

Agenda for a meeting of the Bradford East Area Committee to be held on Tuesday, 11 July 2017 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT
Jamil H Khan Salam Shafiq	R Ahmed N Pollard Stubbs J Sunderland R Sunderland

Alternates:

LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT
Ikram Iqbal I Khan	Fear Griffiths Reid Stelling Ward (Independent)

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:

To:

Parveen Akhtar

City Solicitor

Agenda Contact: Fatima Butt/Tracey Sugden

Phone: 01274 432227/434287

E-Mail: fatima.butt.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. APPOINTMENT OF CHAIR (Standing Order 35)

To appoint a Chair for the Municipal Year 2017/2018.

3. APPOINTMENT OF DEPUTY CHAIR (Standing Order 35)

To appoint a Deputy Chair for the Municipal Year 2017/2018.

4. 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.*



5. **MINUTES**

Recommended –

That the minutes of the meeting held on 30 March 2017 be signed as a correct record (previously circulated).

(Fatima Butt – 01274 432227)

6. **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.

(Fatima Butt - 01274 432227)

7. **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 Friday 7 July 2017.

(Fatima Butt - 01274 432227)

B. BUSINESS ITEMS

8. **ANNUAL UPDATE ON ROAD SAFETY IN BRADFORD EAST**

1 - 12

The report of the Strategic Director, Place (**Document “A”**) seeks to update Members on current casualty levels and trends in Bradford East and on the road safety education, training and publicity initiatives aimed at reducing these casualties.



Recommended –

- (1) That the information in respect of casualty trends and road safety activities in Bradford East be noted.**
- (2) That the evidence based approach to determining road safety priorities continues to be supported.**

(Regeneration and Economy Overview and Scrutiny Committee)

(Sue Snoddy – 01274 437409)

9. DEVOLVED BUDGET - SAFER ROADS SCHEMES

13 - 26

The Area Committee is asked to consider **Document “B”** in which the Strategic Director, Place seeks approval for a programme of safer roads schemes for Bradford East for the 2017/18 financial year.

Recommended –

- (1) That a programme of Casualty Reduction Schemes for 2017/18 listed in Appendix 1 to Document “B” be approved.**
- (2) That the proposed programme of Traffic Management Schemes for 2017/18 listed in appendices 2 and 3 to Document “B” be approved.**
- (3) That any Traffic Regulation Orders or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.**
- (4) That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.**

(Regeneration and Economy Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)



10. PETITION - RAGLAN TERRACE

27 - 36

Previous Reference: Minute 55 (2016/17)

Document “C” updates Members on a petition regarding through traffic and fly-tipping issues on and around Raglan Terrace which was originally considered at the meeting held on 16 February 2017. At that meeting it was resolved:-

That in relation to New Lane and Raglan Terrace, Bradford, alternative options be explored to reduce the issues raised in the petition, including the possibility of CCTV and a review of the road layout and a report be presented to the Committee in the next three months.

Accordingly the Strategic Director, Place will now update Members on those issues.

Recommended –

- (1) That the white lining layout remains as existing.**
- (2) That the Council Wardens regularly patrol the area.**
- (3) That the petitioners be informed accordingly.**

(Regeneration and Economy Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)

11. CITYCONNECT 2 - BRADFORD CANAL ROAD CORRIDOR CYCLEWAY SCHEME (MOVING TRAFFIC) ORDER AND (WAITING LOADING AND PARKING) ORDER - OBJECTIONS

37 - 52

Previous Reference: Executive, Minute 35 (2016/17)

At the meeting of the Executive held on 20 September 2016, the CityConnect 2, Bradford Canal Road Corridor Cycleway Scheme was considered and the principles were approved.

The scheme, in order to be implemented, requires changes to be made to the way in which the highways along the route are used.

The Executive authorised the Strategic Director, Place, among other things, to process and advertise any traffic regulation orders that were necessary and it was decided that any valid objections were to be submitted to the Executive or this Area Committee, as appropriate for consideration.



Accordingly, the Strategic Director, Place will now present **Document “D”** which considers objections to the recently advertised (moving traffic) Traffic Regulation Order and to the (waiting, loading and parking) Traffic Regulation Order. The report identifies factors and options to be considered and makes the following recommendations.

Recommended –

- (1) That the objections be overruled and the (moving traffic) Traffic Regulation Order be sealed and implemented as advertised.**
- (2) That the objections be overruled and the (waiting loading and parking) Traffic Regulation Order be sealed and implemented as advertised.**
- (3) That the objectors be informed accordingly.**

(Regeneration and Economy Overview and Scrutiny Committee)

(Chris Bedford – 01274 437645)

12. STREET LIGHTING COLUMN REPLACEMENT PROGRAMME 53 - 62

The Strategic Director, Place will submit **Document “E”** which informs the Area Committee of the requirement to replace street lighting columns that have been identified as non-compliant. That is, they are in need of urgent replacement due their age and condition based upon the findings of inspections carried out during reactive maintenance visits.

Recommended-

That the Priority 1 street lighting column replacement scheme listed in Table A of Appendix 1 to Document “E” be implemented.

(Regeneration and Economy Overview and Scrutiny Committee)

(Allun Preece – 01274 434019)

13. YOUTH SERVICE - SERVICE CHANGES AND BUDGET 2017-18 63 - 72

The Strategic Director, Place will submit **Document “F”** which gives an update on changes to the Youth Service made in response to budget savings and staff re-structure and gives details of the budget for the Youth Service in 2017/18.



Recommended-

That the changes made to the Youth Service as detailed in Document “F” and the budget for the Service for 2017-18 be noted.

(Regeneration and Economy Overview and Scrutiny Committee)

(Jonathan Hayes – 01535 618008)

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



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Report of the Strategic Director, Place to the meeting of Bradford East Area Committee to be held on 11 July 2017

A

Subject:

Annual update on Road Safety in Bradford East

Summary statement:

This report seeks to update members on current casualty levels and trends in Bradford East and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

Steve Hartley
Strategic Director
Place

Report contact: Sue Snoddy
Team Leader Road Safety
Phone: 01274 437409
E-mail: sue.snoddy@bradford.gov.uk

Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report seeks to update members on current casualty levels and trends in Bradford East and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

2. BACKGROUND

- 2.1 A report on proposals for the devolution of Road Safety funding was considered by the Bradford East Area Committee on 22 November 2012. At the meeting members resolved to support an evidence based approach to determine Road Safety priorities. It was also resolved to present an annual 'State of the Nation' style report detailing casualty numbers/trends and details of ongoing and proposed road safety education, training and publicity initiatives to the Area Committee.
- 2.2 The West Yorkshire Local Transport Plan set a target to reduce the number of fatal and serious road casualties in West Yorkshire by 50% by 2026. This reduction target uses the 2005 – 2009 average figure as a baseline. For the Bradford district this equates to a reduction from 248 to 124 casualties.
- 2.3 A 'Road Casualties' report is published annually. Based on Police Road Traffic Collision records the report identifies casualty reduction priorities for the District. This report takes into account the most recent full year data available, i.e. 2016, and trends in comparison to preceding years.
- 2.4 In 2016 there was an overall decrease in casualties in the Bradford District and the long term downward trend has been maintained. This mirrors the long term downward trend for West Yorkshire. Appendix 1 shows the present position for the Bradford District.
- 2.5 In Bradford East there was an overall decrease in casualties and, as with the District, the long term trend is downward. Appendix 2 shows the present position for Bradford East.
- 2.6 Public Health (PH) now provides financial support for the Road Safety Team. An Inter Departmental Agreement has been agreed linking the Road Safety Team programme with PH outcomes which include; killed and serious injuries, hospital admissions caused by unintentional injury, infant mortality and mortality rate from causes considered preventable.
- 2.7 The Road Safety Team operates on a district-wide basis. Staff and financial resources are allocated to education, training and publicity programmes based on priorities identified for greatest impact on casualty reduction. Between August 2016 and July 2017 the team, which is now responsible for Bikeability cycling training, delivered the programmes set out in Appendix 3. These programmes are highlighted in the Bradford Metropolitan District Road Safety Plan, which is supported by the Area Committees.
- 2.8 Car occupants account for the highest number of casualties and are targeted



through publicity campaigns and enforcement. Education and training initiatives, delivered at local level, target the 0-19 age group through work with schools, other educational establishments, youth organisations, multi-agency partnerships and Area Coordinator teams.

3. OTHER CONSIDERATIONS

Engagement with schools

- 3.1 The team provides a three tier district wide service. The first tier is where schools in the top eight wards with the highest child casualties are targeted. The second tier is the delivery of presentations by the team which are booked on a first come first served basis. The third tier is the provision of resources and information for all schools which does not need a road safety officer to deliver. Appendix 4 shows the first and second tier engagement with schools by ward, based on a two year rotation.

Activities in Bradford East during 2016 - 2017

- 3.2 In Bradford East activities in primary schools focused on pedestrian safety sessions and there was a strong take up for the practical pedestrian training for Year 3. A number of schools also ran Bikeability courses. There was also a strong take up of Theatre in Education performances by secondary schools for Year 7 which addressed pedestrian safety.
- 3.3 In 2017 - 2018 the team, will continue to address key issues in Bradford East identified from the Annual Road Casualties Report, through the activities outlined in Appendix 3.
- 3.4 Given the relatively small data set for user and demographic groups for individual constituencies, district wide casualty data is more generally used to inform some intervention priorities.
- 3.5 The West Yorkshire Safer Roads Delivery Group, which comprises of Road Safety Officers from each district, the police and Fire and Rescue, delivers regional road safety campaigns which are data led. Analysis of casualties and causation factors has continued to highlight the vulnerability of 9 -12 year old pedestrians with failure to look properly being a major contributory factor. This was addressed through Theatre in Education targeting year 7 students.
- 3.6 A Project Officer, jointly funded by the West Yorkshire Local Authorities operated at West Yorkshire level in 2016 to address cycling and motorcycling issues. The officer's activities are outlined in Appendix 3.



Safer Roads schemes

- 3.7 The Traffic & Highways Area Teams deliver a programme of Safer Roads engineering measures such as traffic calming, pedestrian and cycle facilities, speed limit reductions and parking management. These schemes are funded through the Single Transport Plan and are largely evidence-based to ensure best value in terms of casualty reduction. The Safer Roads schemes programmes are the subject of separate reports to the Area Committees.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Road Safety budget allocation for education, training and publicity resources for 2017/18 is £33,700. This also covers contributions to wider West Yorkshire and Yorkshire and Humber campaigns and initiatives that have an impact on the Bradford District.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Budget spend on Road Safety is currently prioritised against overall district casualty reduction priorities which are based on analysis of statistical data relating to road casualties. This analysis, underpinned by the District Road Safety Plan priorities, is used to establish key themes of a district-based approach for the following 12 month period. It is anticipated that a failure to maintain this approach would have a detrimental effect on future casualty prevention/reduction.
- 5.2 Without continued strategic use of resources the ability of the Council to achieve value for money through procurement savings as well as participating in partnership working on West Yorkshire and Yorkshire and Humber campaigns, initiatives and events would be at risk.

6. LEGAL APPRAISAL

- 6.1 The ongoing activities of the Road Safety team contribute to the Council's duties under the Road Traffic Act 1988.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The Road Safety Team provides a diverse range of road safety programmes and activities that engage with individuals from across the Bradford East area.

7.2 SUSTAINABILITY IMPLICATIONS

Improvements in road safety conditions encourage a shift to more sustainable transport modes.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Any increases in walking, cycling or public transport use encouraged by road safety



improvements would have a positive impact on reducing Greenhouse Gas emissions.

7.4 **COMMUNITY SAFETY IMPLICATIONS**

The work of the Road Safety team contributes towards improving community safety in the following areas:

- Drivers and passengers – speed, seatbelt wearing
- Pedestrian safety
- Vulnerable road users: children, cyclists; and motorcyclists
- Safety around schools

7.5 **HUMAN RIGHTS ACT**

None

7.6 **TRADE UNION**

None

7.7 **WARD IMPLICATIONS**

The information in this report is relevant to all wards.

7.8 **AREA COMMITTEE ACTION PLAN IMPLICATIONS**

Road Safety Team activities contribute to the Safer Communities priorities within the Bradford East Ward Plans. Through education, training, publicity and partnership working with other agencies and local people, the Road Safety Team address pedestrian safety, safer and responsible driving, and parking issues particularly around schools.

8. **NOT FOR PUBLICATION DOCUMENTS**

8.1 None

9. **OPTIONS**

9.1 That the Bradford East Area Committee identifies additional priority areas that could be addressed by the Road Safety team as part of their annual programme.

10. **RECOMMENDATIONS**

10.1 That the information in respect of casualty trends and Road Safety activities in Bradford East be noted.

10.2 That the evidence based approach to determining Road Safety priorities continues to be supported.



11. APPENDICES

- 11.1 Appendix 1 – Road Casualties Bradford District 2011 to 2016
- 11.2 Appendix 2 – Road Casualties Area Committee: Bradford East 2011 to 2016
- 11.3 Appendix 3 - Road Safety Education Training and Publicity Programmes
- 11.4 Appendix 4 – Engagement with schools by ward

12. BACKGROUND DOCUMENTS

- 12.1 Devolution Report

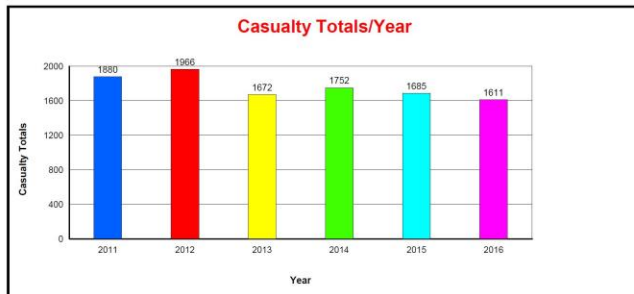
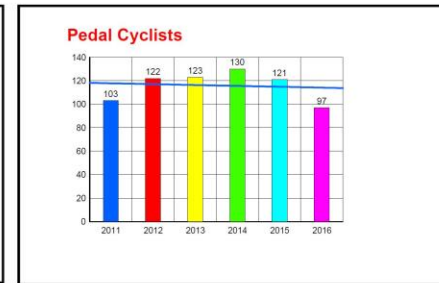
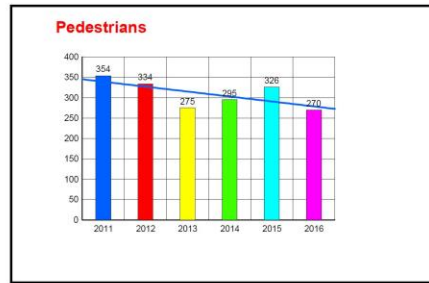
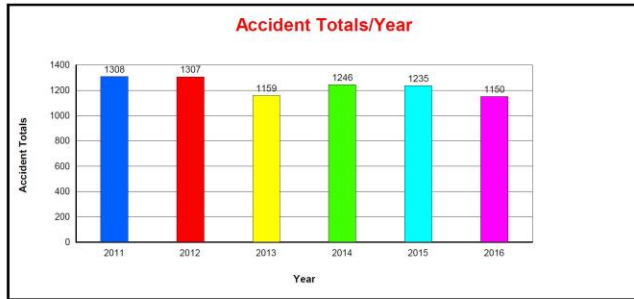


APPENDIX 1

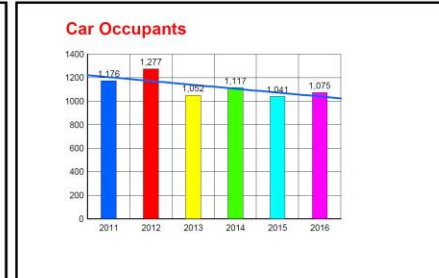
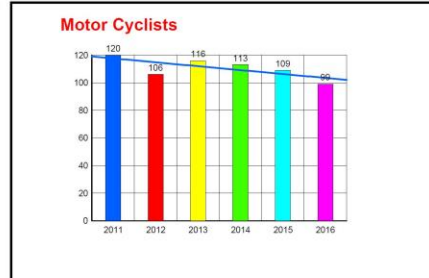
Bradford @2011-2016 (run on 02.05.2017)

Accident Year BETWEEN 2011 AND 2016 AND Local Authority = E0800032

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Casualty Data



Acc	2011	2012	2013	2014	2015	2016	Total
Fatal	12	13	10	14	7	7	63
Serious	197	193	168	174	169	155	1056
Slight	1099	1101	981	1058	1059	988	6286
Damage	0	0	0	0	0	0	0
Total	1308	1307	1159	1246	1235	1150	7405

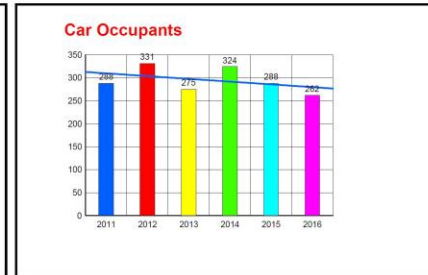
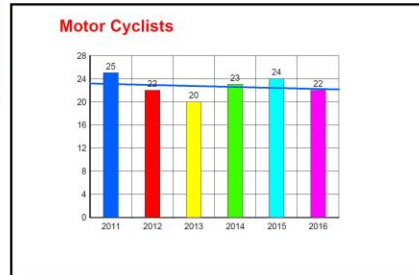
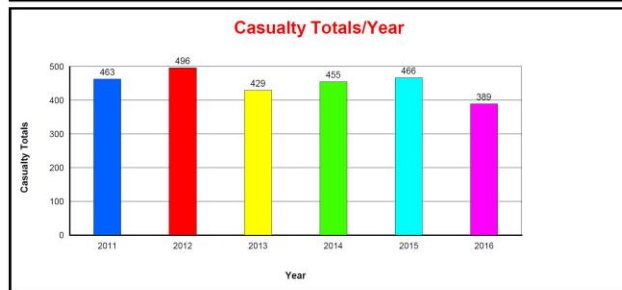
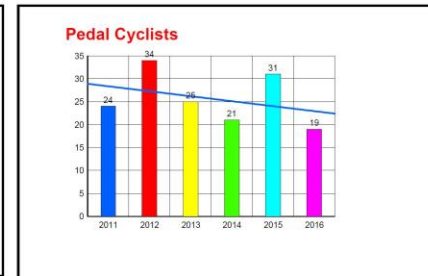
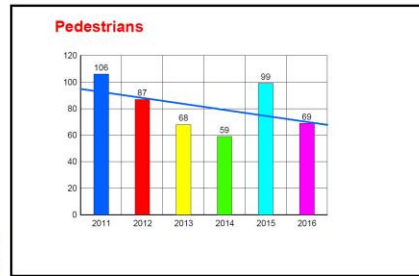
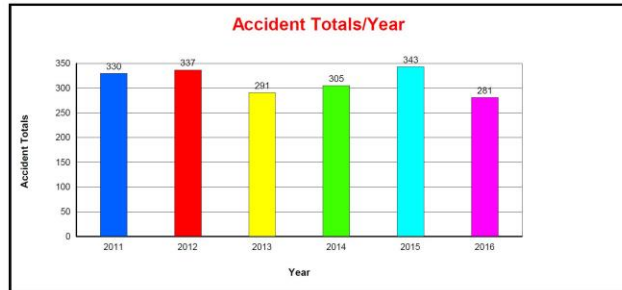
Cas	2011	2012	2013	2014	2015	2016	Total
Fatal	12	15	13	15	7	8	70
Serious	204	206	177	190	181	170	1128
Slight	1664	1745	1482	1547	1497	1433	9368
Total	1880	1966	1672	1752	1685	1611	10566



APPENDIX 2

Bradford East Const. RTC between 2011 and 2016. Run on 02.05.2017

Accident Year BETWEEN 2011 AND 2016



Casualty Data

Acc	2011	2012	2013	2014	2015	2016	Total
Fatal	4	0	1	2	3	3	13
Serious	51	51	44	47	44	38	275
Slight	275	286	246	256	296	240	1599
Damage	0	0	0	0	0	0	0
Total	330	337	291	305	343	281	1887

Cas	2011	2012	2013	2014	2015	2016	Total
Fatal	4	0	1	2	3	4	14
Serious	55	51	45	55	49	44	299
Slight	404	445	383	398	414	341	2385
Total	463	496	429	455	466	389	2698

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APPENDIX 3

ROAD SAFETY EDUCATION TRAINING AND PUBLICITY PROGRAMMES

Resources

- Starting School and Transition
- School Gate Parking information, banners and boards
- Be Bright Be Seen (Early years centres, schools, Mosques and Madrassas)
- Getting around safely **In the car** – Annual circulation through schools
- Getting around safely **together** road safety book - Annual circulation through Health Visitors
- Information for Mosques and Madrassas

Early Years and Primary School

- Childrens Centres/Nursery/Reception – Getting around safely **together** story
- Childrens Centres/Nursery/Reception – Getting around safely **In the car** story and Role Play
- Year 1 and 2 – Role Play
- Year 3 – Pedestrian Training – Practical on road skills
- Year 3 and 4 – Role Play ‘It’s Your Choice (pedestrian safety)
- Year 5 and 6 – Charlie’s Accident
- In Car Safety – Years 1 - 6
- Cycling skills and Bikeability training
- Parent/Carer Sessions
- Car Seat Checks and information sessions

Secondary School

- Year 7 – Theatre in Education (Pedestrian Distractions)
- Year 12/13 – First Car Resource

Publicity

Drivers, passengers, adult cyclists, motorcyclists and pedestrians are targeted through publicity activities. Press releases, tweets, advertising on buses, radio, JC Decaux boards, and leaflets are used to put out key messages related to seat belt wearing, speed, the use of mobile phones, drink and drug driving, distractions and awareness of other road users.

The team work with the other West Yorkshire and Yorkshire and Humber authorities on publicity campaigns and support the Governments ‘Think’ campaigns.

‘Failure to Look’ - targets all road users and is an ongoing campaign from the West Yorkshire Safer Roads Delivery Group encouraging all road users to share the roads safely and to look out for each other.



West Yorkshire Project Officer Activity

The Safer Roads Group Project Officer attended a number of events, and developed resources to promote road safety among cyclist and motorcyclists.

Street media and bus backs have been used to promote a cyclist specific **LOOK OUT** campaign. The 27 sites and 20 bus routes chosen for the campaign were data led.

Radio Adverts were used to inform drivers about cyclists' road position and to target drivers crossing cycle lanes, asking them to look out for cyclists, especially in slow moving traffic.

A **Cycling Tips** campaign in areas with the highest number of cyclist casualties, based on the casualty's home address, promoted key messages on road positioning, junctions and advanced stop lanes with cyclists and drivers.

The project officer has worked closely with the **City Connect** team on the delivery of their communications and engagement strategy. Key aspects of which were the promotion of the route and informing users and drivers on how to navigate it safely.

The **Cycle Yorkshire** Ride the routes app was updated with the 2016 routes. As part of the update the app has been moved onto a website <http://www.ridetheroutes.co.uk/>

National and Local Partnership Events and Initiatives

- Child Safety Week
- Brake Road Safety Week
- Stay Safe
- Positive Lifestyle
- Summer Holiday Programmes
- Area Coordinator Team Initiatives
- Multi Agency Events and Health Fairs
- Drivers Awareness Courses
- NHS Wheelchair Tests
- Car Seat Training Sessions



APPENDIX 4

Engagement with schools by ward 2015 – 17

Black Text - Schools participating in sessions offered

Red Text - Priority Schools not participating in sessions offered

Blue Text - Other schools not participating in sessions offered

1	CITY (West) All Saints CE PS, Copthorne PS, Farnham PS, Horton Grange PS, Princeville PS, St William's RC PS, St Joseph's RC PS, Princeville CC, Dixons Music PS , Dixons Trinity Academy , Dixons McMillan Academy
2	BRADFORD MOOR (East) Dixons Marchbank Academy, Killinghall PS, St Mary's & St Peter's Catholic, Thornbury PS, Lapage PS, Delius Special, Feversham PS, Laisterdyke Business & Enterprise College
3	MANNINGHAM (West) Abbey Green Nursery & Children's Centre, Midland Road Nursery & Children's Centre, Atlas PS, Green Lane PS, Iqra PS, Miriam Lord PS, Dixons Manningham Primary Academy, Westbourne PS, Rainbow PS, St Joseph's Catholic College, Oasis Academy Lister Park, Bradford Grammar
4	LITTLE HORTON (East) Bankfoot PS, Newby PS, Horton Park PS, Marshfield PS, St Stephen's CE PS, Bowling Park (New Cross St) Crystal Gardens (Greave St), Eternal Light , The Fountain , Canterbury Nursery School & CC, Burnett Field's CC, Dixons City Academy
5	BOLTON AND UNDERCLIFFE (East) Wellington PS, Swain House PS, Grove House PS, Poplars Farm PS, Peel Park PS, St Francis RC PS, Hanson Upper, Feversham College
6	BOWLING AND BARKEREND (East) Bowling Park (Usher St) PS, Byron PS, Barkerend PS, Lower Fields PS, Carlton Bolling College, Olive , Bradford Academy, Barkerend CC, Fearnville PS, Westminster CE PS, Oastler Special, The Children's Place Day Nursery , Bradford Forster Academy
7	TOLLER (West) Lilycroft Nursery, Girington PS, Lilycroft PS, Lister PS, Margaret McMillan PS, St Cuthbert & The First Martyr's Catholic PS, St Philip's CE PS, Whetley PS, St Edmunds Nursery & Children's Centre, Farcliffe & Lilycroft Children & Family Centre
8	KEIGHLEY CENTRAL (Keighley) Eastwood PS, Holycroft PS, Keighley St Andrew's CE PS, St Anne's RC PS, St Joseph's RC PS, Victoria PS, The Holy Family Catholic, University Academy Keighley, Keighley College
9	GREAT HORTON (South) Brackenhill PS, Hollingwood PS, Lidget Green PS, Southmere PS, St Oswald's CE PS, Grange Technology College, Southfield Grange (Specialist), Dixons Kings Academy
10	TONG (South) Carrwood PS, Knowleswood PS, Newhall PS, Ryecroft PS, St Columba's RC PS, St John's CE PS, Woodlands CE PS, Tong High
11	WIBSEY (South) St Matthew's CE PS, St Paul's CE PS, St Winefride's RC PS, Wibsey PS
12	HEATON (West) Frizinghall PS, Heaton PS, Heaton St Barnabas CE PS, Lady Royd Prep School, Bradford Girls Grammar (KS1&2), Bradford Girls Grammar (KS3&4), Beckfoot Upper Heaton (Belle Vue Boys), Belle Vue Girls, St Bede's Catholic Grammar, The Children's Place Day Nursery Heaton
13	ROYDS (South)



Bradford East Area Committee

	Farfield PS, Hill Top CE PS, Reevy Hill PS, Woodside PS, Buttershaw Business & Enterprise College
14	ECCLESHILL (East) Holybrook PS, Our Lady & St Brendan's RC PS , St Luke's CE PS, Fagley PS, St Clare's RC PS, Fagley CC, Gateway CC
15	WINDHILL & WROSE (Shipley) High Crag PS, Low Ash PS, Christchurch Academy, Owlet Children & Family Centre, Bradford Christian School, St Anthony's RC PS
16	BINGLEY RURAL (Shipley) Cottingley Village PS , Cullingworth Village PS, Denholme PS , Harden PS, Wilsden PS, Beckfoot, Samuel Lister, Parkside
	THORNTON & ALLERTON (West) Allerton PS, Keelham PS, Ley Top PS , Sandy Lane PS, St James' Church PS, St Matthew's RC PS, Thornton PS, Thornton Grammar
	WYKE (South) Low Moor CE PS, Shirley Manor PS, Worthinghead PS, Appleton Academy (Primary), Appleton Academy (Secondary), Wyke Children's Centre
19	IDLE AND THACKLEY (East) Greengates PS , Parkland PS, Thorpe PS, Thackley PS, Blakehill PS, Idle CE PS, Immanuel College, Parkland CC
20	KEIGHLEY WEST (Keighley) Ingrow PS, Laycock PS, Merlin Top PS, Nessfield PS, Our Lady of Victories RC PS, Worth Valley PS, Rainbow CC , Oakbank
21	QUEENSBURY (South) Foxhill PS, Home Farm PS, Russell Hall PS, Shibden Head PS, St John the Evangelist RC PS, Stocks Lane PS, Queensbury
22	SHIPLEY (Shipley) Hirst Wood Nursery, Glenaire PS, Saltaire PS, Shipley CE PS, St Walburgas RC PS , Wycliffe CE PS, Titus Salt
23	CLAYTON AND FAIRWEATHER GREEN (West) Clayton CE PS, Clayton Village PS, Crossley Hall PS, St Anthony's RC PS, Dixons Allerton Academy
	BINGLEY (Shipley) Crossflatts PS, Eldwick PS , Myrtle Park PS , Priestthorpe PS, St Joseph's RC PS, Trinity All Saints CE PS, Bingley Grammar
	ILKLEY (Keighley) All Saints CE PS, Ashlands PS, Ben Rhydding PS, The Sacred Heart RC PS , Ghyll Royd, Ilkley Grammar
	KEIGHLEY EAST (Keighley) Strong Close Nursery &CC, East Morton CE PS, Long Lee PS , Parkwood PS, Riddlesden St Mary's CE PS
27	CRAVEN (Keighley) Addingham PS, Aire View Infant, Eastburn J&I, Hothfield Junior, Steeton PS, Daisy Chain CC
	WHARFEDALE (Shipley) Burley & Woodhead CE PS, Burley Oaks PS, Menston PS
29	BAILDON (Shipley) Baildon CE PS, Hoyle Court PS, Sandal PS
	WORTH VALLEY (Keighley) Haworth PS, Lees PS, Oldfield PS, Oxenhope CE PS, Stanbury PS, Oakworth PS



Report of the Strategic Director, Place to the meeting of Bradford East Area Committee to be held on 11 July 2017.

B

Subject:

DEVOLVED BUDGET - SAFER ROADS SCHEMES

Summary statement:

This report seeks approval for a programme of Safer Roads Schemes for Bradford East for the 2017/18 financial year.

Wards: All Bradford East

Steve Hartley
Strategic Director
Place

Report Contact: Andrew Smith
Principal Engineer
Phone: (01274) 434674
E-mail: Andrew.smith@bradford.gov.uk

Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment and Waste Management

1.0. SUMMARY

- 1.1. This report seeks approval for a programme of Safer Roads Schemes for Bradford East for the 2017/18 financial year.

2.0. BACKGROUND

- 2.1. The West Yorkshire Integrated Transport Authority (ITA) produced the 15-year West Yorkshire Transport Strategy (*My Journey West Yorkshire – Local Transport Plan Strategy 2011-2026*) and detailed 3-year *Implementation Plans* which set out the transport policy and programmes in West Yorkshire. Within the framework of West Yorkshire, this document sets out the transport strategy and aspirations of the Bradford district over the same period.

- 2.2. The 3 main objectives of this Local Transport Plan (LTP) are: -

- **Economy** To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
- **Low Carbon** To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
- **Quality of Life** To enhance the quality of life of people living in, working in and visiting West Yorkshire

There are a number of targets identified; specific to Safer Roads is a target to reduce the number of people Killed or Seriously Injured (KSI) in road collisions by 50% by 2026. Traffic Management measures aimed at reducing casualties to achieve this target also have a positive impact on the objectives of the LTP by enhancing quality of life and encouraging sustainable transport modes.

- 2.3 In order to maximise casualty reduction an evidence-based approach has been adopted. This prioritises a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.

- 2.4 The funding split is 70% for Casualty Reduction schemes and 30% for locally determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions). The latter proportion of the budget will also need to cover the following scheme types: -

- Disabled Persons Parking Places
- Access improvement schemes (e.g. dropped kerbs etc.)
- Public Transport Infrastructure (e.g. raised kerbs at bus stops, bus build-outs)
- Routes to Schools
- Cycling Initiatives

Budget devolution

- 2.5 The funding and decision making process will continue through the devolved responsibilities of the Area Committee as resolved at the meeting of the Bradford East Area Committee on 22 November 2012. The decision making process should continue to reflect the needs and aspirations of the Local Transport Plan as well as consideration of local priorities.

3.0. OTHER CONSIDERATIONS

- 3.1. It is recommended that the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works by again including budgets for these within the 2017/18 programme. The cost of any traffic surveys required to assess requests for traffic management measures and assist in determining future schemes programmes will also need to be met from this budget.
- 3.2. It is also suggested that the successful exercise of promoting a constituency-wide Traffic Regulation Order, to include a number of sites where minor amendments to waiting restrictions have been requested, be repeated in 2017/18. (Due to the more extensive processes involved, it would not be feasible to include any larger schemes or Residents Permit Parking Schemes within the constituency-wide Order).

4.0. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The total budget for schemes the Bradford district for the 2017/18 financial year is £678,600.
- 4.2 The funding split between the 5 constituencies has been determined based on the 2011 census population figures. (As resolved by Executive at the meeting on 16 April 2013).

Area	Population %
Bradford West	22.0
Bradford South	19.4
Bradford East	21.8
Shipley	18.2
Keighley	18.6

- 4.3 This apportionment results in a total budget of £147,935 for Bradford East. The individual budgets are therefore £103,554 for Casualty Reduction schemes and £44,380 for other community priority schemes.
- 4.4 As a result of the (often) complex consultation and legal processes that Safer Roads schemes involve, it is difficult to manage a single year programme (the current year being a point in case where approval in July only leaves a 9 month window in which to achieve the annual budget spend). The approval of Safer Roads schemes is therefore set to switch to a 3-yr rolling arrangement to allow more

effective programming. It is intended to bring a further report to this Area Committee in autumn 2017 with an indicative complete 3 year programme. Subsequent annual reports will then update on schemes progress and recommend programme amendments to reflect any changing priorities.

5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. A failure to follow an evidence-based approach and prioritise schemes on the basis of casualty reduction potential would not meet with the overarching aims of the Safer Roads allocation.

6.0. LEGAL APPRAISAL

- 6.1. There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority and Traffic Regulation Authority. The Council's commitment to taking into account the needs of all road users, including those with special mobility needs, is referred to in the body of this report.

7.0. OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

The prioritisation process has been undertaken, and approved schemes will be developed, with due regard to Section 149 of the Equality Act 2010.

7.2. SUSTAINABILITY IMPLICATIONS

Improvements to road safety conditions encourage a shift to sustainable transport modes.

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

Effective prioritisation of resources to maximise casualty reduction will be beneficial to community safety.

7.5. HUMAN RIGHTS ACT

None.

7.6. TRADE UNION

None.

7.7. WARD IMPLICATIONS

Elected members will be fully consulted on the development of any schemes within their respective wards.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

Safer Roads schemes support the Safer Communities priorities within the Bradford East Area ward plans.

8.0. NOT FOR PUBLICATION DOCUMENTS

8.1. None.

9.0. OPTIONS

9.1. Members may nominate alternative schemes to those recommended in Appendices 2 and/or 3 (to the same total budget value). Officers will provide appropriate advice on any suggested substitutions. Any alternative sites suggested for inclusion in Appendix 1 will be subject to justification in terms of Casualty Reduction potential.

10.0. RECOMMENDATIONS

10.1. That the programme of Casualty Reduction schemes for 2017/18 listed in Appendix 1 to Document "B" be approved.

10.2. That the proposed programme of Traffic Management schemes for 2017/18 listed in Appendices 2 and 3 to Document "B" be approved.

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

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

11.0. APPENDICES

11.1 Appendix 1 – Bradford East Casualty Reduction Schemes – recommended 2017/18 programme.

11.2 Appendix 2 – Bradford East Traffic Management Schemes – recommended 2017/18 programme.

11.3 Appendix 3 – List of minor Traffic Regulation Orders recommended for inclusion in 2017/18 Area-Wide Traffic Regulation Order.

11.4 Appendix 4 – List of requests received for Traffic Management Measures in Bradford East.

11.5 Appendix 5 – List of requests received for minor Traffic Regulation Orders including sites recommended for inclusion in 2017/18 Area-Wide Traffic Regulation Order.

12.0. BACKGROUND DOCUMENTS

- 12.1 Report to the Bradford East Area Committee on 22 November 2012 - *'The transfer of responsibility and budgets to the Bradford East Area Committee for decision making'*
- 12.2 Report to Executive on 16 April 2013 – *'Methodology for allocation of devolved service resources to the five Area Committees'*
- 12.3 ITA Board and Committee minutes on the methodology for the Safer Roads Strand of the Local Transport Plan.

APPENDIX 1

Bradford East Casualty Reduction Schemes – recommended 2017/18 programme.

Priority List

Site	Ward	Proposed Scheme	5yr Casualties		Budget Estimate
			KSI*	Slight	
Leeds Road at Bradford Lane	6	Pedestrian refuge and footway build-out	2	18	15,000
Killinghall Road at Thornbury Road	6	Pedestrian refuge, footway build-outs and parking restrictions	1	7	28,000
Leeds Road – Park Road to Ellar Carr Road	13	Pedestrian refuges	1	6	8,000
Idle Road near Myers lane	4	Zebra crossing enhancements	1	3	15,000
Bowling Back Lane	5	Lining and signing review	0	32	5,000
Apperley Lane, Apperley Bridge	13	Lining and signing review	0	18	8,000
Norman Lane	10/4	Pedestrian refuge and zebra crossing enhancements	0	8	20,000
Highfield Road, Idle	13	20mph zone at Blakehill Primary school	0	6	5,000
				TOTAL	104,000

*Killed or Seriously Injured

APPENDIX 2

Bradford East Traffic Management Schemes - recommended 2017/18 programme

Site/Scheme type	Ward	Proposed scheme	Budget estimate
Lindley Road back street closure	18	Side access to back street closure	£7,000
Traffic Regulation Orders	ALL	See Appendix 3	£19,500
Traffic surveys	ALL	Traffic surveys/automatic counter deployment	£5,000
Mobility access	ALL	Dropped kerbs/access improvements	£5,000
DPPs	ALL	Disabled persons parking places	£8,000
		TOTAL	£44,500

**BRADFORD EAST AREA COMMITTEE
LIST OF RECOMMENDED TRAFFIC REGULATION ORDERS**

APPENDIX 3

Ward	Location	Type of Order	Date of latest Request	Originator	Comments / Problem
	Bolton & Undercliffe				
4	Idle Road	Waiting restrictions	16-17	Business	Limited waiting outside Newsagents corner Pelham Lane
4	Kings Gate	Waiting restrictions	17-18	Business	Dyls at business entrances
4	Kings Road	Waiting restrictions	16-17	Business	Dyls at business entrances
	Bowling & Barkerend				
5	Bedford Street	Review restrictions	17-18	Business	Access issues to businesses
5	Buck St / Dryden Street	Waiting Restrictions	13-14	Business	Additional DYL in vicinity of entrance to Waddington's
5	Buck St near Robert St	Review restrictions	16-17	Public	Review of waiting restrictions between Fullerton St and Robert St
5	Feather Road	Removal of restrictions	15-16	Cllr	Review of waiting restrictions near Gilpin Street
5	Garnett Street	Review restrictions	17-18	Temple	Review restrictions where access changed
5	Mill Lane at Fitzwilliam Street	Waiting Restrictions	14-15	Business	Sightlines at junction and footway obstruction
	Rutland Street	Waiting Restrictions	16-17	Business	Dyls at Barnard Road junction to protect access
	Sticker Lane (near 254)	Waiting Restrictions	16-17	Business	Dyls from 3 Singhs entrance westwards
	Wakefield Road	Waiting Restrictions	17-18	Internal	Parking on slip road to Dudley Hill
	Bradford Moor				
6	Access road between Back Thornbury Ave and Rushton Rd	Waiting Restrictions	16-17	Internal - Refuse collection	Refuse collection often prohibited due to parked vehicles in access road
6	Hawthorn Street	Waiting Restrictions	16-17	Business	DYLS one side to improve access and safety
6	Kismet Gardens	Waiting Restrictions	14-15	Public	Sight lines at junc. with Killinghall Rd
	Eccleshill				
10	Victoria Road	Waiting Restrictions	17-18	Public	Additional restrictions adjacent to 127/129 - narrow obstructions
	Little Horton				
18	Bolingbroke Street	SEM Hours	17-18	School	School hours changed
18	Dawnay Road	SEM / Single yellow line	17-18	School	School entrance relocated new SEM, replace existing with school time restrictions
18	Ransdale Road	Waiting Restrictions	16-17	Business	Limited waiting to improve access for deliveries shop 2 Rigton St
18	Raymond Street	Waiting Restrictions	16-17	Business	DYLS at entrance to Barplas Ind Park for safe access
18	Ripley Street	Waiting Restrictions	16-17	School	Restrictions opposite Dixons school entrance - congestion

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BRADFORD EAST AREA COMMITTEE
LIST OF REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

APPENDIX 4

WARD	ROAD NAME	REQUEST	EST. COST	ORIGINAL REQUEST YEAR	MOST RECENT REQUEST	SURVEY			ROAD TYPE			OTHER FACTORS				COMMENTS
						ACCIDENTS - NUMBER (*12-16 incl)	VEHICLE SPEEDS (H/M/L)	TRAFFIC VOLUMES (H/M/L)	MINOR ROAD/CUL-DE-SAC	RESIDENTIAL DISTRIBUTOR	DISRIBUTOR / THROUGH ROUTE	SCHOOL OR PLAYGROUND	SAFER ROUTE TO SCHOOL	SHELTERED HOUSING	PETITION	
Bolton & Undercliffe																
4	Bolton Road	Puffin Crossing	100,000	12_13		0	H	H		Y		Y	Y		Y	Staggered Puffin x'ing near Grove House Rd jnc
4	Lea Road (former QLM site)	Zebra crossing enhancements	40,000	16-17		3	M	H		Y		Y	Y		Y	Enhancements to existing - all ped cas, 1 fatal – build-outs and layby
4	King's Road	Layby	15,000	12_13	14-15		M	H			Y		Y			Layby adj. to no's 286 - 300 King's Road
4	Kingsley Ave Bolton Ln	Permit parking	10,000	17-18			L	L	Y						Y	Match day residents only parking
4	Lister Lane	Pedestrian crossing	25,000	16-17		1	M	H		Y		Y				Crossing towards park
4	Stanley Rd jw Canal Rd	Extend island	10,000	17-18		0	M	H		Y						Police concern, 2 lanes forming at signals
4	Vernon Place	Residents Parking	10,000	14-15			L	L	Y							Parking issues associated with local businesses
Bowling & Barkerend																
5	Bowling Back Ln/Sticker Ln	Traffic Signals	100,000	13_14		5	M	M		Y						Include one-way at Parry Lane
5	Burras Road	Traffic calming	15,000	10_11	16-17	0	L	L	Y			Y	Y			Possible 20mph zone
5	Wapping Road	Traffic calming	45,000	11_12	15-16	1	M	L		Y						Incl. North Wing - frontages
Bradford Moor																
6	Curzon Road	Layby	40,000	10_11	13_14		L	L	Y							Removal of verge in front of no's 92 -106
6	Moorside Ln / Scaley St	One way	10,000	12_13	16-17	0	L	L		Y						Narrow roads, rat running to avoid signals
6	Mortimer Row	Residents parking	10,000	13_14			L	L	Y							
6	Thornbury Road	Build-outs	30,000	12_13		5	M	M	Y			Y	Y			Aid pedestrians crossing between school sites

Eccleshill														
10	Acre Avenue / Acre Lane	Residents parking	10,000	13_14		L	L	Y		Include build-out at junction with Stone Hall Road				
10	Bradford Road (E5 Rbt)	Zebra Crossing	40,000	16-17	0	L	H		Y	Police request. Half in Shipley area seeking match funding				
10	Corsair Avenue	Speed Limit Order	10,000	12_13	0	L	L	Y		Include Yewdale, Savile, Addenbrook and Abinger				
10	Fieldgate Road	Bollards or fence	4,000	14-15	-	-		Y		Vehicles overriding closure				
10	Moorside Road	One way	10,000	12_13	0	L	L		Y	Stony Lane to Pullan Ave southbound				
10	Norman Lane	Refuge and zebra imps	20,000	16-17	3	M	M		Y	Refuge near St Francis and imps to Morrisons zebra				
10	Osterley Grove	Traffic calming	15,000	11_12	14-15	1	L	L	Y	Y	Possible 20mph zone			
10	Pullan Avenue	Ped island mods	12,000	13_14		H	H		Y	Y	Y	Increase size of traffic island at jcn with rbt		
10	Rowlestone Rise	Traffic calming	20,000	13_14	14-15	0	L	L	Y					
10	Victoria Road	Zebra Crossing	50,000	13_14		0	M	M		Y	Y	Y	Include raised table to replace existing cushions	
Idle & Thackley														
13	Albion Road	Residents parking	10,000	14_15	15_16		M	M		Y			Layby nearest Leeds Rd. Workers taking parking, 1 res	
13	All Alone Road	Point closure	10,000	13_14		0	L	L	Y				Un-adopted road. In vicinity of Lynmoor Court	
13	Croftlands / Green Lane	Traffic calming	25,000	06_07	15-16	1	L	L		Y			Minor side road leading to culs-de sacs	
13	Cross Road	Traffic calming	20,000	09_10	15-16	1	L	L		Y	Y	Y	Access to playground	
13	Cyprus Ave/Windhill Old Rd	Point closure	10,000	13_14		0	L	L		Y			Through traffic issue - 2 residents	
13	Harrogate Road	Refuge island	10,000	16-17		1	M	H		Y			Near Navigation Dr, help prevent overtaking	
13	Highfield Road	VAS/20mph	5,000	16-17		3	H	H		Y	Y	Y	On approach to The Stray, 20 zone at Blakehill Primary	
13	Howgate	Traffic calming	15,000	13_14	14-15	0	L	L		Y		Y		
13	Leeds Road	Zebra crossing	20,000	14-15		3	M	H		Y			Existing refuge and dyls at Apperley Lane	
13	Leeds Road	Refuge islands	20,000	16-17		4	M	H		Y		Y	Additional refuges near Immanuel school	
13	Orchard Gr / Old Park Rd	Traffic calming	50,000	12_13	14-15	2	M	M		Y	Y	Y	Include Hawthorn Dri, Bracken Edge & 20 zone	
13	Santa Monica Road	Junction imp.	10,000	12_13	14-15	0	L	L	Y				Sightline improvement	
13	Tenterfields	Traffic calming	30,000	17-18		0	L	L		Y		Y	Harrogate Rd to Marina and 20mph	
13	Town Lane at Sherborne Rd	Refuge island	10,000	16-17		0	M	H		Y			Difficulties crossing to bus stops	
Little Horton														
18	Halcyon Way	Traffic calming	20,000	15-16		1	L	L		Y			Y	
18	Lindley Road side access rd	Road closure	7,000	16-17		0	L	L	Y			Y	Closure of access road between 42 and 44	
18	Melba Road	Traffic calming	20,000	10_11	16-17	0	L	L	Y			Y	Y	Traffic calming adjacent to build-outs
18	Round Street	Traffic calming	20,000	07_08	14-15	0	L	L		Y	Y		Bus route	
18	Seldon Street	Traffic calming	20,000	13_14		0	L	L	Y				Traffic calming adjacent to build-outs	

BRADFORD EAST AREA COMMITTEE
LIST OF REQUESTS FOR TRAFFIC REGULATION ORDERS

APPENDIX 5

Ward	Location	Type of Order	Date of latest Request	Originator	Comments / Problem
Bolton & Undercliffe					
4	Idle Road	Waiting restrictions	16-17	Business	Limited waiting outside Newsagents corner Pelham Lane
4	Kings Gate	Waiting restrictions	17-18	Business	Dyls at business entrances
4	Kings Road	Waiting restrictions	16-17	Business	Dyls at business entrances
Bowling & Barkerend					
5	Bedford Street	Review restrictions	17-18	Business	Access issues to businesses
5	Buck St / Dryden Street	Waiting Restrictions	13-14	Business	Additional DYL in vicinity of entrance to Waddington's
5	Buck St near Robert St	Review restrictions	16-17	Public	Review of waiting restrictions between Fullerton St and Robert St
5	Feather Road	Removal of restrictions	15-16	Cllr	Review of waiting restrictions near Gilpin Street
5	Garnett Street	Review restrictions	17-18	Temple	Review restrictions where access changed
5	Gilpin Street	Waiting Restrictions	12-13	Public	Sightlines in vicinity of entrance to taxi rank
5	Mavis St, Seaton St area	Review restrictions	16-17	Cllrs	Review of restrictions incl Harewood St, Binnie St, Barlow St, Webster St, Feather Rd
5	Mill Lane at Fitzwilliam Street	Waiting Restrictions	14-15	Business	Sightlines at junction and footway obstruction
5	Rutland Street	Waiting Restrictions	16-17	Business	Dyls at Barnard Road junction to protect access
5	Sticker Lane (near 254)	Waiting Restrictions	16-17	Business	Dyls from 3 Singhs entrance westwards
5	Wakefield Road	Waiting Restrictions	17-18	Internal	Parking on slip road to Dudley Hill
Bradford Moor					
6	Access road between Back Thornbury Ave and Rushton Rd	Waiting Restrictions	16-17	Internal - Refuse collection	Refuse collection often prohibited due to parked vehicles in access road
6	Amberley Street	Waiting Restrictions	12-13	Public	Back roads. Parking associated with Mosque.
6	Hawthorn Street	Waiting Restrictions	16-17	Business	DYLs one side to improve access and safety
6	Kismet Gardens	Waiting Restrictions	14-15	Public	Sight lines at junc. with Killinghall Rd
Eccleshill					
10	Victoria Road	Waiting Restrictions	12-13	Public	Additional restrictions adjacent to Eccleshill Victoria Consersative Club
10	Victoria Road	Waiting Restrictions	17-18	Public	Additional restrictions adjacent to 127/129 - narrow obstructions
Idle & Thackley					
Little Horton					
18	Bolingbroke Street	SEM Hours	17-18	School	School hours changed
18	Caledonia Street	Waiting Restrictions	14-15	School	Limited waiting to increase parking for school
18	Dawney Road	SEM / Single yellow line	17-18	School	School entrance relocated new SEM, replace existing with school time restrictions

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18	Parkside Road	Waiting Restrictions	12-13	Business	Waiting restrictions opposite yard entrance to Parkside Mills
18	Ransdale Road	Waiting Restrictions	16-17	Business	Limited waiting to improve access for deliveries shop 2 Rigton St
18	Raymond Street	Waiting Restrictions	16-17	Business	DYs at entrance to Barplas Ind Park for safe access
18	Ripley Street	Waiting Restrictions	16-17	School	Restrictions opposite Dixons school entrance - congestion

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Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 11 July 2017.

C

Subject:

PETITION – RAGLAN TERRACE

Summary statement:

This report considers a petition regarding through traffic and fly-tipping issues on and around Raglan Terrace

Ward: 6 Bradford Moor

Steve Hartley
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

Report Contact: Andrew Smith
Principal Engineer

Phone: (01274) 434674

E-mail: andrew.smith@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

- 1.1 This report considers a petition regarding through traffic and fly-tipping issues on and around Raglan Terrace.

2.0 BACKGROUND

- 2.1 The petitioners are requesting that the access road between New Lane and Raglan Terrace, Bradford be closed to traffic. The petitioners are concerned that rubbish is often dumped in this access road and that it is used by joy riders at speed which has caused damage to property and road incidents on New Lane. The residents also fear for the safety of their children when playing out because of traffic cutting through this access road to avoid the road humps on Kershaw Street and Derby Road.

- 2.2 The petition contains 43 signatures. A copy of the petition front sheet and a location plan are attached as Appendix 1.

- 2.3 The petition was initially presented to the meeting of the Bradford East Area Committee on 16 February 2017. At the meeting it was resolved:

That in relation to New Lane and Raglan Terrace, Bradford, alternative options be explored to reduce the issues raised in the petition, including the possibility of CCTV and a review of the road layout, and a report be presented to the Committee in the next 3 months.

- 2.4 The existing white lining layout and two potential revised white lining layout options are attached as Appendix 2.

- 2.5 It is not considered that the implementation of an alternative white lining layout at this location would deter either fly-tipping or through traffic.

- 2.6 An audit of the area was undertaken including rubbish in back gardens. This was followed by door knocking by Wardens to residents who had rubbish in their back gardens. This rubbish has now all been removed apart from a couple of gardens where agreements are in place as to how and when they will be removed.

- 2.7 Bradford Council's Neighbourhoods Team have worked with local residents to carry out backstreet clean ups in the area and oversaw the removal of fly-tipped items by residents. The Council Wardens have increased passing patrols are monitoring the area for any new fly tips.

- 2.8 The residents are aware of their responsibilities and have agreed to maintain the cleanliness of their back gardens and not to dump waste in the back street. They have been educated regarding the options available to properly dispose of their waste. They have also been informed how to report fly tipping to the Council so that action can be taken.

- 2.9 The Environmental Enforcement Team manager has also confirmed that this area is not a hot-spot for fly-tipping. It has been agreed that Wardens will regularly patrol

the area.

3.0 OTHER CONSIDERATIONS

3.1 Local ward members have been consulted. Any comments will be reported verbally to this meeting.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1 The estimated cost of either of the alternative white lining options would be less than £500. This could be met from an existing Minor Works revenue budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risks arising from this report.

6.0 LEGAL APPRAISAL

6.1 The options contained in this report are within the Council's powers as highway authority and traffic regulation authority.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when investigating these matters.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse 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

Bradford Moor ward members have been consulted on the petition.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

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 the white lining layout remains as existing.

10.2 That the Council Wardens regularly patrol the area.

10.3 That the petitioners are informed accordingly.

11.0 APPENDICES

11.1 Appendix 1 – Petition and location plan.

11.2 Appendix 2 – New Lane, existing white lining layout and options for alternative layouts.

12.0 BACKGROUND DOCUMENTS

12.1 None.

We the residents of Kershaw St New Lane and Raglan Terrace would like to request that the side road between these streets be closed off by means of Bollards

There is constant dumping of rubbish trees and household items such as fridges and television sets

The latest being a very large tipper wagon that dumped a massive amount of rubble garden waste benches and plant pots and soil and much more .That load took four days to remove and I should imagine at a great cost to the Council .The lane is also used by joy riders that are constantly driving at fast speeds and numerous accidents have occurred including damage to walls and fences and collisions into oncoming cars in New Lane, Raglan Terrace has no road humps to slow the drivers down

The Residents fear for safety of there children when playing out because of the constant traffic that cuts through to avoid the the road humps in Kershaw St and Derby Road Blocking this lane will not hider any ones access as Raglan Terrace leads both to Derby Road and Kershaw St CCTV would also help stop the dumping and speeding in this area

Included with this letter are the names of all the residents who would welcome this and have included there names and address. We hope this will help with our request

Yours hopefully

The residents

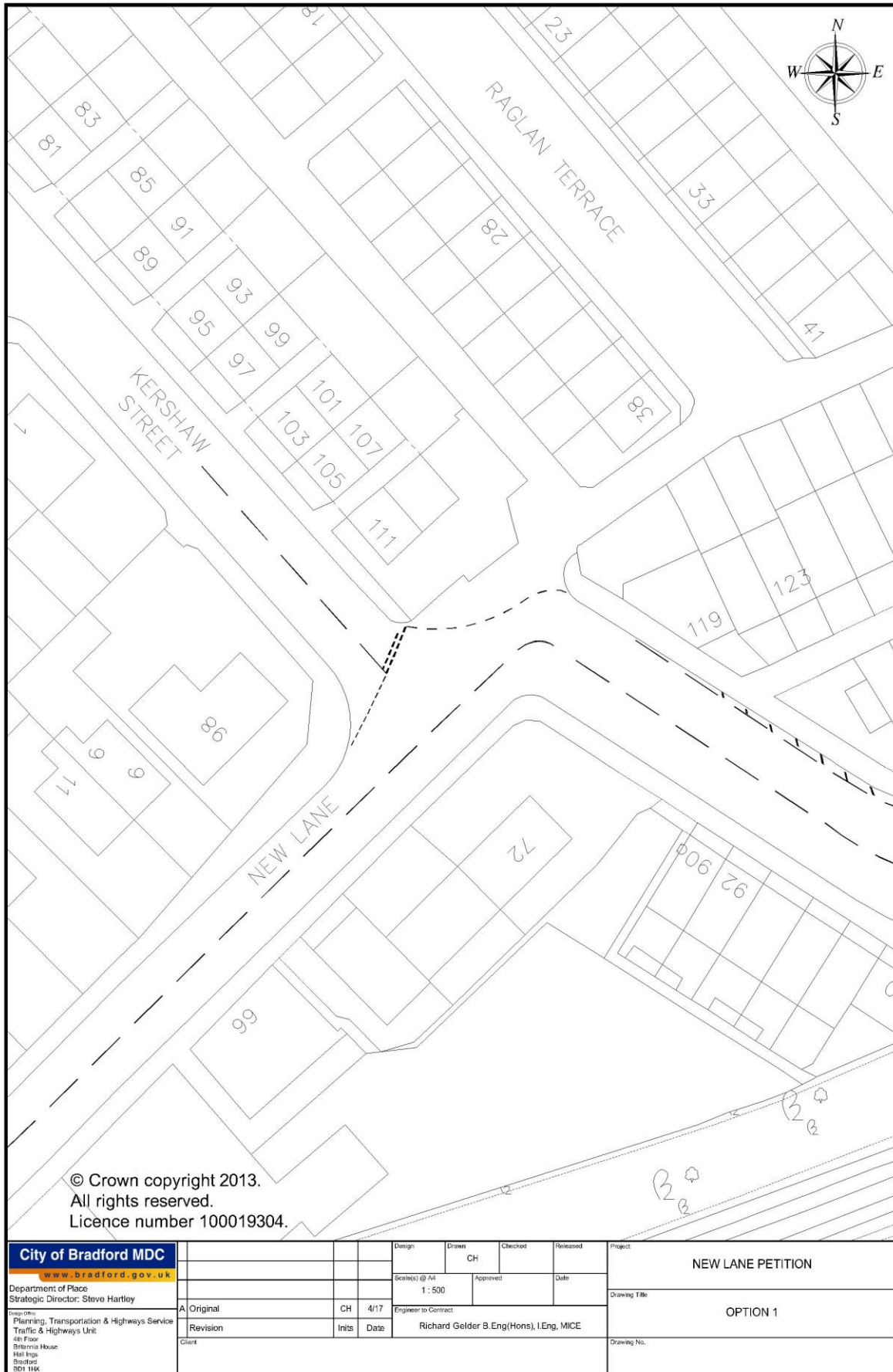


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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director, Mike Cowman BA (Hons) Town and Country Planning, Dip M, Dip EPP Design Office: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Britannia House Hill Ings Bradford BD1 1HK				Design CH	Drawn CH	Checked	Released	Project ACCESS ROAD NEW LANE TO RAGLAN TERRACE
				Scale(s) @ A4 NTS		Approved	Date	Drawing Title PETITION LOCATION PLAN
	A Original	CH	12/16	Engineer to Contract				Drawing No.
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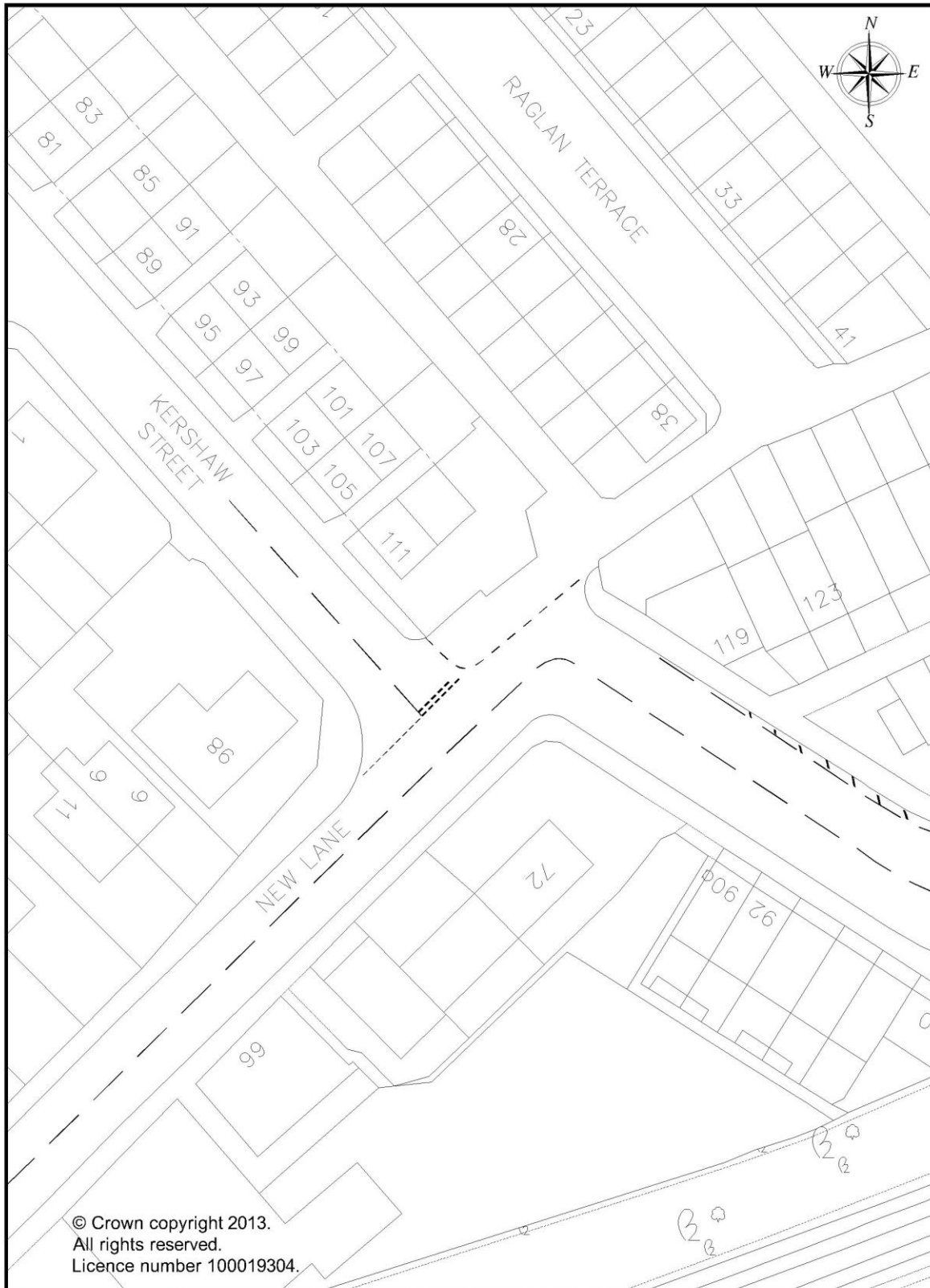


City of Bradford MDC www.bradford.gov.uk		Design	Drawn	Checked	Released	Project
Department of Place Strategic Director: Steve Hartley			CH			NEW LANE PETITION
Design Office: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Belfrage House Hill Lane Bradford BD1 1HK		Scale(s) @ A4	1: 500	Approved	Date	Drawing Title
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City of Bradford MDC www.bradford.gov.uk		Design	Drawn	Checked	Released	Project
Department of Place Strategic Director: Steve Hartley			CH			NEW LANE PETITION
		Scale(s) @ A4	1: 500	Approved	Date	Drawing Title
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		Revision	Initis	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE	Drawing No.
Design Office: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Belfer's House Hill Top Bradford BD11 1HK						



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City of Bradford MDC www.bradford.gov.uk		Design	Drawn	Checked	Released	Project
Department of Place Strategic Director: Steve Hartley		Scale(s) @ A4	CH	Approved	Date	NEW LANE PETITION
Design Office: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Belfer's House Mill Lane Bradford BD1 1HK		A Original	CH	4/17	Engineer to Contract	Drawing Title
Client		Revision	Initis	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE	OPTION 2
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Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 11th July 2017.

D

Subject:

CITYCONNECT 2 – BRADFORD CANAL ROAD CORRIDOR CYCLEWAY SCHEME (MOVING TRAFFIC) ORDER AND (WAITING LOADING AND PARKING) ORDER - OBJECTIONS

Summary statement:

This report considers objections to the recently advertised Traffic Regulation Orders associated with the proposed CityConnect 2 - Bradford Canal Road Corridor Cycleway scheme.

Wards: 04 Bolton and Undercliffe

Steve Hartley
Strategic Director Place

Portfolio:
Regeneration, Planning and Transport

Report Contact: Chris Bedford
Phone: (01274) 437645
E-mail: chris.bedford@bradford.gov.uk

Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

- 1.1 The CityConnect 2, Bradford Canal Road Corridor Cycleway Scheme, in order to be implemented, requires changes to be made to the way in which the highways along the route are used. A number of Traffic Regulation Orders (TRO's) have been advertised for public consultation on the proposed changes and to consider if any amendments to the Orders can be made without unduly compromising the design and quality of the scheme. The proposed changes to the existing highway network aim to maintain or improve safety for all road users and to aid the flow of traffic.
- 1.2 This report considers objections to the recently advertised (moving traffic) Traffic Regulation Order and to the (waiting loading and parking) Traffic Regulation Order. It identifies factors and options to be considered and makes recommendations.

2. BACKGROUND

- 2.1 After successfully securing £22m of funding for Phase 2 of the Department for Transport's Cycle City Ambition Grant, Bradford Council along with the West Yorkshire Combined Authority have been working on plans for a new continuous high quality segregated cycle route between Bradford and Shipley.
- 2.2 The Bradford Canal Road Corridor Scheme valued at £2.5m is one of several proposed across West Yorkshire that are part of Phase 2 of the CityConnect Programme. The scheme is for a segregated cycle route to provide a safe link for cyclists between the growing residential areas along Canal Road and the employment and training opportunities in Bradford City Centre. It would also provide a connection to the Canal Road Greenway leading to Shipley and thence to the Airedale Greenway, and it would connect to the Cycle Superhighway between Leeds and Bradford, which constituted Phase 1 of the CityConnect programme.
- 2.3. The scheme is intended to inspire more people to cycle more often. By developing and improving cycle routes and engaging with local populations through activity based projects the WYCA CityConnect team is working towards the vision of West Yorkshire being recognised as a great region for safe cycling. Increasing the level of cycling will improve air quality, lead to a healthier population, create a safer more attractive urban environment and improve the potential for economic growth through further access to employment and training. The proposed route of the scheme is shown in Appendix 1.
- 2.4. The national cycling conference Cycle City Active City Bradford was held in May 2017. Bradford was chosen as the location to hold this event this year because 2017 is seen as a pivotal year for cycling in Bradford. The recently opened CityConnect Cycle Superhighway from Bradford to Leeds, the stunning new public space in the heart of the city and the Tour de Yorkshire were all factors in bringing this event to Bradford and there are plans for more cycling related activity to come during the year.
- 2.5 At its meeting of 20 September 2016 the Executive approved the principles of the



scheme. It delegated authority to the Strategic Director and the Portfolio Holder to:

- progress and approve the detail design of the scheme;
- approve the processing and advertising of any Traffic Regulation Orders or other legal process linked to traffic calming measures, pedestrian and cycle crossings and converting footways to cycle tracks;
- approve the implementation of the works.

Any valid objections to the advertised Traffic Regulation Orders were to be submitted to the Executive and the Bradford East Area Committee, as appropriate, for consideration.

2.6 The following Traffic Regulation Orders were formally advertised between 17 February 2017 and 10 March 2017 under powers contained in the Road Traffic Regulation Act 1984:

2.6.1 City of Bradford Metropolitan District Council (Moving Traffic) (Consolidation) (Amendment No.***) Order 20*** - Cycle Superhighway Bradford.

The general effect of which will be to introduce:-

- “prohibited left-turns” from Valley Road into Hamm Strasse and from Queen’s Road into Valley Road;
- “prohibited right-turn” from Queen’s Road into Valley Road;
- “prohibited entries” from Valley Road (northern section) into Valley Road (242 metres south of its junction with Queen’s Road) and also from Queen’s Road into Valley Road;
- “one-way traffic flows in a northerly direction” on a length of Valley Road (North/South) at a point 170 metres north of its junction with Valley Road (North/East) and on a further length of Valley Road (North/South) from its junction with Queen’s Road for a distance of 78 metres; and
- “prohibition of driving (road closure)” of a part of Leeming Street – for a distance of 15 metres from its junction with Valley Road.

There has been one objection to this TRO regarding prohibiting vehicles turning from Queen’s Road into Valley Road, prohibiting entry from Queen’s Road into Valley Road and restricting the one-way flow of traffic to a northerly direction on Valley Road. A summary of the objector’s concerns and officer comments is described in the following table:

Objector’s concerns	Officer comments
<p><u>Access to the builders merchants on Valley Road.</u> <u>Number of objectors 1.</u> Prohibiting vehicles from turning into Valley Road from Queen’s Road and prohibiting vehicles from travelling in a southerly direction along Valley Road will adversely affect business at the builders merchants. There are two vehicular</p>	<p><u>Valley Road one-way system and prohibited entry from Queen’s Road</u> The TRO is necessary: a) to avoid causing traffic congestion and endangering road users on Valley Road due to narrowing the carriageway from two lanes to one lane. The Order removes through traffic from one direction in order to allow the remaining traffic to flow freely in the opposite direction in the road width that</p>



<p>accesses on Valley Road and one on Canal Road serving the main site and a further vehicular access on Valley Road serving a developing site. Most customers, suppliers and deliveries that use the Valley Road accesses arrive travelling in a southerly direction from Queen's Road and also leave in a southerly direction along Valley Road.</p> <p>The Order, if implemented, will cause customers and suppliers to use longer alternative routes via either Manningham Lane and Hamm Strasse or Canal Road. They will incur longer journey times and greater fuel costs and will result in some people taking their business elsewhere. The business will incur greater delivery times and greater fuel and staff costs. The business will suffer and future plans to expand the business on the new adjacent site will be adversely affected.</p>	<p>will be available after the construction of the segregated cycle track.</p> <p>b) to avoid causing traffic congestion and endangering road users on Queen's Road due to the introduction of new traffic signals` at the junction with Valley Road. The Order will prevent the forming of a queue of traffic waiting to turn right into Valley Road from obstructing the main stream of traffic on the ring road.</p> <p>Narrowing the carriageway of Valley Road is necessary to provide adequate space within the highway for the segregated cycle track.</p> <p>The traffic signals at the junction of Queen's Road and Valley Road are necessary to provide a safe and convenient crossing for the cycle route across Queen's Road. They will also bring benefits for pedestrians and drivers by improving their safety and convenience when joining or crossing the ring road at Valley Road. The improved junction will help to address most of the safety issues at the Valley Road / Queen's Road / Bolton Lane junction, currently ranked 23rd in the list of Bradford Road Accidents Sites for Concern 2011 – 2015 report. In the last 5 years at this junction there have been 20 personal injuries recorded.</p> <p>A recent traffic survey carried out on a week day between 7 am and 5:30 pm recorded 1570 vehicles travelling south along Valley Road and 1772 vehicles travelling north. Of these, 136 vehicles arrived at the builders merchants, 82 coming from the north and 54 from the south. 126 vehicles left the premises, 52 heading north and 74 heading south. 10 Light Goods Vehicles (LGV's) arrived at the premises, 6 from the north and 4 from the south. 9 LGV's left the premises, 2 headed north and 7 headed south.</p> <p>The joinery workshop adjacent to the builders' merchants would also be affected</p>
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	<p>by the Order for the one-way system. LGV's currently tend to arrive at this site from the direction of Queens Road and leave heading south as this is the easiest way to access the oblique entrance to the premises. The Order will make accessing the premises more difficult, but the scheme proposals have allowed for improvements to the vehicular entrance on Valley Road which would assist the approach from the other direction.</p> <p>Without the TRO the flow of traffic would be more than the capacity of the road could accommodate and congestion would occur. There would also be dangers to all road users if vehicles mounted the footway and cycle track in order to pass one another.</p>
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2.6.2 City of Bradford Metropolitan District Council (Waiting Loading and Parking) (Consolidation) (Amendment No.***) Order

The general effect of which will be to introduce restrictions of:-

1. "no waiting and no loading/unloading at any time" along the full length of the Cycle Superhighway comprising lengths of Hillam Road, Valley Road, Bolton Lane, Queen's Road, Canal Road, Stanley Road and Lower Kirkgate, Bradford, and
2. "no waiting at any time" on lengths of Hillam Road, Valley Road, Bolton Lane, Queen's Road, North Holme Street and Canal Road, Bradford.

There have been two objections to this TRO. A summary of the objectors concerns and officer comments is described in the following table:

Objectors concerns	Officer comments
<p><u>Safe access to the freight depot, free flow of traffic and loss of on-street parking along Hillam Road.</u> <u>Number of objectors 2.</u> In summary the objections concern: Danger to cyclists; Hindering the safe movement of traffic along Hillam road; Undermining the provision of suitable adequate parking facilities; Loss in the number of on-street parking spaces required; Impact on the amenities of the locality including air quality.</p>	<p><u>Hillam Road – No parking on Footways and Cycle Track</u> The Order prevents parking on the new footways and cycle track. The TRO is necessary to remove dangers and obstructions to pedestrians and cyclists from vehicles parking on the footways and cycle track. Vehicles that park on footways can also cause damage to the walking surface and underground services and subsequent repairs can be a maintenance cost to the Council. <u>Hillam Road – No parking on the west side of Hillam Road</u> The Order prevents parking on the west</p>



<p>Suggestions for alternative routes to consider have been made.</p> <p>Danger to cyclists: The proposed cycle track will cross the busy access to the company's depot and will bring cyclists into conflict with LGV's entering the depot. Cyclists will have priority and drivers may not see the cyclist crossing in front of them or behind them when vehicles are reversing into the depot. A collision may occur resulting in serious or fatal injuries.</p> <p>Safe movement of traffic and loss of on-street parking: There is currently insufficient off-street parking at the depot to accommodate employees' vehicles and LGV's that the business generates. Employees therefore park on-street and LGV's wait on-street for space in the depot to become available. Because there are no restrictions vehicles can park on both sides of the street and, <i>when parked on the footways</i>, there is enough room for other vehicles to pass and the road not to be obstructed. If no parking is available (<i>on the footways</i>)</p>	<p>side of the carriageway of Hillam Road alongside the new cycle track.</p> <p>The TRO is necessary:</p> <p>a) to maintain two lane widths for the movement of traffic thereby avoiding traffic congestion on Hillam Road due to parked vehicles that, if uncontrolled and allowed to park on both sides of the road, would narrow the available carriageway width for moving traffic down to one lane width.</p> <p>b) to remove the danger to cyclists and pedestrians due to vehicles parking alongside the cycle track and obscuring visibility between cyclists and drivers of vehicles turning to cross the cycle track.</p> <p>LGV's currently access the depot by crossing the footway where pedestrians have priority over crossing vehicles. Those dangers already exist for pedestrians and will remain. The same dangers also exist for cyclists using the road. The proposals will result in an additional segregated cycle track alongside the footway and so cyclists will be in a defined area that will be conspicuous with improved visibility between drivers and cyclists. Warning signs and road markings will be provided to emphasise to both cyclists and drivers the areas of increased risk. There is a duty on all road users, including lorry drivers and cyclists, to take care and drive / ride responsibly and not be a danger to themselves or others.</p> <p>The proposals will narrow the footways and thereby remove space that some drivers use to park. The space recovered will then be used for the segregated 3 m wide cycle track. There are no proposals to reduce the existing width of the carriageway below its current 9 metres and so the width already allocated for motor vehicle use will not be changed. Safe two-way movement of traffic will be achieved by preventing parking on one side of Hillam Road.</p> <p>Without this TRO the two-way flow of traffic would be impeded and also the inter-visibility between cyclist and drivers would</p>
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<p>LGV's waiting to enter the Depot will have to wait in the carriageway and other LGV's may not be able to pass.</p> <p>Air quality: Without the free flow of traffic more vehicles will have to wait in the carriageway with their engines running adversely affecting air quality.</p> <p>Alternative routes: It is suggested that taking the cycle route along North Avenue or Canal Road would allow the cycle track to be delivered without the need for the TRO's that would otherwise affect Hillam Road.</p> <p>If Hillam Road could not be avoided then positioning the cycle track on the east side of Hillam Road would be less harmful to business and less risky for cyclists.</p>	<p>be obstructed by parked vehicles alongside the cycle track. The danger to cyclists would be increased and their safety compromised.</p> <p>The TRO, if implemented will ensure the free flow of traffic.</p> <p>Taking the route along North Avenue would lead cyclists on to Manningham Lane and away from the Bolton Woods area. This would significantly increase the length and cost of the scheme and introduce steep gradients that are otherwise avoidable. It would not be feasible to construct a segregated cycle track along Manningham Lane, and this would result in taking space from the carriageway and as a consequence reducing traffic capacity. It would also take cyclists alongside a major road where the air quality would be a concern.</p> <p>Taking the route along Canal Road would have some advantages in terms of directness and gradient however, it would require taking space from the carriageway resulting in a reduction in the traffic capacity of this major road. There would also be a significant expense in providing a suitable crossing of Hillam Road at its junction with Canal Road. This route would also be adjacent to a very busy road where the air quality would be a concern.</p> <p>Positioning the cycle route along the east side of Hillam Road would necessitate narrowing the carriageway on the east side and widening the carriageway on the west side to maintain the width for vehicles. All the underground services are located in the footway on the west side of Hillam Road and these would require costly diversions to build the widened carriageway over the top of them. There would be fewer accesses to premises to cross but Hillam Road itself would need to be crossed near its junction with Canal Road. The cost of service</p>
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	diversions and a new crossing of Hillam Road at its junction with Canal Road would put the scheme outside the budget allocated for the scheme.
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2.7 Notices have been formally advertised between 17 February 2017 and 10 March 2017 under powers contained in the Highways Act 1980 and the Road Traffic Regulation Act 1984 informing of the proposal to construct road humps and raised pedestrian and cyclists crossings.

2.7.1 The locations will be along Valley Road, Holdsworth Street and Hillam Road.

There have been no objections to this Order.

3. OTHER CONSIDERATIONS

3.1 Prior to advertising the Orders a consultation exercise was held. Businesses were contacted and offered individual meetings to discuss any issues and concerns. Not all businesses took up that offer and some that did were not satisfied with the outcome. Others did engage in those meetings and where it was possible to make design modifications to the scheme then those businesses have been satisfied with the proposed Orders.

3.2 Consideration has been given to amending the TRO in order to reduce the length of the restriction for one-way traffic flow on Valley Road. The aim would be prevent vehicles entering Valley Road from Queens Road whilst still allowing two way flow of traffic along the rest of Valley Road for local traffic between business premises. Traffic could still enter Valley Road from the south only but would be able to leave in either direction. The carriageway would be widened to enable a car and a LGV to pass each other and some passing places could be provided to enable two LGV's to pass. However, this option would result in the cycle track width being less than the recommended width for a two- way cycle track and would compromise safety for cyclists. A high wall on one side and moving traffic on the other side would increase the danger to cyclists as the risk of cyclists catching their handlebars on the wall or with another cyclist whilst shying away from the edge of the cycle track nearest to passing motor traffic. This option would therefore not be recommended.

3.3 Consideration has been given to acquiring some land between Valley Road and the railway in order to build the cycle track away from Valley Road. The price being sought for the land, the high cost of enabling works and the timescale necessary to carry out the procedures required by Network Rail regarding acquiring land from them and working in close proximity to the railway is beyond the scope of this project. This, therefore, is not a feasible option.

3.4 Consideration has been given to an alternative route via Midland Road and Hamm Strasse. This route would introduce a steep hill in an otherwise level route and a



segregated cycle track along Hamm Strasse would require space to be taken from the carriageway thereby reducing the capacity of this major road. The higher level of air pollution along Hamme Strasse would be a concern for cyclist's health. This route, therefore, is not considered to be a feasible option.

- 3.5 Consideration has been given to the possibility of an alternative route along Canal Road. Although this route is level a segregated cycle track would require space to be taken from the carriageway thereby reducing the capacity of this major road. Feasible solutions for crossing side roads and accesses have not been found and the higher level of air pollution along this major road would be a concern for cyclist's health. For comparison, Canal Road carries 35,000 v.p.d. (vehicles per day) whereas Valley Road carries 3,000 v.p.d. This route is therefore not considered to be a feasible option.
- 3.6 The CityConnect Advisory Group which comprises mainly cyclists experienced in similar schemes have commented and provided advice throughout the scheme development process. The group support the current scheme proposals and the advertised TRO's.
- 3.7 Local ward members and the emergency services have been consulted on the advertised Orders and they have not raised any objections.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Funding for the scheme will be provided by the West Yorkshire Combined Authority, as part of the £22.107 million Government funding for Phase 2 of the Cycle City Ambition Fund.
- 4.2 City of Bradford MDC staff resources and specialist technical services required to deliver and develop the programme in accordance with this report are funded through the programme budget.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 The governance of this project is the responsibility of the WYCA and is controlled under their Assurance Framework. A rigorous project management system is in place for all West Yorkshire Transport Fund projects based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies. The scheme described in this report will be subject to these processes.

6. LEGAL APPRAISAL

- 6.1 The Council has powers under Section 65 of the Highways Act 1980 to implement cycling infrastructure programmes of this nature. The Council may also use Traffic Regulation Orders to secure the expeditious, convenient and safe movement of all traffic including cyclists.



7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The programme provides facilities for active travel, supporting equality and diversity.

7.2 SUSTAINABILITY IMPLICATIONS

This significant cycling programme has multiple benefits in terms of sustainability. It offers positive contributions to environmental, personal and community well being and because this is a significant piece of capital infrastructure its benefits and values continue to be generated over the long term.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The programme focuses on accelerating the delivery of the LTP's target of increasing journeys by cycle, reducing CO2 and improving air quality. It should aid a reduction of the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses.

7.4 COMMUNITY SAFETY IMPLICATIONS

The scheme will offer improved safety for cyclists and maintain facilities for pedestrians.

7.5 HUMAN RIGHTS ACT

There are no implications for the Human Rights Act 1998.

7.6 TRADE UNION

There are no Trade Union implications arising from this report.

7.7 WARD IMPLICATIONS

The scheme lies substantially within the Bolton and Undercliffe Ward and the City Ward. Members and the local community and businesses have been consulted on the proposals to date.

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

None

8. NOT FOR PUBLICATION DOCUMENTS

None



9. OPTIONS

- 9.1 Committee could choose to overrule the objections to the (moving traffic) Order and confirm that the Orders be implemented as advertised. This would ensure that the scheme can be delivered within the timescale and budgetary constraints set by the Department for Transport (DfT) in order to receive grant funding. This option is supported by the City Connect Advisory Group and will enable the objectives of the design brief agreed with WYCA to be achieved.
- 9.2 Committee could choose to overrule the objections to the (moving traffic) Order and confirm that a modified (moving traffic) Order as shown in Appendix 2 be implemented. The scheme could be delivered within the timescale and budgetary constraints set by the Department for Transport (DfT) in order to receive grant funding although it would result in compromising the safety benefits for cyclists and the aims of the project would not be fully realised. This option is not supported by the City Connect Advisory Group and the objectives of the brief agreed with WYCA would not be achieved. The Council may also receive adverse criticism from groups and individuals wanting to see the road network made safer for cycling.
- 9.3 Committee could choose to uphold the objections to the (moving traffic) Order and the scheme proposals would be abandoned.
- 9.4 Committee could choose to overrule the objections to the (waiting loading and parking) Order and confirm that it be implemented as advertised. This would ensure that the programme can be delivered within the timescale and budgetary constraints and that the objectives of the programme can be achieved. This option is supported by the City Connect Advisory Group and will enable the objectives of the design brief agreed with WYCA to be achieved.
- 9.5 Committee could choose to uphold the objections to the proposed (waiting loading and parking) Order and that a modified (waiting loading and parking) Order be implemented to remove the restriction to on-street parking along Hillam Road. This gives priority to parking over the traffic movements and is likely to result in some congestion and road danger and raise concerns from other businesses on Hillam Road that did not object to the advertised Order. This option is not supported by the City Connect Advisory group and the objectives of the brief agreed with WYCA would not be achieved. The Council may receive adverse criticism from groups and individuals wanting the see the road network made safer for cycling.

10. RECOMMENDATIONS

- 10.1 That the objections be overruled and the (moving traffic) Traffic Regulation Order be sealed and implemented as advertised.
- 10.2 That the objections be overruled and the (waiting loading and parking) Traffic Regulation Order be sealed and implemented as advertised.



10.3 That the objectors be informed accordingly.

11. APPENDICES

11.1 Appendix 1 – Drawing showing the proposed route of the scheme and the general effect of the Orders.

11.2 Appendix 2 – Drawing showing the general effect of a modified (moving traffic) Order to reduce the extent of the one-way street restriction on Valley Road.

12. BACKGROUND DOCUMENTS

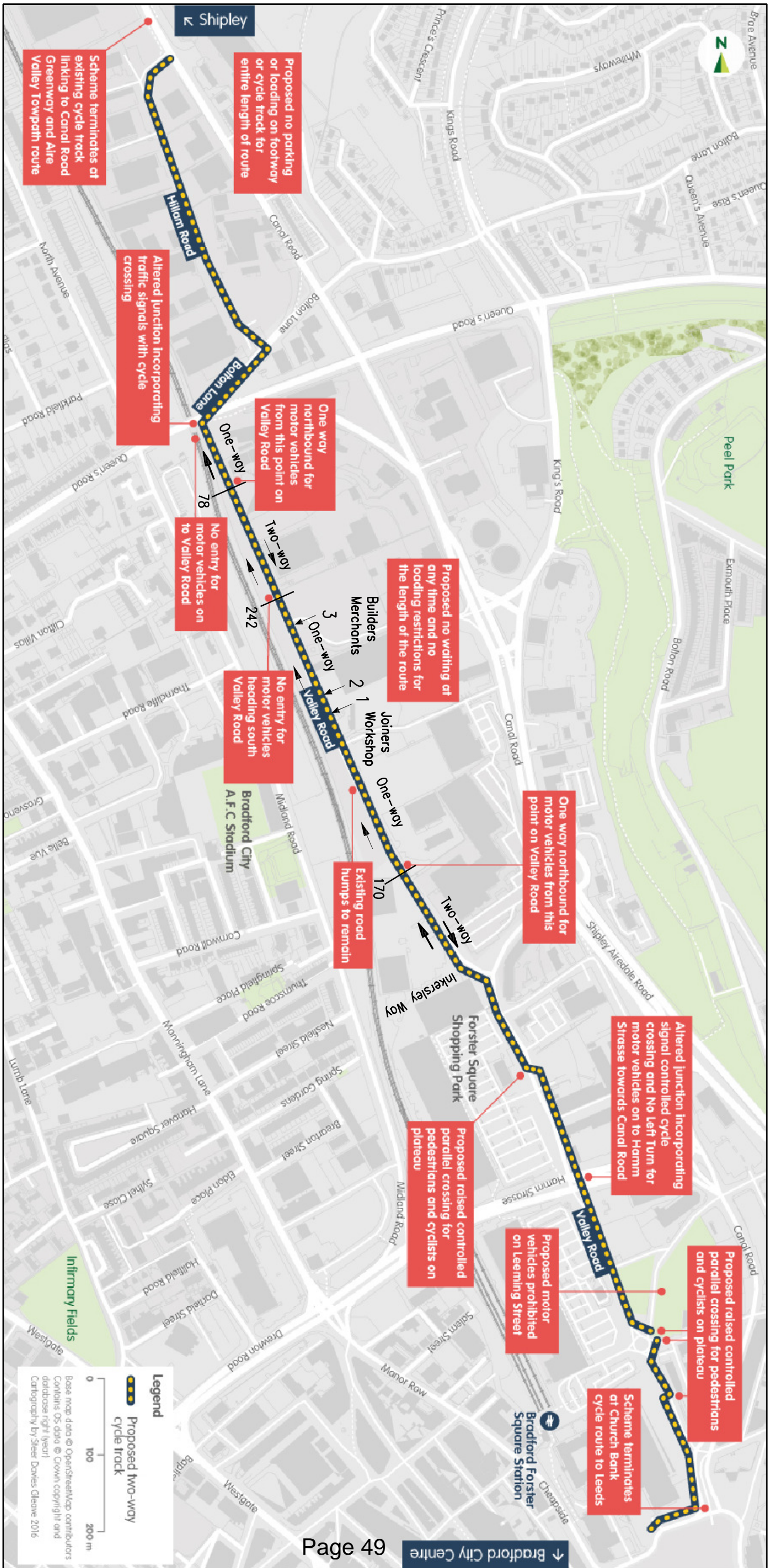
12.1 Scheme file number 103116.

12.2 Report of the Strategic Director – Regeneration to the meeting of Executive held on 20 September 2016.

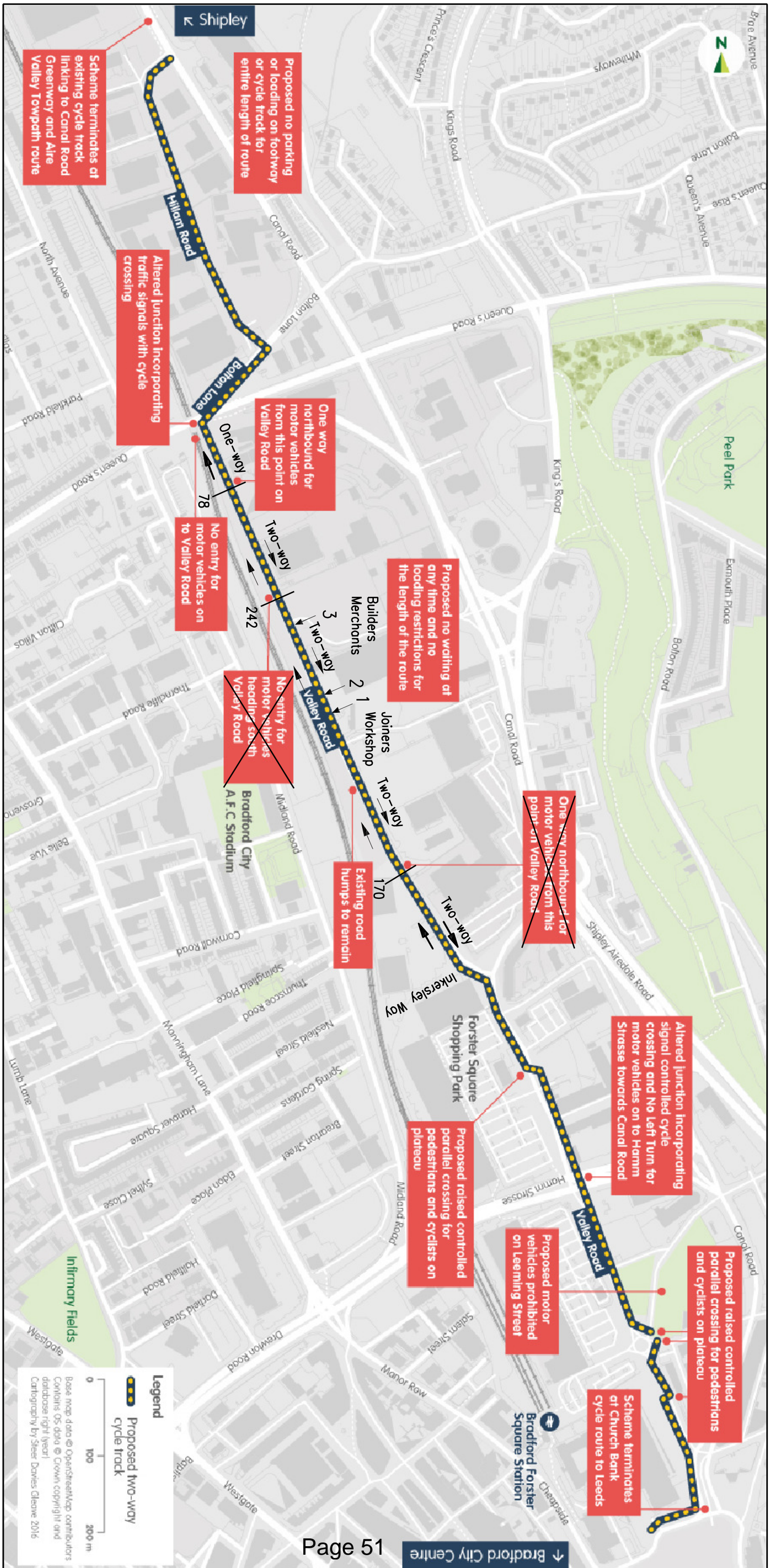
12.3 Highways Act 1980.

12.4 Road Traffic Regulations Act 1984.





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Report of the Strategic Director, Regeneration to the meeting of Bradford East Area Committee on 11th July 2017

E

Subject: Street Lighting Column Replacement Programme

Summary statement: This report seeks to advise the Area Committee regarding the replacement of street lighting columns determined as non compliant and the subsequent recommendations as to how the West Yorkshire Local Transport Plan Funding allocation is most effectively utilised.

Steve Hartley
Strategic Director
Place

**Portfolio:
Environment and Sustainability**

Report Contact: Allun Preece
Phone: 01274 434019
E-mail: allun.preece@bradford.gov.uk

**Overview and Scrutiny Area:
Environment and Waste Management**



1.0 SUMMARY

- 1.1 This report seeks to inform the Area Committee of the requirement to replace street lighting columns that have been identified as non-compliant. That is, they are in need of urgent replacement due their age and condition based upon the findings of inspections carried out during reactive maintenance visits.

2.0 BACKGROUND

- 2.1 An essential part of the maintenance of the street lighting assets is to carry out visual inspection of each column, which provides valuable information as to the condition of the unit, specifically the structural integrity of the column.
- 2.2 Many of the steel columns were installed over 30 years ago and although a programme of external painting has prevented the columns from corroding on the outside the inside remains unprotected, and is therefore vulnerable.
- 2.3 There are also a significant number of concrete columns that are in excess of 30 years old which are prone to cracking as a result of corrosion to the steel reinforcing bars inside the columns which also require replacement when identified as non compliant.

3.0 OTHER CONSIDERATIONS

- 3.1 When replacing life expired columns the most effective means is to replace on a scheme basis therefore not only replacing the columns but also improving the lighting to modern standards.
- 3.2 All new lighting installed as part of the column replacement programme is now energy efficient LED lighting saving around 50% of the energy used based on the energy consumption of the previous equipment, the new units can also be pre-programmed to reduce the lighting levels outside peak periods

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 The funding required for the Priority 1 schemes in Appendix 1 is estimated as £43,081 which is allocated to the Bradford East Area Committee.
- 4.2 The total West Yorkshire Local Transport Plan budget allocated to the Council by the Department for Transport is £132,400. This has been allocated between the Area Committees based upon the engineer's evaluation of condition to deal with the Priority 1 column replacement schemes based upon the value of the estimates.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risk management and governance issues

6.0 LEGAL APPRAISAL

6.1 The Council has a power under Section 97 of the Highways Act 1980 to provide and maintain street lighting columns.

7.0 OTHER IMPLICATIONS

When lighting is replaced as a whole street or scheme there may be some columns that have been previously replaced as a result of accident damage or maintenance replacements, these columns are either designed around wherever possible for retaining in situ or carefully removed for re-use for reactive maintenance.

7.1 EQUALITY AND DIVERSITY

7.1.1 There are no equal rights implications at this time

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 Galvanised steel street lighting columns are recyclable when replaced on reaching the end of their design life which is likely to be in excess of 50 years; modern lanterns are constructed so that over 90% of the materials can also be recycled.

7.2.2 LED lanterns have an anticipated life in excess of 100,000 hours, which equates to around 25 years dramatically reducing the maintenance requirements when compared to traditional light sources.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Modern street lighting equipment is considerably more energy efficient than older apparatus, and when using variable lighting levels along with white light can significantly reduce the energy consumption and CO² emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 Street lighting is a highly visible front line service. Good street lighting provides a vital function during the hours of darkness, protecting people and property and enhancing the night-time environment. Effective street lighting deters criminal activity and reduces road accidents.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no direct Human Rights implications arising from the recommendations below.

7.6 TRADE UNION

7.6.1 There are no Trade Union implications in this item

7.7 WARD IMPLICATIONS

7.7.1 Priority 1 Scheme in Appendix 1 is within Idle and Thackley Ward

8 NOT FOR PUBLICATION DOCUMENTS

8.1 There is no restriction on the publication of this report.

9.0 OPTIONS

9.1 Members are asked to consider implementing the schemes listed in Table A of Appendix 1 which are prioritised with Priority 1 (being the schemes requiring the most urgent replacement as identified by site surveys). Designs and detailed estimates have been prepared for these schemes, a copy of these design is in Appendix 2.

9.2 Members may choose to implement column replacement schemes from Table B in Appendix 1, budget estimates have been prepared for these schemes. However, it may be necessary to remove any non compliant columns for safety reasons should they not be replaced in this financial year

10.0 RECOMMENDATIONS

10.1 That the Priority 1 street lighting column replacement scheme listed in Table A of Appendix 1 of the report be implemented..

11.0 APPENDICES

11.1 Appendix 1 – Column Replacement Schemes for Area Committee consideration

11.2 Appendix 2 – Designed schemes for consideration.

12.0 BACKGROUND DOCUMENTS

None.

Appendix 1 Column Replacement Schemes for Area Committee consideration

Table A - Priority 1 Schemes

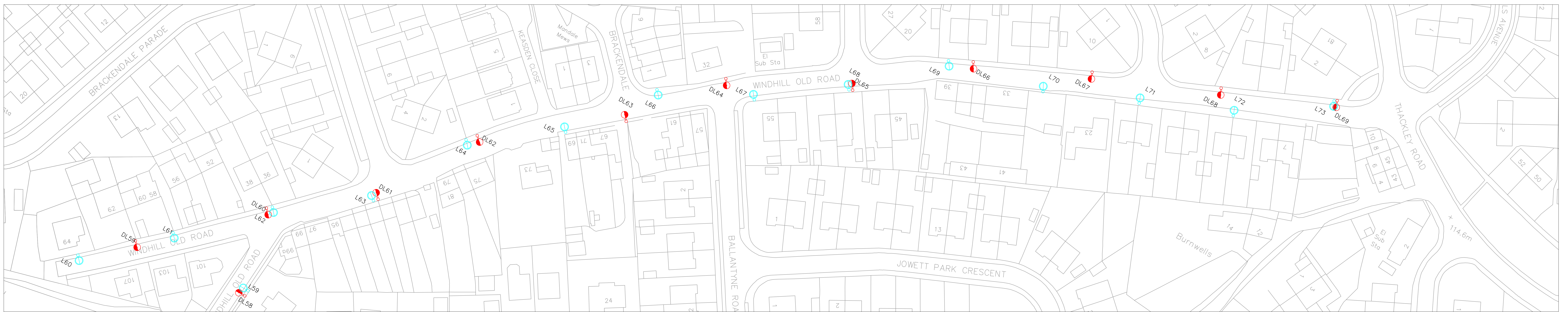
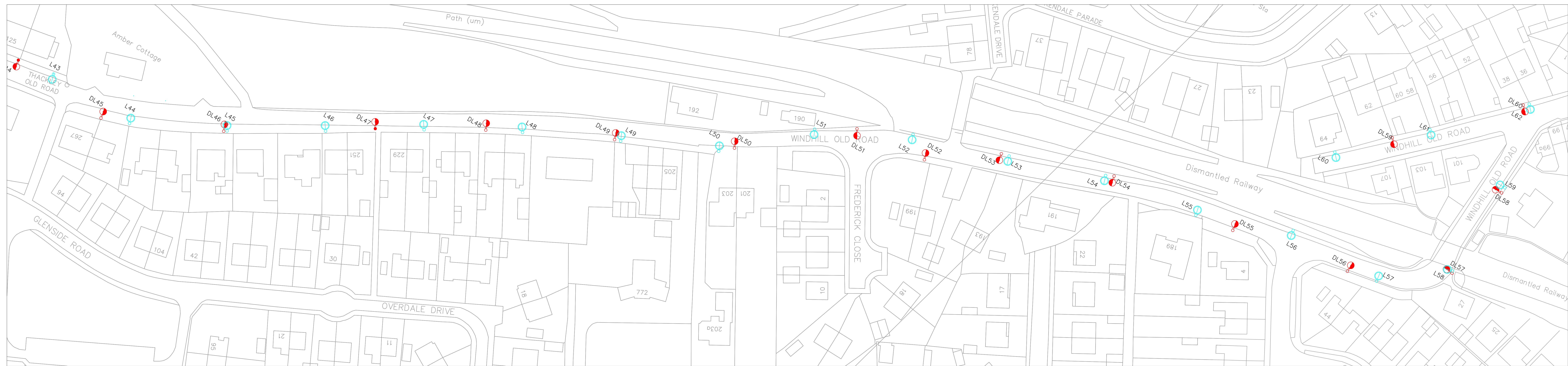
Ward	Priority	Road	Estimate
Idle and Thackley	1	Windhill Old Road	£43,081
Total			£43,081

Table B - Other Schemes

Ward	Priority	Road	Estimate
Bolton and Undercliffe	2	Ashbourne Crescent	£9,653
Total			£9,653

Appendix 2 Designs for consideration

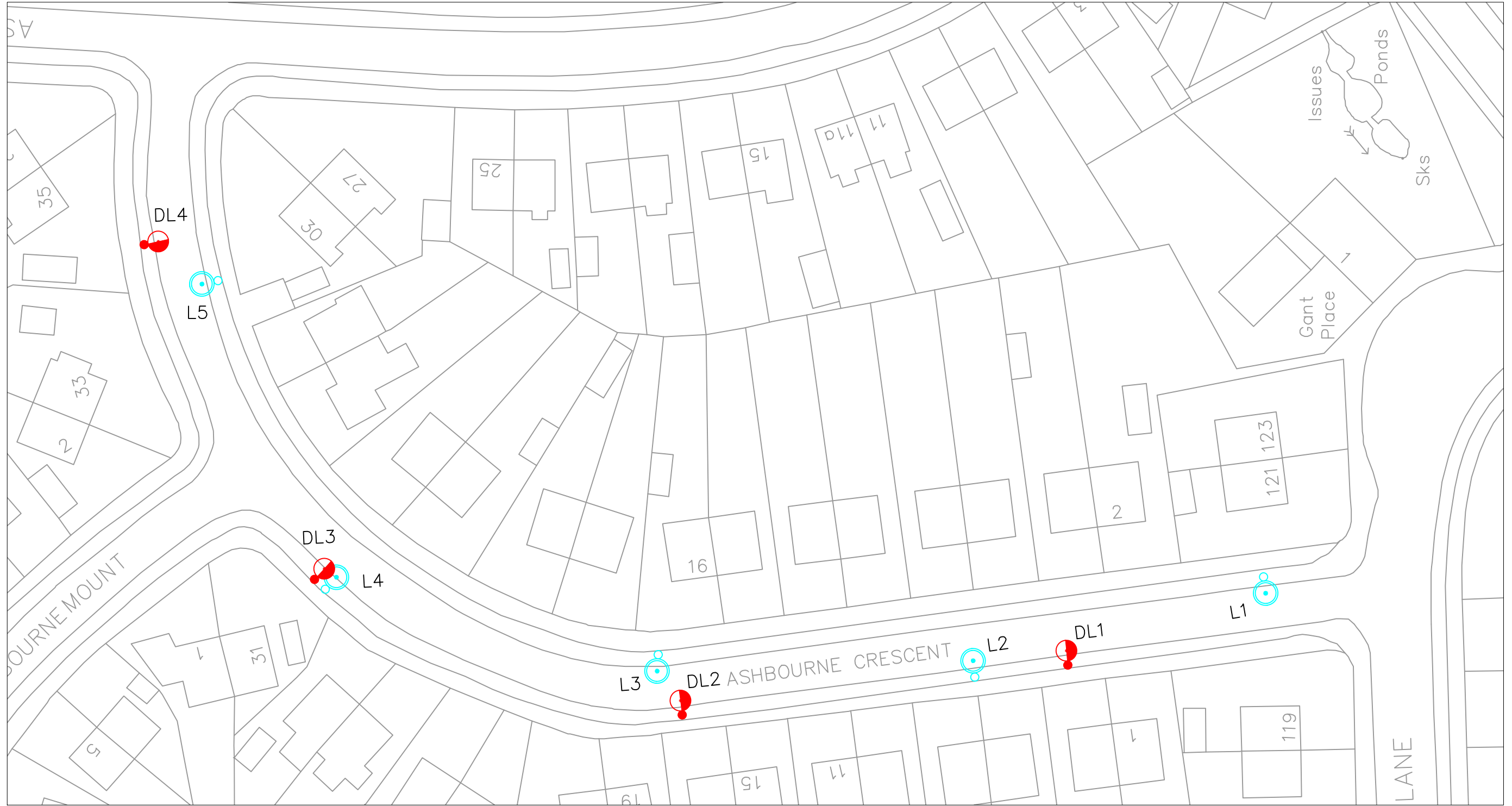
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Quantity	Symbol	Type of Lighting Unit
30		Proposed 6 metre Steel column with Spigot Mounted lantern and 32 LED, URBIS AMPERA 32 NW 5139, 500mA dimmed between 22-5.30 hrs
25		Existing 5 metre Concrete column with 0.5 metre projection bracket, Side Entry lantern and 35w SDX lamp To be removed off site for recycling

A	Original	KAO	APR16
	Revision		
City of Bradford MDC			
www.bradford.gov.uk			
Department of Regeneration Strategic Director: Barra Mac Ruairi RIBA FRSA			
Design Office: Transportation and Highways Service Street Lighting Unit Wakefield Road Depot Foundry Lane Bradford BD4 7NW			
Project: WINDHILL OLD ROAD BRADFORD			
Client: 			
Engineered in Consult: C P Leach BSc C.Eng MICE DMS			
Design	Drawn	Checked	Released
KAO	KAO		KAO
Scale(s) @ A0	Approved	Date	
1:500	A Preece	APR 16	
Drawing Title: STREET LIGHTING PROPOSALS			
Drawing No: R/PTH/SL/100146/15191-1A			


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Quant. Symbol Type of Lighting Unit

5  Proposed 6 metre tubular steel column with spigot mounted bottom entry Urbis Ampera Mini 24LED Neutral white 5141-500mA 336612 lantern unit. Factory set driver: dimming regime 1(22:00-5:30 50%). Fitted with Nema socket SS6 20:20lux photocell. Finished in grey.

Quant. Symbol Type of Lighting Unit

4  Existing 5 metre concrete column with Spigot mounted side entry lantern unit incorporating a 35W SOX lamp to take up and remove to recycle.

Notes:

1. All new columns to have Osram drivers with factory set dimming regime 1.
2. Existing services detailed on this drawing are not to be treated as accurate. The contractor is responsible for proving all services on site prior to the commencement of works.

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Report of the Strategic Director, Place to the meeting of Bradford East Area Committee to be held on Tuesday 11 July 2017

F

Subject:

Youth Service – Service Changes and Budget 2017-18

Summary statement:

This report gives an update on changes to the Youth Service made in response to budget savings and staff re-structure and gives details of the budget for the Youth Service in 2017/18.

Steve Hartley
Strategic Director
Place
Report Contact: Jonathan Hayes
Phone: (01535 618008)
E-mail: jonathan.hayes@bradford.gov.uk

Portfolio:
Neighbourhoods and Community Safety

Overview & Scrutiny Area:
Children's Services



1. SUMMARY

- 1.1 This report gives an update on changes to the Youth Service made in response to budget savings and staff re-structure and gives details of the budget for the Youth Service in 2017/18.

2. BACKGROUND

- 2.1 The Bradford Council Youth Service is part of the wider Bradford District Youth Offer that aims to ensure the provision of a range of activities and services that take place in safe spaces, where young people can develop a sense of belonging, socialise with their peers and develop relationships with adults they can trust. It recognises that with the right supportive relationships, strong ambitions and good opportunities all young people can realise their potential and be positive and active members of society. A separate report on the District-wide Youth Offer and the detailed work of the Youth Service in each Area in relation to the Youth Offer is being presented to each Area Cmte in September 2017.
- 2.2 Following Bradford Council's budget decisions approved on 25 February 2016 the Youth Service has had to make savings of £750,000 over the two years 2016-18. In order to ensure that these savings could be realised, the Youth Service undertook a number of budget saving measures which included discontinuing the support offered to Tier 1 NEET (Not in Education Employment or Training) young people which was transferred back to Children's Services (£200,000) and included in their new commission for the whole of the NEET service.
- 2.3 The measures have also involved the closure of the two Information Shops for Young People in the District (at Culture Fusion and Keighley Town Hall). Two Information officers were transferred to Customer Services and are now based at Britannia House and Keighley Town Hall and a Young People's Information and Advice 'App' has been developed. Youth Workers in the Area teams will be given training on the use of the App and they will continue to support young people in being able to access appropriate Information, Advice and Guidance in the most relevant and helpful way for each young person.
- 2.4 Following consultation with Trade Unions and staff senior Youth Worker (scale 20-23) numbers have been reduced from 6.5 to 2.5. Those senior workers who were not successful in securing a permanent post have been retained on a 12-month fixed term contract due to the extra funding secured from the Buddy contract (see para 2.9 below).
- 2.5 The Service anticipated having to make redundant full-time professionally qualified youth worker staff (scale 16-19) as part of the budget savings but due to voluntary redundancies and the successful award of a commission from the Bradford and Airedale Clinical Commissioning Groups (CCGs) we have been able to complete the restructure with no compulsory redundancies to Youth Workers on scale 16-19.



- 2.6 In line with the Executive and Full Council budget decisions staff have been allocated to each Area team according to youth population size rather than an equal number for each Area. This has resulted in the following allocation of professionally qualified staff across the District:

	<i>Population Age 13-19yrs</i>	<i>Full-time equivalent staff allocation 2016-17</i>	<i>Full-time equivalent staff allocation 2017-18</i>
Bradford West	12,039	7	7.5
Bradford East	11,332	7	7.5
Bradford South	8,396	7	6.5
Keighley	7,439	7	6.5
Shipley	6,051	7	5
<i>Total</i>	45,257	35	34

- 2.7 Numbers of part-time staff have largely been protected at 2016 levels which enables the service to continue to offer a minimum of 18 open access sessions per Area per week.
- 2.8 The Service has developed a new Vision statement and set of Key Performance Indicators (KPIs) which it will be working to from April 2017. This new statement and indicators better reflect the current work and priorities of the Youth Service and are aligned to the five Key Elements of the Youth Offer. They are:

Vision Statement

The Youth Service works with partners to ensure that young people grow up healthy, happy, informed and aspiring; proud of who they are, where they come from, and actively involved in their community.

KPIs

<i>Youth Offer Element 1 – Information, Advice and Guidance</i> Increase the numbers of young people accessing IAG through digital media.
<i>Youth Offer Element 2 – Voice and influence</i> Increase the numbers of young people participating in Youth Voice opportunities at all levels.
<i>Youth Offer Element 3 – Open access</i> Deliver a diverse youth offer through working in partnership with the VCS and local communities.
<i>Youth Offer Element 4 - Targeted provision</i> Increase the number of specific interventions to address the needs of vulnerable young people.
<i>Youth Offer Element 5 - Active citizens and young people's contribution to community life</i> Increase the number of young people having a positive impact on their community. Support young people's learning potential to help raise aspiration.

Youth Service progress and performance reports to Area Committees from April 2018 will report under each of these new KPI headings.

- 2.9 Buddy support as part of Youth In Mind pilot



As part of a wider health service initiative called Youth In Mind, the CCGs are now commissioning the Youth Service (via Creative Support) to deliver 'Buddy support' to support young people who have been assessed by the Child and Adolescent Mental Health Service (CAMHS) to have mental health issues. Since the start of April, Youth Workers have received on average 5 referrals, at any one point in time. Youth In Mind is part of the CCGs strategy to broaden support for young people with mental health issues within non medical/ specialist services. MYMUP online system is part of this offer, as well as WRAP (Wellness Recovery Action Plan) lead by Barnardos and a volunteering programme lead by Yorkshire Mentoring Service.

Youth Workers act as Buddies to the young people their role is to befriend them, support them using the Signs of Safety approach and navigate them to the various support opportunities available to them.

A joint Youth Service and CAMHS away day was held in April with staff and young people which introduced and explained the Buddy support to all Youth Workers. This was received very positively. Training is being provided to Youth Workers related to mental health, the use of the MYMUP online resource tool and the processes associated with the provision of this new service.

The following table is the allocation of young people referred to the Youth Service up to 20th June:

Area	Allocation
Bradford East	22
Bradford South	27
Bradford West	18
Keighley	25
Shipley	17

2.10 Other work targeted at young people with specific needs
CSE

The Youth Service continues to provide direct support to young people at risk of Child Sexual Exploitation. Over 60 young people identified as at risk by the CSE hub have been referred for one to one support. This support is provided by youth workers who support the young person to understand more about what makes them vulnerable. Over a number of sessions young people are able to build trust and learn different ways to stay safe and how they can build respectful and appropriate relationships with their peers. Young people have reported that as a result of the support they have received they feel safer, have a better support network and feel more connected to their local community. The Youth Service has also supported the development of a digital resource called 'Innocence or Ignorance' that helps young people to discuss issues relevant to CSE and grooming. The resource will be used throughout youth clubs and schools in Bradford to raise awareness and promote discussion.



Early Help

The Youth Services has worked with the Early Help Teams throughout Bradford to support vulnerable young people. Through both the Gateway and Panel process Youth Workers have been able to offer support to over 20 young people for a wide range of issues including family breakdown, domestic violence, anger management, isolation, drug and alcohol and non attendance at school. As a result young people are supported at an early stage to address some of the root causes of issues affecting them. This has helped to prevent young people from becoming a child in need or a child at risk of harm and entering social care. The Youth Service has supported the Early Help teams to develop community based support for Families to help sustain change and support parents to overcome issues that affect the whole family.

2.11 Changing Places

Bradford Council has received funding from the central government Controlling Migration Fund to work with people from hard to reach and isolated communities with a focus on new migrant groups, for example people from EU countries especially focusing on the Slovakian Roma community, Polish and Romanian people. There will also be a focus on the refugee community from Syria and other African countries. £50,000 of this funding has been allocated to the Youth Service to deliver a comprehensive Youth Cohesion Programme enabling young people from these communities to become positive active citizens and role models for their communities.

2.12 Duke of Edinburgh (DofE) Award

DofE is no longer being delivered by the Youth Service as a District wide provision. It may still be offered in some Areas, as part of their particular Area Offer. Schools have significantly increased their DofE offer this year, many of the schools previously supported by the Council's DofE worker continue to ensure a good spread of DofE across the Bradford District. This suggests that the past Youth Service investment in DofE has left a long term legacy for the District.

3. OTHER CONSIDERATIONS

3.1 A proportion of the Youth Service budget is held centrally to fund the Commissioner (Youth Provision) post and to co-ordinate the Youth Offer across the District. The Commissioner has significant involvement and a clear relationship with the delivery of Youth Work within the Area structures and, provides a key strategic link between Neighbourhoods and Children's Services. She also has a role in supporting and assisting Area-based delivery in neighbourhoods.

3.2 The Commissioner has also led on a number of District-wide initiatives and activities including the transfer of Youth Service buildings to community groups, the Youth Offer Working Group and some key 'Youth Voice' events, e.g. consultation on the Council's Budget, consultation for the Children's Trust Board, participation of young people in Overview & Scrutiny Committees, work on mental health services for young people and the development of the new Information and Advice 'App'.



She also organises young people's participation in 'Takeover Day' and other initiatives supported by the office of the Children's Commissioner for England.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 As part of the Budget decisions taken by the Council for the financial years 2016-18 the Youth Service budget needed to find savings of £750,000 over the two years (see para. 2.2 – 2.12 above for details of how these savings have been implemented). This included a figure of £200,000 which was transferred to Children's Services to be included in their new commission for the whole of the NEET service. A breakdown of the 5 Area budgets and central costs for 2017-18 are contained in Appendix A.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The implementation of the budget savings for the Youth Service is subject to the internal risk management plan of the Council and progress is reported to the Place Departmental Management Team on a monthly basis.

6. LEGAL APPRAISAL

The Council has a responsibility to co-ordinate and offer support for the Health and Well Being of Young People set down in Statutory Guidance issued in 2012. The duty is to secure equality of access for all young people to the positive, preventative and early help they need to improve their well-being. This includes youth work and other services and activities that:

- Connect young people with communities so they contribute to society including through volunteering and ensure they have a voice in decisions affecting them
- Offer young people opportunities in safe environments so they develop a sense of belonging, socialise safely with their peers, enjoy social mixing, experience time with older people and develop relationships with adults they trust
- Support the personal and social development of young people to build capabilities needed for learning, work and the transition to adulthood
- Improve young people's physical and mental health and emotional well-being;
- Help those at risk of dropping out of learning or not achieving their full potential to engage and attain in education or training; and
- Raise young people's aspirations, build resilience and informs their decisions – particularly to address risky behaviours

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The Youth Service as part of the Council's commitment to the District has a responsibility to ensure that the service is accessible to all young people and that participation in the service reflects this approach.

7.2 SUSTAINABILITY IMPLICATIONS

The Youth Service delivery enables local initiatives to be supported, encouraging groups and individuals to undertake activities that improve the social, economic and environmental well being of their communities.



7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Greenhouse gas emissions and wider environmental impacts was a consideration of the Buildings Review.

7.4 COMMUNITY SAFETY IMPLICATIONS

A number of youth projects are either directly or indirectly concerned with improving community safety within local communities. The increased involvement of young people in local decision making has the potential to improve community safety. The Youth Service plays a key role in ensuring that young people's voices are heard. The strengthened approach to the devolution of the Youth Service as will allow for:

- an increased sense of local democracy for both young people and communities
- young people to be more active in democratic, decision-making processes alongside their political representatives
- the voice and influence of young people to remain central, meaningful and paramount in identifying and addressing needs and issues in their communities
- the requirements of the localism/devolution agenda to be met effectively and efficiently

7.5 HUMAN RIGHTS ACT

There are no direct Human Rights implications arising from the recommendations below.

7.6 TRADE UNION

The specific budget proposals for 2017-18 included staff reductions which have been subject to consultation with the Trade Unions.

7.7 WARD IMPLICATIONS

Youth Service projects and activities support young people and communities within all the Wards in the Area.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

- 9.1 That the Bradford East Area Committee adopts the recommendations outlined in this report.
- 9.2 That the Bradford East Area Committee adopts the recommendations outlined in this report, with amendments.
- 9.3 That the Bradford East Area Committee decides not to accept the recommendations outlined in this report

10. RECOMMENDATIONS



10.1 That the changes made to the Youth Service as detailed in this report and the budget for the Service for 2017-18 be noted.

11. APPENDICES

11.1 Appendix A: Youth Service Budget 2017/18

12. BACKGROUND DOCUMENTS

12.1 None



Appendix A

Youth Service Budget 2017-18

	East	South	West	Shipley	Keighley	Total Youth Service budget	Total sections
Full time staffing							
1 x Commissioner						£56,418	
Finance posts (0.4)						£11,000	
DoE transition						£8,000	
District wide posts							£75,418
Area Staffing budgets							
5 x Advanced Practitioners	£47,974	£47,974	£47,974	£47,974	£47,974	£239,870	
28 X Youth Workers 16-19 & 20-23	£261,000	£221,000	£261,000	£161,000	£221,000	£1,125,000	
Total FTE staffing	£308,974	£268,974	£308,974	£208,974	£268,974		£1,364,870
Staff numbers	7.5	6.5	7.5	5	6.5		
Part time staffing							
Part time/ casual/ extra hours	£110,000	£89,000	£110,000	£89,000	£89,000	£487,000	£487,000
Number of hours	144	108	144	108	108		
Buildings						£190,000	£190,000
Administration							
Expenses,DBS etc	£5,000	£5,000	£5,000	£5,000	£5,000	£25,000	£25,000
Activities							
YOF/Activity Funding/PAYP for the 5 Areas	£6,000	£6,000	£6,000	£6,000	£6,000	£30,000	
Communities Of Interest activities						£6,000.00	
Buddy costs £60 per young person						£33,600.00	
							£69,600.00
Total							£2,211,888
AVAILABLE BUDGET							
Budget available from Bradford Council							£1,920,000
Changing Places							£50,000
Buddy Service							£245,000
Total budget available							£2,215,000



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