BACKGROUND

2.1 The Bradford South Area Coordinator's team 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 Street

3. 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
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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

- 2.6 These objections were originally presented to the Bradford South Area Committee on 16 March 2023; it was resolved:
1. That Highways, Environmental Protection and the Ward Officer be asked to work in conjunction with the Ward Councillors to look at additional steps that could be taken to detect and reduce fly tipping on the section of Church Street, including inhibiting vehicular access and that a report be brought back to the Area Committee setting out the options.
 2. That Highways look at the process of consultation with interested parties, with a view to simplifying the process
- 2.7 Following the deferment of a decision on the scheme there has been significant activity instigated by the Neighbourhoods team including:
1. Three local community meetings that were well attended by residents.
 2. An initiative to remove over-hanging vegetation (that masked fly-tipping activity)
 3. Two 'clean-up' days attended by 15 local residents and ward members; one resident is also a regular volunteer litterpicker around the Church Street area
 4. Site clearance work by the Community Payback team
 5. Developing a community garden on the unregistered land which has been cleaned up after years of fly tipping, with support from ward councillors, partners and Neighbourhoods staff.
 6. Establishment of a Neighbourhood Watch scheme with two local co-ordinators
 7. Proposals to install 'unsuitable for vehicles' signs
 8. Councillors and officers have contacted delivery companies and taxi firms to ask them to avoid driving through the area, and residents have been encouraged to report the issues on Google Maps in an effort to reduce Satnavs directing traffic through the area

- 2.8 Residents are passionate about taking care of their area, and will continue to work as partners in tackling environmental issues and crime, but would highlight the closure of the roads as the key to protecting their neighbourhood. As a result of the ongoing discussions with local residents, a series of point closures (more widespread than the original scheme) have been requested. These would have been beyond the scope of the original budget. It is proposed that this request be added to list awaiting funding from the Safe Roads budget for consideration as and when future funding programmes are determined.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services were consulted on the original proposal. Following the promotion of the scheme and receipt of objections, two of the ward members supported residents' concerns regarding the proposals. No adverse comments were received from the emergency services.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The original estimated cost of the works (point closures) including design, promotion and implementation was £9,750. This project was to be fully PAG funded. This funding is no longer available as it was time-limited.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 None

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The original proposal was 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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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 CORPORATE PARENTING

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That the objections be upheld and the proposal be abandoned.

9.2 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 at item for point closures on Church Street and other routes in the vicinity be added to the Safe Roads budget waiting list.

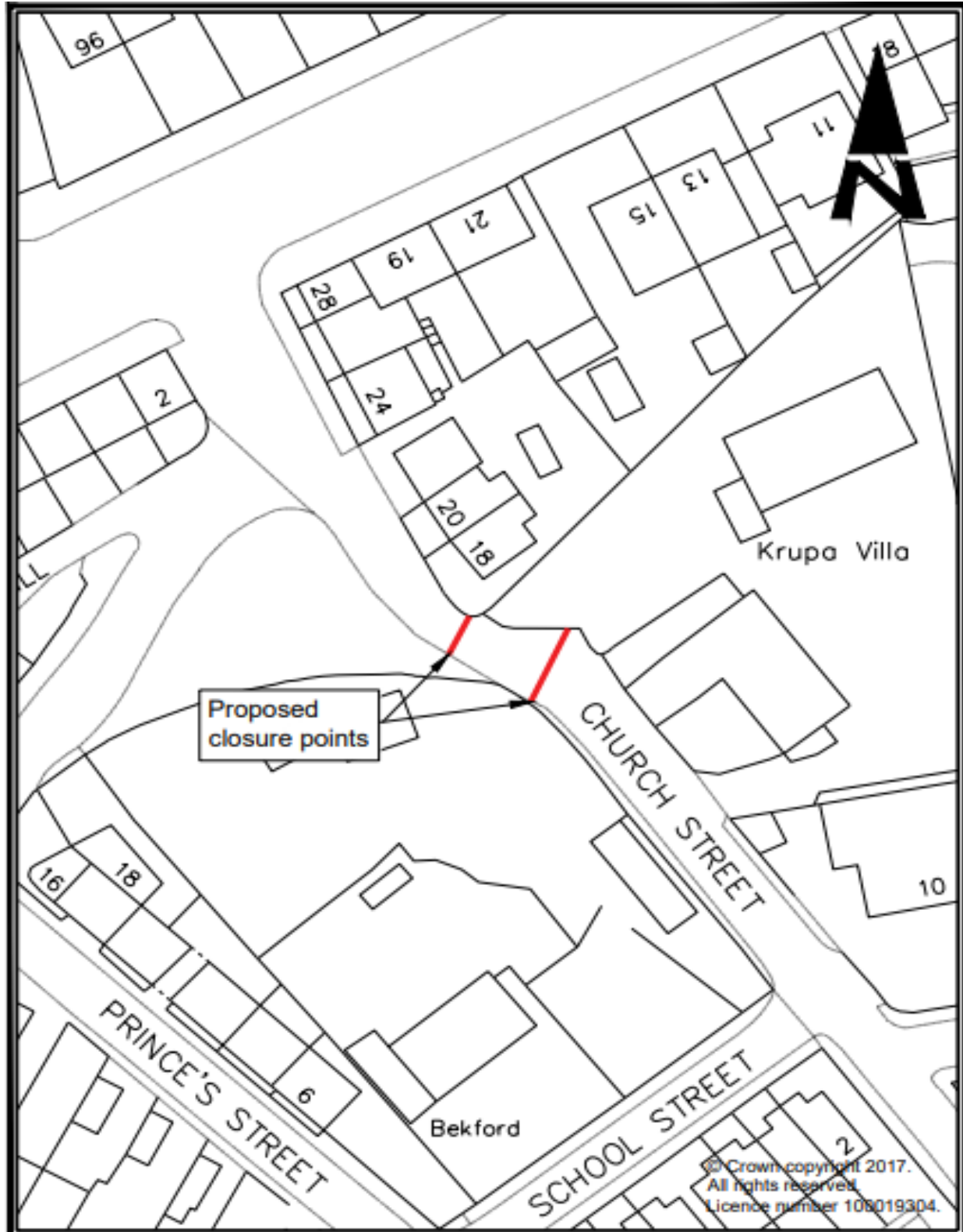
10.3 That the objectors be informed accordingly.

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



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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>	<table border="1"> <tr> <td>Original</td> <td>1/1</td> <td>22.09.22</td> <td>Approved in principle</td> </tr> <tr> <td>Revision</td> <td>1/1</td> <td></td> <td></td> </tr> </table>	Original	1/1	22.09.22	Approved in principle	Revision	1/1			<table border="1"> <tr> <td>Author</td> <td>Richard Gordon B Eng(Hon), LEng, MICE</td> </tr> </table>	Author	Richard Gordon B Eng(Hon), LEng, MICE	<p>CHURCH STREET, WISEY</p>
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