



**Agenda for a meeting of the Bradford West Area Committee to be held on Wednesday, 28 February 2024 at 5.30 pm in Committee Room 1 - City Hall, Bradford**

**Members of the Committee – Councillors**

LABOUR	BRADFORD INDEPENDENT GROUP
Shaheen I Hussain K Hussain Regan Alipoor Amran Azam Kauser	Nazir

**Alternates:**

LABOUR
A Ahmed A Hussain Mullaney Thirkill Mohammed S Hussain Lal Engel Duffy

**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.
- **Members of the public are respectfully reminded that this is a meeting that is being held in public NOT a public meeting. The attendance of the public to observe the proceedings is welcome.**

- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

**From:**

**To:**

Jason Field

Interim Director of Legal and Governance

Agenda Contact: Asad Shah

Phone: 01274 432280/07970 414022

E-Mail: [asad.shah@bradford.gov.uk](mailto:asad.shah@bradford.gov.uk)

## A. PROCEDURAL ITEMS

### 1. ALTERNATE MEMBERS (Standing Order 34)

The Director of Legal and Governance 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 must consider their interests, and act according to the following:*

<b>Type of Interest</b>	<b>You must:</b>
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest; not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related)</i> <b>OR</b> <i>Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects)</i> <b>OR</b> <i>Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being</i>  <i>(a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward, and</i>  <i>(b) a reasonable member of the public knowing all the facts would believe that</i>

*it would affect your view of the wider public interest; in which case speak on the item only if the public are also allowed to speak but otherwise not do not participate in the discussion or vote; and leave the meeting unless you have a dispensation.*

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *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.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

### **3. MINUTES**

**Recommended –**

**That the minutes of the meeting held on 30 November 2023 be signed as a correct record (previously circulated).**

(Asad Shah – 01274 432280)

### **4. 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.

(Asad Shah – 01274 432280)

## 5. 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 Director of Legal and Governance in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Monday 26 February 2024.**

(Asad Shah – 01274 432280)

## B. BUSINESS ITEMS

### 6. KIRKHAM ROAD BRADFORD - PETITION

1 - 8

The Strategic Director, Place will submit a report (**Document “J”**) which considers a petition requesting permit parking on Kirkham Road, Bradford.

**Recommended –**

**(1) That no further action be taken on the request for permit parking on Kirkham Road, Bradford.**

**(2) That the petitioners be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

### 7. ALLERTON LANE, ALLERTON - TRAFFIC CALMING MEASURES - OBJECTION

9 - 16

The Strategic Director, Place will submit a report (**Document “K”**) which considers one objection received to recently advertised proposals for traffic calming measures on Allerton Lane between Cote Lane and Bracewell Avenue junctions.

**Recommended –**

**(1) That the objection to the traffic calming measures on Allerton Lane has been taken into account and is determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as**

advertised.

- (2) That the objectors be informed accordingly.

Overview and Scrutiny Area: Regeneration and Environment

(Andrew Smith – 01274 434674)

8. **OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY** 17 - 42

The Strategic Director, Place will submit a report (**Document “L”**) which considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

**Recommended –**

- (1) That the proposals on Redburn Drive be amended as shown on drawing No. HS/TRSS/105643/CON-1B.
- (2) That the objection to the introduction of waiting restrictions at the entrance to the back road at the side of 2 Bilton Place be upheld.
- (3) That the blue badge parking place on Mansfield Road be revoked as advertised and the permit parking be abandoned.
- (4) That the proposed formal blue badge parking place on Fairbank Road be extended as shown on drawing number HS/TRSS/105643/CON-45B.
- (5) That the proposal to formalise the blue badge parking place on Nearcliffe Road be abandoned.
- (6) That the proposed waiting restrictions on Trenton Drive be modified as shown on drawing HS/TRSS/105643/CON-29B.

- (7) That having considered the objection to introduce waiting restrictions at the junction of Scotchman Road and Jesmond Avenue it is determined that the benefits outweigh the objection and the proposals be implemented as advertised. This will remove obstructive parking from the footway and improve movements for pedestrians around the junction. It will also protect sightlines for traffic turning at this junction.
  
- (8) That the remaining objections be considered but notwithstanding this the weight lies in favour of making the Order and therefore the Traffic Regulation Order be sealed and implemented as modified.
  
- (9) That the objectors be informed accordingly.

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

**9. BRADFORD WEST SAFE ROADS PROGRAMME 2024/25**

43 - 68

The Strategic Director, Place will submit a report (**Document “M”**) which seeks approval for the 2024/25 Safe Roads programme for the Bradford West Constituency.

**Recommended –**

- (1) That the Bradford West Area Committee approves the programmes of Safe Roads schemes for 2024/25 listed in Appendices 1 and 2.
  
- (2) That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.
  
- (3) That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic

**Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.**

- (4) That should inflationary pressures on the projects listed in Appendices 1 and 2 make delivery of the full programme impossible a further report be brought to the Area Committee to reconsider scheme priorities.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

**10. UPDATE ON ALLOCATION OF COMBINED FUNDING 2023-2024 69 - 78**

The Strategic Director, Place will submit a report (**Document “N”**) which provides an update on funding awarded across the Bradford West Constituency, from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor’s Cost of Living fund (CoLF) and Household Support Fund (HSF).

**Recommended –**

- (1) That the Area Committee agree the proposals for the funding allocations as outlined at Appendix B.**
- (2) That the Grants Advisory Group be thanked for their work with this funding.**

Overview and Scrutiny Area: Corporate

(Arshad Mahmood – 01274 432597)





## **Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 28 February 2024**

**J**

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### **Subject:**

**Kirkham Road Bradford - Petition**

### **Summary statement:**

**This report considers a petition requesting permit parking on Kirkham Road, Bradford.**

### **EQUALITY & DIVERSITY:**

It is expected that there would be no disproportionate impact from the scheme recommended for future consideration within this report. Where a scheme is prioritised for funding, it will be subject to Equality Impact Assessments if potential disproportionate impact is identified through more detailed investigation and design.

**Ward 7 City**

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning & Transport**

Report Contact: Andrew Smith  
Principal Engineer – Traffic & Road  
Safety South  
Phone: (01274) 434674  
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### **Overview & Scrutiny Area:**

**Regeneration & Environment**

## **1. SUMMARY**

- 1.1. This report considers a petition requesting permit parking on Kirkham Road, Bradford.

## **2. BACKGROUND**

- 2.1. Background information is provided in Appendix 1 to this report.

## **3. OTHER CONSIDERATIONS**

- 3.1. A ward member has commented on the petition. The Councillor has stated that the street has a lot of parking issues. All the ward members have been contacted by residents angry and desperate to get the parking issues sorted. There are 2 schools and a community centre in the vicinity and a very busy road adjacent.

Horton Grange Primary is addressing the school time parking with parents via newsletters and a road safety group that the Councillors have set up. The Councillor is very concerned the issues remain the same because of the number of vehicles using what is in effect a cul-de-sac. that should there be a fire or medical emergency there will be severe delays in getting help to the affected residents due to the volume of vehicles on that street and Spencer Road; the Councillor concludes that something needs to be done to assist the residents.

## **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1. There are no financial or resource implications arising from this report.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. There are no significant risks arising from this report.

## **6. LEGAL APPRAISAL**

- 6.1. There are no specific issues arising from this report.

## **7. OTHER IMPLICATIONS**

### **7.1. SUSTAINABILITY IMPLICATIONS**

- 7.1.1. There are no sustainability implications arising from this report.

### **7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

- 7.2.1. 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**

- 7.3.1. There are no community safety implications.

**7.4. HUMAN RIGHTS ACT**

7.4.1. There are no implications on the Human Rights Act

**7.5. TRADE UNION**

7.5.1. There are no implications for the Trade Unions.

**7.6. WARD IMPLICATIONS**

7.6.1. Kirkham Road is located within the City Ward. The ward members have been consulted on the petition and their comments have been included in paragraph 3.1.

**7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

7.7.1. None.

**7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

7.8.1. None.

**7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

7.9.1. None

**8. NOT FOR PUBLICATION DOCUMENTS**

8.1. None

**9. OPTIONS**

9.1. Members may propose alternative actions from those recommended on which they will receive appropriate officer advice.

**10. RECOMMENDATIONS**

10.1. That no further action be taken on the request for permit parking on Kirkham Road, Bradford.

10.2. That the petitioners are informed accordingly

**11. APPENDICES**

11.1. Appendix 1 – Kirkham Road, Bradford – Petition, background information and location plan.

**12. BACKGROUND DOCUMENTS**

12.1. None.

**Petition Kirkham Road, Bradford (76 signatures)****Background information**

A precis of the petitioner's concerns is as follows: -

Parking issues on Kirkham Road that have been ongoing for many years with no solution offered from the Council. Some of the problems include: -

- Non-resident shop keepers park their cars as well as customers which reduces available spots for residents.
- Teachers and parents of the two primary schools not utilising car park and park on the road to pick up / drop off making it extremely difficult to manoeuvre at peak times.
- Residents of Waverly Road also park on Kirkham Road and Spencer Road.

The petitioners are concerned that these problems have led to further issues such as vehicles parking on the pavement, vehicles blocked in and cars double parking preventing access further up the road. all these can cause major problems for access by emergency services, residents who need to go to work sometimes find themselves blocked in and cars parked on the pavements restrict access for wheelchair users and people with prams. All of this is exacerbated by several households owning many cars, perhaps as part of a vehicle business.

The petitioners are suggesting a parking permit system for residents (with a maximum car limit) which would prevent excess vehicles from being parked on the road and hereby creating a safer street as well as reducing the above issues. This ensures all residents receive priority.

Kirkham Road is a typical residential street of terraced properties and many of the streets in the area are comparable with similar parking issues. Site visits have been carried out on Kirkham Road during the day and early evening. In the daytime there were many free parking spaces available along Kirkham Road and on Spencer Road. in the evening it was observed to be much busier with very few free parking spaces. Some cars were seen to be parked at 90° to the kerb and encroached onto the footway obstructing pedestrians. This can be attributed to there not being enough on street space to accommodate the residents' needs. It was also observed that all the parking spaces on Spencer Road were occupied.

The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. It is also stated that issues must be attributable to a significant level of parking from external sources (for instance commuters, students, or large employment sites) rather than from residents. Residents parking schemes are not designed to share out limited parking space between neighbours they are to help residents who must compete for scarce parking space which is being used by people from outside of the local area, for example commuters or students.

It would not be usual practice to introduce permit parking on a single street in an area like this as this would merely transfer any problem parking from one street to another and impact on neighbouring streets.

The current policy allows 1 permit per vehicle registered at a property within a scheme and there is no limit to the number of vehicles registered to a property. The problem of one household occupying many parking spaces would therefore not be resolved by introducing a permit scheme.

The problems of not being able to find convenient parking on Kirkham Road have been discussed with the lead petitioner who suggested that a charge should be made for permits and this would help to limit the number of vehicles each household owns. The current policy does not include a charge for permits.

Kirkham Road is not in an area where commuter parking is prevalent or there is a large employment site nearby therefore it would not meet the Council's criteria for permit parking.

Regarding the petitioners attributing some of the cars to a vehicle business; it is difficult to identify vehicles that are for sale on the highway with most sales being carried out on the internet. Enforcement therefore relies mainly on information about the traders and the cars for sale being provided to the enforcement officers.

Incidences of obstructive and dangerous parking can be enforced by the Police. It is also possible that increase warden patrols can encourage more responsible parking.

**Recommendation**

That no further action be taken on the request for permit parking on Kirkham Road on the ground that it does not meet the Council's criteria for on-street permit parking and permit parking would not resolve the parking problems associated with some households owning several vehicles.

That the Police and wardens increase passing patrols of the Kirkham Road area and that residents be encouraged to contact the Police in respect of obstructive and/or dangerous parking.

That the residents provide as much information as possible about the illegal sale of vehicles from the highway and this can be investigated by the Enforcement Officers.

30/10/2023

To whom it may concern,

We are writing on behalf of many of the residents of Kirkham Road, BD7 2DJ. There has been an ongoing parking issue for many years now with no solution offered from the local council. Some of these include:

- 1) Shopkeepers of local stores who are not residents parking their vehicles as well as their customers which reduces available spots of residents and our neighbours.
- 2) Teachers and parents of schoolkids of the two local primary schools not utilising the car park but instead parking on the road to pick up/drop off – making it extremely difficult to manoeuvre at peak times.
- 3) Residents of the street above (Waverly Road) also parking on Kirkham Road (and Spencer Road).

Points 1) and 2) and 3) have led to numerous further issues such as vehicles being parked on the pavement, vehicles being blocked in and cars double parking preventing access further up the road. All these hazards can cause a variety of major problems. For e.g., if emergency services need to get to an emergency, it is impossible for them to get their vehicles through creating a massive health and safety problem. In addition to this, those who need to leave for work sometimes find themselves blocked in. Furthermore, cars parking on the pavement prevent wheelchair users and pushchairs from getting past making access difficult for those with disabilities or other needs. All of this is exacerbated by a number of households owning quite frankly a ridiculous number of cars – perhaps – as part of vehicle business.

This issue requires an immediate resolution. We would like to suggest a parking permit system made available for residents only (with a maximum car limit) which would prevent excess vehicles from being parked on the road and hereby creating a safer street as well as reducing the issues mentioned above. This ensures that everybody who is a resident receives priority.

Please find attached the signatures of fellow residents including their details.

We look forward to hearing from you.

Yours Sincerely



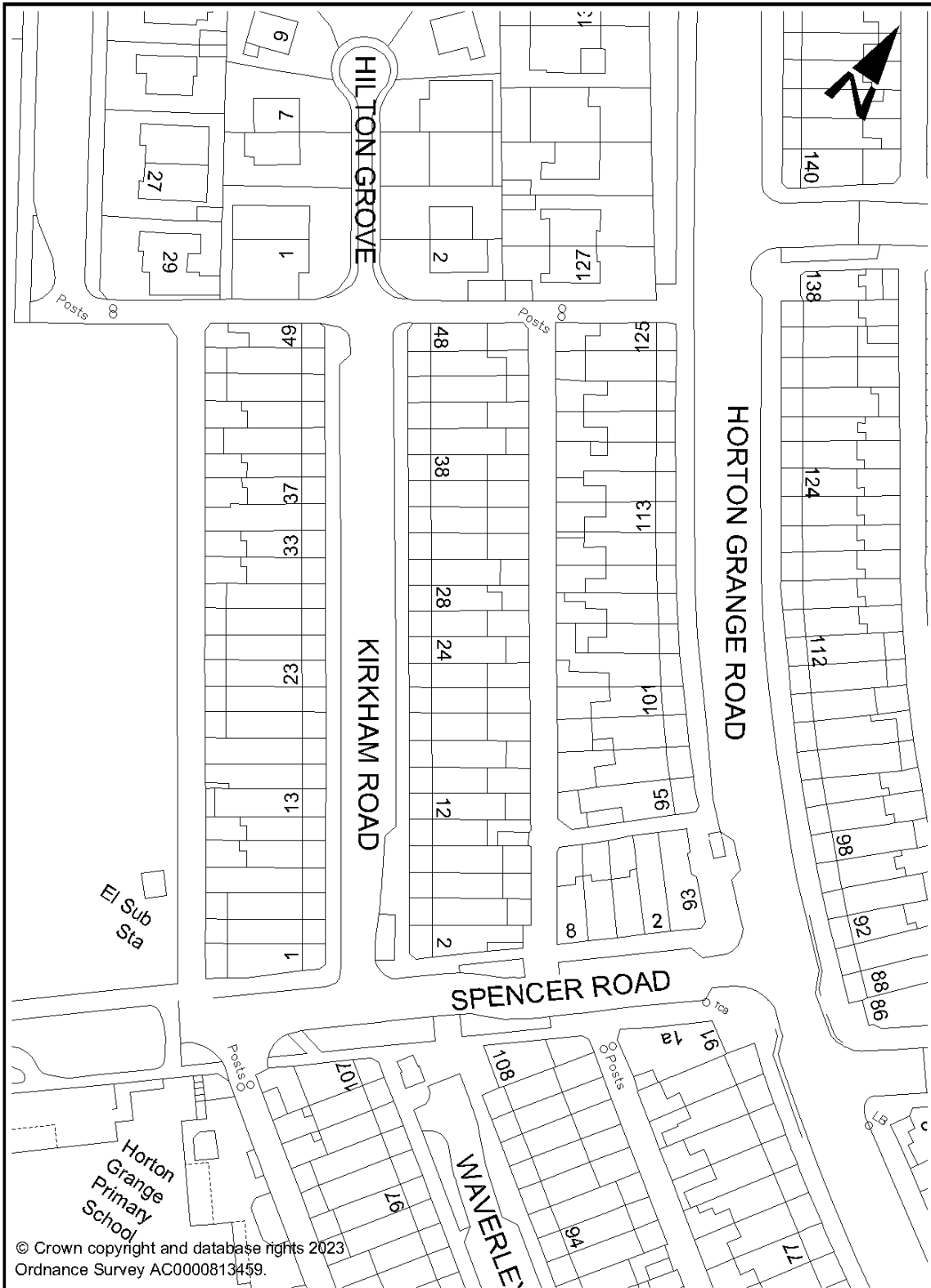
*[Handwritten signature]*




Petition requesting Permit Only Parking at Kirkham Road, Bradford, BD7 2DJ.



House Number	In Favour (Please tick)	Opposed (Please tick)	Name	Signature
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 <p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Services Traffic &amp; Highways Unit 27-29 Salford House HE 103 Salford S01 1HX</p>				Design MAG	Drawn MAG	Checked	Reviewed	Project	KIRKHAM ROAD, BRADFORD PETITION
				Revised By N.T.S.	Approved		Date		Drawing No.
	A Original	MAG	12.01.23	Engineers to Conclude: Richard Gelder B.Eng(Hons), I.Eng, MICE					LOCATION PLAN
	Revision	Initials	Date						Drawing No.





## **Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 28 February 2024.**

**K**

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### **Subject:**

**ALLERTON LANE, ALLERTON - TRAFFIC CALMING MEASURES - OBJECTION**

### **Summary statement:**

**This report considers one objection received to recently advertised proposals for traffic calming measures on Allerton Lane between Cote Lane and Bracewell Avenue junctions.**

### **EQUALITY & DIVERSITY:**

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

Ward: Thornton and Allerton

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning and Transport**

Report Contact: Andrew Smith  
Principal Engineer – Traffic & Road  
Safety South  
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### **Overview & Scrutiny Area:**

**Regeneration and Environment**

## 1. SUMMARY

1.1 This report considers one objection to recently advertised proposals for traffic calming measures on Allerton Lane, Allerton.

## 2. BACKGROUND

2.1 Planning permission has been granted for a new residential development, which is currently being built on land adjacent to Allerton Lane. As part of the planning permission requires the promotion of Traffic Calming measures on Allerton Lane in the interest of road safety in the local area. The Section 278 Agreement for a housing development includes a 'Highway Works Contribution' for the provision of traffic calming measures on Allerton Lane.

2.2 Approval to prepare and advertise the scheme was given by the Strategic Director – Place on the 21 November 2023.

2.3 The location of the proposed traffic calming measures is shown on drawing no. HS/TRSS/105732/CON-1A, attached as Appendix 1.

2.4 The formal consultation for traffic calming measures was advertised between 8 December 2023 and 5 January 2024. Consultation letters and plans were also delivered to residents in the immediate vicinity of the proposals. This resulted in 1 objection.

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

<b>Objectors Concerns</b>	<b>Officers Comments</b>
<p>Object to the proposed traffic calming measures and raised following concerns.</p> <ul style="list-style-type: none"><li>• The humps will cause noise and nuisance to residents.</li><li>• The noise caused by the driving over the humps and accelerating afterwards will cause an additional noise nuisance to residents.</li><li>• Increased pollution from vehicle exhausts due to decreasing/increasing speed.</li><li>• Unnecessary wear and tear and damage to</li></ul>	<p>The aim of the scheme is to reduce vehicle speeds and thereby improve road safety. All traffic calming features are built to national guidelines and accepted method of reducing traffic speeds throughout the country. Vehicles travelling over road humps at appropriate speeds should not be detrimental to people or vehicles, provided the features conform to the Highways (Road Hump) Regulations.</p> <p>There have been conflicting studies as to whether traffic calming increases or decreases pollutants. Features are spaced at recommended intervals to encourage slower consistent speeds. The scheme should therefore have a neutral impact on pollution.</p> <p>Traffic calming features can produce some noise when vehicles travel over them, the reduction in traffic speeds and a smoother driving style can result in a reduction in overall noise levels. There is an argument to suggests that certainly in the settling in</p>

<p>vehicles due to constant negotiation of the humps. Speed humps are detrimental to cars and occupants.</p> <p>Objector also quoted the statement from the Chairman of the London Ambulance Service statement and the findings from The Transport Research Laboratory (TRL) report entitled "Traffic calming: Passenger and rider discomfort at sinusoidal, round-top and flat-top humps" (TRL Report 417). (See attached in Appendix 2)</p>	<p>period of the scheme there will be an increase in noise as driver get used to the new features. However, this can often be counterbalanced by the reduction of engine noise from speeding vehicles in the area. Ultimately, consideration has to be given to the fact that the increase in safety will outweigh any potential low-level increase in noise.</p> <p>Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits. Proposed traffic calming measures are necessary to reduce traffic speeds and increase safety for the benefit of all road users. All traffic calming features are built to national guidelines. The features proposed have been designed to minimise the effects while still achieving a traffic calming effect.</p> <p>The design is in accordance with standards accepted by ambulance authorities in other parts of the Country. Emergency services across the country have generally agreed that the benefits of traffic calming in reducing death and injury outweigh the dis-benefits of the minor delays that may be caused. The former Health Development Agency stated that the achievement of 20 mph on residential roads would lead to a 67% reduction in road injuries suffered by children as pedestrians. Road humps are designed to minimise discomfort whilst reducing speeds to an appropriate level in residential areas.</p> <p>The humps are designed to standards accepted by bus operators in the UK. Allerton Lane is not a bus route.</p> <p>Traffic calming measures should continue to be used as an effective method of reducing vehicle speeds, preventing injuries, and saving lives.</p>
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### 3. OTHER CONSIDERATIONS

- 3.1 Local ward members and Emergency Services have been consulted. No adverse comments have been received to the advertised proposals.

### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The works will be implemented by the developer, and they will cover the full installation costs. The estimated cost of the promotion of the scheme including design

checks, consultation & legal procedures work is £7,000; this is also being funded by the developer.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 A failure to implement highway safety improvements would be contrary to the Planning agreement and also result in ongoing concerns about the speed of vehicles on Allerton Lane and the implications for the safety of vulnerable road users.

## **6. LEGAL APPRAISAL**

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

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

The reduction of vehicle speeds encourages sustainable transport modes.

### **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 introduction of traffic calming measures on this road should lead to a reduction in vehicle speeds and discourage a proportion of non-local through traffic. This should help to improve and enhance the amenity for residents within the scheme boundary.

### **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 LOCALITY PLAN IMPLICATIONS**

None

### **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

None.

**7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

None

**8. NOT FOR PUBLICATION DOCUMENTS**

None

**9. OPTIONS**

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

**10. RECOMMENDATIONS**

- 10.1 That the objection to the traffic calming measures on Allerton Lane has been taken into account and is determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as advertised
- 10.2 That the objectors be informed accordingly.

**11. APPENDICES**

- 11.1 Appendix 1- Drawing HS/TRSS/105732/CON-1A.
- 11.2 Appendix 2- Objection copy

**12. BACKGROUND DOCUMENTS**

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105732



To whom it may concern ,

I would like to object to the proposed roundtop humps and proposed junction plateaus to be installed on Allerton Lane.

My reasons for objecting are that I believe they will increase noise as some people will still drive over them too fast, vans, flatbeds and trucks that have loose items on them will make a lot of noise as they go over them. I already find it difficult to sleep because of the road noise and this will only increase my problems. It will also affect my ability to enjoy peace and quiet within my home and garden, therefore it will have an impact on my life and that of my family. They will increase pollution as some vehicles will be slowing down and then accelerating away. This scheme would also cause damage to our vehicles. Me and my wife suffer from joint pains and this scheme will only make matters worse.

I would also like to quote and bring the following statements to your attention,

The Chairman of the London Ambulance Service, Sigurd Reinton, recently claimed that speed humps are killing hundreds of Londoners by delaying 999 crews. He said "For every life saved through traffic calming, more are lost because of ambulance delays." There are about 8,000 heart attack victims in London every year, and London has a particularly poor survival rate. One reason is no doubt because even a small delay increases the death rate enormously. For example 90% of victims survive if treated within 2 minutes, but it falls to 10% if treatment is delayed for 6 minutes. So for every additional minute of delay caused, up to an extra 800 victims of cardiac arrest could die. This compares with a total of 300 people who die from traffic accidents.

The Transport Research Laboratory (TRL) have published a report entitled "Traffic calming: Passenger and rider discomfort at sinusoidal, round-top and flat-top humps" (TRL Report 417). The TRL organisation is an independent research body who produce reports on traffic matters, usually as a result of commissions from the DfT. They are widely seen as being fair and non-judgemental. Report 417 describes the results of studies on various kinds of speed hump and their impact on road users of different types. It also compares the effect of different "hump profiles" on perceived discomfort.

Here are a few points of interest:

- There are some differences between the comfort of different hump profiles, ie. road users can go faster with the same "comfort level" over some humps, but as that would defeat the object of introducing the humps there seems little point in it.
- Hump profile affects different types of users (e.g cars, buses, HGVs, cyclists, motorcyclists) in different ways so there is no one ideal shape.
- The discomfort experienced by bus passengers substantially increased as speeds across the hump profiles increased from 15 to 20 mph. Driving at speeds over 15 mph is likely to cause unnecessary discomfort. In fact, from the statistics given for a "Midibus", even 10 mph can be uncomfortable over some humps.
- HGVs were also uncomfortable at any but very slow speeds.
- The degree of discomfort and subsequent speed reduction can be altered by using different hump heights and ramp gradients, but the report makes it very clear that the only way speed humps work is by actually causing discomfort. It is simply not possible to design a speed hump that is comfortable for all road users, and yet has a significant impact on traffic speeds. In fact, if there is to be any speed reduction, then a major proportion of road users are going to suffer some discomfort, if not pain.

Kindest regards

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## **Report of the Strategic Director Place, to the meeting of Bradford West Area Committee to be held on 28 February 2024**

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### **Subject:**

**OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING  
RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY**

### **Summary statement:**

**This report considers objections to the proposed Traffic Regulation Order on  
various roads in the Bradford West Constituency.**

### **EQUALITY & DIVERSITY:**

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning & Transport**

Report Contact: Andrew Smith  
Principal Engineer - Traffic & Road  
Safety South

### **Overview & Scrutiny Area:**

**Regeneration & Environment**

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**1.0 SUMMARY**

1.1. This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

**2.0 BACKGROUND**

2.1. At its meeting on the 12 July 2023 this committee approved as part of its Safe Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.

2.2. The Order has been promoted to resolve several requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests to resolve various traffic management issues have been raised by ward members, officers or local residents and businesses.

2.3. The Traffic Regulation Order was formally advertised between the 18 January and 9 February 2024. At the same time consultation letters and plans were posted to residents and businesses affected by the Order. This resulted in a total of 13 objections to the proposals. Drawings showing the locations that received objections are attached as Appendix 1. There have also been 10 representations supporting the proposals on Grange Road (2No.), Paradise Road (3No.), Ashburnham Grove (1No.), Drill Parade (1No.), North Parade (1No.), Trenton Drive (1No.) and Scotchman Road (1No.)

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

<b>Objections</b>	<b>Officer's Comments</b>
<p><b>Ivanhoe Road (drawing No HS/TRSS/105643/CON-5A)</b>  <b><u>First Objection</u></b>                      The introduction of the waiting restrictions means that the objector would not be able to park their vehicle between 8am - 5pm Monday - Friday outside their house. They normally park their vehicle at the entrance to their rear garden because there is no space at the front on Waverley Road or on Ivanhoe Road.                      The objector has child access needs. Due to the issue of parking on Ivanhoe Road which is such a disaster the objector can't afford to have their only option taken away. This will cause a huge effect on their day to day lives and a trauma on their children's health.                      The objector states there has never been an issue with their vehicle parked at the</p>	<p>The waiting restrictions have been proposed at the request of the Council's Waste Management team. They are currently having issues with vehicles parking near to the entrance to the doctor's surgery and at the entrance to the back street which lies between Waverley Road and Horton Grange Road. The refuse vehicle turns into the entrance to the surgery car park and then reverses down the back street. if vehicles are parked in these areas bin collections are missed or delayed. The objector can park on the yellow lines to enable their children to exit from the vehicle and if they have a blue badge they may park for up to 3 hours.                      There is an independently funded scheme</p>

<p>rear of their property. I am always very cautious of the attendance of the bin men or any delivery due to attend. The objector has requested permit parking. <b><u>Second Objection</u></b> This objection is on the grounds that the proposal will have a more negative effect to the outside entrance to their property, due to a shortfall of parking it will become even more congested with parked cars. The vehicles that usually obstruct are not the residents they belong to visitors. The objector has requested permit parking.</p>	<p>to remove some of the raise planters in Ivanhoe Road which should benefit the resident in the long term.</p> <p>The waiting restrictions are being proposed at the request of the Waste Management team. They are currently having issues with vehicles parking near to the entrance to the doctor’s surgery and at the entrance to the back street which lies between Waverley Road and Horton Grange Road. The refuse vehicle turns into the entrance to the surgery car park and then reverses down the back street. if vehicles are parked in these areas bin collections are missed or delayed. The objector has stated that vehicles do cause an obstruction therefore the introduction of the waiting restrictions will improve access Monday to Friday 8am – 5pm. At other times parking will be available.</p> <p>This location does not meet the approved criteria for permit parking.</p>
<p><b><u>Kirkham Road (drawing No HS/TRSS/105643/CON-5A)</u></b> <b><u>Third Objection</u></b> The objector is concerned that the introduction of the blue badge parking place will be an inconvenience to them and other neighbours. The applicant for the blue badge parking place allegedly has a number of vehicles in his household and therefore wants to secure a permanent parking spot. The objector only has one vehicle, and a member of the household has very limited mobility, must use a walking stick and needs support when walking, so being able to park as close as possible to their house is of utmost importance.</p>	<p>Kirkham Road is very busy with parked vehicles particularly in the evenings. It is not in an area where commuter parking is prevalent or there is a large employment site nearby therefore all the road space is taken up by the residents. On such streets it is more pertinent that space is made available for residents with disabilities to park outside their premise or close by. Unfortunately, the regulations state a minimum size of bay must be put in and in streets of terraced houses it is inevitable that the bay will encroach onto neighbouring frontages. Blue badge parking places are not exclusive to one household therefore if the objector has a blue badge, they can also use the park bay.</p>

<p><b>Little Horton Green (drawing No HS/TRSS/105643/CON-8A)</b>  <b><u>Fourth Objection</u></b></p> <p>The proposed location of the parking bay outside of number 41 will contribute directly to an increase in RTA and damage to parked vehicles in this bay, as it is this side of the road that the speeding vehicles travel along during the night despite the road traffic calming measures that have recently been put in place.</p> <p>The objector has an alternative location for the parking bays; outside the cricket field from the one-way junction of Pulman Street to number 57. This would provide no disruption to residents and new blue badge holders that park there would have better visibility and security for their vehicles at night, As most of the properties on this road have high hedges making parking directly outside properties on the left hand side impossible to view their vehicles.</p> <p>There is also an additional location at the junction of Pulman Street on the right hand side before the junction.</p> <p>The alternative locations are where non-residents currently park for the school drops at All Saints on Kennion Street and the end of Little Horton Green</p> <p>There is not a requirement for Blue Badge holders on Little Horton Green as most if not all of the properties are owned and rented by a private company, and as such there is private parking at the back off number 41 Little Horton Green to 25 Little Horton Green with access via a lane next to number 36 which has more than enough capacity for all residents of Little Horton Green.</p> <p>The requirement for additional parking bays stems from the parking requirements to drop and collect children from both schools between the hours of 8.15am – 8.50am and 3.15pm – 4.30pm. Outside of these times it would serve local taxi drivers a staging area</p>	<p>Accident records show there has been one collision resulting in injury in the previous 5 years in this section of Little Horton Green. The collision did not involve vehicles travelling in the direction the objector is concerned about.</p> <p>It is considered that the main traffic flow is from west to east and the bays have been placed on the nearside of the carriageway to allow passengers to exit vehicles onto the footway. It is also safer to pull out from the kerb on the correct side of the carriageway and not have to cross oncoming traffic.</p> <p>Parking is currently prohibited in the areas where the new parking bays are proposed. The bays will therefore provide legal parking for parents at the start and end of the school day and make parking available for residents who may not be able to find a place in the private parking area.</p> <p>Additional blue badge parking is not included in these proposals.</p>

<p>during the day as they currently park outside my property 41 Little Horton Green anyway. As a result, any Blue badge permits permitted would also struggle to park their vehicles outside of the school runs times indicated during the day.</p>	
<p><b>Redburn Drive (drawing No HS/TRSS/105643/CON-19A)</b>  <b><u>Fifth Objection</u></b>                  On-street parking on Redburn Drive is essential for a local dental surgery allowing patients from far and wide to park and easily access their services.                  They have off road parking, but as it is a busy practice serving many people parking on Redburn Drive has always been necessary.                  Many of the patients are elderly and some require wheelchair access.                  Restricting parking on Redburn Drive would both adversely affect surgery as well as causing difficulty for many patients.                  The objector does not want any new waiting restrictions on Redburn Drive.</p>	<p>Parking on both sides of the road particularly near to the junction with Bradford Road hinders drivers when trying to pass each other as they turn in and out of Redburn Drive.                  Following consideration if the objection, it is recommended that the waiting restrictions on the northwest side of Redburn Drive are reduced to 10m from Bradford Road. This will enable patients to continue parking outside the surgery while still improving turning movements at the junction.                  Blue badge holders are allowed to park on single or double yellow lines for up to 3 hours, so long as they are not parked in a position that would be a danger to themselves or other road users.                  The amended proposals are shown on drawing number HS/TRSS/105643/CON-19B attached as Appendix 2.</p>
<p><b>Paradise Road (drawing No HS/TRSS/105643/CON-20A)</b>  <b><u>Sixth Objection</u></b>                  The objector is concerned that the introduction of yellow lines would cause major disruption to the residents in this area. However, they agree it is a very tight area to access, but parking is limited for the amount of housing in this area. the objector has seen time's where it is difficult for refuse vehicles to access but this is down to visitors who are not aware of this problem. Extending the yellow lines would prove difficult for all residents who need vehicle access/parking when required or would over spill onto neighbouring roads causing/making the same problems. It seems that because of a couple of occasions this has happened it has arisen</p>	<p>The waiting restrictions are proposed to improve access for residents, refuse vehicles and other delivery vehicles. Yellow lines were introduced on the access to Paradise Road but the problems are now occurring further along the road and parked vehicles hinder access to Garden Street and Woodville Place.</p>

<p>to this and the neighbouring properties will find it difficult, and have to park further away after work or otherwise.</p>	
<p><b><u>Seventh Objection</u></b>  The objector understands the complaint about parking on both sides of the road obstructing vehicles. The road is a cobbled street, and the introduction of yellow lines would really spoil the look of the street. The yellow lines at the end of the street have broken up and make a mess. Also, there is a lot of plants and soil along the edge of the cobbles which you can't just paint over like you could with a regular tarmac road. the objector feels that yellow lines won't stop people parking on the stretch of road</p>	<p>The road will be swept before the yellow lines are applied. The lines will also be spray painted this adheres to cobbles better than the thermoplastic screed used under normal circumstances. The Council's wardens will enforce the restrictions and visit as regular as</p>
<p><b>Bilton Place (drawing No HS/TRSS/105643/CON-26A)</b>  <b><u>Eighth Objection</u></b>  The objector is opposing the waiting restrictions to protect access to the back road that is located at the side of No.2. The waiting restrictions were proposed to assist the refuse vehicle to access the back road where the waste bins were collected. The bins are no longer collected from this back street, and they are now collected from the front of the properties on Bilton Place. The waiting restrictions are no longer required and will affect where the objector can park.</p>	<p>The Waste Management team has verified the objector's comments. It is therefore recommended that the waiting restrictions at the entrance to the back street are removed from the Traffic Regulation Order. The amended proposals are shown on drawing number HS/TRSS/105643/CON-26B attached as Appendix 2.</p>
<p><b>Mansfield Road (drawing No HS/TRSS/105643/CON-24A)</b>  <b><u>Ninth Objection</u></b>  The objector is opposing the proposals because they regularly change their car, they own more than one car and family visit regularly and park outside the house. Permit parking outside the house will be an</p>	<p>The permit parking was proposed to bring this section of Mansfield Road in line with the rest of the street following the removal of a blue badge parking bay. it is not imperative that the new restrictions are introduced therefore it is recommended that</p>

<p>inconvenience to them. They have no issues with parking unless BCFC are playing football, which creates massive parking issues all around the area. They would prefer not to have any parking restrictions outside their house.</p>	<p>this proposal is taken out of the Traffic Regulation Order.</p>
<p><b>Fairbank Road (drawing No HS/TRSS/105643/CON-45A)</b> <b><u>Tenth Objection</u></b> The objector is concerned that the proposed bay would be made bigger to conform with the regulations for this type of parking restriction and will most likely extend onto their relative’s frontage which also has an informal bay. Any encroachment would impact on the objector’s relative’s parking. The objector fully appreciates the reasons for erecting a sign for only blue badge holders, but their concerns are that non-blue badge holders will simply park within their relative’s space. The objector has requested that the proposal is extended so that the formal bay covers both addresses.</p>	<p>It is appreciated that the introduction of blue badge parking bay as shown on the drawing will impact on the neighbour who has an informal blue badge parking place. It is therefore recommended that both bays are formalised, and one extended bay is placed in front of both properties. The amended proposals are shown on drawing number HS/TRSS/105643/CON-45B attached as Appendix 2.</p>
<p><b>Nearcliffe Road (drawing No HS/TRSS/105643/CON-46A)</b> <b><u>Eleventh Objection</u></b> The person who applied for the formal blue badge bay is objecting to the proposal because their neighbours are not very happy, and he doesn’t want to cause problems with neighbours. <b><u>Twelfth Objection</u></b> This objection is on the grounds that the proposed blue badge parking bay will encroach onto their frontage and because a family member has a disability, they need to be able to park directly outside. Doctors are supportive of the concerns.</p>	<p>As the applicant is objecting to the proposal it is recommended that it is take out of the Traffic Regulation Order  As the applicant is objecting to the proposal it is recommended that it is take out of the Traffic Regulation Order</p>

**3.0 OTHER CONSIDERATIONS**

- 3.1. Ward members and emergency services have been consulted and one member from Toller Ward has objected to the proposed waiting restrictions at the junction of Scotchman Road and Jesmond Avenue. Correspondence has also been received from a resident who is supporting these proposals. The. the waiting restrictions shown on drawing HS/TRSS/105643/CON-38A are being promoted because complaints have been made about vehicles parking on the footway buildouts at the

junction and obstructing pedestrians and sightlines. The waiting restrictions will help to protect the pedestrian crossing points and sightlines and stop vehicles obstructing pedestrians using the footways. An objection to part of the proposal for Drill Parade has also been received from a Councillor.

- 3.2. A resident of Trenton Drive has supported the proposals to introduce waiting restrictions to protect access to Lilian Armitage Close. However, they are having problems with vehicles parking on the footway and blocking access to their property. They have therefore requested that the waiting restrictions are extended across their property frontage. Drawing No. HS/TRSS/105643/CON-29B in Appendix 2 shows the revised proposals.

#### **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. A budget of £15,000 has been allocated from the Safer Roads Budget. The project can be delivered within budget.

#### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. There are no significant risks arising from this report.

#### **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. SUSTAINABILITY IMPLICATIONS**

There are no significant 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 introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

**7.4. HUMAN RIGHTS ACT**

None

**7.5. TRADE UNION**

None

**7.6. WARD IMPLICATIONS**

Ward members have been consulted on the advertised Traffic Regulation Order.

**7.7. AREA COMMITTEE LOCALITIES PLAN IMPLICATIONS**

None

**7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

None.

**7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1. None.

**9.0 OPTIONS**

9.1. That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

9.2. That the proposals on Redburn Drive be amended as shown on drawing No. HS/TRSS/105643/CON-1B. the amendments will not affect vehicles turning in and out of Redburn Drive. Otherwise that the Order be sealed and implemented as proposed subject to this amendment.

9.3. That the objection to the introduction of waiting restrictions at the entrance to the back

road at the side of 2 Bilton Place be upheld as access is no longer required by refuse vehicles. The remaining waiting restrictions to be sealed and implement as shown on drawing No HS/TRSS/105643/CON-26B.

- 9.4. That the blue badge parking place on Mansfield Road be revoked as advertised and the permit parking be abandoned.
- 9.5. That the proposed waiting restrictions on Trenton Drive be modified as shown on drawing HS/TRSS/105643/CON-29B. this will help protect access to the residential property.
- 9.6. That the proposed formal blue badge parking place on Fairbank Road be extended as shown on drawing number HS/TRSS/105643/CON-26B.
- 9.7. That the proposal to formalise the blue badge parking place on Nearcliffe Road be abandoned.
- 9.8. That having considered the objection to introduce waiting restrictions at the junction of Scotchman Road and Jesmond Avenue it is determined that the benefits outweigh the objection and the proposals be implemented as advertised. This will remove obstructive parking from the footway and improve movements for pedestrians around the junction. It will also protect sightlines for traffic turning at this junction.
- 9.9. Members may propose alternative courses of action on which they will receive appropriate officer advice.

## **10.0 RECOMMENDATIONS**

- 10.1. That the proposals on Redburn Drive be amended as shown on drawing No. HS/TRSS/105643/CON-1B.
- 10.2. That the objection to the introduction of waiting restrictions at the entrance to the back road at the side of 2 Bilton Place be upheld.
- 10.3. That the blue badge parking place on Mansfield Road be revoked as advertised and the permit parking be abandoned.
- 10.4. That the proposed formal blue badge parking place on Fairbank Road be extended as shown on drawing number HS/TRSS/105643/CON-45B.
- 10.5. That the proposal to formalise the blue badge parking place on Nearcliffe Road be abandoned.
- 10.6. That the proposed waiting restrictions on Trenton Drive be modified as shown on drawing HS/TRSS/105643/CON-29B.
- 10.7. That having considered the objection to introduce waiting restrictions at the junction of Scotchman Road and Jesmond Avenue it is determined that the benefits outweigh the objection and the proposals be implemented as advertised. This will remove obstructive parking from the footway and improve movements for pedestrians around

the junction. It will also protect sightlines for traffic turning at this junction.

10.8. That the remaining objections be considered but notwithstanding this the weight lies in favour of making the Order and therefore the Traffic Regulation Order be sealed and implemented as modified.

10.9. That the objectors be informed accordingly.

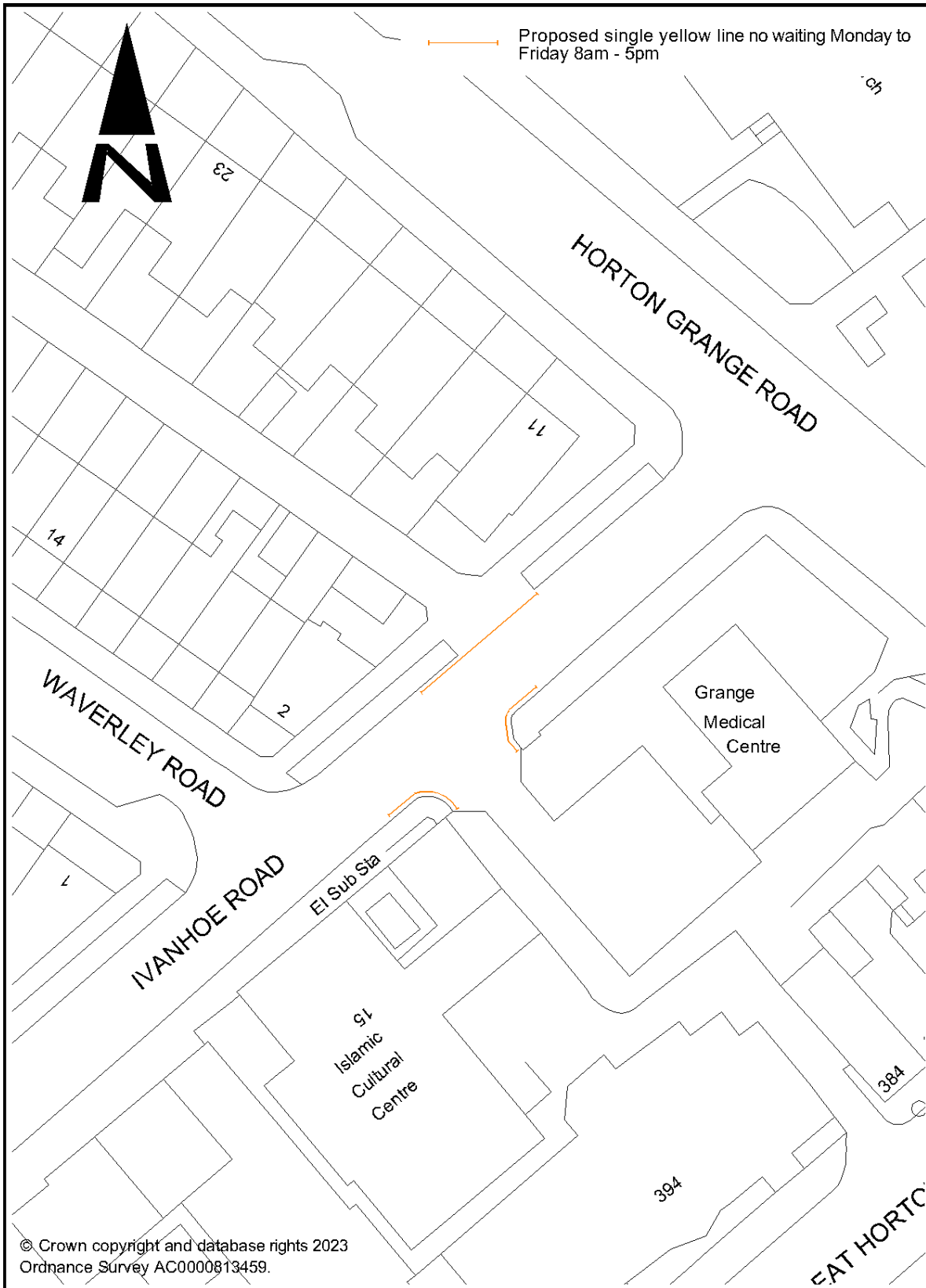
## **11.0 APPENDICES**

11.1. Appendix 1 – Drawings showing the proposals that have received objections.

11.2. Appendix 2 – Drawing No. HS/TRSS/105643/CON-19B, 26B, 29B & 45B.

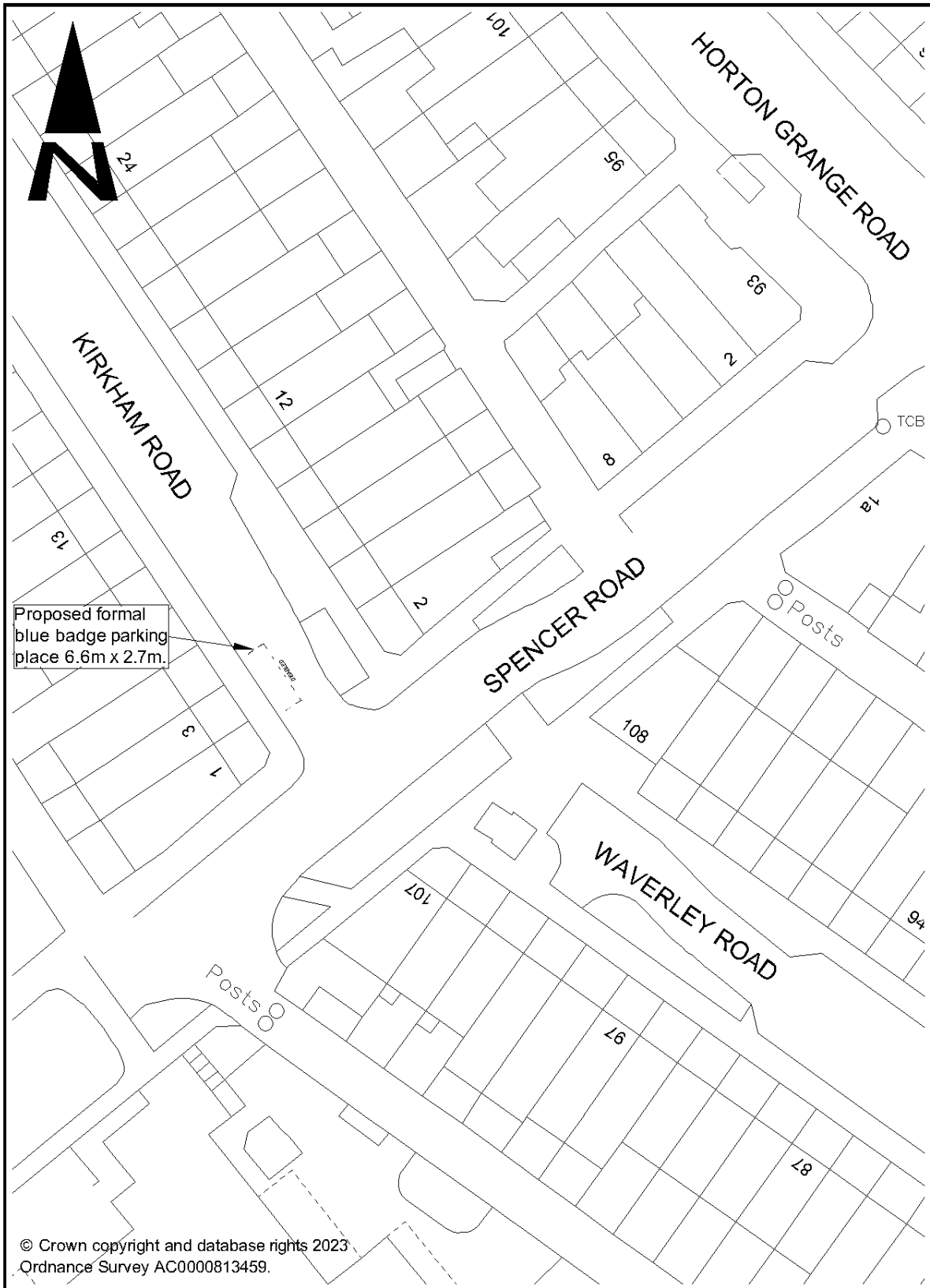
## **12.0 BACKGROUND DOCUMENTS**

12.1. None.




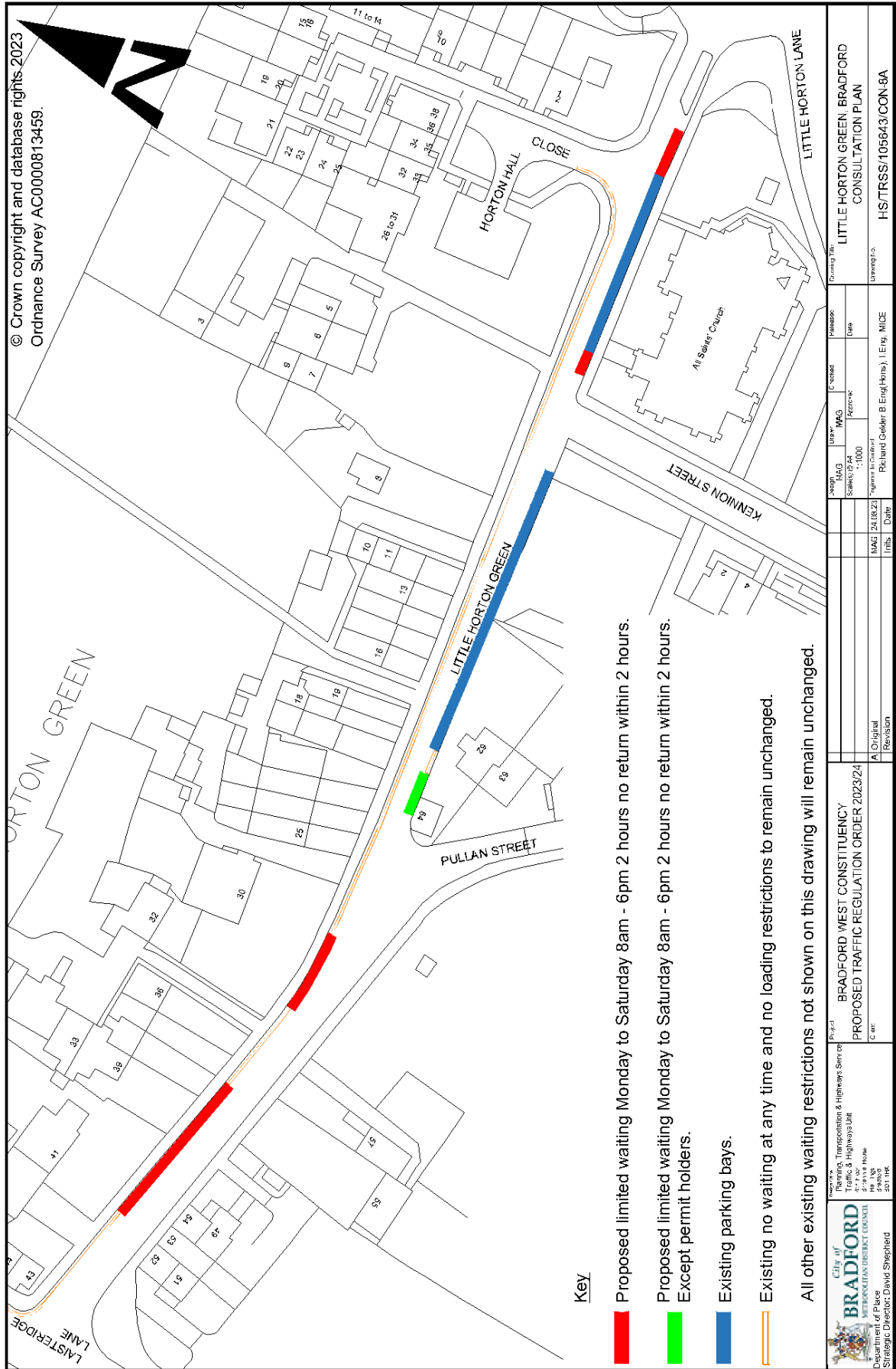
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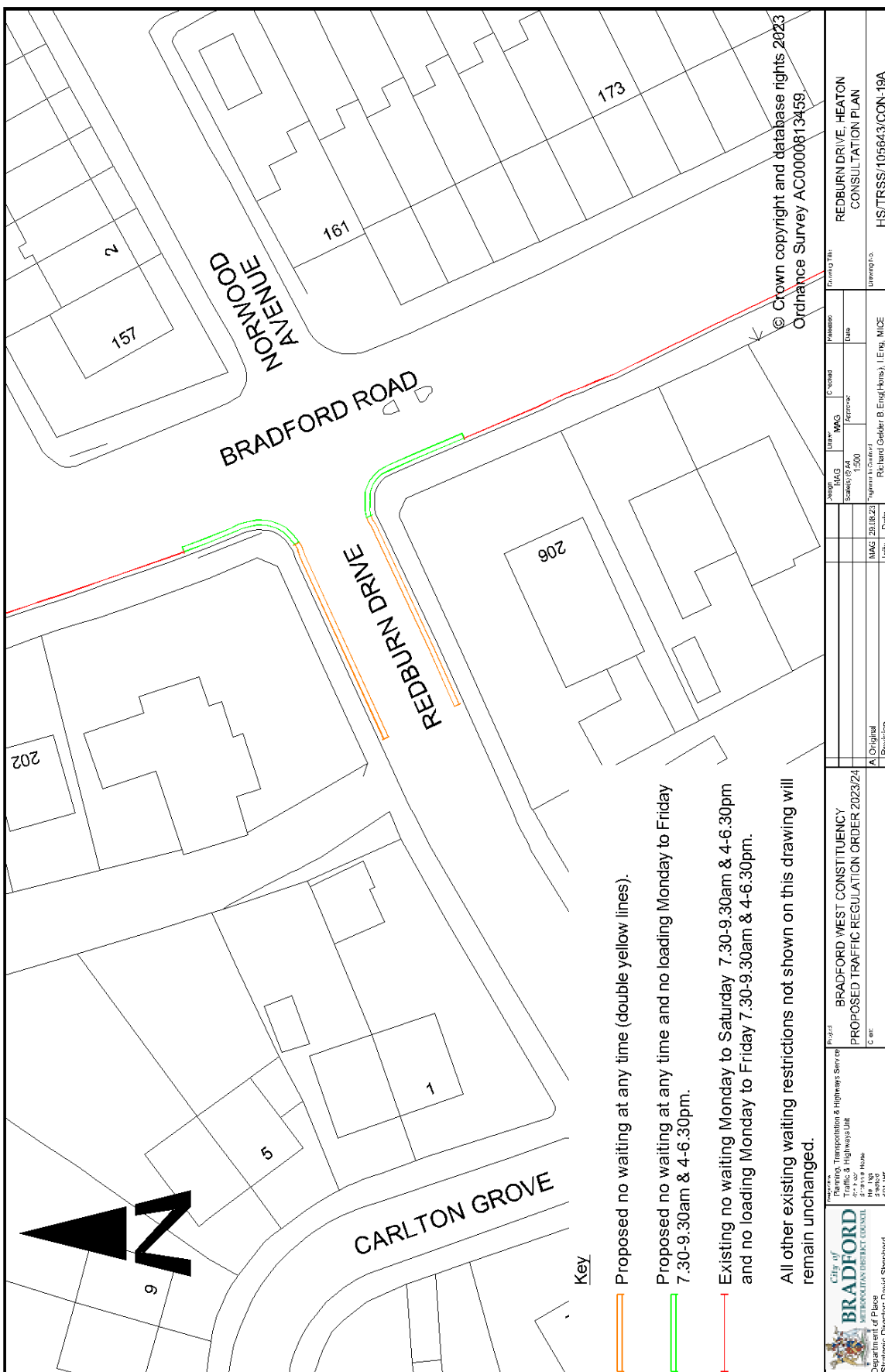
<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service</p> <p>1st Floor City Hall Hall Road Bradford BD1 1HQ</p>				Design MAG	Town MAG	Checked	Submitted	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
				Scale of 1:500 1:500	Approval		Date	Drawing title IVANHOE ROAD, BRADFORD CONSULTATION DRAWING
	A Original	MAG	21.08.23	Projects to Complete Richard Gelder B.Eng(Hons), I.Eng, MICE				Drawing No HS/TRSS/105643/CON-5A
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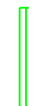

 <b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd Planning, Transportation & Highways Service 4-11 Moor Clarence House Healey Bradford BD1 1HT				Design MAG	Drawn MAG	Checked	Reviewed	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
				Scale 1:500	Agreement	Date		Drawing title KIRKHAM ROAD, BRADFORD CONSULTATION DRAWING
	A	Original	MAG	21.08.23	Projects to Continue:			Drawing No. HS/TRSS/105643/CON-2A
		Revision	Initials	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE			
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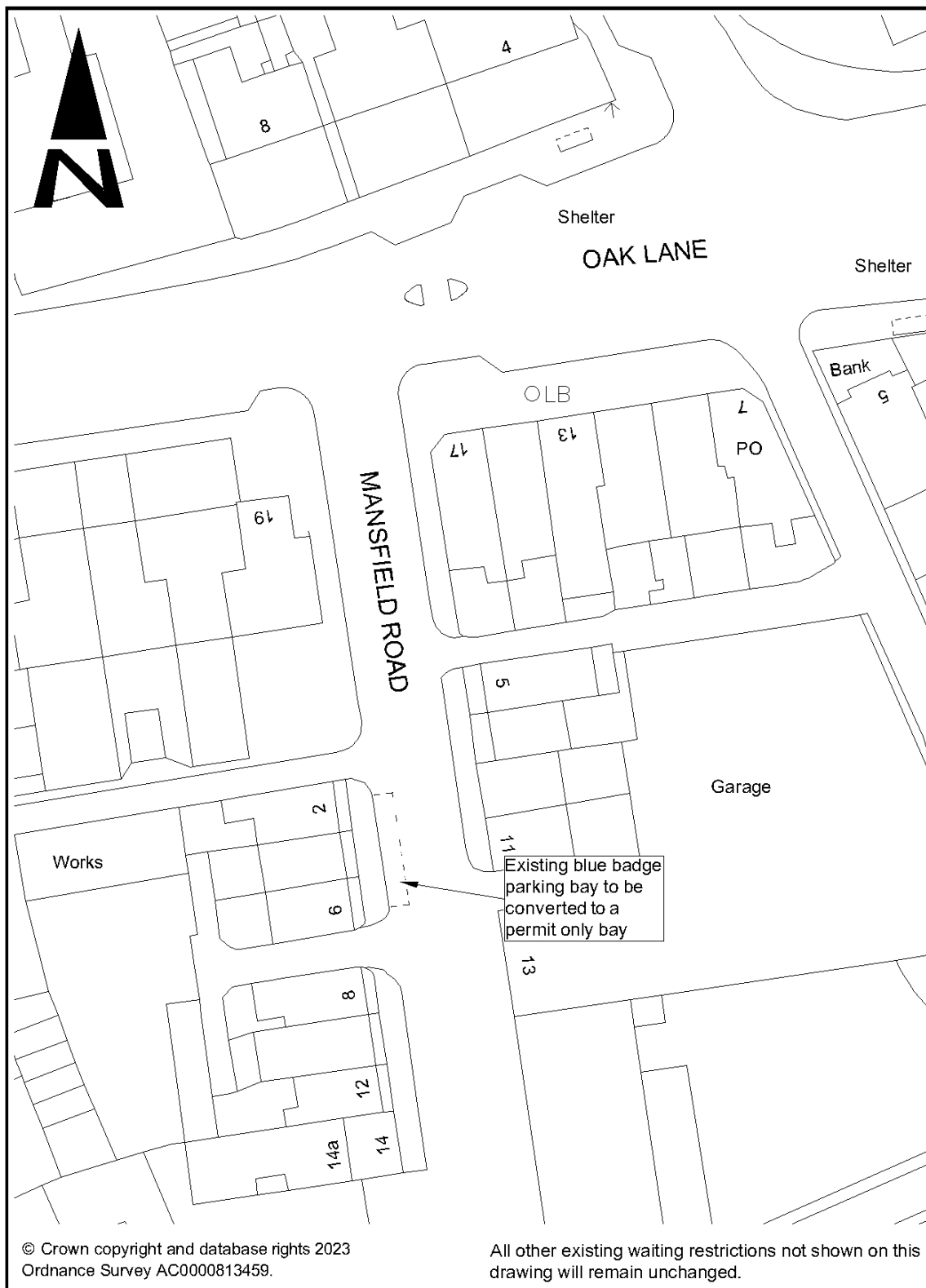
**Key**

-  Proposed no waiting at any time (double yellow lines).
  -  Proposed no waiting at any time and no loading Monday to Friday 7.30-9.30am & 4-6.30pm.
  -  Existing no waiting Monday to Saturday 7.30-9.30am & 4-6.30pm and no loading Monday to Friday 7.30-9.30am & 4-6.30pm.
- All other existing waiting restrictions not shown on this drawing will remain unchanged.

 <p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director David Shepherd</p>		<p>Planning, Transportation &amp; Highways Serv. of City of Bradford 27-29a Wharfedale House Wharfedale House 27-29a Wharfedale BD1 1JF</p>		<p>Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24 C. no.</p>		<p>Drawn By REDBURN DRIVE, HEATON CONSULTATION PLAN</p>	
<p>MAG 28/02/23 Title</p>	<p>MAG 28/02/23 Date</p>	<p>Scale 1:1000</p>	<p>Author Richard Ocker, B.Eng (Hons), I.Eng, NICE</p>	<p>Checked Date</p>	<p>Drawn Date</p>	<p>Drawn No. HS/TRSS/105643/CON-19A</p>	<p>Revision A   Original</p>



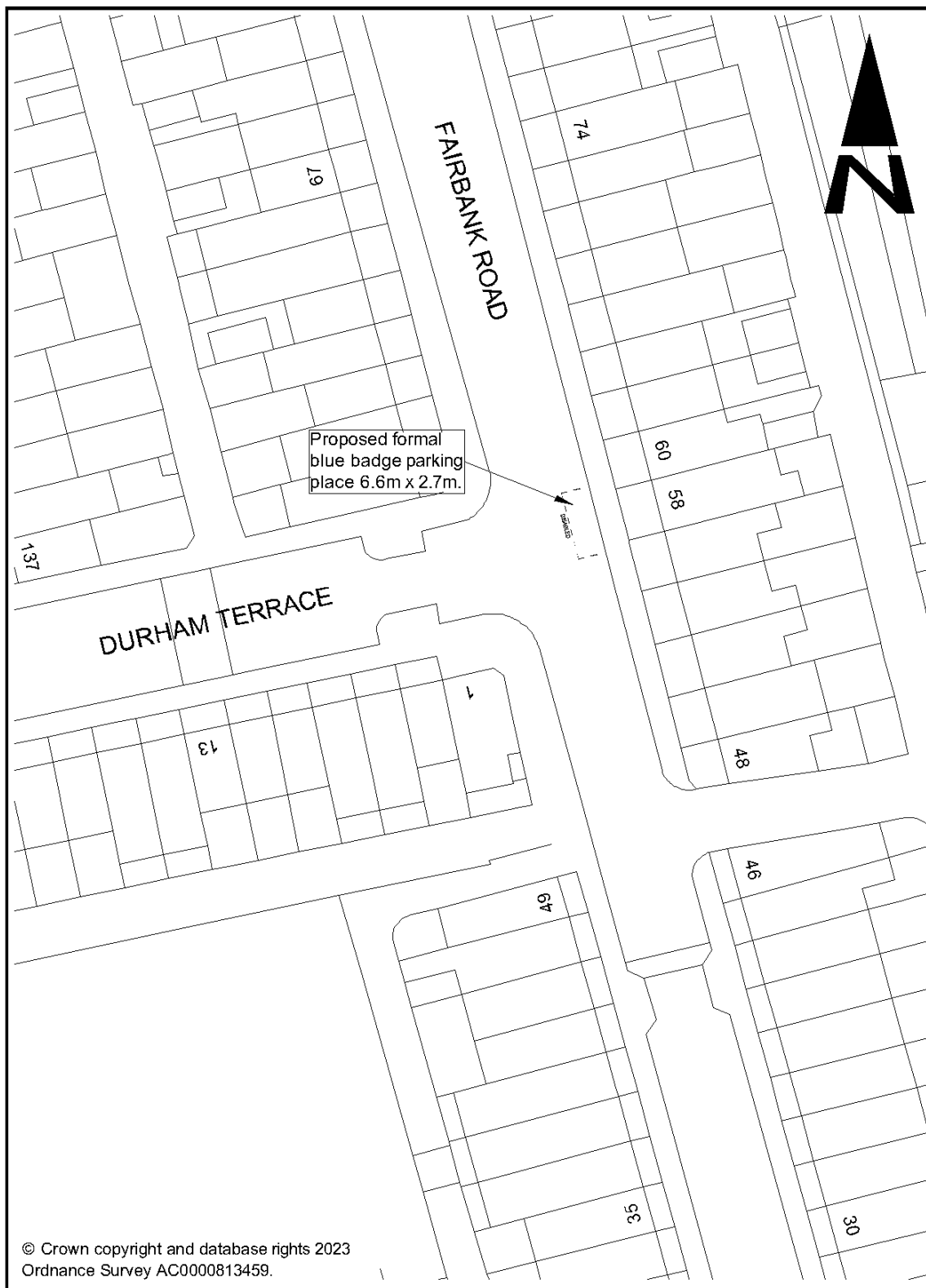





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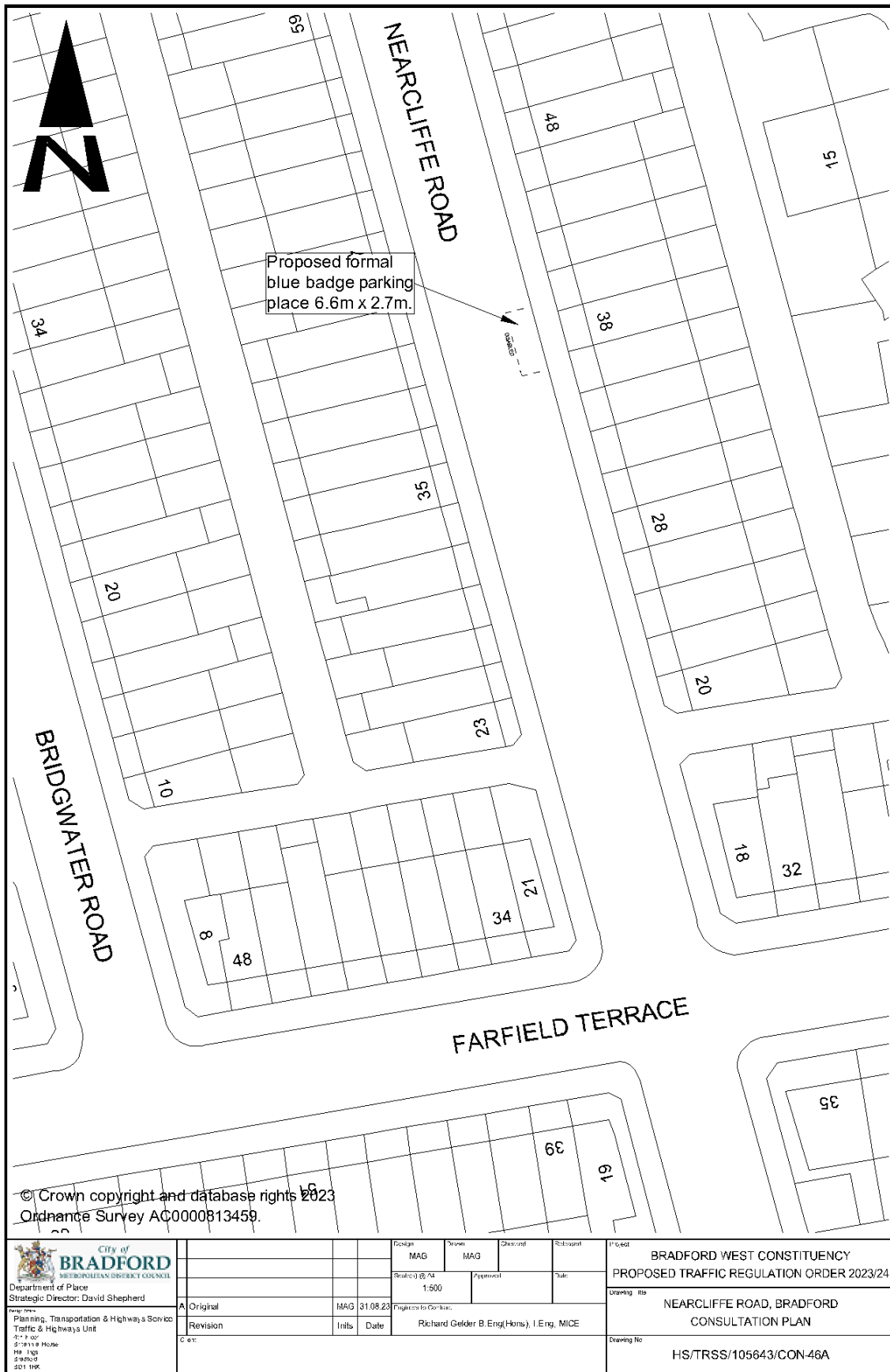
All other existing waiting restrictions not shown on this drawing will remain unchanged.

<p><b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Services Traffic &amp; Highways Unit 17-19 SHEPHERD HOUSE HEATH SHEPHERD SOL 1HX</p>			Design MAG	Drawn MAG	Checked	Released	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
			Scale: 1:500	Project No:			Drawing No:
	A Original	MAG	30.08.23	Engineer in Charge: Richard Gelder B.Eng(Hons), I.Eng, MICE			Drawing Title MANSFIELD ROAD, MANNINGHAM CONSULTATION PLAN
	Revision	Initials	Date				Drawing No. HS/TRSS/105643/CON-24A

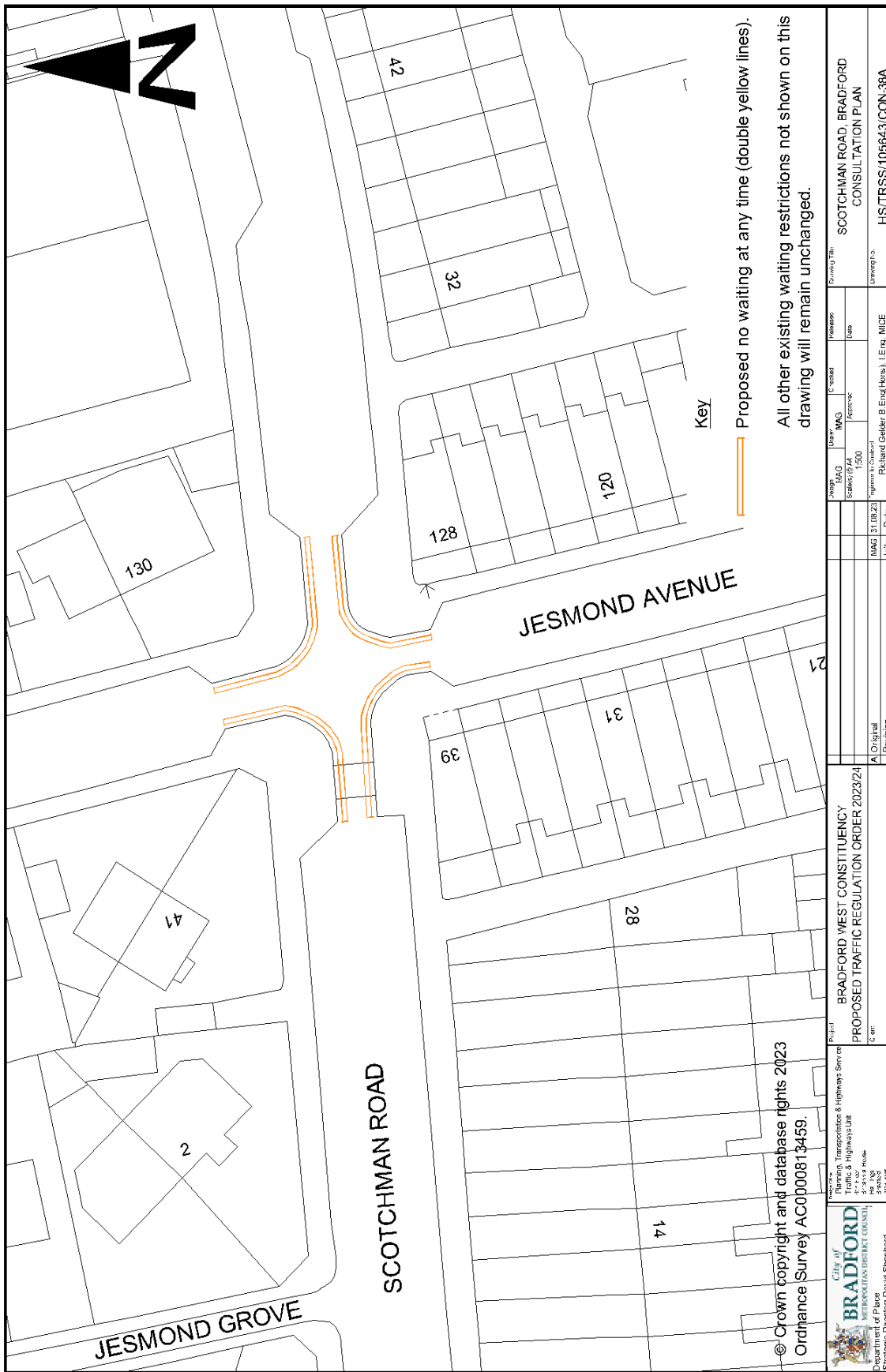


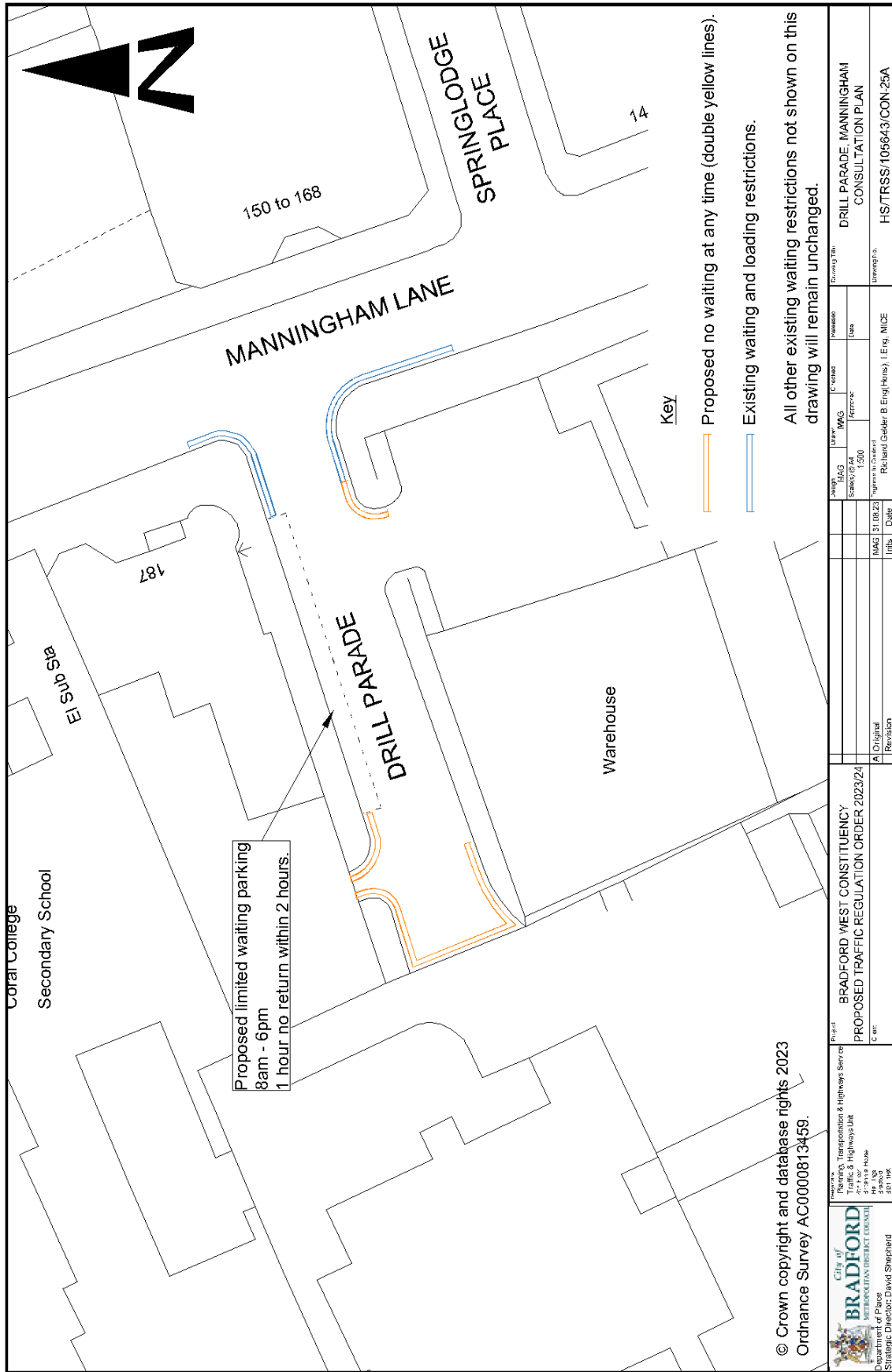
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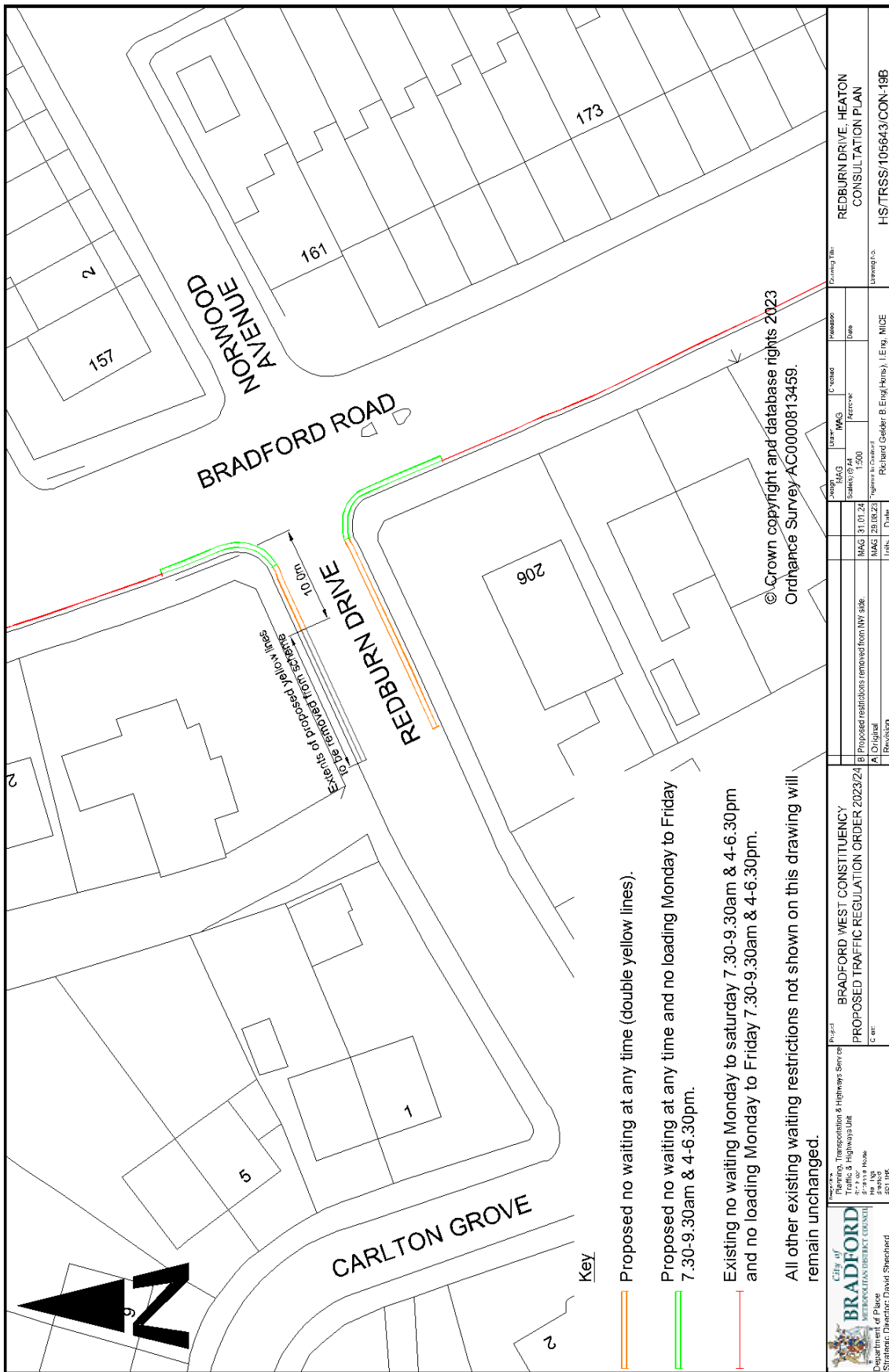
 <p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit City Hall City Square Bradford BD1 1HQ</p>				Design MAG	Drawn MAG	Checked	Reviewed	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
				Scale: 1:500	Project No:			Drawing No: FAIRBANK ROAD, GIRLINGTON CONSULTATION PLAN
	A Original	MAG	31.08.23	Engineer to Contract:	Richard Gelder B.Eng(Hons), I.Eng, MICE			
	Revision	Initia	Date					Drawing No: HS/TRSS/105643/CON-45A



<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit 17-18, 2nd Floor Mill Lane Bradford BD1 1RF</p>				Design MAG	Drawn MAG	Checked 	Submitted 	Project No. 	BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24	
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	Revision 	Initials 	Date 	Project Name 	Design 	Drawn 	Checked 	Submitted 	Drawing No. 	HS/TRSS/105643/CON-46A

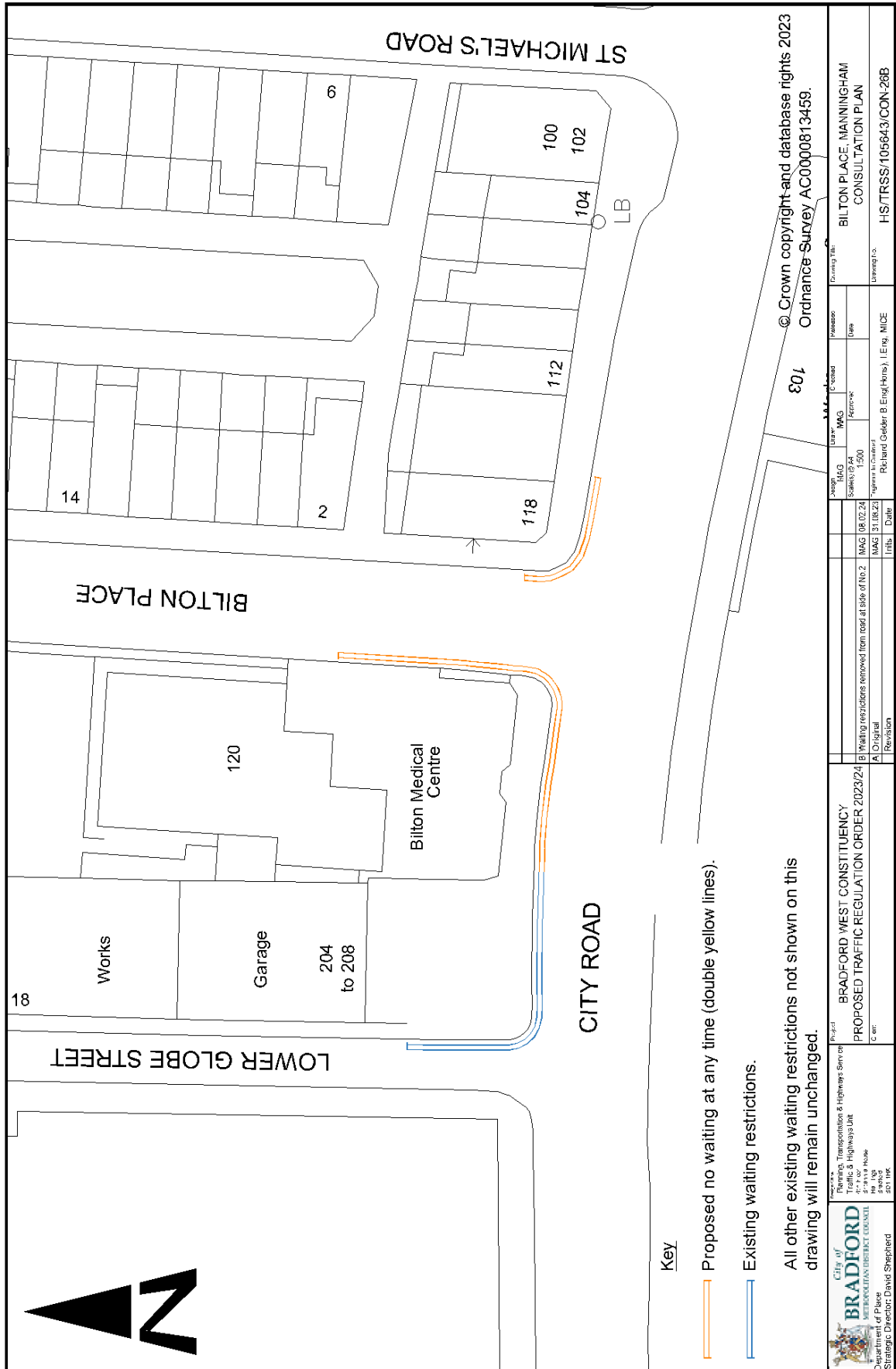


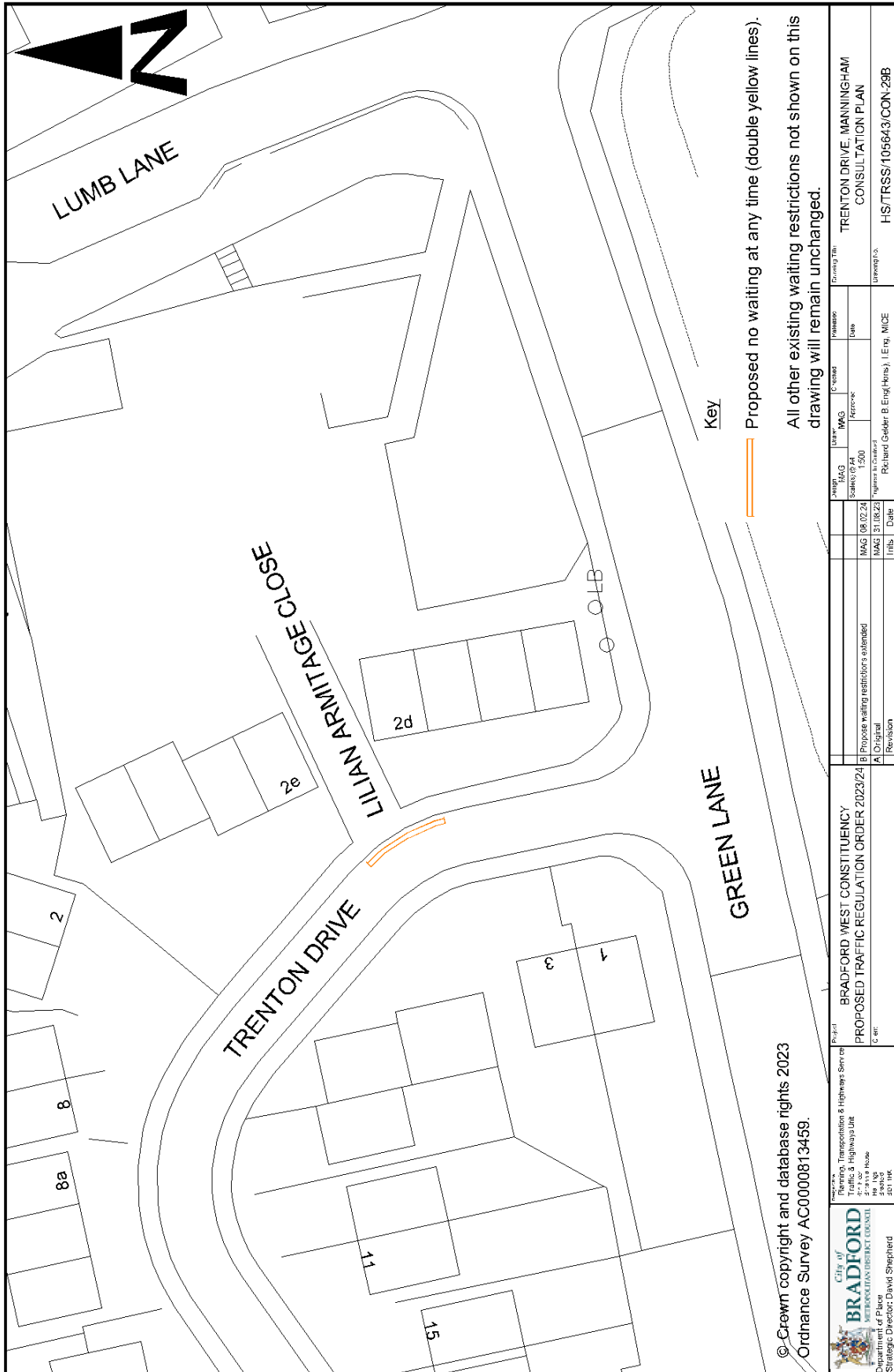




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 City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director David Shepherd		Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24 C.01		Planning Title REDBURN DRIVE, HEATON CONSULTATION PLAN H-S/TRSS/105643/CON-19B	
Planning Title REDBURN DRIVE, HEATON CONSULTATION PLAN H-S/TRSS/105643/CON-19B	Drawing No. MAG 31.01.24	Drawing Date MAG 28.02.24	Drawing Author Richard Gledhill, I. Eng, MICE	Drawing Checker Richard Gledhill, I. Eng, MICE	Drawing Date MAG 28.02.24
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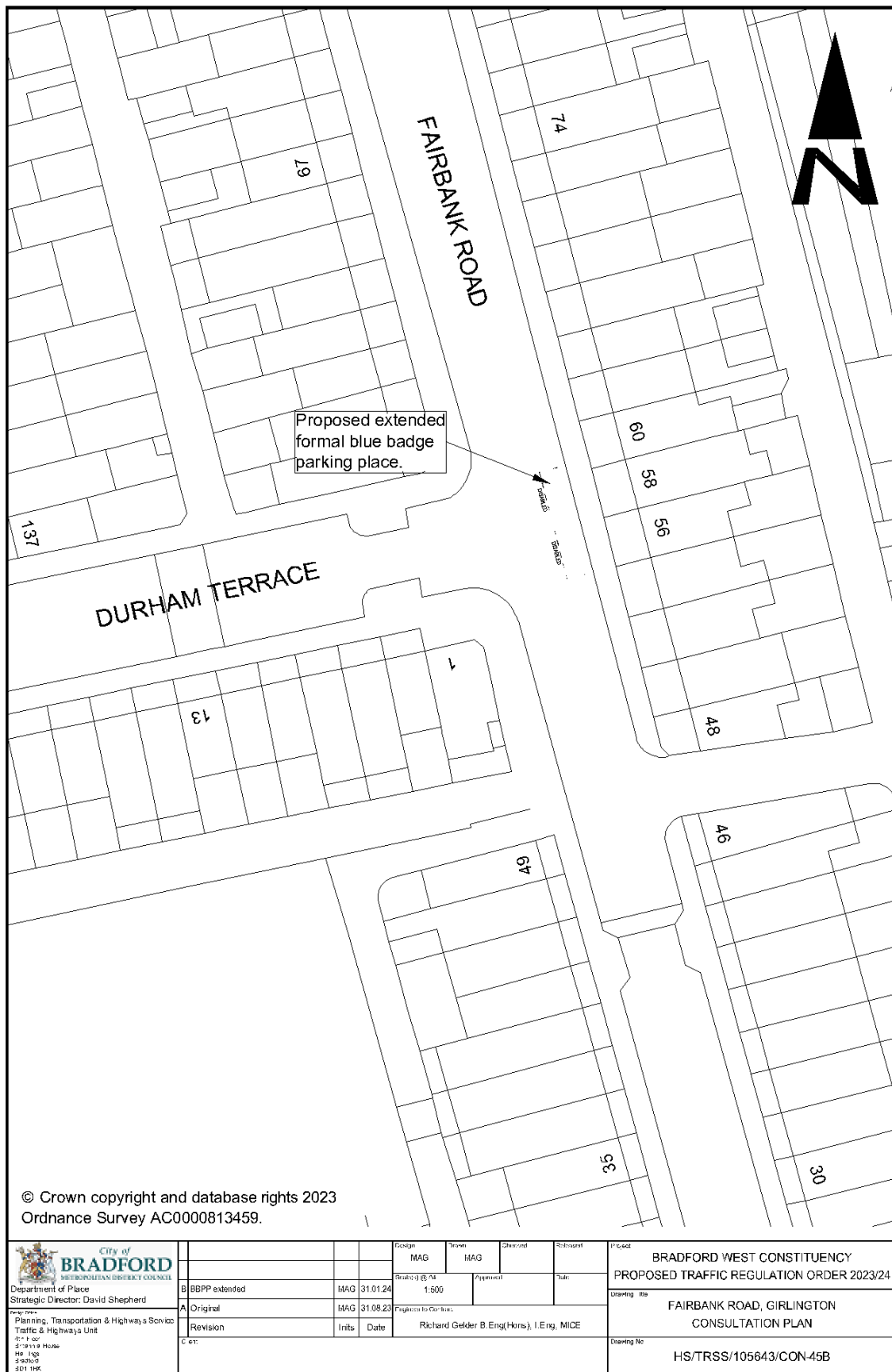





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<p>City of Bradford Metropolitan Council Strategic Director: David Shepherd</p>		<p>Proposed: Transportation &amp; Highways Services Traffic &amp; Highways Unit</p>		<p>Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24</p>		<p>Drawn by: TJS Checked: RJS Date: 21/08/23</p>		<p>Drawn by: TJS Checked: RJS Date: 21/08/23</p>	
<p>Author: TJS Scale: 1:500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>	
<p>Author: TJS Scale: 1:500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>		<p>Project: 1500 Reference: 2023/24</p>	
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 <p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit</p> <p>0113 553100 HS 100 © 2023 201 196</p>				Design MAG	Drawn MAG	Checked	Reviewed	Project	
	B	BBPP extended	MAG	31.01.24	Scale(s) B/M 1:500	Approved	Author	BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24	
	A	Original	MAG	31.08.23	Engineer in Charge: Richard Gelder B.Eng(Hons), I.Eng, MICE			Drawing title FAIRBANK ROAD, GIRLINGTON CONSULTATION PLAN	
	Revision		Isss	Date				Drawing No HS/TRSS/105643/CON 45B	
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## **Report of the Strategic Director Place, to the meeting of Bradford West Area Committee to be held on 28 February 2024**

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### **Subject:**

**BRADFORD WEST SAFE ROADS PROGRAMME 2024/25**

### **Summary statement:**

**This report considers seek approval for the 2024/25 Safe Roads programme for the Bradford West Constituency.**

### **EQUALITY & DIVERSITY:**

It is expected that there will be no disproportionate impact from the projects recommended for implementation within this report; furthermore, some of the schemes would advance equality of opportunity for people who share a protected characteristic. Any projects where a potential disproportionate impact is identified, through more detailed investigation and design, will be subject to Equality Impact Assessments.

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning & Transport**

Report Contact: Andrew Smith  
Principal Engineer - Traffic & Road  
Safety South  
Phone: (01274) 434674  
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### **Overview & Scrutiny Area:**

**Regeneration & Environment**

## 1.0 SUMMARY

- 1.1. This report considers seek approval for the 2024/25 Safe Roads programme for the Bradford West Constituency.

## 2.0 BACKGROUND

- 2.1. The West Yorkshire Transport Strategy 2040 was approved by the West Yorkshire Combined Authority (WYCA) in August 2017. In conjunction with the Strategic Economic Plan, the overarching aim of the strategy is “...for Leeds City Region to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone.

- 2.2. The key objectives of the strategy are:

**Economy:** Create a more reliable, less congested, better connected transport network.

**Environment:** Have a positive impact on our built and natural environment.

**People and place:** Put people first to create a strong sense of place.

- 2.3. In terms of the Safe Roads element of the Strategy, it states ‘We will work through our Safe Roads Partnership to deliver evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to ‘zero tolerance’ of transport-related deaths.
- 2.4. The Council is now also committed to ‘Vision Zero’, a whole systems approach to Safer Roads utilising multi-disciplinary partnership work and data sharing that reduces serious injury and death on the road network with the ultimate aim of removal of road death. West Yorkshire including the Combined Authority has collectively agreed the principle of the approach which includes aligning the safer roads capital investment from the Department for Transport with Vision Zero principles.
- 2.5. Following completion of the last Local Transport Plan Implementation plan programme funding for Safe Roads projects from the 2022/23 financial year onwards is now provided via the (Leeds) City Region Sustainable Transport Settlement (CRSTS).

## 3.0 OTHER CONSIDERATIONS

- 3.1. It is recommended that the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works by again including budgets for these within the 2024/25 programme. The cost of any traffic surveys required to assess requests for traffic management measures and assist in determining future schemes programmes will also need to be met from this budget as these are now generally externally procured to maximise resources.

- 3.2. It is also suggested that the successful exercise of promoting a constituency-wide Traffic Regulation Order (TRO), to include a number of sites where minor amendments to waiting restrictions have been requested, be repeated in 2024/25. (Due to the more extensive processes involved, it would not be feasible to include any larger schemes or Residents Permit Parking Schemes within the constituency-wide Order).

#### **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. A budget of £100,000 is available for 2024/25. Suggested schemes programmes are detailed in Appendices 1 and 2.

#### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. In line with other sectors of the UK economy construction price inflation is now running at significantly higher rates than previously. Inflationary pressure has seen suppliers, and in turn contractors, being unable to sustain previously quoted prices or maintain price certainty for protracted periods as materials costs fluctuate to reflect demand in the market. Consequently, there is a significant risk to the full delivery of the projects in the 2024/25 programme should inflationary pressures continue their upward trajectory. Whilst every effort has been taken to account for such pressures in developing this years' programme there remains a possibility that costs will rise more significantly than anticipated meaning that not all projects approved will be deliverable from the 2024/25 funding allocation.
- 5.2. CRSTS funding has a new oversight and governance arrangement implemented by WYCA to meet the requirements of central government.

#### **6.0 LEGAL APPRAISAL**

- 6.1. There are no specific issues arising from this report. The course of action proposed is in accordance with the Council's power as Highway Authority.

#### **7.0 OTHER IMPLICATIONS**

##### **7.1. SUSTAINABILITY IMPLICATIONS**

The proposed projects seek to promote walking and cycling activities either by the provision of specific facilities or the creation of safer environments.

##### **7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

Any reduction in car-borne journeys resulting from these schemes will contribute to reducing greenhouse gas emissions.

##### **7.3. COMMUNITY SAFETY IMPLICATIONS**

It is anticipated that the proposed schemes will have a significant positive impact on community safety by facilitating safer movement for vulnerable road users and reducing vehicle speeds.

**7.4. HUMAN RIGHTS ACT**

There are no implications on the Human Rights Act.

**7.5. TRADE UNION**

None.

**7.6. WARD IMPLICATIONS**

Elected members will be consulted on individual schemes within their wards

**7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

None

**7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

The overarching aim of the Safe Roads programme is to reduce road safety for all road users but particularly the more vulnerable including children and young people.

**7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1. None

**9.0 OPTIONS**

9.1. Members may nominate alternative schemes to those recommended in Appendices 1 and/or 2 (to the same total budget value). Officers will provide appropriate advice on any suggested substitutions. Any alternative sites suggested for inclusion in Appendix 1 will be subject to justification in terms of Casualty Reduction potential

**10.0 RECOMMENDATIONS**

10.1. That the Bradford West Area Committee approves the programmes of Safe Roads schemes for 2024/25 listed in Appendices 1 and 2.

10.2 That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.

10.3 That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.

## Bradford West Area Committee

- 10.4 That should inflationary pressures on the projects listed in Appendices 1 and 2 make delivery of the full programme impossible a further report be brought to the Area Committee to reconsider scheme priorities.

### **11.0 APPENDICES**

- 11.1. Appendix 1 – proposed Bradford West Safe Roads schemes programme for 2024/25
- 11.2. Appendix 2 – proposed Bradford West Traffic Regulation Order programme for 2024/25
- 11.3. Appendix 3 – list of outstanding requests for Traffic Management Measures in Bradford West.

### **12.0 BACKGROUND DOCUMENTS**

- 12.1. None

## PROPOSED BRADFORD WEST SAFE ROADS SCHEMES PROGRAMME 2024/25

Location	Proposed Scheme	Last 5 yr collisions	Last 5 year casualties	Estimated cost
Various	Various sites Traffic Regulation Order			£28,000
Various	Kerbing and mobility access works			£6,000
Various	Blue Badge Parking Places			£15,000
Various	Traffic Surveys & Evaluation			£3,000
Listerhills Road (Shearbridge Road – Norcroft Street)	Traffic Management Measures	22	31	£48,000
<b>Total</b>				<b>£100,000</b>

**Reserve List**

Thornton Road (City Road to Ingleby Road)	Make bus lane 24 hours	18	26	£15,000
Squire Lane	Puffin Crossing	5	6	£80,000
Lilycroft Road / Westfield Road / Lower Westfield Road Crossroads	Junction improvement	6	9	£15,000
<b>Total</b>				<b>£110,000</b>



## APPENDIX 2

### PROPOSED BRADFORD WEST TRAFFIC REGULATION ORDER PROGRAMME 2024/25

<u>WARD / ROAD NAME</u>	<u>REQUEST</u>	<u>FINANCIAL YEAR REQUEST MADE</u>	<u>COMMENTS</u>
<u>CITY</u>			
134-138 Listerhills Rd	Waiting Limited to 2 hours to help local businesses	2023/24	Issue with long stay parking preventing customer parking.
22-24 Easby Road	Revoke blue badge parking places & replace with waiting restrictions to protect dropped kerb access to off street parking area.	2023/24	Consultation carried out and no replies were received to support the need for the bay.
8 Waverley Road	Formalise the blue badge parking place	2023/24	Requested by ward member
Ivanhoe Road	double yellow lines adjacent parking area next to No19	2023/24	Requested by owner of parking area.
28 Dirkhill Road	Formalise the blue badge parking place	2023/24	Requested by resident and Civil Enforcement Team
Wallis Street / Barnes Road	Waiting Restrictions to assist access for HGVs	2023/24	Requested by the Ward Officer on behalf of local businesses
Cousen Road	Waiting Restrictions to protect access to park	2023/24	problem of obstruction reported by parking services warden
<b><u>CLAYTON &amp; FAIRWEATHER GREEN</u></b>			
Thornton Road / Godfrey St	Waiting restrictions to protect sightlines from Godfrey St	2022/23	Request made by local resident

<u>WARD / ROAD NAME</u>	<u>REQUEST</u>	<u>FINANCIAL YEAR REQUEST MADE</u>	<u>COMMENTS</u>
Oaks Lane	Waiting restrictions at junctions with Oaks Dr, Vivian Rd, Raven Ter & Charteris Rd	2023/24	Reported by Ward Officer and supported by Ward Members. Issues with school traffic and football training traffic.
Chapel Lane	Waiting restrictions at entrance to back street behind 71-87 Grange Road	2023/24	Requested by residents who have access issues.
<b><u>HEATON</u></b>			
1 Lynthorne Road	Revoke blue badge parking place	2023/24	Consultation carried out and no replies were received to support the need for the bay.
Thorn Ave / Thorn Grove junction	Waiting restrictions to protect sight lines from Thorn Gr. (consider other junctions in the vicinity)	2023/24	Request from ward member who received complaints from residents of Thorn Grove
Haworth Road / Sowden Road	Change restrictions start time to 8am to tie in with school start time	2023/24	Requested by Assistant Ward Officer. Wardens unable to enforce at busy times
Duchy Grove jct with Duchy Avenue	Waiting restrictions at junction to protect sight lines from Duchy Gr.	2023/34	Request made by ward member.
Park Drive	Extend waiting restrictions on West side to protect sight lines from Nos.1 & 3 as parked cars have moved closer to these accesses due to the installed yellow lines	2023/24	Request made by resident.
<b><u>MANNINGHAM</u></b>			

<b><u>WARD / ROAD NAME</u></b>	<b><u>REQUEST</u></b>	<b><u>FINANCIAL YEAR REQUEST MADE</u></b>	<b><u>COMMENTS</u></b>
Springcliffe Street / Heaton Rd	Request for waiting restrictions at junction with Heaton Road.	2023/24	Vehicles park on Heaton Rd near to junction and obstruct sight lines. Request received from local resident.
21 Lennon Drive	Formalise blue badge parking place	2023/24	Requested by resident who reported informal bay being misused by non blue badge holders. Supported by ward member.
Midland Road	Waiting restrictions around build outs in the vicinity of the entrance to the recycle centre	2023/24	Reports of vehicles parking on the build outs have been received from the Civil Enforcement team.
Dominican Association Worthington Street	Formalise 2No blue badge parking places	2023/24	Requested by City Ward member
76 Leamington Street	Revoke blue badge parking place	2023/24	Consultation carried out and no replies were received to support the need for the bay.
Back Apsley Crescent	Revoke part of the waiting restrictions to allow some on street parking	2023/24	Requested by petition.
Saplin Street	waiting restrictions at entrances to Ashwell Medical Centre	2023/24	Request received from Area Co-ordinator following complaints of residents blocking access to the centre.
Lincoln Rd	Request waiting restrictions to stop parked vehicles obstructing access to Atlas School's delivery yard.	2023/24	Request received from the school.

<u>WARD / ROAD NAME</u>	<u>REQUEST</u>	<u>FINANCIAL YEAR REQUEST MADE</u>	<u>COMMENTS</u>
Heaton Rd / Home View Terrace	Waiting restrictions to protect access to local business	2023/24	Request made by Councillor on behalf of business who are having issues with parked vehicles blocking access to retail unit.
Bowland Street	Limited waiting bay near Lumb Lane	2023/24	Requested by local businesses suggested 1 hour limited waiting. Request received via Area Co-ordinators Office
Bowland Street	Extend waiting restrictions on North Side from Manningham Lane	2023/24	Parked vehicles obstruct traffic approaching the mini roundabout at the junction with Manningham Lane
<b><u>THORNTON AND ALLERTON</u></b>			
<b><u>TOLLER</u></b>			
126 Durham Road (bay on Whitby Terrace)	Revoke Blue Badge Parking Place	2023/24	Consultation carried out and no replies were received to support the need for the bay.
233 Upper Woodlands Road	Formalise Blue Badge Parking Place	2023/24	Requested by resident who reported informal bay being misused by non blue badge holders
26 Heidelberg Road	Revoke Blue Badge Parking Place	2023/24	Consultation carried out and no supporting evidence was received to keep the bay.
176 Toller Lane	Formalise Blue Badge Parking Place	2023/24	Requested by resident who reported informal bay being misused by non blue badge holders. Reported by Council Wardens

<u>WARD / ROAD NAME</u>	<u>REQUEST</u>	<u>FINANCIAL YEAR REQUEST MADE</u>	<u>COMMENTS</u>
32 Pearson Lane	Formalise Blue Badge Parking Place	2023/24	Requested by resident who reported informal bay being misused by non blue badge holders
17 Duckworth Grove	Formalise Blue Badge Parking Place	2023/24	Requested by resident who has severe mobility problems.
Fairbank Rd & Whitby Ter Jct	school time restrictions	2023/24	Requested by Area Co-ordinators office following discussions with the headteacher of St Philip's Primary School
Girlington Road / Thorn St junction	Waiting restrictions to protect sight lines	2023/24	Complaint received that vehicles park on the junction and obstruct sight lines and the view of vehicles emerging from the side roads.

## APPENDIX 3

### LIST OF OUTSTANDING REQUESTS FOR TRAFFIC MANAGEMENT MEASURES IN BRADFORD WEST

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Bradford West	Extend SKC times at schools suggested 7.30am-5pm	17/18	N/A	N/A		Wardens have difficulty enforcing the SKCs particularly in the morning	20,000
<b>City</b>							
Edmund Street	Traffic Calming	10/11	1	0	21	Concerns of polish centre. raised again in 16/17	15,400
Green Lane at Back Winburg Road	Road closure	10/11	0	0		Requested again in 16/17	13,200
Ivanhoe Road	Removal of buildouts	13/14	1	0		2no buildout removal requested again by Cllr 01/19	55,000
St Margarets Road (O/S No 129-135)	Removal of buildout	13/14	0	0		Cllr request	33,000
Spencer Road adjacent No 2 Kirkham Rd	Removal of buildout	13/14	0	0		Cllr request	33,000
Trinity Road	Puffin crossing	10/11 17/18	2	1		At McMillan bdg requested by college also request made by Dixons Academy in 2017/18	66,000
Rothesay Terrace North at side of 56	Closure of the back road at side of 56 Rothesay Terrace North	15/16	0	0		Residents wall being damaged by vehicles using side road	13,200
Longside Lane (Richmond Rd - Hey St)	Un-segregated 2 way cycling	15/16	0	0		Cyclists request after new one-way system	8,800

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Great Horton Rd, St Margarets Road, Terrace, Place & Summerseat Place	Permit parking	15/16	N/A	N/A		Cllr on behalf of residents. Petition from residents of Great Horton Road received 2021	27,500
Little Horton Green jct Little Horton Lane	Bollards on church side of junction	15/16	0	0		School request	11,000
Park Lane / Little Horton Lane junction	Formal pedestrian facility	15/16	0	0		School request	66,000
Ronald Drive and surrounding streets	Removal of residents parking following closure of Grattan	15/16	N/A	N/A		Resident parking no longer Needed as no longer a parking issue requested again by resident of alford terrace 2017/18	11,000
Back Waverley Terrace	Open back road at Stratford Rd. Close at Ivanhoe Rd	16/17	0	0		Requested by resident	15,400
Preston St near Listerhills Rd	Permit parking for residents on west side opposite Hft Learning	16/17	N/A	N/A		Requested by resident	13,200
Little Horton Lane at Melbourne Place	Traffic island	17/18	1	0		Ward member	11,000
Trinity Road	Amend alignment of exit from Dixons School car park to prevent cars turning right against one-way traffic flow	17/18	1	1		Request from Dixons Academy	11,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average SPEED</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>			
-	-	-				-	-
Radwell Drive	Entry treatment plateau	17/18	0	0		Ward member	13,200
St Margaret's Road	Tarmac Grasscrete layby outside Masjid Noorul Islam Mosque	17/18	0	0		Ward member	6,600
Horton Grange Road at Stratford Road	Convert 1no. zebra crossings to puffin crossings	17/18	1	0		Ward member	132,000
Grattan Road	Permit parking	17/18	N/A	N/A		Requested by managers of apartment block	11,000
2-8 Summerville Rd	Permit parking + limited waiting	18/19	N/A	N/A		Request for permit parking by resident	11,000
Thornton Road Listerhills Rd Jct	Pedestrian Facilities At Signals	19/20	2	0		Local community centre	66,000
Jennings Place	Permit parking	21/22	N/A	N/A		Requested by residents. does not meet criteria but problems with garage parking customers cars on street & storing vehicles on the highway	11,000
Arncliffe Terrace	Removal of buildout	21/22	0	0		Request made by resident	29,700
Randall Well Street	Traffic measures to tackle anti-social behaviour	21/22	2	1		Request made by college	40,700



<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Brearton Street	Permit parking + possible limited waiting south side adjacent to no.8	22/23	N/A	N/A		Residents report to have difficulty parking on-street	11,000
Back Elizabeth Street	Road closure	22/23	0	0		Residents report too narrow for vehicles but some try to use it and get stuck or damage vehicle	11,000
<b><u>Clayton And Fairweather Green</u></b>							
Thornton Old Road	Traffic calming	13/14	2	1		Resident request	44,000
Vine Terrace (West)	Traffic calming	15/16	0	0		Ward member supports request	15,400
Pasture Lane	Traffic calming	18/19	4	0	31	Residents supported by ward members + police	132,000
The Avenue	Traffic calming	18/19	4	0	30	Residents supported by ward members + police	99,000
Bradford Road	Traffic calming	18/19	5	1	31	Residents supported by ward members + police	132,000
Green End & The Avenue jct	Bollards to stop parking on the footway	18/19	0	0		Raised by ward councillor supporting local residents	7,700
Vine Terrace (East)	Traffic management measures	19/20	0	0		Petition requesting a closure	15,400

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Westminster Drive & adjoining streets	Traffic calming	21/22	0	0		Result of objections to planning application	11,000
Allerton Road near Rhodesway	Formal pedestrian crossing	18/19	0	0		Resident	66,000
Rhodesway	Convert zebra crossing to puffin crossing outside Dixons Allerton School	2022/23	0	0		Requested by school and ward members	66,000
<b>Heaton</b>							
Redburn Road	Traffic calming chicanes	10/11	0	0		Resident raised again 2018	17,600
Rossefield Road	One way street	14/15	0	0		Ongoing school problem. promoted in past but no agreement about direction of traffic.	11,000
Briardale Road	Traffic calming + one way street	15/16	0	0		Residents	18,700
Altar Drive	Traffic calming 2no plateaus	15/16	0	0	19	Petition	23,100
Frizinghal Station Area	Permit Parking Highfield Rd, Salisbury Rd, Midland Rd Etc.	15/16	N/A	N/A		Commuter Parking Requested By Residents	22,000
Haworth Road	Puffin crossing near Heaton Primary School	16/17	2	1	27	Resident	66,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Frizinghall Road	20mph speed limit replace chicanes with series of speed humps	17/18	5	1	22	Initially from resident. another request was received via Philip Davies MP's office 2022/23	110,000
Heaton Road (Highgate To Parkside Drive)	Traffic Calming	17/18	1	0	29	Resident Ward Member	60,500
Garden Ln & Altar Dr	Traffic management to restrict use by through traffic	19/20	1	0		Resident	16,500
Highgate	Extend permit parking adjacent to nos. 24-40 to 24 hours	22/23	N/A	N/A		Requested by local councillor on behalf of residents	11,000
Frizinghall Road	Humps or similar in vicinity of entrance to Bradford Grammar School	23/24	0	0		Requested by local councillor on behalf of residents	33,000
Thorn Lane (Haworth Road side)	Traffic calming	23/24	0	0		Requested by local councillor on behalf of residents	16,500
Duchy Avenue	Closure	23/24	1	1		Requested by local councillor on behalf of residents	16,500
<b><u>Manningham</u></b>							
North Avenue / Cunliffe Road	Remove buildout	15/16	0	0		Access for school bus	8,250
Whites Terrace	Removal of buildout	15/16	0	0		To allow disabled parking space outside 27	8,250

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average SPEED</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>			
-	-	-				-	-
Heaton Road, Bradford	Permit parking	15/16				Convenient parking for residents being taken up by visitors to local businesses and residents of the mill complex	12,100
Midland Road	Traffic calming	17/18	9 (2 Serious)	1	35	From ward members and local community	121,000
Whites Terrace	Bollards at closure	18/19	0	0		Existing Closure Being Driven Over	7,700
Midland Road	Additional Permit Spaces (10no.) Near Nesfield Street	19/20				Requested by local ward member	11,000
Hardaker Street	Permit parking adjacent to residential properties	21/22	N/A	N/A		Requested by local resident due to problems caused by customers to new retail units	11,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-	N/A	N/A		-	-
Leamington Street	Request for loading bay at closure near oak lane	21/22	N/A	N/A		Promoting a loading bay for the shops at the end of Leamington Street would encourage more businesses to also request assistance with their deliveries resulting in a reduction of parking for their customers. A review of all current waiting restrictions on Oak Lane should be carried out	18,000
Cornwall Place	Remove Dyl from outside Tradeforce Building, replace with limited waiting and permit parking	21/22	N/A	N/A		Requested by businesses	11,000
Bilton Place	Permit parking requested due to guests at Madison Wedding Venue parking on this residential street.	22/23	N/A	N/A		Requested by residents and supported by Naz Shah MP	11,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average SPEED</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>			
-	-	-				-	-
Whetley Hill	Barrier to stop vehicles leaving the carriageway and crashing into nearby properties	22/23	2	0		Requested by local residents and businesses. supported by ward member	16,500
Whetley Hill	Formal pedestrian crossing near Whites View	22/23	0	0		Requested by local residents and businesses. supported by ward member	66,000
Newport Place	Request to formalise blue badge parking place	23/24	N/A	N/A		Discussed this with Cllr Amran and it was agreed that because there are a number of bbpp on this road it would not be best practice to formalise one bay without considering the others. It was therefore decided to keep it on the list until funding is allocated to formalise all bbpp as a standalone TRO.	11,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-	-	-	-	-	-
Whetley Lane	Add permit parking to the limited waiting bays outside Regency Court	23/24	N/A	N/A		The limited waiting bays have low usage expanding permit scheme into these bays will allow more residents and businesses of Whetley Lane to park on street. supported by local ward member.	11,000
<b><u>Thornton And Allerton</u></b>							
Fountain Street	One way and waiting restrictions	10/11	0	0		Further request made 16/17	13,200
Hill Top Road	Traffic calming	11/12	0	0	29	Cllr & residents in 18/19	99,000
Old Road (School Green to Thornton Rd)	Traffic Calming	13/14	0	0		Requested by residents again in 2018 & 2021	27,500
Manscombe Road Area	20mph zone	15/16	0	0		Cllr and residents have requested this	16,500
Hillcrest Road	Trief kerbing	15/16	0	0		Stop vehicles crashing in to 2 Hillcrest Rd	7,700
Allerton Road	Trief kerbing	15/16	2	0		Stop vehicles crashing in to 4 Cote Lane	8,800
Thornton Road (Thornfield Hall)	Pedestrian refuge	16/17	0	0	28	Requested by ward member	17,600
Cottingley Road, Sandy Lane	Layby for school bus	16/17	1	0	25	Requested by school and ward members	44,000

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Cottingley Road, Sandy Lane	Zebra crossing outside school	16/17	0	0	25	Request from members and school	44,000
Greenbank Rd / Allerton Rd jct	Road closure	17/18	2	1		Request from resident & Cllrs	13,200
Prune Park Lane	Issues with sight lines at Rosedale Ave, speed, pedestrians crossing	17/18	2	0	34	Request from Cllr & resident	29,700
Stony Lane	Traffic calming measures	17/18	0	0		Request from Cllr & resident	16,500
Meadow Court, Sandy Lane	School time waiting restrictions / permit parking. extend waiting restrictions from Woodhouse Grove past 104 Cottingley Road	17/18	N/A	N/A		Concerns raised by a resident and ward member consideration of other roads will have to be taken. ward member priority	22,000
James Street	Traffic calming	18/19	0	0	29	Request from Cllr & resident	55,000
School Green / Allerton Lane to Allerton Road	Measures to reduce traffic flow	18/19	3	0		Request from resident & Cllrs	33,000
Leaventhorpe Lane	One-way working	18/19	1	1		Residents & ward member	14,300
Bracewell Ave/ Bell Dean Rd	Trief kerbing	19/20	0	0		Protect properties 28/30 Woodpecker Close	12,100
Sandy Lane 'X' Roads	Advanced cycle stop lines	19/20	0	0		Requires signal detector loops and mova loops to be moved	5,500

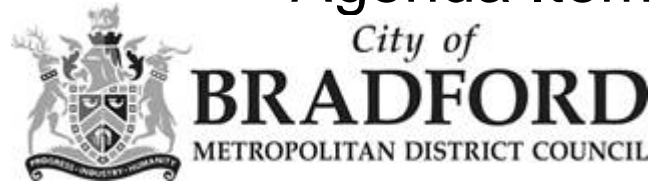


<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Thornton Road, Thornton Village	20mph + traffic management to include consideration of permit parking	20/21	16	4	29	Requested by residents supported by ward members	57,200
Well Heads	Reduce 40mph speed limit to 30mph	20/21	4	0		Resident & ward member. road split between 2 area committees therefore joint funding with Shipley AC	16,500
Allerton Lane	New footway	21/22	0	0		Requested by resident	205,700
Bronte Old Rd	Traffic calming	21/22	0	0	25	Requested by resident	11,000
Old Allen Rd & Black Dyke Ln Area	Reduce national speed limit	22/23	6	1		Requested By Residents	13,200
Avenel Road	Change the yellow thumps to another form of traffic calming feature along the frontage of Ley Top Primary School	22/23	0	0		Requested at site meeting attended by various stakeholders not a bus route therefore not proposing carriageway strengthening .	16,500
Thornton Road (Outside No.342)	Footway build out to assist bus passengers	22/23	0	0	30	Requested by resident supported by ward member	5,500
Allerton Road	Formal pedestrian crossing near Garforth Street	22/23	0	0		Requested by Beckfoot Allerton Primary School And Nursery	66,000
<b>Toller</b>				0			

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>	<u>SPEED</u>		
-	-	-				-	-
Hazelhurst Brow	Replace verges with laybys	09/10	0	0		Residents parking problem consistently requested	36,300
Toller Lane / Duckworth Lane	Trief kerbing	11/12	0	0		Internal request, guard railing damage	22,000
Lynton Dr/Ave & Wheatlands Crescent / Ave / Grove	Extend permit parking	11/12	N/A	N/A		Extension of BRI scheme	16,500
Hazelhurst Brow Area	Permit parking	15/16	N/A	N/A		Extension of BRI scheme requested by residents	16,500
Bonn Road	Echelon parking to one side	15/16	N/A	N/A		Requested by residents and local ward member (would remove parking from opposite side of road and reduce no. of spaces)	13,200
Squire Lane	Pedestrian crossing	15/16	5	1		Request from BGG school. concerned about pupil safety	66,000
Lilycroft Road / Westfield Road	Pedestrian crossing	15/16	6	0		Request from resident	66,000
Smith Lane	Traffic calming	16/17	3	0	26	Request from hospital	143,000
Fairbank Road	Removal of buildouts next to cushions	18/19	3	1		Requested by ward members	9,350
Alleyway at side 206 Upper Woodlands Road	Restrict access with removable bollards to stop asb	20/21	0	0		Resident complaint asb. cars parking in alleyway. noise and litter from occupants	13,200

<u>Ward / Road Name</u>	<u>Request</u>	<u>Yr Rec'd</u>	<u>Injury Accidents</u>		<u>Average SPEED</u>	<u>Comments</u>	<u>Estimate</u>
			<u>5 Yr TOTAL</u>	<u>CHILDREN</u>			
-	-	-	0	0		-	-
Back Street next to 341 Kensington Street (Linking Girlington Road and Kensington Street)	Road closure	20/21	0	0		Requested by residents	13,200
Duckworth Grove	Make one-way from Smith Lane & replace limited waiting & permits with permit holders only	20/21	3	0		Requested by resident	16,500
Alleyway between 60-62 Jesmond Ave	Closure to prevent through traffic & parking	2022/23	0	0		Requested by resident	13,200
Back Street between Westfield Road and Beamsley Walk	Closures at various points to stop problems associated with speeding Through Traffic	2023/24	0	0		Problems have been reported by local school and residents	13,200
<b>TOTAL</b>							3,430,950

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## Report of the Bradford West Area Co-ordinator to the meeting of Bradford West Area Committee to be held on Wednesday 28<sup>th</sup> February 2024

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### Subject:

Update on Allocation of Combined Funding 2023-2024

### Summary statement:

This report provides an update on funding awarded across the Bradford West Constituency, from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF).

### EQUALITY & DIVERSITY:

Decisions will need to be made in line with Equal Rights legislation. This will require Area Committees to assess the potential equality impact of any decisions they make. The District Plan and Locality Plans are underpinned by a cross cutting principle of tackling inequality in our communities. These combined funds will set out a program of activity that supports this as a core outcome. As a Council, we have committed to keeping equalities at the heart of what we do - 'This means everyone can access services regardless of their background, that we embrace our different communities across the whole district and that we build an inclusive organisation.' In collaboration with partners, we will support this approach, address inequality, and improve opportunities for communities across Bradford West.

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**Overview & Scrutiny Area:** Corporate

## 1. SUMMARY

- 1.1 This report provides an update on the allocation of funding awarded across the Bradford West Constituency, from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF).

## 2. BACKGROUND

- 2.1 The City of Bradford Metropolitan District Council (CBMDC) via its Constituency Area Offices invited applications from eligible local organisations to apply for funding available from The West Yorkshire Mayor's Cost of Living Fund (WYCA CoLF) £287,000, Household Support Fund (HSF) £172,000 and United Kingdom Share Prosperity Fund, UKSPF £135,000. These are actual sums for community grants once £120,000 has been transferred from the Cost of Living Fund to Bradford Credit Union for affordable loans and support for school uniforms.
- 2.2 The UKSPF Programme replaces the European Structural and Investment Fund following Brexit. The UK government released the UKSPF prospectus in April 2022 as part of its central mission to level up the whole of the United Kingdom. The allocation for West Yorkshire is £80,486,557 over a 3-year period, with £7,578 million allocated for the Bradford District. It is a three-pillar framework for allocating this funding:

Pillar 1 - Communities and Place  
Pillar 2 - Supporting Local Business  
Pillar 3 - People and Skills

- 2.3 Applications from eligible local organisations across the Bradford West constituency were invited to apply from the total funding of £142,192.00. The funds from CoLF, HSF and UKPSF were combined to provide emergency local services and support during the cost-of-living crisis, specifically for food banks/parcels, warm places debt advice and support for mental health.

Examples of support can be (not an exhaustive list):

- Food (or other such as hygiene, clothes) parcels
- Establishing new or extending existing warm places
- Support and advice
- Measures to improve energy efficiency for households
- Tangible items for vulnerable groups (slow cookers, air fryers, hot water bottles, heaters, flasks, blankets)

- 2.4 All grants will be distributed via the Area Co-ordinator's Neighbourhood Teams who cover the 5 Parliamentary Constituencies in the district, which are Bradford West, Bradford East, Bradford South, Shipley and Keighley.
- 2.5 The applications were recommended through the Bradford West Area Grants Advisory Groups (GAGs) meeting on the 7<sup>th</sup> October 2023 and approved at Bradford

West Area Committee meetings held on 25<sup>th</sup> October 2023.

### **3. OTHER CONSIDERATIONS**

3.1 funded reallocated.

### **4. FINANCIAL & RESOURCE APPRAISAL**

4.1 Total funding of £142,192.00.

### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no risk management or governance issues.

### **6. LEGAL APPRAISAL**

6.1 There are no legal appraisal issues to highlight.

### **7. OTHER IMPLICATIONS**

#### **7.1 SUSTAINABILITY IMPLICATIONS**

The District Plan and Locality Plan is underpinned by sustainability goals. As the priorities have been set using the District Plan, the outcomes achieved from this funding help us achieve our district goals on sustainability.

#### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

The work planned on greening areas of Bradford, working with community groups on decarbonisation and supporting households with the costs of living crisis all support their agenda.

#### **7.3 COMMUNITY SAFETY IMPLICATIONS**

There are no community safety implications arising from this report.

#### **7.4 HUMAN RIGHTS ACT**

There are no human rights implications arising from this report.

#### **7.5 TRADE UNION**

There are no trade union implications arising from this report.

#### **7.6 WARD IMPLICATIONS**

This is detailed within the main body of the report and is key to the successful delivery of the grants allocated, to improve quality of life for residents across the Bradford West constituency, to support the Bradford West Ward Plans.

#### **7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

As above in 7.6 and to support the delivery of priorities in the Bradford West Constituency Locality Plan.

## **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

The District, Locality and Ward plans contain specific outcomes that relate to children and young people. Grants allocated from these funding pots will bring direct and indirect benefit to them, addressing local priorities of need and deprivation.

## **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

There are no issues arising from this report.

## **8. NOT FOR PUBLICATION DOCUMENTS**

There are no not for publication items.

## **9. OPTIONS**

- 9.1 To agree the proposals for the allocation of funding outlined in Appendix B.
- 9.2 To amend the proposals for the allocation of funding

## **10. RECOMMENDATIONS**

- 10.1 That the Area Committee agree the proposals for the funding allocations as outlined at Appendix B.
- 10.2 That the Grants Advisory Group be thanked for their work with this funding.

## **11. APPENDICES**

Appendix A - Allocated of funds.  
Appendix B – Reallocation of adjusted balance

## **12. BACKGROUND DOCUMENTS**

Bradford West Area Committee 25<sup>th</sup> October 2023 Allocation of Combined Funds 2023-20





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Appendix A Allocated Funds

Ref and name	Ward	Summary	Amount awarded.
CF23/24-1 Staying put	West Wide	Provide food vouchers, slow cookers, hot water bottles, flasks, blankets also advice, guidance, and support on budgeting/energy efficiency.	<b>£3600</b>
CF23/24-2 St James	Thornton & Allerton	Continuation of warm space and hot meals. Continue essential household toiletries/sanitary products. Energy efficiency measures i.e., slow cookers	<b>£9955</b>
CF23/24-4 Lower Grange	CFWG	Grub in the Hub' - food bank/pantry	<b>£10000</b>
CF23/24-5 Thornton Community Association	Thornton & Allerton	Day of Energy' with Yorkshire Energy Doctor. Extended Warm Space; free drop in area for tea/coffee; free sanitary products and baby nappies	<b>£4000</b>
CF23/24-6 Girlington Community Association	Toller	Enhance existing and develop new provision; food parcels; hygiene packs; energy efficiency recipe booklet; warm space; advice and support for energy efficiency savings; blankets; hot water bottles.	<b>£9055</b>
CF23/24-8 Hollings Youth Association	Manningham	Essential support/assistance to children/elderly especially during the festive season and February half term. Provision of food parcel; elderly community hub; energy conservation and budgeting workshops	<b>£9998</b>
CF23/24-9 Grange Interlink	West Wide	Expand and enhance existing food provision with additional food parcels; 1:1 discussion/needs assessment; energy efficient light bulbs.	<b>£10000</b>
CF23/24-10 Café West	Thornton & Allerton	Warm clothing (gloves, scarves, hats, socks etc); household warm packs (draught excluders, electric blankets etc); energy efficiency packs (light bulbs, radiator heat reflectors, low cost cooking options etc); gas/electric top ups	<b>£5000</b>
CF23/24-11 Farnham Community Association	City	Hygiene parcels to families including sanitary, cleaning and home care products; Baby wellbeing parcels; hot water bottles, pressure	<b>£12775</b>

Appendix A Allocated Funds

		cookers etc. Safe hot space; food at the centre regularly for those who need a hot meal	
CF23/24-12 BYO	Manningham	Warm welcome space/hot food; share information in community language; benefits check and budgeting workshop events; blankets/hot water bottles; great winter get together	<b>£5165</b>
CF23/24-13 Clayton Estate Community Action Group	CFWG	Continue to deliver existing services. Thrive: free hot meal for young people/parents; Thrive Table Talk, refreshments, cake and chat; Grub at the Hub, February half term holiday activity and food	<b>£10000</b>
CF23/24-14 PCC of Girdlington, Heaton, Manningham (Sharakat Project)	Heaton, , Manningham Toller	Continuation of Place of Welcome, St Paul's Church, Manningham (including seated aerobics); Continuation of Welcome space, St Martin's Church, Heaton (including drop in, hot meals); Drop in café, St Paul's Church - food meals/pantry	<b>£9833.54</b>
- CF23/24-15 Route one Rovers	City	Material support (food parcels, clothes, sports equipment); multicultural and multi-ethnic inclusivity; mental health support	<b>£10750</b>
- CF23/24-16 Milan Centre	Manningham	300 households to receive energy efficiency bulbs, session on energy efficient measures. To provide food cost for cooking and food packs.	<b>£10000</b>
Delegated Bradford West Area Co-ordinators' Office (Area Co-ordinator), to purchase and distribute items as stated under section 2.3 of the report.			<b>£12,743.69</b>
Sub-Total			<b>£132,875.20</b>
Funds to be re-allocated			<b>£9316.80</b>
Bradford West Total			<b>£142,192.00</b>

## Funding to be re-allocated

CF23/24-3 Safety First Community Training Centre	West Wide	Increase warm space provision from 1 day to 3 days a week. Energy advice. Low cost/free teach/coffee/juice. Employ 30 hours Community Impact Co-ordinator and 6-hour Free share Cook	<b>£3066.80</b>
CF23/24-7 Bradford Community kitchen	West Wide	Food parcels for families/individuals	<b>£6250.00</b>
Balance to re-allocate			<b>£9316.80</b>
Funding allocated to date			<b>£132,875.20</b>
Total Bradford West allocation			<b>£142,192.00</b>

Remaining balance of **£9316.80** was recommended by the GAG meeting on the 8<sup>th</sup> February 2024 to be delegated to the Bradford West Area Co-ordinators Office (Area Co-ordinator), to purchase and distribute items as stated under section 2.3 of the report across Bradford West.

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