

## Agenda for a meeting of the Bradford West Area Committee to be held on Wednesday, 19 October 2016 at 6.00 pm in Committee Room 1 - City Hall, Bradford

### Members of the Committee – Councillors

Members: Labour Councillors	Alternate Members: Labour Councillors
Ahmed	Duffy
Akhtar	Arshad Hussain
Amran	Imran Hussain
Azam	Shabir Hussain
Dunbar	Lal
Mohammed	Mullaney
Nazir	Shabbir
Engel	Swallow
Shaheen	Thirkill

### Notes:

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

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

**From:** Parveen Akhtar  
City Solicitor  
**To:**

Agenda Contact: Asad Shah, 01274 432280, Committee Secretariat, City Hall, Bradford BD1 1HY  
Phone: 01274 432280  
E-Mail: [asad.shah@bradford.gov.uk](mailto:asad.shah@bradford.gov.uk)



## A. PROCEDURAL ITEMS

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

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

### 2. DISCLOSURES OF INTEREST

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

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

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

*Notes:*

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

### 3. MINUTES

**Recommended –**

**That the minutes of the meetings held on 15 June and 20 July 2016 be signed as correct records (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 City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on 17 October 2016.**

(Asad Shah - 01274 432280)

### B. BUSINESS ITEMS

#### 6. OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON DAISY HILL LANE AND HAZELHURST BROW, BRADFORD 1 - 8

The report of the Strategic Director, Regeneration (**Document “L”**) considers two objections to the recently advertised Traffic Regulation Order on Daisy Hill Lane and Hazelhurst Brow.

**Recommended –**

- (1) That the limited waiting restriction on Hazelhurst Brow be removed from the scheme as shown on the attached drawing TDG/THCW/103073/TRO-1B and the remaining objections be overruled.**



- (2) **That the modified Traffic Regulation Order be sealed and implemented.**
- (3) **That the objectors be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith - 01274 434674)

## 7. **PETITIONS RELATING TO TRAFFIC MATTERS**

9 - 24

The report of the Strategic Director, Regeneration (**Document "M"**) considers the following petitions relating to traffic matters:

- (1) Toller Grove, Heaton – Request for traffic calming
- (2) Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout
- (3) Highgate, Heaton – Request for limited waiting except for permit holders

### **Recommended –**

- (1) **That no further action be taken on the request to traffic calm Toller Grove, Heaton.**
- (2) **That a junction survey be carried out at the junction of Toller Lane and Leylands Lane and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.**
- (3) **That no action be taken to introduce limited waiting except for permit holders outside 24-40 Highgate, Heaton.**
- (4) **That the petitioners are informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)



8. **OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY** 25 - 36

The report of the Strategic Director, Regeneration (**Document “N”**) considers objections and suggested modifications to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

**Recommended –**

- (1) **That the proposed Traffic Regulation Order for waiting restrictions at various sites in Bradford West be modified to incorporate the changes to Town End as shown on the attached drawing TDG/THCW/103076/CON-10B and Paradise Street as shown on the attached drawing TDG/THCW/103076/CON-20B and the remaining objections be overruled.**
- (2) **That the modified Traffic Regulation Order be sealed and implemented.**
- (3) **That the objectors be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)

9. **LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE & FUNCTION OVERVIEW** 37 - 52

The report of the Strategic Director, Regeneration (**Document “O”**) details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

**Recommended –**

- (1) **That the Bradford West Area Committee notes the current operational methods adopted for Local Highway Maintenance.**
- (2) **That the Bradford West Area Committee notes the indicative costs to date for the 2014/15 financial year.**



- (3) **That the Bradford West Area Committee approves the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith – 01274 434409)

**10. WARM HOMES HEALTHY PEOPLE PROGRAMME (WHHP) 53 - 60**

The report of the Director of Public Health (**Document “P”**) seeks to raise awareness of the Warm Homes Health People programme which offers short term interventions during the winter months to support vulnerable households in the District and explore methods to sustain the programme beyond Public health funding.

**Recommended –**

**That option 2 be adopted and that the area committee and their support officers engage with WHHP by raising awareness and positively identifying vulnerable households and encouraging referrals through to the programme.**

(Health and Social care Overview and Scrutiny Committee)

(Sarah Possingham / Pam Bhupal – 01274 431319)

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



## **Report of the Strategic Director, Regeneration to the meeting of Bradford West Area Committee to be held on 19 October 2016**

**L**

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### **Subject:**

**OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON DAISY HILL LANE AND HAZELHURST BROW, BRADFORD**

### **Summary statement:**

**This report considers two objections to the recently advertised Traffic Regulation Order on Daisy Hill Lane and Hazelhurst Brow.**

Ward 24 Toller

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Mike Cowlam  
Strategic Director Regeneration

### **Portfolio:**

**Regeneration, Economy & Sustainability**

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

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

**Environment & Waste Management**



**1.0 SUMMARY**

1.1. This report considers two objections to the recently advertised Traffic Regulation Order on Daisy Hill Lane and Hazelhurst Brow.

**2.0 BACKGROUND**

2.1. At its meeting on the 15 April 2015 this committee approved as part of its Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on Daisy Hill Lane, Bradford.

2.2. Daisy Hill Lane is a narrow residential road located close to the Bradford Royal Infirmary (BRI). It forms part of a bus route and is busy with general traffic throughout the working day. Long stay parking associated with the BRI takes place on Daisy Hill Lane which causes congestion and the road sometimes becomes gridlocked particularly when buses try to get through. The Order has therefore been promoted following many complaints received about the congestion. The proposals are detailed on Drawing TDG/THCW/103073/TRO-1A attached as Appendix 1.

2.3. The Traffic Regulation Order was formally advertised between the 5 August and 26 August 2016. At the same time consultation letters and plans were delivered to residents and business affected by the proposals. This resulted in 2 objections and a Letter of support.

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

Objectors concerns	Officer comments
<p>Objection 1</p> <p>The objector lives on Daisy Hill Lane and agrees that the proposals would play a huge part in solving the congestion problem. However the objector is concerned about where he will park during the time the waiting restrictions are in force. The objector would expect to be able to park outside his property and has asked for permit parking.</p>	<p>The scheme is being promoted following many complaints about the congestion that occurs because of the long stay parking on Daisy Hill Lane. The restrictions on the west side of the road will only be in force from 8am to 6pm Monday to Friday. Outside these hours and at weekends it is considered that general traffic will be lighter therefore less problems will arise should resident want to park there.</p> <p>Permit parking on Daisy Hill Lane would be unsuccessful because the permit holders would create the same problems that are currently being experienced.</p> <p>There is a request for permit parking in the Hazelhurst Brow area on the list of schemes waiting funding. The properties affected by this proposed Traffic Regulation Order could be included in a scheme in the Hazelhurst Brow area should funding be</p>



	allocated in the future.
<p><b>Objection 2</b></p> <p>The objector lives on Hazelhurst Brow and is against the proposal to introduce a section of limited waiting near to her property. There are significant parking problems due to employees and visitors to BRI parking on Hazelhurst Brow and the limited waiting will just add to these problems.</p>	<p>The limited waiting parking has been proposed following an informal consultation exercise with the residents. It is agreed that there are issues in Hazelhurst Brow due to non-residents parking here. The proposed limited waiting bay is not positioned directly outside the front of the shop located on the corner of Daisy Hill Lane and Hazelhurst Brow and may be left empty for long periods of the day. The introduction of this bay could add to the parking problems on Hazelhurst Brow. It is therefore recommended that this limited waiting bay is removed from the Order.</p>

- 2.5. A letter supporting the proposals has been received. The supporter is hopeful that the work will start soon and the residents can start to have a normal life and not have to endure the disruption they have to put up with from Monday to Friday.

### **3.0 OTHER CONSIDERATIONS**

- 3.1. Local ward members and the emergency services were consulted on the original proposals. No objections were received.

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

- 4.1. A budget of £15,000 has been allocated as part of the Safer Roads programme.

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

- 5.1. A failure to implement appropriate waiting restrictions at this location would result in continuing congestion and safety issues.

### **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.

### **7.0 OTHER IMPLICATIONS**

#### **7.1. EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

**7.2. SUSTAINABILITY IMPLICATIONS**

There are no significant Sustainability implications arising from this report.

**7.3. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

**7.4. COMMUNITY SAFETY IMPLICATIONS**

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

**7.5. HUMAN RIGHTS ACT**

None

**7.6. TRADE UNION**

None

**7.7. WARD IMPLICATIONS**

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

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The implementation of the scheme supports themes within the Toller Ward Plan 2016-17.

**8.0 NOT FOR PUBLICATION DOCUMENTS**

None

**9.0 OPTIONS**

9.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.

9.2. Members may propose an alternative course of action on which they will receive appropriate officer advice.

**10.0 RECOMMENDATIONS**

10.1. That the limited waiting restriction on Hazelhurst Brow be removed from the scheme as shown on the attached drawing TDG/THCW/103073/TRO-1B and the remaining objections be overruled.

10.2. That the modified Traffic Regulation Order be sealed and implemented.

10.3. That the objectors be informed accordingly.

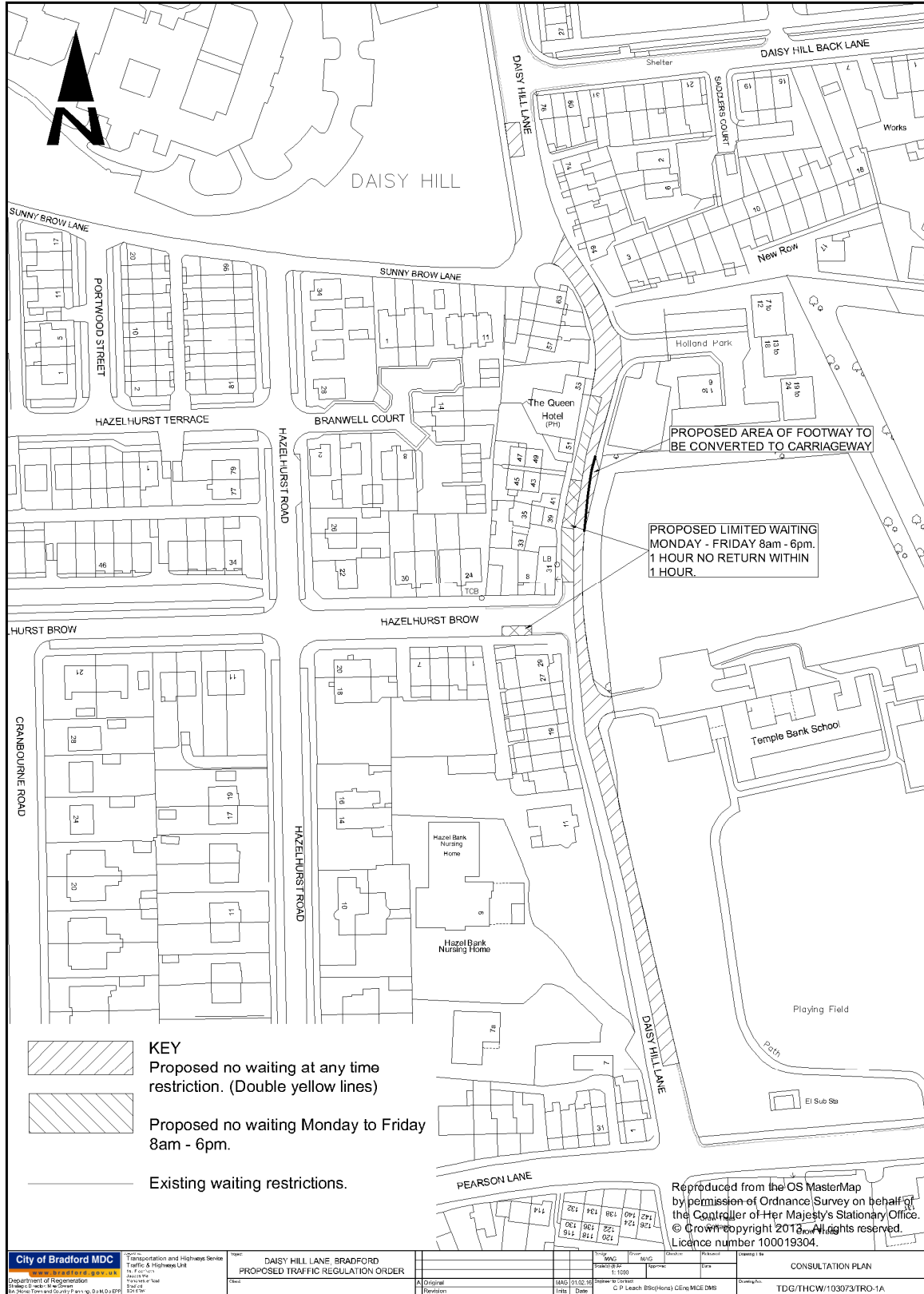
**11.0 APPENDICES**

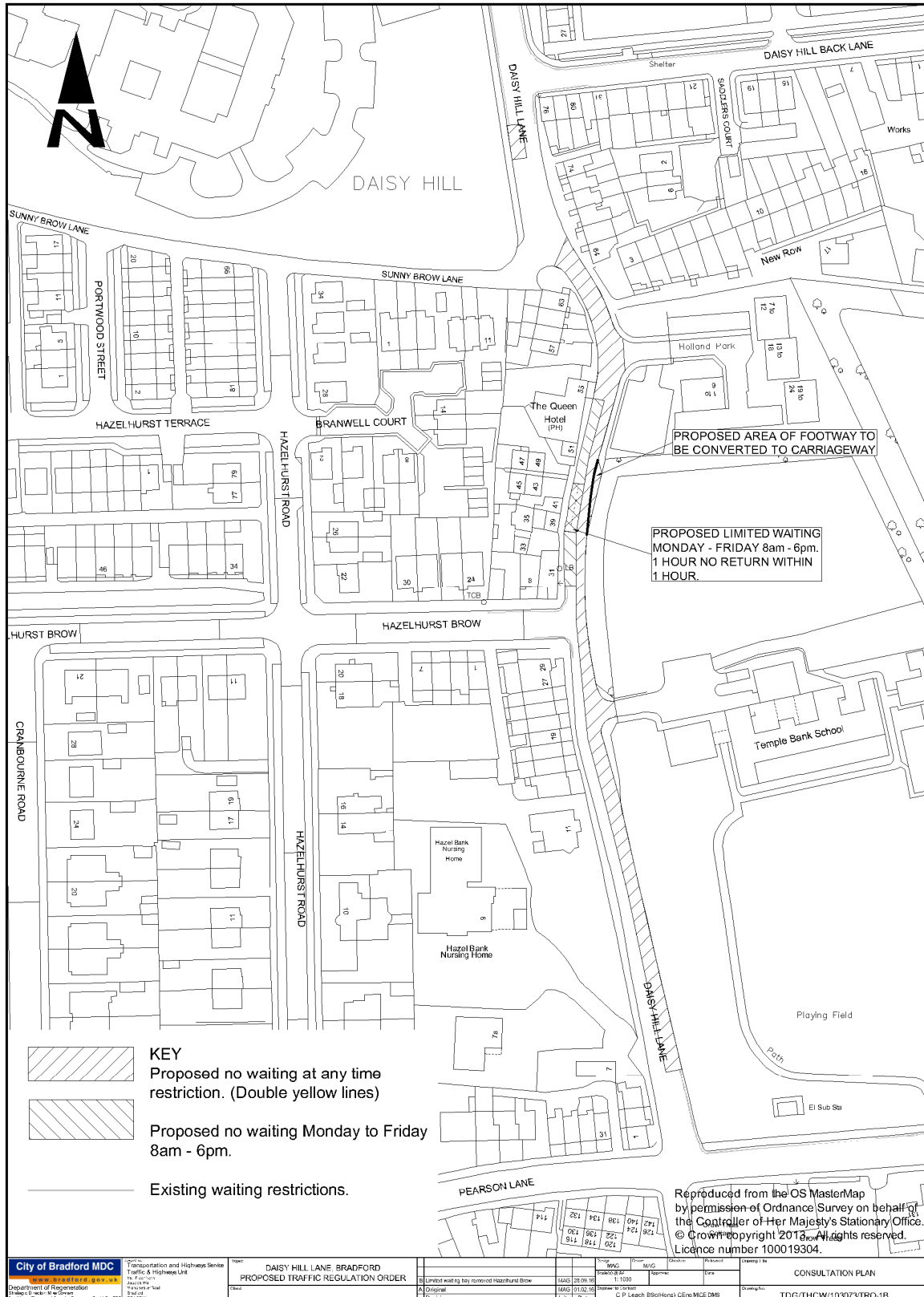
Appendix 1 – drawing TDG/THCW/103073/TRO-1A.

Appendix 3 - drawing TDG/THCW/103073/TRO-1B.

**12.0 BACKGROUND DOCUMENTS**

12.1. File reference TDG/THCW/103073





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## **Report of the Strategic Director, Regeneration to the meeting of Bradford West Area Committee to be held on 19 October 2016**

**M**

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### **Subject:**

**PETITIONS RELATING TO TRAFFIC MATTERS**

### **Summary statement:**

This report considers the following petitions relating to traffic matters:

- 1) Toller Grove, Heaton – Request for traffic calming
- 2) Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout
- 3) Highgate, Heaton – Request for limited waiting except for permit holders

**Ward: 12 Heaton**

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Mike Cowlam  
Strategic Director Regeneration

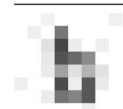
**Portfolio:**

**Regeneration, Planning & Transport**

Report Contact: Andrew Smith  
Principal Engineer  
Phone: (01274) 437645  
E-mail: [andrew.smith@bradford.gov.uk](mailto:andrew.smith@bradford.gov.uk)

**Overview & Scrutiny Area:**

**Environment and Waste Management**



## **1.0 SUMMARY**

1.1. Three petitions relating to traffic matters have been received. These are:

Toller Grove, Heaton – Request for traffic calming

Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout

Highgate, Heaton – Request for limited waiting except for permit holders

## **2.0 BACKGROUND**

2.1. Background information is given in Appendices 1, 2, 3 and 4.

Appendix 1 Toller Grove, Heaton. (26 Signatures)

Appendix 2 Toller Lane / Leylands Lane junction, Heaton (34 signatures).

Appendix 3 – Highgate, Heaton. (25 signatures)

Appendix 4 – Summary of the Council's criteria for permit parking.

## **3.0 OTHER CONSIDERATIONS**

3.1. Local ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

## **4.0 FINANCIAL & RESOURCE APPRAISAL**

4.1. There are no direct financial or resource implications arising from this report. Any schemes recommended for progression would be subject to appropriate future funding approval.

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

5.1. There are no risks arising from this report.

## **6.0 LEGAL APPRAISAL**

6.1. There are no legal issues arising from this report.

## **7.0 OTHER IMPLICATIONS**

### **7.1. EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report..

### **7.2. SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.



**7.3. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

**7.4. COMMUNITY SAFETY IMPLICATIONS**

There are no community safety implications of this report.

**7.5. HUMAN RIGHTS ACT**

None

**7.6. TRADE UNION**

None

**7.7. WARD IMPLICATIONS**

Heaton ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1. None

**9.0 OPTIONS**

9.1. Members may propose alternative recommendations on which they will receive appropriate officer advice.

**10.0 RECOMMENDATIONS**

10.1. That no further action be taken on the request to traffic calm Toller Grove, Heaton.

10.2. That a junction survey be carried out at the junction of Toller Lane and Leylands Lane and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.

10.3. That no action be taken to introduce limited waiting except for permit holders outside 24-40 Highgate, Heaton.

10.4. That the petitioners are informed accordingly.

**11.0 APPENDICES**

11.1. Appendix 1 – Toller Grove, Heaton – Petition and location plan.

11.2. Appendix 2 – Toller Lane / Leylands Lane junction, Heaton – Petition and location plan

11.3. Appendix 3 - Highgate, Heaton – Petition and location plan.

11.4. Appendix 4 – Summary of the Council’s criteria for permit parking.

## **12.0 BACKGROUND DOCUMENTS**

12.1. None.

**Petition – Toller Grove (26 signatures)****Background information**

The petitioners are concerned that some vehicles are travelling at excessive speed on Toller Grove especially along the section leading to Leylands Avenue. The petitioners are therefore requesting low impact speed bumps to reduce the speed of these vehicles.

Toller Grove is a relatively steep residential road. All the properties have off street parking however some on-street parking does take place throughout the day.

An automatic speed survey was undertaken from the 14 September until the 19 September 2016. The survey box was placed on lighting column 15 outside No 49. The results of the survey are as follows: -

Direction of travel	Mean speed (mph)	85 <sup>th</sup> ile speed (mph)	Maximum Speed recorded (mph)	Average daily traffic flow	Maximum am peak flow (8am-9am)	Maximum pm peak flow (3pm-4pm)
Towards Leylands Avenue	20	24	32	113	46	35
Towards Toller Lane	21	26	43			

There has been one road injury in the last 5 years. This occurred at the junction of Leylands Avenue and involved a vehicle turning left into Toller Grove on an icy road surface.

The results of the survey show that the majority of drivers are travelling below the existing 30mph speed limit and at a speed that would be expected on a traffic calmed road. Unfortunately there is always a minority who have no consideration for other more vulnerable road users and it is regrettable that no matter what measures are promoted without enforcement some drivers will continue to drive recklessly and irresponsibly.

In view of the low traffic speeds and good road safety record on Toller Grove It is recommended that no further action be taken.

**Recommendations**

That no action be taken.

## To All Residents of Toller Grove

### **Proposal to the council to improve road safety on Toller Grove by installing low impact speed bumps**

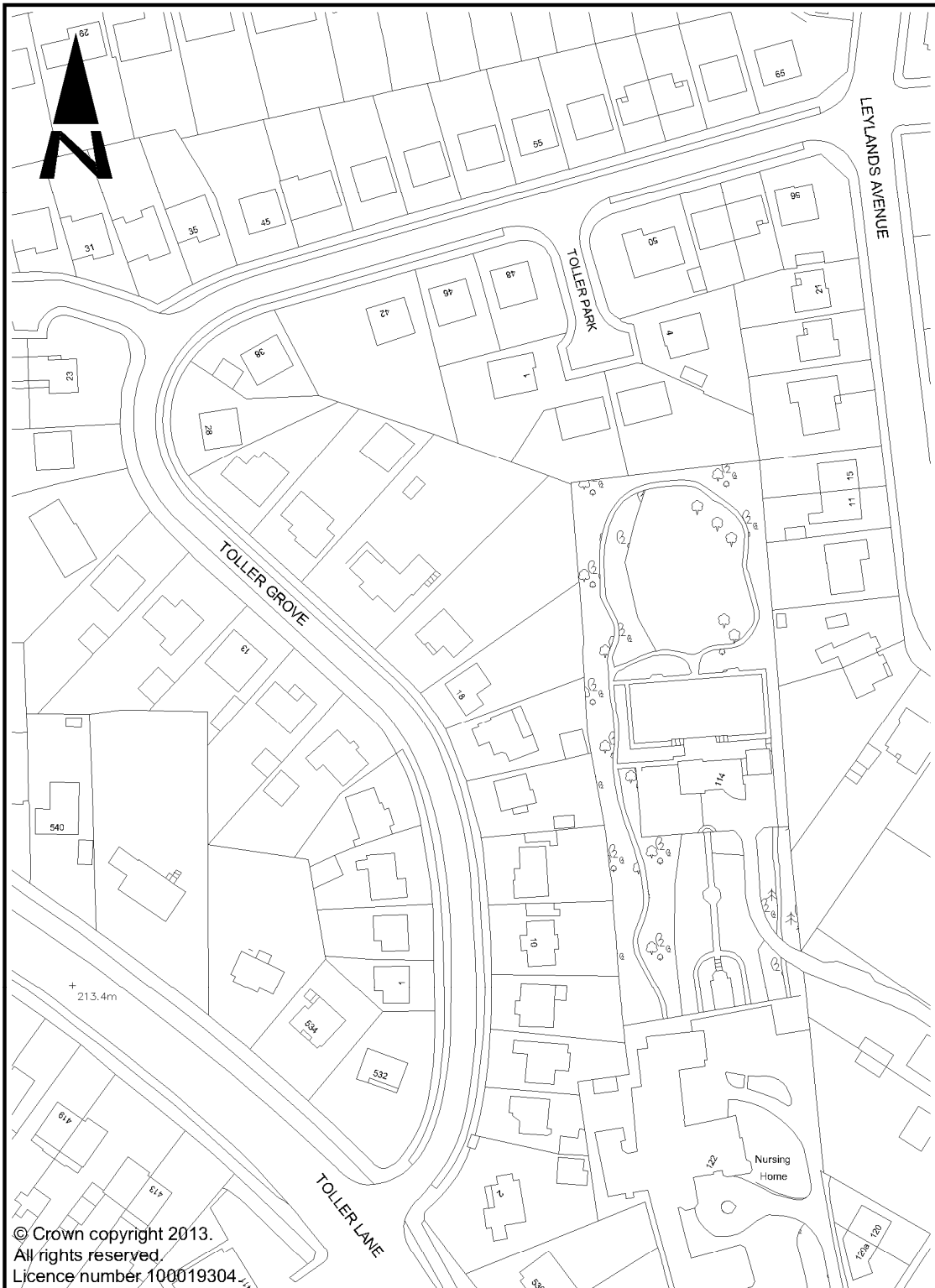
As you may have noticed, from time to time vehicles have been travelling at excessive speeds on Toller Grove, especially down the stretch leading up to Leylands Avenue. Several families with children have indicated a desire to install low impact speed bumps to reduce speed of these vehicles. It is understandable that not all residents will be in favour of this so as a way of gauging overall opinion on the street, please indicate your preference by completing the section below and dropping it off at my house. Once we have an overall majority opinion (of those that respond) and if its in favour we can formally take it to the local council via our local councillor. I have spoken to the councillor already and if we do decide to pursue this, he is keen to take the matter further.

Please indicate your preference below by ticking only 1 option;

<b>Name</b>	<b>Address</b>	<b>I am <i>in favour of</i> low impact speed bumps on Toller Grove</b>	<b>I do not want any type of speed bumps on Toller Grove</b>

Kind Regards

Toller Grove



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<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration Strategic Director Mike Cowlam BA (Hons) Town and Country Planning, Dip M, Dip EPP Designation Planning, Transportation & Highways Services Traffic & Highways Unit 4th Floor Britannia House Hell Lane Bradford BD1 1JQ				Design MAG	Drawn MAG	Checked	Released	Project TOLLER GROVE, HEATON
				Scale(s) @ A4 N.T.S.	Approved		Date	Drawing Title LOCATION PLAN
	A	Original	MAG	19.10.16	Engineer to Contract			Drawing No.
		Revision	Initials	Date	C P Leach BSc(Hons) CEng MICE DMS			
	Client							

**Petition – Toller Lane / Leylands Lane junction, Heaton (36 signatures)**

**Background information**

The petitioners are requesting that the Council makes the junction of Toller Lane and Leylands Lane safer for pedestrians and motorists. They have suggested that a mini roundabout is provided at the junction.

The introduction of a mini roundabout at this junction would help to formalize turning movements, give vehicles turning right into Leylands Lane priority over on-coming traffic and help to make drivers more aware of the junction and the road environment around them. However where there is a large volume of right turning traffic into the side road this can result in long delays on the main carriageway. This could be particularly significant at peak periods when currently vehicles queue through the junction. It is therefore recommended that a junction survey is carried out to determine if a mini roundabout would be feasible.

To put in a mini roundabout would also require a traffic regulation order to close part of Duchy Drive. The estimated cost of a scheme would be £20000; this cost would need to be found from the Bradford West Safer Roads Budget. This budget is fully committed for the current financial year.

**Recommendation**

That a junction survey be carried out and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.

## PETITION

**The residents of Heaton/Toller want the Council to do something now before another accident happens.**

**I have signed the petition below because I want the Council to look into (as a matter of urgency) into making this particular area on Toller Lane safer for both motorists and pedestrians.**

**The majority of residents have lived in this area for many years and although familiar with the hazards at the junctions leading out into Toller Lane, other drivers continue to drive at speed either causing accidents or near misses.**

**Some drivers come down Duchy Drive at speed and go straight into Toller Lane narrowly missing on coming traffic. Other accidents have been as a result of cars coming out of Heaton Park Drive into the line of fast travelling cars on Toller Lane. The drivers turning into Leylands Lane go at speed down into Heaton village and the council recognised this after the Heaton Township Association proved that there was an issue with speeding cars in Heaton and put new road markings in place at the junction with Garden Lane.**

**In the summer of 2015 the gas board were replacing pipes in the section of Toller Lane junction with Leylands Lane and a three way traffic light system was put in place which worked well at controlling the speed and flow of traffic.**

**We the undersigned want the council to consider this option or a roundabout but definitely look into what options there are to make the roads safer in this area.**

**SUBJECT: THE CREATION OF A MINI ROUNDABOUT AT TOLLER LANE / LEYLANDS LANE**

I brought the subject of a Mini Roundabout at the Leylands Lane / Toller Lane junction at last year's AGM of the HTA. Since that time the Council have installed / created two Mini Roundabouts one at the bottom of Daisy Hill Lane and a Double Mini Roundabout at the bottom of Squire Lane. Having used both of these they seem to regulate the traffic in a way they were designed for in that every driver knows what to do and when to do it.

The problem with exiting right from Leylands Lane into Toller Lane is that there are four different directions of traffic to consider and when a chance arrives (not too often) you go for it. Turning left causes some impatient drivers to mount the kerb because of waiting vehicles in the right hand lane but otherwise it's just a matter of filtering in for them.

At the junction, the traffic approaching from the right which has come up from the traffic lights at the Haworth Road crossing is pretty constant and if lucky a gap may occur to exit from, provided traffic turning right into Leylands Lane is not blocking your exit or a large vehicle (lorry or bus) is not having to over steer around the vehicle you are driving because you are up to the white line and exposing the front of your vehicle to damage.

The traffic approaching the junction along Toller Lane from the pelican crossing further down the road comes in bits but is usually pretty constant, but can be hampered by traffic turning right in to Leylands Lane blocking your view.

Sometimes but very rarely does a vehicle come down the little slip road off Duchy Drive called Leylands Lane and may wish to drive straight across Toller Lane or turn left down to Haworth Road.

Although I have been driving for over 50 years and am fairly knowledgeable about traffic and vehicles, this junction is one that in my opinion would benefit from a Mini Roundabout. According to the measurements of the other Mini Roundabouts in the district, Toller Lane is a wider road by three meters (or 10 feet in English) and I would have thought is large enough to accommodate some sort of traffic management system without going to the expense of full on traffic lights etc. It may even slow the so called "Toller Lane racers" down too.

**Mini Roundabouts in the district**

*A Mini Roundabout, is an effective form of traffic management, they regulate traffic flow and is fair to all road users big or small as all vehicles flow in one direction. Apart from signage and road markings they do not require traffic lights or a Policeman on point duty. They are self-regulating and ease traffic flow.*

Daisy Hill Lane / Duckworth Lane / Pearson Lane  
Approximate width of road - 9 metres

Haworth Road / Heights Lane  
Approximate width of road - 11 metres

Toller Lane / Duchy Drive / Leylands Lane and the continuation of it across Toller Lane  
Approximate width of road 14 metres

Double Mini Roundabout  
Squire Lane / Allerton Road / Bull Royd Lane / West Park Road

*Peter M Lumley 33 Haworth Road Bradford BD9 5PB Tel: (01274) 542303*



**Heaton –Toller Lane petition to make the area safer for motorists and pedestrians.**

## **Petition – Highgate, Heaton (25 signatures)**

### **Background information**

The petitioners are concerned about the on street parking that takes place to the front of 24 – 40 Highgate and have requested that this area be made limited waiting except for permit holders.

The petition was first put together in 2014 but was not submitted. The initial request was for permit parking however at the time the situation was temporarily improved by St. Bede's School providing extra car parking space for staff within the school grounds. However the petitioners are now concerned that the situation is getting worse again and they have therefore decided to submit the petition.

The Council has a Policy on the provision of permit parking schemes which contains strict criteria on the amount of parking and its duration see appendix 3. The criteria must be met before a scheme can be considered. In general residential streets that do not have any land use which attract parking from outside of the area for long periods of time everyday do not meet the criteria.

I have visited the area and noted that from Crofton Road to Ashwell Road there is restricted parking or no waiting at any time restrictions along most of this section of Highgate. At the front of 24 to 40 Highgate there are no waiting restrictions and at the time of my visit there were some parking spaces available. If a permit parking schemes was introduced and permits issued to the residents and others who live and work further down Highgate, as stated by the petitioners, the area would continue to be parked up for most of the day and there would be very little chance for customers of the local shops to park. Long stay parking may also transfer to the side roads where there are already concerns being raised by the residents because of inconsiderate parking by parents of children attending Heaton St Barnabas School.

### **Recommendation**

It is recommended that due to there being no opportunity to increase parking for customers to local business and the possible impact on the side roads where residents have reported parking problems no further action be taken on this matter.

City Hall  
Bradford  
BD1 1UH

Dear Councillor Amran,

**Disabled / Resident parking outside 24 - 40 Highgate, BD9 4BB**

I would like to ask your advice and perhaps help with the above two issues. I will try to be brief:

1. **Disabled bay outside 28 Highgate.** This was created for a predecessor in this house who was disabled, but is, I am told by Bradford Council's traffic wardens, not enforceable because there is no 'disabled' symbol on the ground, nor enforcement sign on a post. I myself have mobility issues which are, however, not serious enough to warrant a 'disabled' badge' yet. It has become, however, custom and practice amongst my neighbours to allow me to park in the space for most of the time.

I have been sent the enclosed letter by Martin Adams asking me if the occupant of this house still needs a 'disabled' sign. Given that my arthritis is getting worse I wonder if the bay could remain as it is, which means that when I am not at home it can be used by others.

2. **Resident parking:** In 2014 the local residents got a petition together to ask for the area above to be made 'resident parking', because at times it is impossible for us to park because of non-residents using the spaces for long periods. There was an addition that there should be timed parking for non-residents to park to visit the local shops. We did not submit the petition at the time because we failed to secure the signatures of two of the business properties in BD9 4BB. The situation was temporarily improved by St Bede's School providing extra car parking space for staff within the school grounds. However, now the parking situation is getting worse again. It is time for a rethink.

Perhaps we can discuss these matters, in particular how I should respond to Mr. Adams' letter.

Yours sincerely,

**Re: Parking outside 24 - 40 Highgate, Heaton BD9 4BB.  
(Facing the entrance to St Bede's School.)**

This is primarily a terrace of residential housing slightly set back from the main road that runs through Heaton Village. Parking is immediately in front at right angles to the pavement.

**THE ISSUE**

Current parking arrangements adversely affect both residents and local shops. If residents go out during the day, they are unlikely to find a parking space upon their return. A significant proportion of the residents are retired women living alone and some have mobility issues.

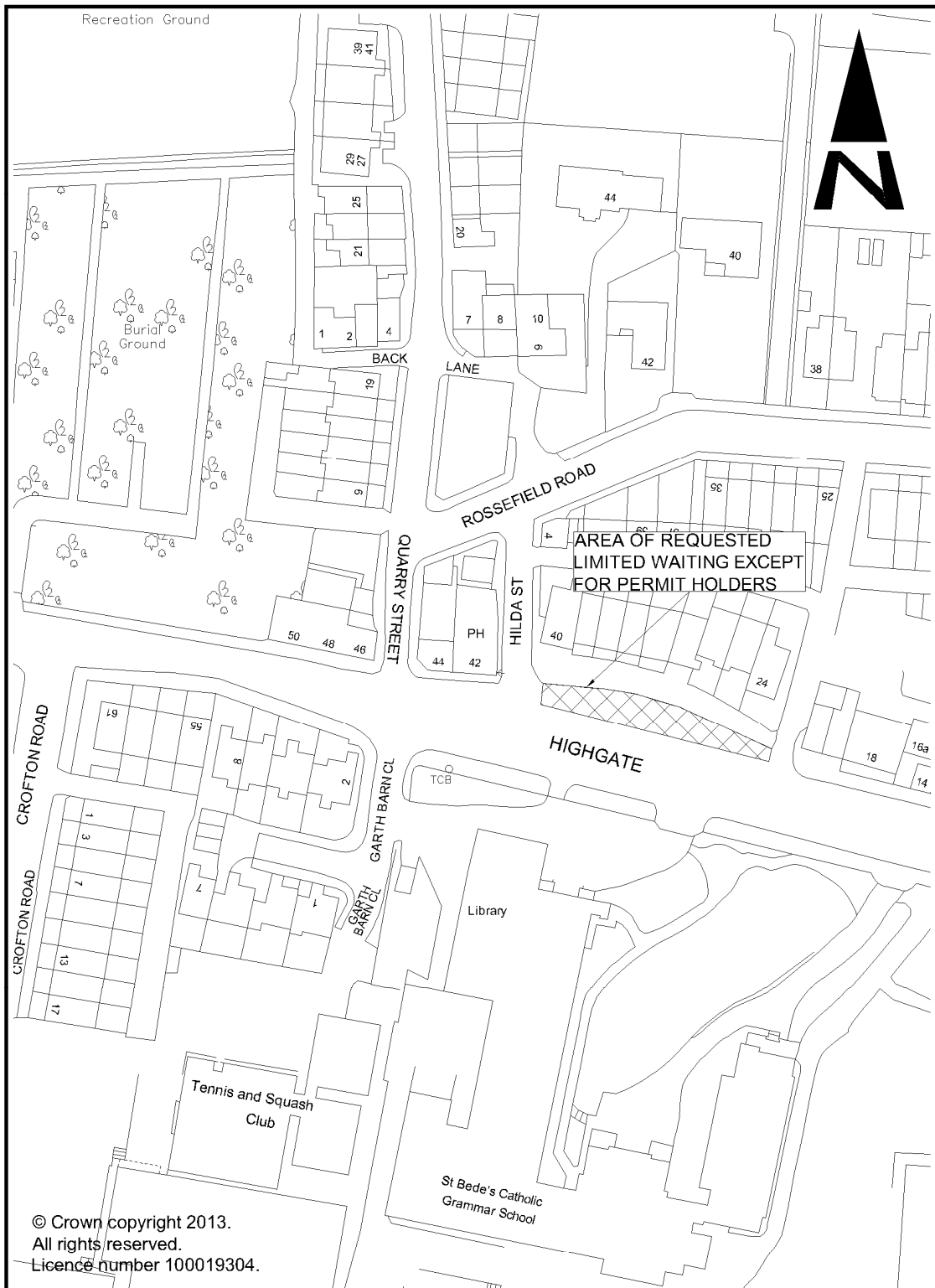
The local shops are already trying to compete with the relatively new retail development at the end of Emm Lane, which has designated parking for Sainsbury Express, Greggs and Subway. There is significantly less of a problem for both residents and shop customers in the evenings, at the weekends and during the school holidays.

**SOLUTION**

Resident and visitors permit parking (this should include those who live and work further down Highgate who by custom and practice regularly use this space for parking). Time limited parking to benefit local businesses.

It would also help if white lines were drawn to avoid wasting valuable parking space. There is an existing bay marked 'disabled' but there is no accompanying notice or disabled logo. The traffic wardens advise that unless this is completed it is not enforceable.

We hope that you will give serious consideration to these proposals. A petition supporting is attached. Heaton Township Association also agreed to support the proposal at their meeting on 26. 03. 14.



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<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration Strategic Director Mike Cowling BA (Hons) Town and Country Planning, Dip M, Dip EPP Designation Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Brimma House Hell Lane Bradford BD1 1JX				Design MAG	Drawn MAG	Checked	Released	Project HIGHGATE, HEATON
				Scale(s) @ A4 N.T.S.	Approved		Date	Drawing Title LOCATION PLAN
	A	Original	MAG	19.10.16	Engineer to Contract			Drawing No.
		Revision	Initials	Date	C P Leach BSc(Hons) CEng MICE DMS			
	Client							

## CRITERIA FOR PRIORITISING REQUESTS FOR COMMUNITY ON-STREET PERMIT PARKING SCHEMES

### A. Basic Evaluation

- 1) **Working Day**  
80% of available on-street spaces to be occupied:
  - a) for more than 6 hours per day and
  - b) for more than 4 days per week
- 2) **Evening**  
80% of available on-street spaces to be occupied:
  - a) for more than 4 hours per evening and
  - b) for more than 4 evenings per week
- 3) **Weekend**  
80% of available on-street spaces to be occupied for more than 6 hours on either a Saturday or Sunday

**Note:** The applicant will be asked for the worst day/time to ensure the basic evaluation results are as accurate as possible

### B. Detailed analysis of sites

- 1) Residential car ownership to be determined by standard letter.
- 2) Not more than 50% of properties have off-street parking.
- 3) Ensure that normal demand for residents parking can be met.
- 4) Ensure that the introduction of a formal scheme would not be detrimental to the area.
- 5) The type of scheme (i.e. exclusive for residents or some limited waiting provision for non-permit holders) be determined dependent on the needs of the local community.
- 6) Match the operational hours/days of the scheme to the problem times (e.g. overcome weekday commuter issue using a Monday to Friday 8am to 6pm Order).

## **Report of the Strategic Director, Regeneration to the meeting of Bradford West Area Committee to be held on 19 October 2016**

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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 and suggested modifications to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.**

Wards: 7      City  
          12      Heaton

---

Mike Cowlam  
Strategic Director Regeneration

**Portfolio:**

**Regeneration, Economy & Sustainability**

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

**Overview & Scrutiny Area:**

**Environment & Waste Management**



**1.0 SUMMARY**

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

**2.0 BACKGROUND**

2.1. At its meeting on the 15 April 2015 this committee approved as part of its Safer 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 a number of requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests have been raised by local residents or businesses that have problems with on street parking, gaining access to premises or parking for customers.

2.3. The Traffic Regulation Order was formally advertised between the 12 August and 9 September 2016. At the same time consultation letters and plans were delivered to residents and business affected by the proposals. This resulted in objections to Arthington Street, Frizinghall Road, Paradise Street and Town End. The objection to the proposals on Arthington Street also included a petition (89 signatures) A Letter of support has also been received for Arthington Street. Plans of the proposals that have received objections are attached as Appendix 1.

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

Objectors concerns	Officer comments
<p>Arthington Street (Drawing No. TDG.TH CW/103076/CON-1A) Objectors 4 (includes an 89 Signature petition) The petitioners are customers of Bradford Gymnastics Club which is located on Arthington Street. They are a voluntary run club and have been at their current location since 1987. In the time they have been there they have seen significant changes to the parking issues. The club does not open through the day Tuesday to Friday. They are concerned that at times there is no convenient on street parking which deters parents with small children. Parking off street is not an option. The parents therefore park in the area where the restrictions are proposed The location where the waiting restrictions are proposed only protects access to gates that currently are not used therefore the yellow lines are not necessary.</p>	<p>Arthington Street  Arthington Street is a cul-de-sac with a turning area at its far end. There is a keep clear marking in the turning area but this is not enforceable should vehicles park here. The properties along its length are commercial and long stay parking takes place on both sides of the road. No waiting at any time restrictions (double yellow lines) are proposed to be placed in the turning area and for a short distance on the north side of Arthington Street and remove 4 car parking spaces. There is no proposal to introduce restrictions along the frontage to the gym which is located opposite the turning area. The proposals have been promoted to assist large vehicles access to premises at the end of Arthington Street and to protect the turning area from</p>



<p>The proposals will affect other businesses because their customers will not be able to park directly outside and the yellow lines may encourage their customers to go elsewhere. They will force older customers to have to walk a greater distance and as a result the business is likely to lose valuable custom.</p> <p>Over the years that the objector has been on Arthington Street he has never had problems with neighbouring businesses over access. The yellow lines will cause more hindrance for other businesses on the road.</p> <p>The introduction of the yellow lines will be a complete waste of Council resources.</p> <p>The business that will be most affected will be the gym. The proposed restrictions will make accessibility very difficult and would be very detrimental for its owners.</p> <p>The objector has been on Arthington Street over 20 years and parking has never been an issue. The restrictions will create new problems</p> <p>The business that requested yellow lines has very large trucks that parked outside the objector's premises. They allow this and have never complained. No one is ever blocked and/or finds access difficult at any time.</p>	<p>parked vehicles. By not introducing the yellow lines heavy goods vehicles will continue to experience access problems from time to time. However should this committee resolve to promote the waiting restrictions this may have a detrimental affect on other businesses on Arthington Street.</p>
<p>Frizinghall Road (Drawing No. TDG/THCW/103076/CON-50A) Objectors 1</p> <p>The objector is concerned that the current proposals will prohibit heavy goods vehicles from parking waiting near to there business when waiting to enter the premises for loading/unloading. There is no alternative parking in the surrounding residential streets. They have therefore requested a lorry parking area close to their entrance.</p> <p>The objector is also concerned that the proposals only restrict parking on one side of Frizinghall Road and should restrict parking on both sides of the road to ensure traffic can flow freely.</p>	<p>Frizinghall Road</p> <p>A discussion has taken place with the objector regarding heavy goods vehicles parking on Frizinghall Road. Their request for lorry parking close to their entrance could be added to the list of requests awaiting consideration by this committee with a view to including it in an area wide Traffic Regulation Order next financial year. Currently there is concern from local residents about commuters parking in the residential streets. To introduce no waiting at any time restrictions on both sides of Frizinghall Road would transfer more commuter parking into these side streets. The proposals will ensure that traffic can</p>

	travel along Frizinghall Road with the minimum of disruption.
<p>Paradise Street (Drawing No. TDG/THCW/103076/CON-20A) Objectors 2</p> <p>The objectors do not consider that there is a parking issue on Paradise Street. If no waiting at any time restriction was introduced it would affect their businesses. They rely on being able to park close to their premises for security reasons and ease of loading and unloading.</p> <p>The objectors' main concerns are parking on Water Lane and Dyson Street.</p>	<p>Paradise Street</p> <p>It is agreed that the only businesses on Paradise Street are those of the objectors. In light of this and that the businesses feel that the introduction of waiting restrictions would hinder their business it is recommended that the yellow lines in Paradise Street are removed from the Traffic Regulation Order. However the proposal to introduce double yellow lines at its junction with Water Lane will remain in the Order. The revised proposals are shown on drawing TDG/THCW/103076/CON-20B attached as Appendix 3.</p>
<p>Town End (Drawing No. TDG/THCW/103076/CON-10A) Objections 1</p> <p>The objector is concerned that the businesses and their customers on Town End prevent residents from parking.</p> <p>The proposed double yellow lines will be inconvenient; people will park on the main road or park on the restrictions. The objector is concerned that their vehicle will be more damaged.</p>	<p>Town End</p> <p>Town End is a narrow street with a mixture of residential and business properties. The road is approximately 4m wide and vehicles park for most of the time half on the footway on the north side of the carriageway. Periodically vehicles will stop on the opposite side of the road making it difficult for others to pass. It is understandable that the objector wants to park close to her property but sometimes this is not possible. However to reduce the impact the waiting restrictions could have on the residents it is proposed to shorten them and allow some parking near to Jennings Place. The revised proposals are shown on drawing TDG/THCW/103076/CON-10B attached as Appendix 2</p>

### 3.0 OTHER CONSIDERATIONS

3.1. Local ward members and the emergency services were consulted on the original proposals. No objections were received.

### 4.0 FINANCIAL & RESOURCE APPRAISAL

4.1. A budget of £15,000 has been allocated as part of the Safer Roads programme.

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

- 5.1. A failure to implement appropriate waiting restrictions at the locations detailed in this report would result in continuing access and safety issues.

## **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 Council's power as Highway Authority.

## **7.0 OTHER IMPLICATIONS**

### **7.1. EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

### **7.2. SUSTAINABILITY IMPLICATIONS**

There are no significant Sustainability implications arising from this report.

### **7.3. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

### **7.4. COMMUNITY SAFETY IMPLICATIONS**

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

### **7.5. HUMAN RIGHTS ACT**

None

### **7.6. TRADE UNION**

None

### **7.7. WARD IMPLICATIONS**

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

### **7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The implementation of the scheme supports themes within the City and Heaton Ward Plans.

## **8.0 NOT FOR PUBLICATION DOCUMENTS**

None

## **9.0 OPTIONS**

- 9.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.
- 9.2. Members may propose an alternative course of action on which they will receive appropriate officer advice.

## **10.0 RECOMMENDATIONS**

- 10.1. That the proposed Traffic Regulation Order for waiting restrictions at various sites in Bradford West be modified to incorporate the changes to Town End as shown on the attached drawing TDG/THCW/103076/CON-10B and Paradise Street as shown on the attached drawing TDG/THCW/103076/CON-20B and the remaining objections be overruled.
- 10.2. That the modified Traffic Regulation Order be sealed and implemented.
- 10.3. That the objectors be informed accordingly.

## **11.0 APPENDICES**

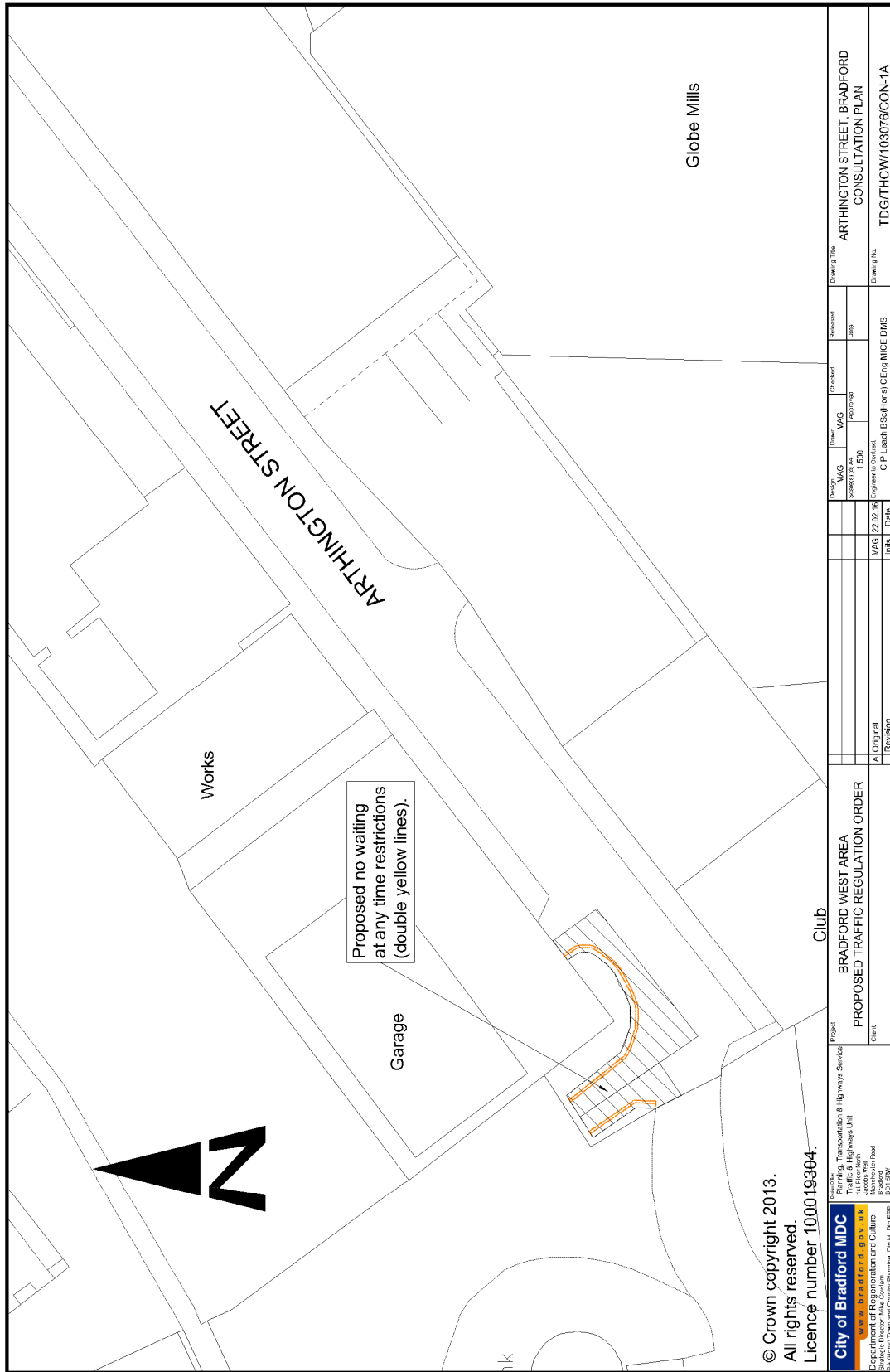
Appendix 1 - drawings showing the proposals that have received objections.

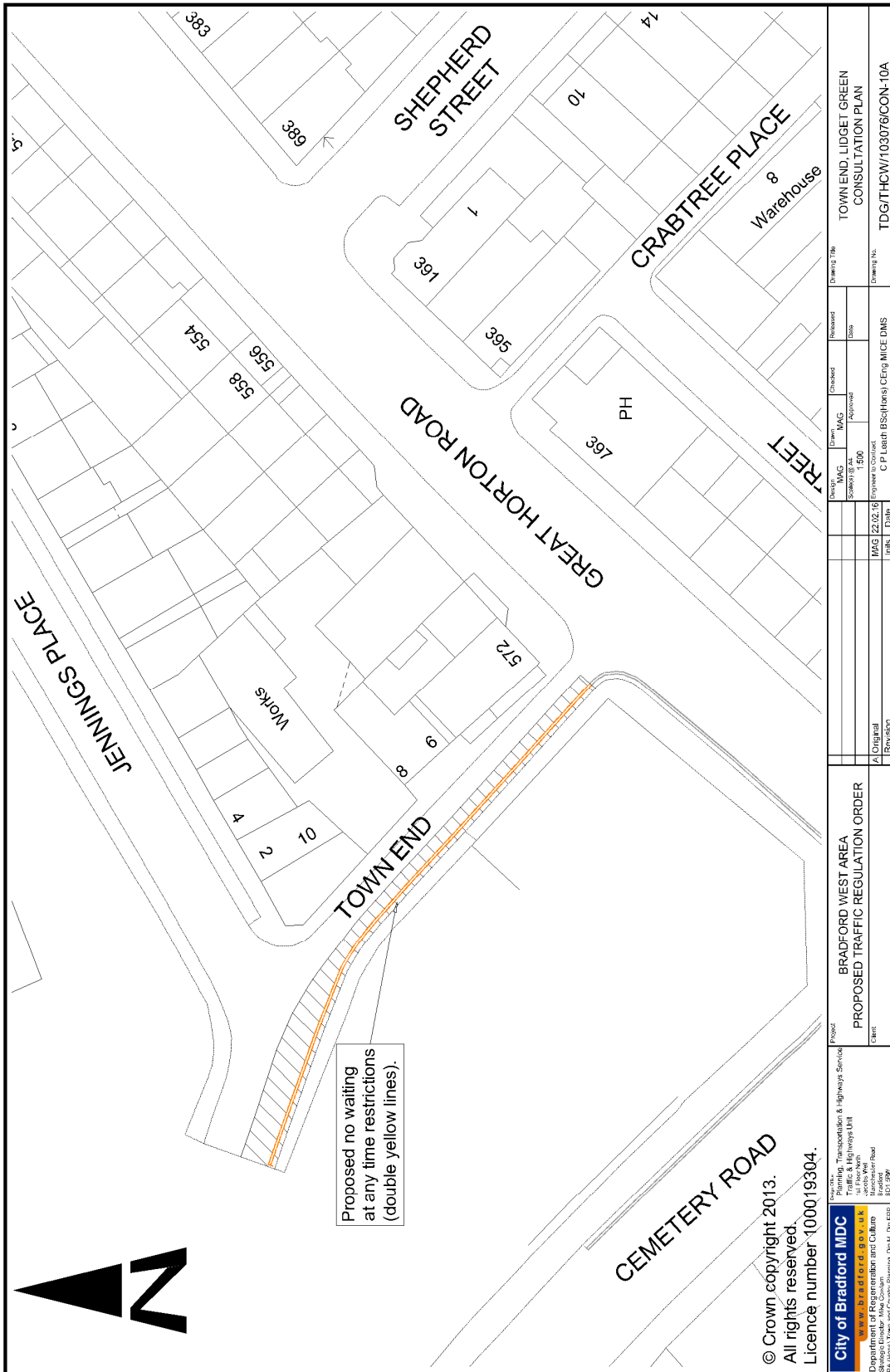
Appendix 2 – drawing TDG/THCW/103076/CON-10B.

Appendix 3 - drawing TDG/THCW/103076/CON-20B.

## **12.0 BACKGROUND DOCUMENTS**

- 12.1. File ref. TDG/THCW/103076





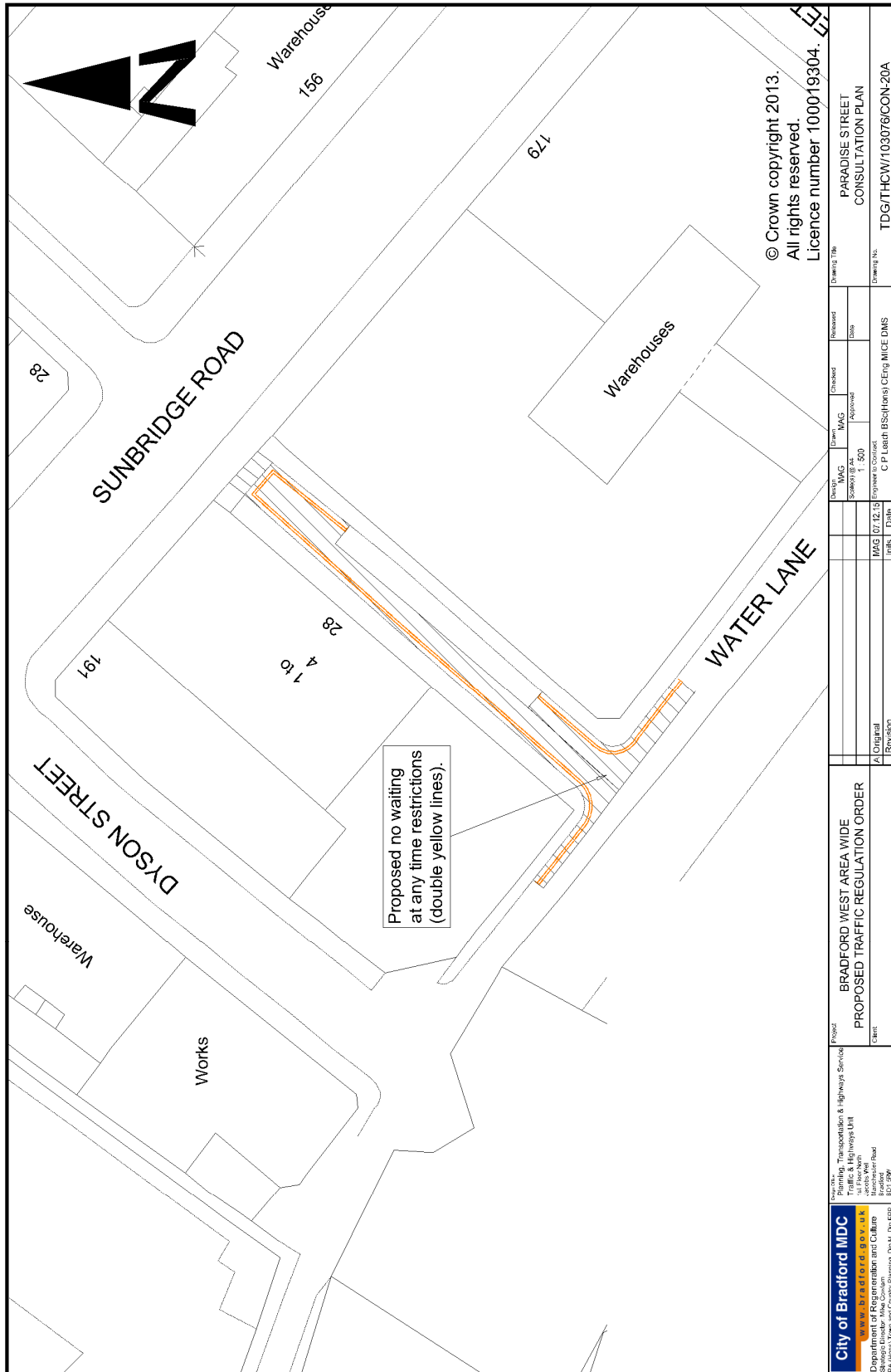
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**City of Bradford MDC**  
 www.bradford.gov.uk  
 Department of Regeneration and Culture  
 25, Victoria Tower and County Planning, Densham, Doncaster, Doncaster, DA1 1BW

Project: Planning, Transportation & Highways Services  
 Traffic & Highways Unit  
 Jacobs West  
 Bradford  
 Client: City of Bradford Metropolitan District Council

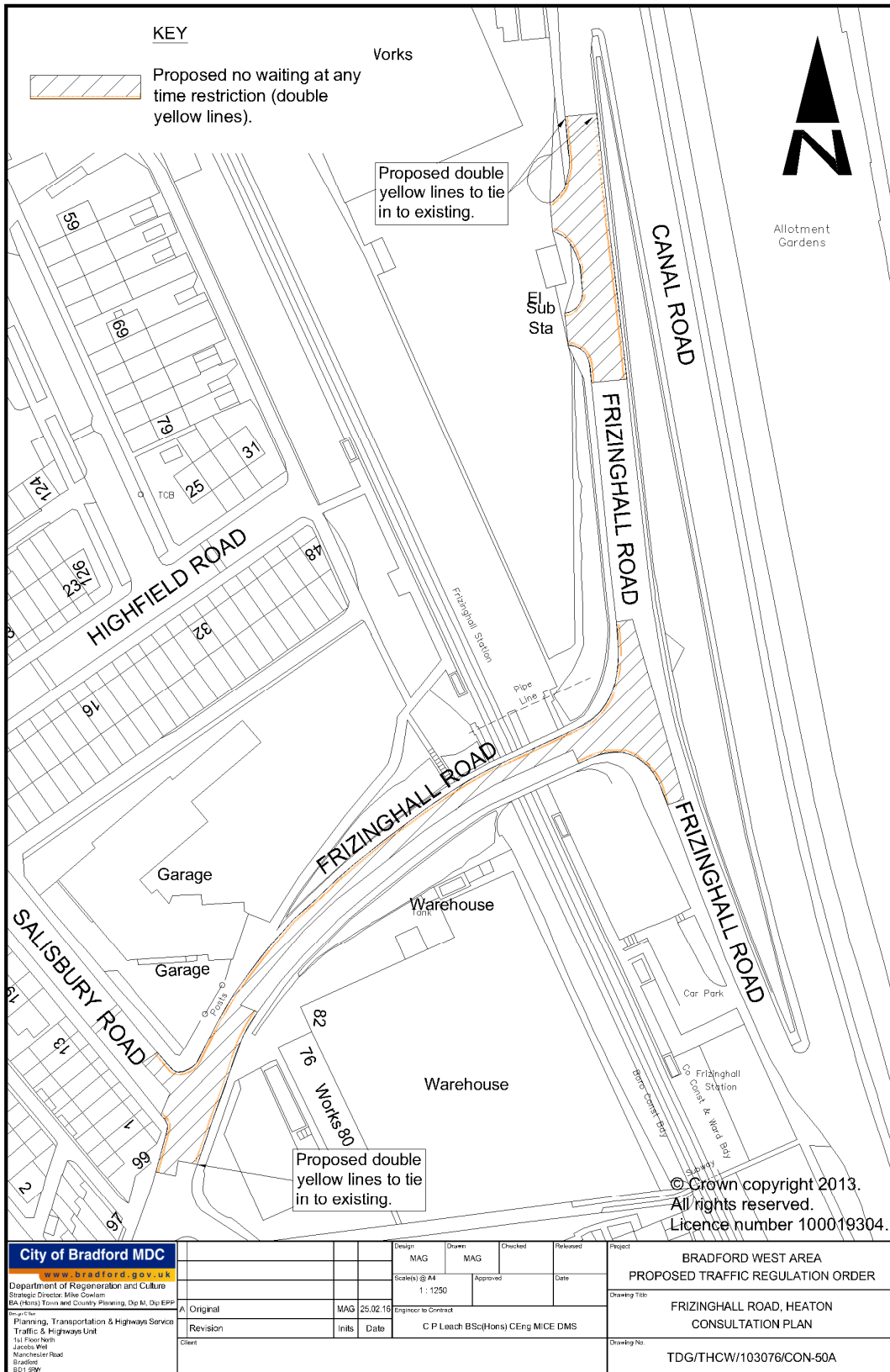
Project: BRADFORD WEST AREA  
 PROPOSED TRAFFIC REGULATION ORDER  
 Client: City of Bradford Metropolitan District Council

Drawing Title		Released		Checked		Approved		Drawing No.	
TOWN END LIDGET GREEN CONSULTATION PLAN		Date	Date	Date	Date	1:500		TDC/THCW/103076/CON-10A	
Author	MAG	22.02.16	Engineer in Charge	C. P. Leach	BS(Struct)	CEng	NICE	DMS	
Original									
Revision									

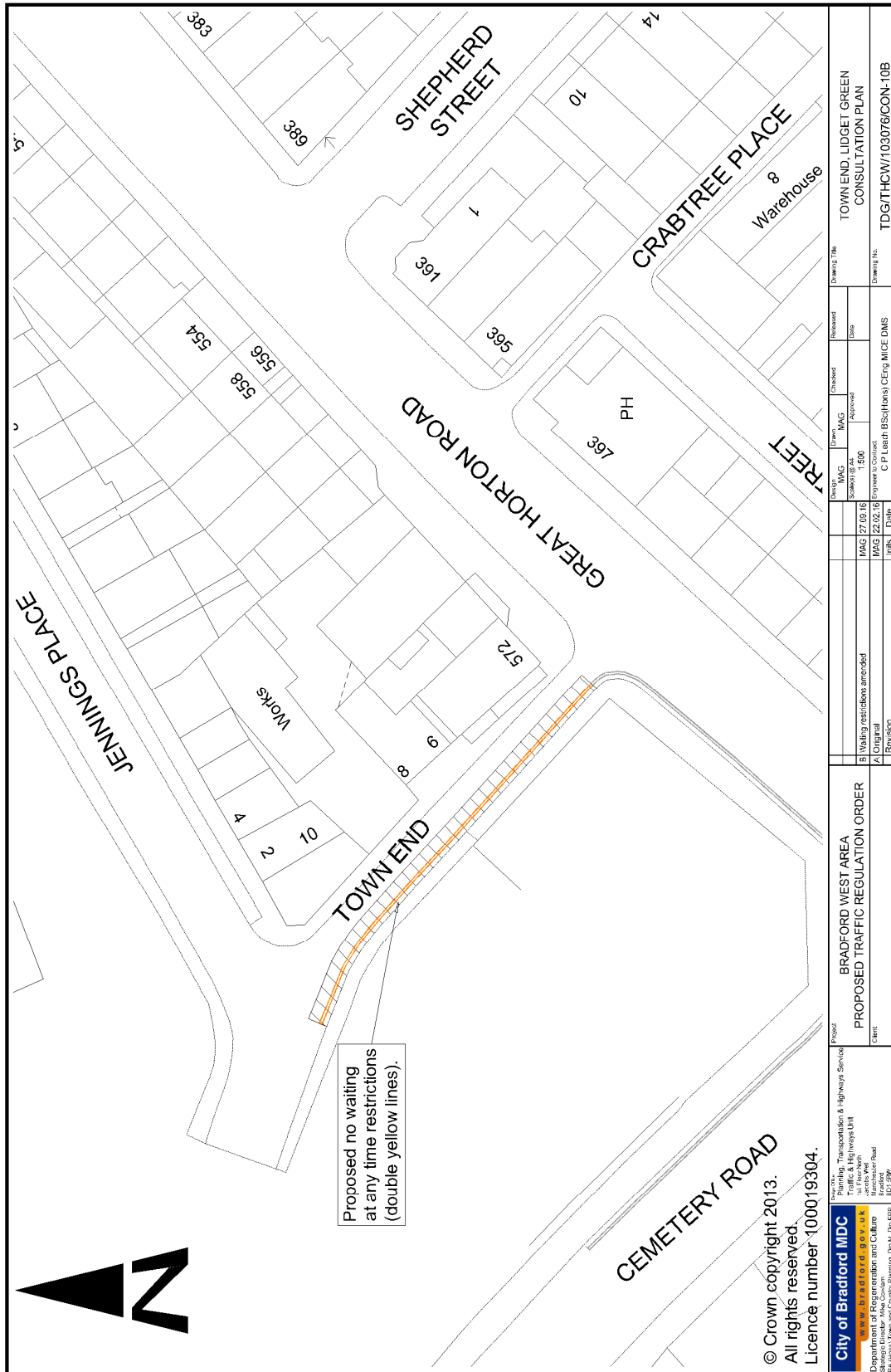


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<p>City of Bradford MDC          www.bradford.gov.uk          Department of Regeneration and Culture          Strategic Planning and Planning Services          10, Victoria Tower and County Buildings, Dale End, Bradford, West Yorkshire, LS1 2BH</p>		<p>Project: BRADFORD WEST AREA WIDE PROPOSED TRAFFIC REGULATION ORDER</p> <p>Client:</p>		<p>Drawn: MAG</p> <p>Checked: MAG</p> <p>Approved: MAG</p> <p>Scale: 1:500</p> <p>Engineer's Contact: C. P. Leach BSc(Hons) CEng, MICE, DNS</p>		<p>Drawing Title: PARADISE STREET CONSULTATION PLAN</p> <p>Drawing No: TDG/THCW/103076/CON-20A</p>	
<p>Issue:</p> <p>A Original</p>		<p>Revision:</p>		<p>Released:</p> <p>Date:</p>		<p>Drawn:</p> <p>Checked:</p> <p>Approved:</p>	







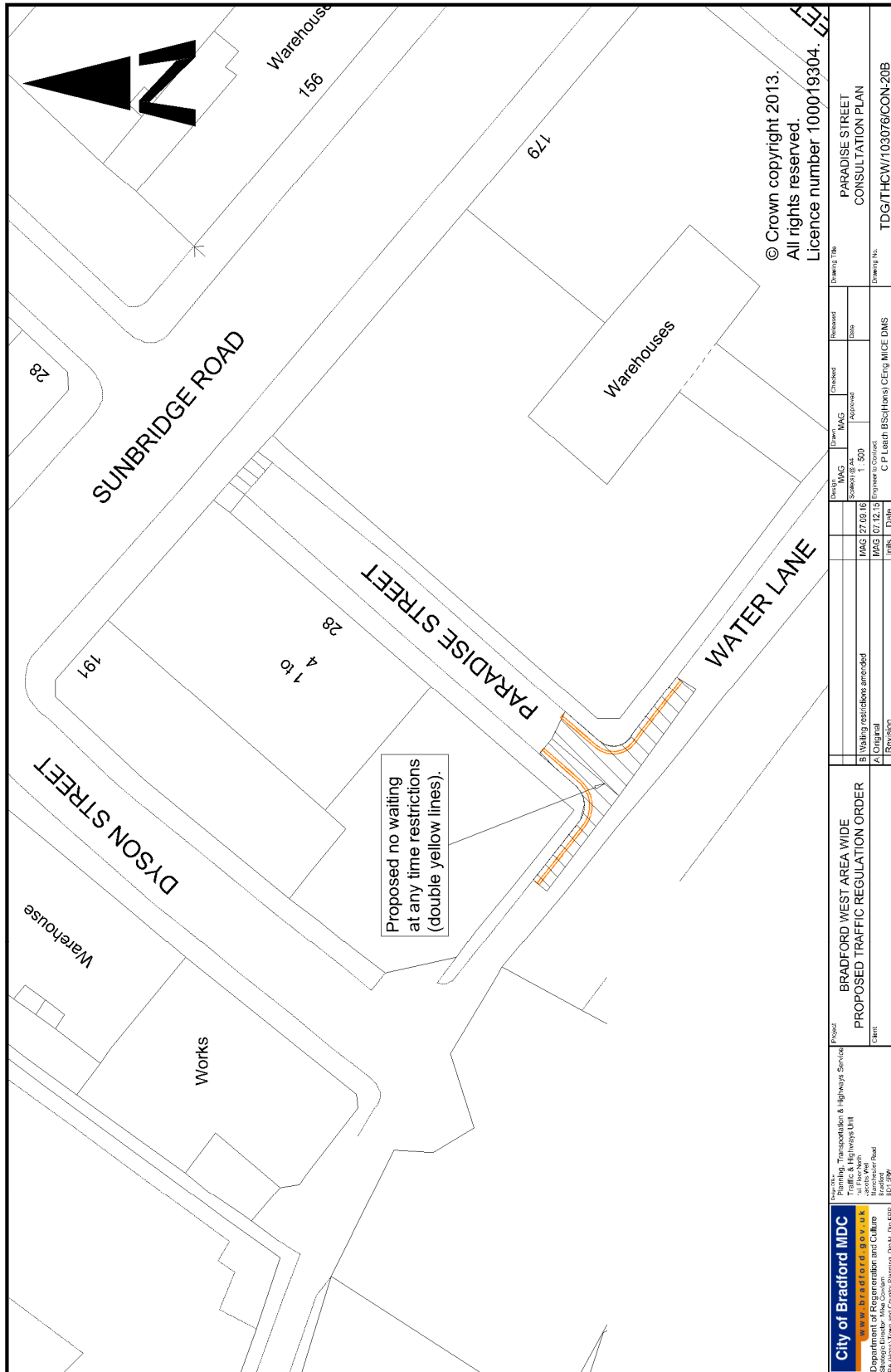
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**City of Bradford MDC**  
 www.bradford.gov.uk  
 Department of Regeneration and Culture  
 Planning and Transport Services  
 100 Victoria Road, Bradford, West Yorkshire, BD1 1DB

Project: BRADFORD WEST AREA  
 PROPOSED TRAFFIC REGULATION ORDER  
 Client:

Revision	Date	By	Checked	Approved
B) Waiting restrictions amended	MAG 27.09.16	MAG	MAG	MAG
A) Original	MAG 22.02.16	MAG	MAG	MAG

Drawing Title: TOWN END LIDGET GREEN CONSULTATION PLAN  
 Drawing No: TDG/THCW/103076/CON-10B



## **Report of the Strategic Director of Regeneration to the meeting of the Bradford West Area Committee to be held on 19th October 2016**

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### **Subject:**

**LOCAL HIGHWAY MAINTENANCE – DEVOLUTION UPDATE & FUNCTION OVERVIEW**

### **Summary statement:**

This report details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

---

Mike Cowlam  
Strategic Director  
Regeneration

### **Portfolio:**

Regeneration, Planning and Transport

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Principal Engineer Highway Maintenance  
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### **Overview & Scrutiny Area:**

Environment and Waste Management



## 1. SUMMARY

- 1.1 This report details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.
- 1.2 It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

## 2. BACKGROUND

- 2.1 Local Highway Maintenance issues were devolved to Area Committee control in 2013.
- 2.2 As part of the commitment to the devolution process, information relating to the operation of Local Highway Maintenance is to be reported to the Area Committees on a regular basis.
- 2.3 The need to undertake highway repairs throughout the District is identified through a variety of sources including:
  - General public calls to the customer contact centre;
  - Inspections as a result of service requests dealt with by the Area Teams or as a result of observations by highway officers in the course of undertaking other duties.
  - Programmed condition, safety and other surveys.
  - Safety Inspections.
  - Reports from Bradford West Ward Co-ordinators Office.
  - Enquiries by Ward Members.

Where repairs to the highway are required these are categorised depending upon the severity of the issue into one of four categories (CAT1, CAT2, CAT3 or CAT4). Each category has a target repair time which has been agreed with the Council's Insurers.

- 2.4 CAT 1 reports from the public and technical staff are passed directly through to the Highway Delivery Unit and allocated to the work crews for immediate inspection and necessary remedial works.
- 2.5 CAT 2 reports are assessed by technical staff and collated into operational zones so that operational gangs can visit and patch affected areas in a co-ordinated manner.
- 2.6 CAT 3 and 4 sites are assessed by technical staff and ranked on a priority and needs basis, with works allocated to operational staff by the DLO Operations Manager.

- 2.7 Operational resources may be redeployed at short notice to deal with specific issues. Gang sizes may vary dependant on demand, staff leave and sickness. Service Level requirements – such as the need to respond to an extensive number of CAT1 requests or the need to respond to emergency planning issues may also have an effect on the availability of operatives.
- 2.8 Technical and operational staff may be required to facilitate the needs of the winter service between November and April each year.
- 2.9 A list of work types covered by the Local Highway Maintenance budget is included in Appendix 1.
- 2.10 A breakdown of the current technical staff allocation and an overview of their duties are included in Appendix 2.
- 2.11 A breakdown of operational staff and their duties is included in Appendix 3.
- 2.12 Currently reported CAT1 and 2 details are included in Appendix 4.
- 2.13 The current list of completed and ordered CAT3 and 4 works is included in Appendix 5.
- 2.14 The list of additional CAT 3/4 works prioritised to order in the next quarter is included in Appendix 6.

### **3. OTHER CONSIDERATIONS**

- 3.1 Due to the constantly changing state of the highway and unpredictability in new matters arising or being brought to officers' attention, there may be a requirement to amend programmes to address emerging priorities.

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

- 4.1 The overall budget for Local Highway Maintenance is **£1.702m**.
- 4.2 The 2015/16 allocation for the Bradford West constituency as outlined in the initial devolution report to Area Committee is **£327,457**.
- 4.3 Spend this financial year to **30th September 2016** on all categories in the Constituency Area is **£130,000**, (40 % of indicative allocation) broken down as follows:-
- 4.4 **£25,000** has been spent on CAT 1/2 repairs.
- 4.5 **£105,000** has been spent on CAT 3/4 repairs including footway reconstruction and planned carriageway patching.

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

- 5.1 Alterations to work programmes that have been prioritised in accordance with condition inspections and technical assessments may lead to increased insurance liabilities at a future date.

## **6. LEGAL APPRAISAL**

- 6.1 The Council's powers in relation to highway maintenance are contained in the Highways Act 1980.
- 6.2 All works undertaken are carried out in the Council's capacity as highways authority under the Highways Act 1980.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 Due regard is given to Section 149 of the Equality Act 2010 when formulating a programme of Highway Maintenance repairs and in particular the need to ensure highway surfaces are safe for use by all users, including those with special requirements, is prioritised.

### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 Proactive repairs such as surface dressing / micro asphalt / carriageway patching and other routine maintenance serve to extend carriageway life.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.3.1 There are no greenhouse gas implications arising from this report.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

- 7.4.1 Maintenance of the local highway network is essential to ensure the safe passage of all road users.

### **7.5 HUMAN RIGHTS ACT**

- 7.5.1 There are no human rights implications arising from this matter.

### **7.6 TRADE UNION**

- 7.6.1 There are no trade union implications arising from this report.

### **7.7 WARD IMPLICATIONS**

7.7.1 Improvements in carriageway conditions benefit all wards.

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 The development and implementation of schemes included in this report support priorities within the Bradford West Area Committee Ward Plans.

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

8.1 None.

## **9. OPTIONS**

9.1 The Area Committee may request additional information / clarification on issues to be included in the next devolved budget report.

## **10. RECOMMENDATIONS**

10.1 That the Bradford West Area Committee notes the current operational methods adopted for Local Highway Maintenance.

10.2 That the Bradford West Area Committee notes the indicative costs to date for the 2014/15 financial year.

10.3 That the Bradford West Area Committee approves the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6.

## **11. APPENDICES**

11.1 Appendix 1 - Work Undertaken as Part of the LHM Function.

11.2 Appendix 2 - Technical Staff Overview.

11.3 Appendix 3 - Operational Staff Overview.

11.4 Appendix 4 - CAT 1 and 2 Works Update.

11.5 Appendix 5 - Current CAT 3/4 Works List (completed and ordered).

11.6 Appendix 6 – Additional Cat 3/4 Works Prioritised to Order in Next Quarter.

## **12. Background Documents**

12.1 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee 1 November 2012

12.2 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee, 10 April 2013 - Methodology for Allocation of Devolved Service Resources to the Five Area Committees.

- 12.3 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to the meeting of Executive, 16 March 2013 – Methodology for Allocation of Devolved Service Resources to the Five Area Committees.
- 12.4 Report of the Strategic Director (Regeneration & Culture) to the meeting of Bradford West Area Committee, 21 November 2012 – The Transfer of Responsibility and Budgets to the Bradford West Area Committee for Decision Making – Highway Repairs.
- 12.5 Report of Strategic Director (Regeneration & Culture) to the meeting of Bradford West Area Committee, 10 July 2013 – The Transfer of Responsibility and Budget to the Bradford West Area Committee for Decision Making – Highway Repairs.



**Appendix 1 – Work Undertaken as a Part of the LHM Function.**

The following is a list of work types funded by the Local Highway Maintenance budget.

- CAT 1 Potholes reactive response - footway and carriageway.
- CAT 2 Defect response / patching - footway and carriageway.
- CAT 3/4 Repairs & works - footway and carriageway.
- Planned carriageway patching works.
- Kerbing, channelling and edging works.
- Large and small element footway repairs - block paving / flagging.
- Footway re-construction - taking up damaged flagged areas and replacing with tarmac.
- Highway Drainage repairs - exploratory trial holes, dig outs of blocked gullies, dyking, drainage connections, repairs to damaged culverts (including the cost of hiring specialist equipment/subcontractors for deep excavations).
- Emergency call out response - including road traffic accidents, recovery of dead animals, flooding, traffic management/road closures, dealing with requests from the Police, requests from Emergency Planning.
- Planned gully cleaning of 95,000 units across the district.
- Repairs to minor highway walling elements.
- Winter maintenance - Road gritting, footway gritting, ploughing, grit bins, etc. (separate budget but re-directs resources from above).

*Staffing costs are also included within this budget.*

## **Appendix 2 – Technical Staff Overview**

Technical staff are currently deployed in each constituency area team reporting to the relevant Principal Engineer for Highway Maintenance.

Staffing is allocated in the following manner; *(Please note the roles and duties described are indicative only and do not represent the full spectrum of works carried out by individuals).*

### Senior Engineer

- Co-ordinates the actions of the Highway Inspectors.
- Responds to queries and complaints from the public relating to Highway maintenance matters.
- Develops and co-ordinates network condition and works programme lists in conjunction with the major maintenance team.
- Investigates larger network issues across the constituency area.

### Highway Inspector

- Responds to complicated complaints and issues on the highway network that require technical assessments.
- Undertakes driven and walked inspections of the network on a schedule basis.
- Undertakes general condition surveys.
- Works on a roaming basis across the constituency area.

### Safety Inspectors

Four safety Inspectors operate across the whole of Bradford District working to a set inspection regime to comply with the requirements of the Councils insurance policy. These inspectors report to the Principal Engineer, Highway Maintenance, with CAT 1 & 2 repair works ordered as necessary – this supplements the LHM function.

### NRASWA Inspector (Now reports to Principal Engineer Nraswa / Network Resilience)

- Inspects works carried out by statutory undertakers to ensure consistent standards of repair.
- Co-ordinates repairs with utilities.
- Works on a roaming basis across the constituency area.

### **Appendix 3 – Operational Staff Overview**

Operational staff are contracted to work the following hours;

07.00 to 16.00 Monday – Thursday.

07.00 to 12.30 Fridays.

A standby crew is available on Friday afternoons and weekends to deal with emergency issues as and when they arise.

Operational Resources are deployed across the five constituency areas, reporting to 3 programme managers under the direct control of the DLO Operations Manager. At present, resources are allocated as follows for the operational areas of Bradford South/East/West and City Centre – 22 FTE operatives.

- Patching gang (6 FTE)

Work gangs carrying out planned patching of carriageways across the district in a structured manner, working on a 30 working day rotation between each of the constituency areas (with 10 working days each for Bradford West, East and South).

- Scheme gangs (7 FTE)

Work gang operating in each constituency area on a 45 working day rotation, carrying out larger repairs on tarmac areas, flagging, kerbing, highway drainage and miscellaneous issues on carriageway and footway (with 15 working days each for Bradford, West, East and South).

- CAT1 and 2 & City centre gang(s) (9 FTE)

Reactive crews dealing with complaints received from the public and issues raised by the area Highway Inspectors.

Category 1 work is deployed as necessary within 24 hours.

Category 2 work is carried out on a five day rotation as per the Councils standards for response.

- Sub contractors

Sub-contracted labour/personnel to augment/support operation staff plus hire equipment as necessary.

- Gully Cleansing Operations (3 Vehicles)

One vehicle based in the North and two vehicles based in the Southern constituency areas (Bradford West, East and South). These vehicles cover 95373 gullies across the district cleaning on average 80 gullies per day. Main arterial routes are cleaned annually and secondary routes and side roads are cleaned on average every two years. There is also a proactive and risk based approach to cleaning higher risk busy junctions and areas on a steep gradient.

**Appendix 4**

**CAT1 and 2 Works Update – 01/04/16 to 30/09/16**

**Category 1 Defects**

<i>BRAD WEST</i>	<b><u>Defect Description</u></b>	<b><u>Qty Received</u></b>
	GM C/WAY	4
	GM F/WAY	2
	RECHARGE	
	EMERGENCY WORKS	6
	POTHoles	
	OTHER	
	<b>Area Total:</b>	<b>12</b>

**Notes**

- Category 1 Defects are those that require immediate attention in order to ensure public safety.
- C/W Notifiable Cat 1 & 2 works are those requiring further investigation/breaking open the carriageway.
- GM C/Way and GM F/Way are defects picked up by highway inspection.
- Emergency Works covers missing/broken covers.
- Other works include referral to third parties (eg Statutory Undertakers) for action.

**Category 2 Defects**

<i>BRAD WEST</i>	<b><u>Defect Description</u></b>	<b><u>Qty Received</u></b>
	C/W NOTIFIABLE CAT 1 & 2	3
	F/W NOTIFIABLE CAT 1 & 2	19
	GM C/WAY	60
	GM F/WAY	45
	OTHER	
	GM DRAINAGE FAST NECKS	
	FLAGS BROKEN	
	FLAGS UNEVEN	
	POTHoles	12
	RECHARGE	
	EMERGENCY WORKS	210
	DETERIORATION OF SURFACE	
	GAPS IN PAVEMENT	
	<b>Area Total:</b>	<b>349</b>

**Notes**

- Category 2 Defects are those that require attention within five working days.
- Defects not completed within five working days require further investigations.
- C/W Notifiable Cat 1 & 2 works are those requiring further investigation/breaking open the carriageway.
- GM C/Way and GM F/Way are defects picked up by highway inspection.
- Emergency Works covers missing/broken covers.
- Other works include referral to third parties (eg Statutory Undertakers) for action.

## Appendix 5 – Current CAT 3/4 Works List

The list below shows works completed and outstanding works ordered following assessment.

Ordered	Address	Stage Desc.	Description
03/07/2015	CECIL AVENUE	ORDERED	CAT 3 F/WAY REPAIRS - ROOTS LIFTNG TARMAC
17/07/2015	SHELDRAKE AVENUE	ORDERED	CR234145 CAT 3 F/WAY REPAIRS
11/11/2015	OAK LANE	ORDERED	CAT 3 F/WAY REPAIRS FROM JCT ST MARYS ROAD TO JCT ROSEBERY ROAD
23/02/2016	CUNLIFFE ROAD	ORDERED	CAT 3 P1. C/WAY PATCHING JCT THORNVILLE COURT P2. C/WAY PATCHING O/S LISTER COURT P3. C/WAY PATCHING NEAR L/C NO.3 P4. C/WAY PATCHING JCT MANNINGHAM LN
22/04/2016	REYNER HOUSE MEWS	COMPLETED	CAT 3 TAKE UP FLAGS TO TIP, MAKE SAFE WITH ROAD PLANINGS (VIA SAFETY INSPECTORS)
26/04/2016	ELLERCROFT AVENUE	COMPLETED	CAT 3 (GM SCHEME) P1. F/WAY REPAIRS O/S NO.3 P2. F/WAY REPAIRS FROM O/S NO.8 TO O/S NOS 23/25
26/04/2016	UPTON WALK	COMPLETED	CR 260476 CAT 3 F/WAY REPAIRS O/S NO.4 (FLAGS REQUIRED - 2 NO. 900 X 600)
10/05/2016	WALDEN DRIVE	COMPLETED	CR261129 CAT 3 P1. F/WAY REPAIRS O/S NOS 77 TO 83 P2. F/WAY REPAIRS FROM GALSWORTHY AVENUE TO NO.67 P3. F/WAY REPAIRS O/S NO.98
18/05/2016	SOUTHDOWN CLOSE	COMPLETED	CR 256833 CAT 3 F/WAY REPAIRS FULL LENGTH
10/06/2016	ALLERTON ROAD	ORDERED	CR262856 CAT 3 F/WAY REPAIRS & PROVIDE & LAY EDGING (TIME RESTRICTIONS) BETWEEN 9.30 AND 15.00
10/06/2016	DUCKWORTH GROVE	COMPLETED	CAT 3 C/WAY REPAIRS
15/06/2016	SANDRINGHAM ROAD	COMPLETED	CAT 3 F/WAY REPAIRS O/S NOS 21-23
20/06/2016	RHODESWAY	COMPLETED	CR 263348 CAT 3 REMOVE DANGEROUS FLAG AND FILL VOID WITH PLANINGS O/S NO.58 ON VERGE
20/06/2016	SANDRINGHAM ROAD	COMPLETED	CAT 3 P1. F/WAY REPAIRS FROM NO.8 TO SANDRINGHAM CLOSE P2. F/WAY REPAIRS FROM NOS 10-12 SANDRINGHAM ROAD P3. F/WAY REPAIRS O/S NO.16 SANDRINGHAM ROAD
22/06/2016	NESFIELD STREET	COMPLETED	CAT 3 P1. C/WAY REPAIRS O/S SFC P2. C/WAY REPAIRS O/S BLOSSOM NURSERY AND MOSQUE (VIA SAFETY INSPECTORS)

05/07/2016	HUNTERS PARK AVENUE	COMPLETED	CAT 3 F/WAY REPAIRS FROM NOS 118 TO 142
05/07/2016	KIRKSTALL GROVE	COMPLETED	CR 264154 CAT 3 F/WAY REPAIRS FULL LENGTH
05/07/2016	QUEENS ROAD	COMPLETED	CAT 3 F/WAY REPAIRS, REMOVE TREE ROOTS, RELAY KERBS
19/07/2016	HAWORTH ROAD	COMPLETED	CR 263628 CAT 3 F/WAY REPAIRS O/S NO.23
19/07/2016	PASTURE CLOSE	COMPLETED	CAT 3 F/WAY REPAIRS FROM NO.15 TO MAYTHORNE DRIVE
20/07/2016	THORNTON ROAD	ORDERED	CR 263825 CAT 3 Between 9.30 and 15.00 Spoil removed daily
20/07/2016	WILSDEN ROAD	ORDERED	CR 264505 CAT 3 Between 9.30 and 15.00 P1. F/WAY REPAIRS
22/07/2016	BRANTWOOD DRIVE	ORDERED	CR 266043 CAT 3 F/WAY REPAIRS OPP NO.86
28/07/2016	OLD ROAD	COMPLETED	CAT 3 REPLACE MANHOLE COVER AND FRAME OPP NO.122
29/07/2016	BACK LANE	COMPLETED	CR265010 CAT 3 C/WAY & KERB REPAIRS
18/08/2016	GREEN END	ORDERED	CAT 3 C/WAY REPAIRS O/S WHITNEYS ESTATE AGENTS WORKS TO BE CARRIED OUT BETWEEN 09.30 AND 15.00
18/08/2016	CHELLOW GRANGE ROAD	COMPLETED	CR 266686 CAT 3 PROVIDE, LAY AND RELAY FLAGS O/S NO.41
19/08/2016	FAIRBANK ROAD	ORDERED	CR 266531 CAT 3 F/WAY REPAIRS OVER TREE ROOTS S/O NO.124
19/08/2016	LYNTON AVENUE	ORDERED	CR 266433 CAT 3 F/WAY REPAIRS FROM NOS 6-10
19/08/2016	RHODESWAY	ORDERED	CR 259357 CAT 3 RELAY FLAGS AND REPOINT STEPS WHERE INDICATED O/S NO.189
22/08/2016	IVANHOE ROAD	COMPLETED	CAT 3 F/WAY REPAIRS (VIA SAFETY INSPECTION)
22/08/2016	LYNFIELD DRIVE	ORDERED	CR267956 CAT 3 F/WAY REPAIRS
22/08/2016	YORK STREET	COMPLETED	CAT 3 C/WAY REPAIRS (VIA SAFETY INSPECTION) SECTION OF C/WAY AT J/O MUNBY STREET
22/08/2016	YORK STREET	COMPLETED	CAT 3 F/WAY REPAIRS/PATCHING (VIA SAFETY INSPECTION).
23/08/2016	LYNTON DRIVE	ORDERED	CAT 3 F/WAY REPAIRS FROM WHEATLANDS GROVE TO WHEATLANDS DRIVE
23/08/2016	BRADFORD ROAD	ORDERED	CR 266991 CAT 3 Between 9.30 and 15.00 Spoil to be removed daily F/path to be closed while works are ongoing
02/09/2016	HORTON GRANGE ROAD	COMPLETED	CAT 3 C/WAY REPAIRS - HRA W/C @ 40mm ALL PATCHES (PERMIT 05/09/2016 - 07/09/2016)
02/09/2016	INGLEBY ROAD	COMPLETED	CAT 3 C/WAY REPAIRS - HRA W/C @ 40mm (TIME RESTRICTIONS) 9.30 - 15.00 SPOIL REMOVED DAILY FROM SITE
02/09/2016	WHETLEY LANE	ORDERED	CAT 3 C/WAY REPAIRS - HRA W/C @ 40mm ALL PATCHES (TIME RESTRICTIONS) 9.30 - 15.00



02/09/2016	GREAT HORTON ROAD	ORDERED	CAT 3 P1. F/WAY REPAIRS OPP NO.405 AT BUS STOP P2. F/WAY REPAIRS JCT TOWN END P3. F/WAY REPAIRS JCT TOWN END P4. F/WAY REPAIRS O/S ALI HAIRDRESSERS
02/09/2016	THORNTON ROAD	COMPLETED	CAT 3 C/WAY REPAIRS HRA W/C @ 40mm P4. ADJUST GULLY (4 X PATCHES) (TIME RESTRICTIONS) 9.30 - 15.00
02/09/2016	THORNTON ROAD	ORDERED	CAT 3 C/WAY REPAIRS, ADJUST MANHOLE, HYDRANT AND S/T BOX (TIME RESTRICTIONS) 09.30 - 15.00
02/09/2016	GREAT HORTON ROAD	ORDERED	CAT 3 P1. REINSTATE AREA OF HRA C/WAY AND VEHICULAR CROSSING AREA O/S & S/O NO.611 (USE HRA ON F/WAY IF CONVENIENT. VEHICULAR CROSSING DEPTH FOR BASE COURSE)
09/09/2016	JACKDAW CLOSE	ORDERED	CR269213 CAT 3 RELAY BLOCK PAVING AND PROVIDE BLOCK PAVING (APPROX 20 BRINDLE CONCRETE BLOCK PAVERS REQUIRED)
23/09/2016	ASHWELL ROAD	ORDERED	CR270062 CAT 3 F/WAY REPAIRS
23/09/2016	OLD ROAD	ORDERED	CAT 3 F/WAY REPAIRS
23/09/2016	HOYLE ING ROAD	ORDERED	CAT 3 C/WAY PATCHING 40mm WEARING COURSE ALL PATCHES
26/09/2016	RUGBY PLACE	ORDERED	CR270318 CAT 3 COLLECT BOLLARD FROM DEPOT AND INSTALL IN ORIGINAL LOCATION
27/09/2016	HOME VIEW TERRACE	ORDERED	CR265806 CAT 3 F/WAY PATCHES

## Appendix 6 – Additional Cat 3/4 Works Prioritised to Order in Next Quarter

Site	Ward	Proposed Works
Clayton Lane	City	Carriageway patching
Back Roslyn Place	City	Carriageway patching
Spencer Road	City	Footway resurface between 49 & 61
Crescent Walk	Clayton and Fairweather Green	Footway resurfacing
Green End, Clayton	Clayton and Fairweather Green	Carriageway patching
Hedge Way, Daisy Hill	Clayton and Fairweather Green	Kerbing works prior to resurfacing
Pasture Lane, Clayton	Clayton and Fairweather Green	Drainage investigation - Road flooding
Aireville Crescent, Frizinghall	Heaton	Footway reconstruction - Continuation
High Park Crescent	Heaton	Footway resurfacing
Woodale Avenue, Heaton	Heaton	C/way patching & drainage Investigation
Carlisle Road	Manningham	Footway resurfacing
North Avenue	Manningham	Lift centre kerbs to prevent flooding
Wilmer Road, Heaton	Manningham	Carriageway patching
Allerton Grange Dr, Allerton	Thornton and Allerton	Carriageway patching
Prune Park Lane, Allerton	Thornton and Allerton	Drainage works to prevent road from flooding
Thornton Road, o/s St James's Church	Thornton and Allerton	Footway Reconstruction
Wimborne Drive, Allerton	Thornton and Allerton	Footway Reconstruction
Durham Road	Toller	Footway repairs
Lynton Drive	Toller	Footway Reconstruction
Thorn Lane, Heaton	Toller	Lift Centre Kerbs to prevent flooding

## **Report of the Director of Public Health to the meeting of Bradford West Area Committee to be held on 19 October 2016**

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### **Subject:**

**WARM HOMES HEALTHY PEOPLE PROGRAMME (WHHP)**

### **Summary statement:**

This report seeks to raise awareness of the Warm Homes Health People programme which offers short term interventions during the winter months to support vulnerable households in the District and explore methods to sustain the programme beyond Public health funding.

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Anita Parkin  
Director of Public Health

**Portfolio: Health and Well-being**

**Cllr Slater**

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**Overview & Scrutiny Area:  
Health and Social Care**

## **1. SUMMARY**

**1.1** The Warm Homes Healthy People (WHHP) programme has been operating since 2011/12 and it offers short term interventions during the winter months to support vulnerable citizens in the district. The programme forms Bradford's response to Cold Weather planning as per guidance put forth by DH annually. For the purpose of the programme vulnerable people include the following;

- Older people
- People with disabilities
- Young people
- Lone parents
- Families with young children
- Refugees

**1.2** The purpose of the report is to inform the Area committee of the WHHP programme and how it seeks to support and develop local and community based activities this accords with much of the existing work of the neighbourhood services. It is hoped that productive links between WHHP and these services can be enhanced and built on for the coming winters' programme.

## **2. BACKGROUND**

**2.1** The Warm Homes Healthy People (WHHP) programme is Bradford's response to the Cold Weather plan for England, as published by the DH. It offers a range of interventions for vulnerable residents to mitigate the effects of inclement winter weather. Part of the programme has been to engage with neighbourhoods and people at street level to identify and support those more vulnerable residents in their area.

**2.2** Public Health and Bradford City and District Clinical Commissioning group (CCG) funding is used to deliver four separate work streams that can respond to the adverse impacts of poor weather during winter. These work streams are now well established in Bradford and come together through a multi-agency partnership which has expanded and developed innovative approaches to reducing the risk of exacerbated illness and early mortality during winter months.

**2.3** The lead officer for stronger communities attends the WHHP partnership leads meetings, to ensure projects are in line with community activity and promotion of WHHP activity. The programme works to create community cohesion and support vulnerable homes across Bradford District.

**2.4** The WHHP four work streams are;

1. Active Communities;
2. Connecting People;
3. Keeping Warm;
4. Healthy Eating,

These are explored in greater detail below.

**2.5** In the current programme there are 9 organisations grant aided to deliver interventions these are:

- Age UK
- BEAT
- Leeds Community Foundation ( Bradford Community Fund)
- Community Advice Network (CAN)
- Bradford and District Citizens Advice Bureau (CAB)
- Carer's Resource
- HALE
- Inspire Neighbourhoods
- Innchurches

**2.6** WHHP is a well-established programme that has had success reducing the numbers of people needing to access emergency services. At its heart, it aims to reduce 'excess winter death' figures in the district using early intervention and prevention to help households maintain their homes and health.

**2.7** WHHP uses a web based 'portal' – First4Contact as the main access route which has the capacity to direct referrals into a range of support services which can respond rapidly. It accepts self and agency referrals and this year will also accommodate telephone and paper referrals.

**2.8** In 2015/16 the main work stream 'lead agencies' were funded for an 18 month period in order to create stability and allow the programme to develop a more sustainable approach, such as crowd-funding which is currently being explored and business packs are being created to gain sponsorship for the programme. With this extra lead in time, it is anticipated that WHHP will have a formal launch in late September.

### **3. OTHER CONSIDERATIONS**

3.1 The details of interventions offered through WHHP are below;

#### **Active communities**

3.2. This work stream is aimed at strengthening and promoting community activity, these range from local transport services for housebound people to attend appointments, go shopping and/or get out to community based events, through to home visiting/befriending work and practical help like clearing snow. The aim is to identify and help those most vulnerable members of our communities; tackling isolation and reducing the low level mental health issues associated with being alone.

3.3 As part of this work stream the Leeds Community Fund receives monies to run the Bradford Community Fund which offers a small grants programme. The aim of the fund is to support small groups to develop short term projects and community empowerment schemes. Grants awarded to community groups and charities have helped increased the capacity of third sector organisations to respond to the needs of the most vulnerable people. Grants awarded are up to £1,500. The WHHP community fund will be launched to coincide with the rest of the programme in September.

3.4 In collaboration with Neighbourhood Services and its 'People Can' campaign, Public Health has funded tool libraries in each constituency in 2016/17. These libraries contain tools for both summer and winter such as snow shovels, gritting equipment

and a range of gardening tools. Administered by locally based organisations in partnership with the Area offices these are available for other community groups and volunteers to borrow. They aim to enable and encourage communities to become active and support their neighbourhoods - from food growing projects to clearing snow. It is also hoped that these libraries will be able to support children to learn to grow food in conjunction with their local schools and other partners.

## **Connecting people**

- 3.5 As noted above access to the programme is via a web based multi-agency portal- First4Contact. This is provided by Carer's Resource who this year has maintained these resources as an all year round service supporting WHHP and the Self Care & Prevention Programme (SC&PP). The portal acts as a focal point to gain advice and referrals into the scheme. The First4Contact website holds signposting information and web links to a range of aligned support functions e.g. community based advice providers, e-learning packages and other web based services meeting WHHP and SC&PP needs. The portal functions as a coordination tool across the programme and maintains performance data and customer feedback. .
- 3.6 During the summer months the WHHP work streams have been developing an approach to a crowd-funding campaign and stronger linkages with businesses. This is in order to diversify the current funding base and raise awareness of WHHP across businesses and individuals.

## **Healthy Eating**

- 3.7 The aim of the healthy eating work stream is to increase awareness on how food can be accessed and how to eat healthily on a budget, with an introduction to online purchase options/ food banks/ other sources to access help, focusing on healthy eating at low budget. Included in the sessions is awareness around issues of obesity and how to manage people's personal weight and lifestyle. Details are also provided of Bradford food banks, for those who struggle to access food.
- 3.8 Three organisations are funded to work under the Healthy Eating work stream; these are Innchurches, HALE and Inspire Neighbourhoods. Activities under this work stream include: emergency food parcels, organising and hosting community based big lunches and cook and eat roadshows across the district.
- 3.9 The roadshows are designed to reach families and households that are 'hard to reach' and provide practical cooking demonstrations, easy cook recipes and other educational information to increase knowledge around caring for family health over winter.
- 3.10 During these roadshows other issues are often raised, in particular, household debt and fuel poverty concerns. In this case people can receive immediate help to manage the problem and/or be referred onwards to specialist services such as, welfare advice or fuel poverty agencies. .
- 3.11 As part of this work Innchurches is funded to offer emergency food parcels and in their main headquarters, the Storehouse, they also have a Pay as You Can café which incorporates the use of 'rescued' surplus food, supplied from local markets and

retailers. Innchurches also runs travelling mini markets whereby produce is sold on a Pay As You Can basis in some of Bradford's most deprived areas.

## **Keeping warm**

- 3.12 Keeping Warm provides practical support for households. This includes warm clothing; bedding; home starter packs; emergency heating; fuel 'top ups'; access to debt and fuel poverty advice; support to access the warm homes discount and expert help with managing fuel and heating in the longer term. Organisations funded to provide these are; Innchurches, Inspired Neighbourhoods, Bradford and District Citizens Advice Bureau (CAB), Bradford Environmental Action Trust (BEAT) and Age UK.
- 3.13 In this work stream Innchurches offers food parcels, bedding and clothing these are provided through faith establishment collections and donations from both individuals and local businesses.
- 3.14 Inspired Neighbourhoods produces Starter Packs for people moving into permanent accommodation who have little or no household items. They deliver between 10-15 starter packs a week.
- 3.15 Age Concern, through their handyman service, helps households with small fuel poverty remedies; radiator foils, draught excluders, curtains etc. At the same time they refer cases into First4Contact for more lasting fuel poverty based interventions and help with more complex and longer term needs.
- 3.16 CAB is funded to provide quality assured debt and money advice for local residents who meet the overall WHHP eligibility criteria and who have fuel debts, high fuel bills or pre-payment gas/electricity meters. Opportunities are explored to maximise their incomes, resolve debt problems and ensure they have on-going fuel supply to cook meals and heat their homes. This includes the opportunity to access 'top ups' for pre-payment meters. The debt advice operates on a triage basis to ensure that people are directed to the right advice services at the right time.
- 3.17 CAN manages the top-ups available for gas and electricity pre-payment meters (up to £80) for clients with no/very low incomes, these are made available through welfare advice provider networks and can only be accessed through these agencies after a thorough assessment of need has taken place.
- 3.18 BEAT facilitates home energy checks, energy switching options and applications to the Warm Homes Discount helping householders to reduce their energy bills making, heating more affordable. Their Warm Homes Officer helps co-ordinate the different options available across the district in relation to affordable warm including the capacity building activity which trains people in delivering home energy checks and the e-learning package which aims to raise awareness of fuel poverty and debt issues.

## **Governance**

- 3.19 The programme is managed through a multi-agency partnership including statutory and non-statutory partners and joins together two projects supporting households at

risk, the WHHP programme and Health through Warmth Project.

## **Statistics**

3.20 During 2014-17 there have been approximately 1650 referrals into the scheme and those benefitting from the programme are approximately 2740. The total budget attached to this programme is £622,000 for four years.

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

The funding for the WHHP programme is managed through Public Health which has been able to maintain the programme until March 2017. As noted above from October 2016 the group have been asked to explore funding options and ways to sustain the programme. Crowd-funding has been sought as the most viable option.

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

The responsibility for the WHHP rests with the Council's Public Health department and operates within Council policy and procedure

## **6. LEGAL APPRAISAL**

None

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

WHHP is specifically aimed at vulnerable households and as such supports many communities from those listed as having protected characteristics;

- People with disabilities
- Older people
- Younger people
- Refugees
- Lone parents

### **7.2 SUSTAINABILITY IMPLICATIONS**

WHHP works to develop permanent solutions for hundreds of vulnerable people.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

A large amount of the work of WHHP is working with individuals and households to tackle fuel poverty and affordable warmth. These interventions reduce wasted fuel and heat loss so contributing to reducing greenhouse gases

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

Reducing loneliness and isolation and encouraging and supporting communities to come together reduces crime and the fear of crime in particular. Interventions such as the home starter packs aim to help individuals to settle and maintain their homes, some of whom will have had past histories of offending and detrimental; drug and alcohol use



## **7.5 HUMAN RIGHTS ACT**

Regard must be had to Human Rights legislation in all action taken by Bradford Council.

## **7.6 TRADE UNION**

The core funding for WHHP supports staff in work across a range of agencies

## **7.7 WARD IMPLICATIONS**

Much of the work of WHHP is delivered on a ward basis.

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

Warm Homes Healthy People project work is conducted in collaboration with area officers. Tool libraries have been allocated in each of the area office, with an aim to encourage community cohesion and create active neighbourhoods. The WHHP projects tie in well with the ethos of the People Can campaign and the promotion of the WHHP activity through their networks.

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

None

## **9. OPTIONS**

1. That the area committee note the contents of the report
2. That the area committee note the contents of the report and that they and their support officers engage with WHHP by raising awareness and positively identifying vulnerable households and encouraging referrals through to the programme

## **10. RECOMMENDATIONS**

That option 2 is adopted and that the area committee and their support officers engage with WHHP by raising awareness and positively identifying vulnerable households and encouraging referrals through to the programme

## **11. APPENDICES**

Appendix 1- See page 9

## **12. BACKGROUND DOCUMENTS**

DH Winter Guidance

## **Appendix 1**

The following image outlines the programme's spend from 2015-2017. It shows the grant agreement amounts awarded to each organisation. There is some budget remaining to be spent by March 2017 which will be used to support some aspects of the programme and pump prime future projects.

<b>Organisation Name</b>	<b>Active Communities</b>	<b>Activity Name</b>	<b>Funding</b>	<b>Funding</b>	<b>Project Lifetime</b>
			<b>2015-16</b>	<b>2016-17</b>	
Age UK	Keeping Warm	Practical Fuel Poverty Needs	£10,000	£5,000	<b>£15,000</b>
BEAP	Active Communities	Community Work	£3,000	£0	<b>£3,000</b>
BEAT	Keeping Warm	Provision of Practical Support		£15,000	<b>£15,000</b>
Bradford/Keighley CAB	Keeping Warm	Debt Advice Triage	£10,000	£5,000	<b>£15,000</b>
Bradford Community Fund	Active Communities	Community Empowerment	£5,000	£20,000	<b>£25,000</b>
CAN (Community Advice Network)	Keeping Warm	Fuel Debt Small Grants	£10,000	£10,000	<b>£20,000</b>
Carers Resource	Connecting People	Internet Portals and Referral Systems		£20,000	<b>£80,000</b>
HALE	Active Citizens	Community Works	£3,750	£0	<b>£3,750</b>
	Healthy Eating	Roadshows & Cook and Eats	£5,000	£2,500	<b>£7,500</b>
Innchurches	Healthy Eating	Food Parcels & Big Lunches	£10,000	£5,000	<b>£15,000</b>
		FareShare/ chill room/		£0	<b>£15,000</b>
	Keeping Warm	Practical Needs-Hats-Coats	£5,000	£5,000	<b>£10,000</b>
Inspired Neighbourhoods	Healthy Eating	Roadshows & Cook and Eats	£5,000	£2,500	<b>£7,500</b>
	Connecting People	Crowd Funding	£7,000	£5,000	<b>£12,000</b>
	Active Communities	Community Work	£3,750	£0	<b>£3,750</b>
	Active Communities	Tool Library	£10,500	£2,500	<b>£13,000</b>
West Yorks. Trading Standards		Good Food Award	£15,000	£0	<b>£15,000</b>