

Agenda for a meeting of the Bradford East Area Committee to be held on Thursday, 14 September 2017 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

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

Alternates:

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

Notes:

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

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

From:

Parveen Akhtar
City Solicitor

To:

Agenda Contact: 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. DISCLOSURES OF INTEREST

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

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

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

Notes:

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

3. MINUTES

Recommended –

That the minutes of the meeting held on 11 July 2017 be signed as a correct record (previously circulated).

(Tracey Sugden – 01274 434287)



4. **INSPECTION OF REPORTS AND BACKGROUND PAPERS**

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Tracey Sugden - 01274 434287)

5. **PUBLIC QUESTION TIME**

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Tuesday 12 September 2017.

(Tracey Sugden - 01274 434287)

B. BUSINESS ITEMS

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

1 - 12

Previous Reference: Executive, Minute 7 (2017/18)

Members are reminded that at its meeting on 11 July 2017 the Committee had considered a report of the Strategic Director, Place, (Document "D") which had asked Members to consider objections to recently advertised Traffic Regulation Orders associated with the proposed CityConnect 2 - Bradford Canal Road Corridor Cycleway scheme.

This Committee had resolved –



1. That the Committee recognises and welcomes the Cycle link.
2. That the Committee is not content that the solution offered is a safer, more attractive urban environment that will make the positive contribution to Bradford's Cycling ambition. The Committee also recognises the challenges of the current site.
3. That Officers are asked to fully investigate an alternative scheme in the urban green space along side Valley Road, Bradford.
4. That the consultation be extended to include people who work along Valley Road, Bradford and whether they had access to Cycle to Work Scheme.
5. That the decision to overrule the objections be delayed until the above work is undertaken and presented to the Committee.

That decision of the Committee was subsequently called in and the Strategic Director, Place will now present **Document "G"** which informs the Committee about progress on actions undertaken to support delivery of the CityConnect 2 – Bradford Canal Road Corridor Cycleway Scheme.

Recommended-

That the progress on actions undertaken to support delivery of the CityConnect 2 – Bradford Canal Road Corridor Cycleway scheme be noted.

(Environment and Waste Management Overview and Scrutiny Committee)

(Chris Bedford – 01274 437645)

7. LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE AND FUNCTION OVERVIEW 13 - 28

The Strategic Director, Place will submit **Document "H"** which details how the service currently manages the Local Highway Maintenance function and allocates resources.

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

Recommended-



- (1) That the current operational methods adopted for Local Highway Maintenance be noted.
- (2) That the indicative costs to date for the current financial year be noted.
- (3) That the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6 of Document “H” be approved.

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Whelan – 01274 434409)

8. **HARROGATE ROAD, APPERLEY BRIDGE - OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER** 29 - 34
Idle and Thackley

The Strategic Director, Place will submit **Document “I”** which reports on the objections to the recently advertised proposal for “No Waiting At Any Time” restrictions on Harrogate Road, Apperley Bridge, Bradford.

Recommended-

- (1) That the objections be overruled and the proposed No Waiting At Any Time restrictions on Harrogate Road be implemented as advertised.
- (2) That the objectors be informed accordingly.

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)

9. **PETITIONS RELATING TO TRAFFIC MATTERS - GLADSTONE STREET AND ROWAN AVENUE, BRADFORD** 35 - 44
Bradford Moor

The Strategic Director, Place will submit **Document “J”** which reports on two petitions relating to traffic matters. These are:

- a) Gladstone Street, Bradford – Request for permit parking
- b) Rowan Avenue, Bradford – Request for permit parking

Recommended-

- (1) That no action be taken on the request for permit parking



on Gladstone Street, Bradford.

- (2) That the Police and wardens (including CCTV vehicle) increase passing patrols of Rowan Avenue and that residents be encourage to contact the council in respect of blocked drives.
- (3) That officers offer a school road safety assembly to Thornbury Academy.
- (4) That no action be taken on the request for permit parking on Rowan Avenue, Bradford.
- (5) That the petitioners are informed accordingly.

(Environment and Waste Management Overview and Scrutiny Committee)

(Andrew Smith – 01274 434674)

10. **BRADFORD EAST NEIGHBOURHOOD POLICING TEAM ACTIVITY TO ADDRESS THE "SAFER COMMUNITIES" PRIORITIES WITHIN THE BRADFORD EAST CONSTITUENCY WARD PLANS FOR 2016-2018** 45 - 52

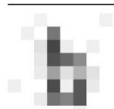
The Bradford East Area Co-ordinator will present a report (**Document "K"**) which gives an update on some of the work undertaken by the Bradford East Area Neighbourhood Policing Team and an overview of the Bradford East Constituency Performance Data.

Recommended –

- (1) That Bradford East Area Committee notes the work undertaken by the Bradford East Neighbourhood Policing Team from April 2017 to July 2017 that contributed to addressing priorities within the ward plans for the Bradford East Area.
- (2) That the Bradford East Area Committee notes the positive partnership working that has been established with Elected Members, Council Officers, community organisations, volunteers and residents within the Bradford East Area.

(Environment and Waste Management Overview and Scrutiny Committee)

(Louise Williams – 01274 431066)



11. PARKS AND GREEN SPACES SERVICE ANNUAL REPORT

53 - 62

The Strategic Director, Place will submit **Document “L”** which reports on the annual report for the devolved Parks & Green Spaces Service, it reviews activity during the past year and also considers the significant issues that will have an effect over the coming 12 months with options where available for future service delivery, investment and savings.

Recommended-

- (1) That the report (Document “L”) be noted.**
- (2) That option 2 detailed at 9.1 of Document “L” be adopted for Bradford Moor Park.**
- (3) That option 1 detailed in 9.2 of Document “L” be adopted for Peel Park Glasshouses.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Ian Wood – 01274 432648)

12. EMPLOYABILITY AND SKILLS UPDATE

63 - 72

The Strategic Director, Children’s Services will submit **Document “M”** which provides an overview of employability and skills in the Bradford East Area, outlines support available for residents and gives details of future plans for the area.

Recommended-

That members note the content of the report (Document “M”) and the future plans to continue to support East Bradford.

(Regeneration and Economy Overview and Scrutiny Committee and Children’s Services Overview and Scrutiny Committee)

(Matt Findull – 01274 439572)

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 14th September 2017.

G

Subject:

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

Summary statement:

This report informs the committee about progress on actions undertaken to support delivery of the 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 An objections report was brought to this committee on 11 July 2017 that set out the objectors concerns and the officers response and seeking a resolution to overrule the objections to the TRO's. A resolution was made to delay making that decision until an alternative scheme has been fully investigated and presented to this committee.
- 1.3 This decision was called-in by the Chair of the Corporate and Overview Scrutiny Committee on the grounds that the decision to defer approval of the project proposals puts the entire scheme at risk. The Executive will determine this matter at its next meeting on 12 September 2017.

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 and walk more regularly, and to make cycling a natural and popular choice for short journeys. 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 reduce carbon emissions and 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.
- 2.4 This scheme, which will significantly enhance cycling infrastructure in the District, will help deliver the objectives and outcomes in the West Yorkshire Local Emissions



Strategy (WYLES) 2016 - 2021 which was adopted in December 2016. The scheme fully supports and accords with Strategic Objective 7 of the WYLES which states that “We will use the West Yorkshire Transport Strategy and Leeds City Region Strategic Economic Plan to help deliver the WYLES objectives, including improved cycling and walking provision; better public transport; low emission energy production and use, and sustainable infrastructure to deliver Good Growth”. The Bradford District Low Emissions Strategy (LES) which was adopted in 2013, seeks to promote and further develop cycling infrastructure in order to reduce emissions. The Canal Road Corridor Cycle Route is referenced in Appendix 1 of the Bradford District LES. .

- 2.5 The proposed cycle route is included in the Shipley and Canal Road AAP dated May 2015. The report “Transport Study in Support of the Shipley and Canal Road Corridor AAP” refers to The CityConnect2 project and identifies the alignment of the route, it also refers to “The Cycle Route Study” carried out by Steer Davies Gleave in July 2014. The Project Brief was produced in December 2015 and as part of that process an assessment of all potential alternative routes was undertaken to ensure the option that could best deliver the objectives, desired outcomes and meet the constraints was developed and taken forward for consultation. The proposed route of the preferred advertised scheme follows the route identified in the Transport Study in Support of the Shipley and Canal Road Area Action Plan produced by consultant Steer Davies Gleave and is shown in Appendix 1.
- 2.6 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.
- 2.7 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:
 - a) progress and approve the detail design of the scheme;
 - b) 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;
 - c) 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.
- 2.8 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:
 - 2.8.1 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:-

1. "prohibited left-turns" from Valley Road into Hamm Strasse and from Queen's Road into Valley Road;
2. "prohibited right-turn" from Queen's Road into Valley Road;
3. "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;
4. "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
5. "prohibition of driving (road closure)" of a part of Leeming Street – for a distance of 15 metres from its junction with Valley Road.

2.8.2 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.

2.9 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.

2.10 An objections Report was taken to the Bradford East Area Committee meeting on 11 July 2017 where it was resolved:-

- i) that the Committee recognises and welcomes the cycle link
- ii) that the Committee is not content that the solution offered is a safer, more attractive urban environment that will make the positive contribution to Bradford's cycling ambition. The Committee also recognises the challenges of the current site.
- iii) that officers are asked to fully investigate an alternative scheme in the urban green space alongside Valley Road, Bradford.
- iv) that the consultation be extended to include people who work along Valley Road, Bradford, and whether they had access to the Cycle to Work scheme.
- v) that the decision to overrule the objections be delayed until the above work is undertaken and presented to the Committee.

2.11 On 13 July 2017, in accordance with Paragraph 8.6.2 (Part 3E of the Constitution) the decision of the Bradford East Area Committee was called-in by the Chair of the Corporate Overview and Scrutiny Committee as requested to do so by the Chair of the Environment and Waste Committee *"on the grounds that the Area Committee's decision to defer approval of the project proposals puts the entire scheme at risk. The decision jeopardises a cycleway project that is a key element of our District Cycling Strategy and which is backed by the Bradford Cycling Campaign; and-*



crucially- risks losing altogether WYCA investment of £2.5 million that will benefit Bradford District as a whole for years to come". The decision was then referred to the Environment and Waste Management Overview and Scrutiny Committee for consideration.

- 2.12 At the meeting of the Environment and Waste Management Overview and Scrutiny Committee held on 25 July 2017 it was resolved:-
- i) that this Committee notes a) Paragraph 12.14 of Part 3E of the Constitution of the Council, which states that "area committees may not make a decision which affects, in a significant way, another area without first obtaining the agreement of the area committee for that area", b) that part of the Bradford Canal Road Corridor Cycleway Scheme is located in the City Ward and therefore falls under the purview of the Bradford West Area Committee; and c) that the Bradford West Area Committee has not been involved in this decision-making decision process so far.
 - ii) that this Committee notes that the Executive resolved on 20 September 2016 that "any valid objections to the advertised Traffic Regulation Orders, traffic calming, crossing facilities and cycle tracks be submitted to the Executive" and that this action has not yet been implemented as required.
 - iii) that this Committee refers the decision back to the Bradford East Area Committee for further consideration of the advertised Traffic Regulation Orders in accordance with the resolution of the Executive dated 20 September 2016.
 - iv) that this Committee recommends that the Bradford East Area Committee refers this matter with its comments to the Executive for decision when it meets on 14 September 2017, according to the provisions of Paragraph 12.15 of Part E of the Constitution of the Council (which states that "an area committee or two or more area committees jointly may refer a matter in relation to an executive function to the Executive for decision").
 - v) that, in the event that the Bradford East Area Committee does not refer this matter to the Executive for decision on 14 September 2017, this Committee recommends that the Executive determines this matter instead in accordance with Paragraph 12.16 of Part 3E of the Constitution of the Council (which states that "the Executive may require a matter in relation to an executive function due to be considered by an area committee to be determined by itself, in which case the delegation of that matter to the area committee shall cease to apply").
 - vi) that this Committee notes, in any case, that the Executive has the option of determining this matter when it next meets on 12 September 2017 in accordance with Paragraph 12.16 of Part 3E of the Constitution of the Council and the Executive's own resolution of 20 September 2016.
- 2.13 A meeting was held in City Hall on 10 August 2017 attended by the Portfolio Holder (Regeneration, Housing, Planning and Transport), officers from the CityConnect 2 design team and representatives from some of the businesses located on Valley Road, namely Uriah Woodhead, West Yorkshire Fellmongers, Trevor Isles and P.F.Farnish. The businesses voiced their concerns regarding the proposals to make sections of Valley Road one-way to vehicular traffic and the problems that this would cause them, particularly in terms of deliveries, customer access, potential loss of trade and the potential negative effect that the scheme would have on future development plans. The businesses requested that the proposed route of the cycleway be re-considered with particular emphasis on the option of using Midland



Road instead of Valley Road. The issues raised at the meeting have been further investigated and relevant points are included within Other Considerations in section 3 below.

3. OTHER CONSIDERATIONS

- 3.1 Prior to advertising the TRO's a consultation exercise was held for residents, businesses and the general public. Businesses were also contacted individually and offered one to one meetings to discuss any issues and concerns. Following these meetings, design modifications were made to the proposals and a revised scheme was presented to the Executive on 20 September 2016.
- 3.2 Consideration has been given to acquiring some land between Valley Road and the railway in order to construct the cycle track adjacent to Valley Road, which would allow existing traffic flows on Valley Road to remain unchanged. During the initial design stage enquiries were made with the landowner about purchasing a strip of land to enable the construction of the cycleway, but the landowner was not prepared to sell a strip as this would render the remainder of the land unusable for development. However, he was prepared to negotiate selling the whole of the plot with a suggested price circa £500K. No sources of additional funding could be found for the acquisition of this land and so this option could not be advanced.
- 3.3 Since the Bradford East Area Committee meeting on 11 July 2017 a review has been carried out to reassess the potential for alternative routes a) through the land between Valley Road and the railway; b) along Canal Road and c) along Midland Road. In addition, a survey to determine the structural integrity of the wall alongside Valley Road has been carried out.
- 3.4 A review of the land situation has been undertaken in July/ August 2017. Enquiries have found that the land has recently been advertised for sale with an asking price of £475K and negotiations between a third party and the current owner are now at an advanced stage. The purchaser has confirmed that they would not be willing to dispose of all or part of the site to Bradford Council, as to do so would render the site unusable for the purpose for which it is being acquired.
- 3.5 A structural survey has recently been carried out on the existing stone wall located on Valley Road to assess its condition. Although the report has still to be finalised, indications are that a substantial cost will be involved in returning the wall to a sound condition. In the short term, relatively low cost measures could be carried out to protect cyclists from falling masonry, and these could be financed from the scheme budget. However, the responsibility for the safety and repair of the wall rests with the landowner, although the highway authority has powers to compel the landowner to carry out repairs or do the repairs itself and then re-charge the landowner when it is deemed that the hazard is a danger to the public. Due to the current situation regarding the land being subject to sale, it is unknown what the future plans are for dealing with the wall, but discussions will take place in due course.



- 3.6 Consideration has been given to an alternative route via Midland Road and Hamm Strasse. Although the geometry and width of Midland Road itself would enable a segregated cycleway to be constructed, this option would result in a longer, indirect route and introduce a steep hill in an otherwise level route. In addition, a segregated cycle track along Hamm Strasse would require space to be taken from the carriageway, thereby reducing the traffic capacity of this major road as the footway alongside Hamm Strasse is too narrow to convert into either a segregated footway and cycle track or enable a safe shared space for cyclists and pedestrians to be created because of constraints caused by the bridge and associated parapet walls. The higher level of air pollution along Hamm Strasse would also be a concern for cyclist's health. This route, therefore, is not considered to be a feasible option.
- 3.7 Consideration has been given to the possibility of an alternative route along Canal Road. Although this route is the most direct and level in terms of gradient, it was discarded due to the adverse effect on the traffic capacity of Canal Road and the lack of feasible solutions for crossing numerous side roads and accesses along the route. The footway on the west side of Canal Road is not wide enough to convert into a segregated footway and cycle track and as such, land adjacent to the back of the footway belonging to third parties would have to be acquired or the carriageway would need to be narrowed in order that all the changes could be made within the limits of the highway. The cost and timescale of acquiring any land is beyond the scope of the funding requirements and so the only option remaining would be to reduce carriageway space, resulting in a reduction of highway capacity. Since Canal Road is a strategic corridor on the highway network of the district the idea of reducing capacity was enough to discount this option. For comparison, Canal Road carries 35,000 v.p.d. (vehicles per day) whereas Valley Road carries 3,000 v.p.d.
- 3.8 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.
- 3.9 Local ward members and the emergency services have been consulted on the advertised TRO's 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. The WYCA Transport Committee approved funding for the scheme at a meeting on 14 July 2017.
- 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.
- 5.2 Tenders have been invited and can be held until 15 August 2017 by which time a contract should have been entered into. The preferred Tenderer has agreed to extend this deadline but this relies on goodwill and may be withdrawn at any time. The risks of the Tenderer withdrawing their offer and the Council having to repeat the tender process increase as time goes on. If this was to happen then the Council and the Tenderers would have incurred abortive costs, prices may also increase and there would be a further demand on the budget.
- 5.3 Discussions with the DfT have been held regarding extending the deadline for spending the grant money. They have agreed to extend the deadline as long as there is a commitment to delivering the scheme but again this depends on goodwill and may be withdrawn if that commitment cannot be demonstrated.
- 5.4. If the scheme is not delivered on time and to budget there would be a risk of damage to the Council's reputation with the Government, WYCA and the general public in its ability to deliver major infrastructure projects.

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 TRO's to secure the expeditious, convenient and safe movement of all traffic including cyclists. Members must consider the objections to each of the TRO's on their merits and properly balance the weight to be given to those objections and to the Officer comments in deciding whether or not to overrule the objections

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

Part II of The First Protocol of the Human Rights Act provides that every person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. This provisions does not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest. On balance Members are entitled to conclude that the general interest prevails over any interference with private interests which might arise by the future implementation of the TRO.

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

None

10. RECOMMENDATIONS

- 10.1 That the progress on actions undertaken to support delivery of the CityConnect 2 – Bradford Canal Road Corridor Cycleway scheme be noted.

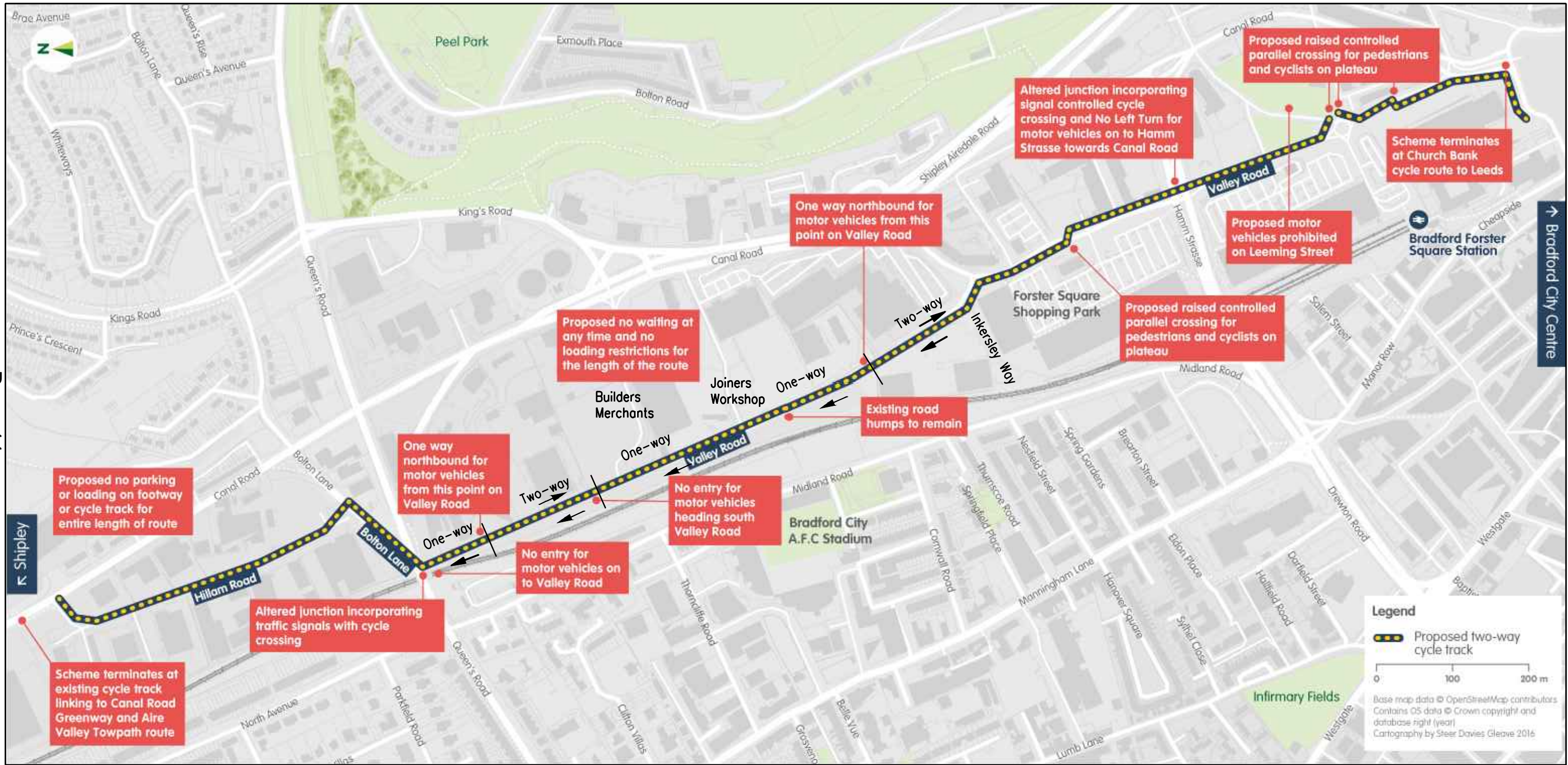
11. APPENDICES

- 11.1 Appendix 1 – Drawing showing the proposed route of the scheme and the general effect of the Moving Traffic Order on Valley Road.

12. BACKGROUND DOCUMENTS

- 12.1 Scheme file number 103116.
- 12.2 Transport Study in Support of the Shipley and Canal Road Corridor AAP May 2015.
- 12.3 Report of the Strategic Director – Regeneration to the meeting of Executive held on 20 September 2016.
- 12.4 Report of the Strategic Director (Place) to the meeting of the Bradford East Area Committee held on 11 July 2017.
- 12.5 Report of the Strategic Director (Place) to the meeting of the Overview and Scrutiny Committee held on 25 July 2017.
- 12.6 Report of the Strategic Director (Place) to the meeting of the Executive held on 12 September 2017.
- 12.7 Highways Act 1980.
- 12.8 Road Traffic Regulations Act 1984.





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Report of the Strategic Director of Place to the meeting of the Bradford East Area Committee to be held on 14th September 2017

H

Subject:

Local Highway Maintenance – Devolution Update & Function Overview

Summary statement:

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

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

Steve Hartley
Strategic Director
Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

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

2. BACKGROUND

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

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

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

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

3. OTHER CONSIDERATIONS

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

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The overall budget for Local Highway Maintenance is **£1.541m**.
- 4.2 The 2015/16 allocation for the Bradford East constituency as outlined in the initial devolution report to Area Committee is **£288,917**.
- 4.3 Spend this financial year to **31st July 2017** on all categories in the Constituency Area is **£60,000**, (21% of indicative allocation) broken down as follows:-
 - 4.4 **£20,000** has been spent on CAT 1/2 repairs.
 - 4.5 **£40,000** has been spent on CAT 3/4 repairs including footway reconstruction and planned carriageway patching.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

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

7.2 SUSTAINABILITY IMPLICATIONS

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

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

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

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.5 HUMAN RIGHTS ACT

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

7.6 TRADE UNION

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

7.7 WARD IMPLICATIONS

- 7.7.1 Improvements in carriageway conditions benefit all wards.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

8. NOT FOR PUBLICATION DOCUMENTS

- 8.1 None.

9. OPTIONS

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

10. RECOMMENDATIONS

- 10.1 That the Bradford East Area Committee notes the current operational methods adopted for Local Highway Maintenance.
- 10.2 That the Bradford East Area Committee notes the indicative costs to date for the current financial year.
- 10.3 That the Bradford East Area Committee approves the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6.

11. APPENDICES

- 11.1 Appendix 1 - Work Undertaken as Part of the LHM Function.
- 11.2 Appendix 2 - Technical Staff Overview.
- 11.3 Appendix 3 - Operational Staff Overview.
- 11.4 Appendix 4 - CAT 1 and 2 Works Update.
- 11.5 Appendix 5 - Current CAT 3/4 Works List (completed and ordered).
- 11.6 Appendix 6 – Additional Cat 3/4 Works Prioritised to Order in Next Quarter.

12. Background Documents

- 12.1 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee 1 November 2012
- 12.2 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee, 10 April 2013 - Methodology for Allocation of Devolved Service Resources to the Five Area Committees.

- 12.3 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to the meeting of Executive, 16 March 2013 – Methodology for Allocation of Devolved Service Resources to the Five Area Committees.
- 12.4 Report of the Strategic Director (Regeneration & Culture) to the meeting of Bradford East Area Committee, 22 November 2012 – The Transfer of Responsibility and Budgets to the Bradford East Area Committee for Decision Making – Highway Repairs.
- 12.5 Report of Strategic Director (Regeneration & Culture) to the meeting of Bradford East Area Committee, 23 July 2013 – The Transfer of Responsibility and Budget to the Bradford East Area Committee for Decision Making – Highway Repairs.

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

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

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

Staffing costs are also included within this budget.

Appendix 2 – Technical Staff Overview

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

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

Senior Engineer

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

Highway Inspector

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

Safety Inspectors

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

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

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

Appendix 3 – Operational Staff Overview

Operational staff are contracted to work the following hours;

07.00 to 16.00 Monday – Thursday.

07.00 to 12.30 Fridays.

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

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

- Patching gang (6 FTE)

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

- Scheme gangs (7 FTE)

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

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

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

Category 1 work is deployed as necessary within 24 hours.

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

- Sub contractors

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

- Gully Cleansing Operations (3 Vehicles)

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

Appendix 4

CAT1 and 2 Works Update – 1st April to date.

Category 1 Defects

<i>BRAD EAST</i>	<u>Defect Description</u>	<u>Qty Received</u>
	GM C/WAY	5
	GM F/WAY	1
	EMERGENCY WORKS	1
	POTHOLE	
	OTHER	
	Area Total:	7

Notes

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

Category 2 Defects

<i>BRAD EAST</i>	<u>Defect Description</u>	<u>Qty Received</u>
	C/W NOTIFIABLE CAT 1 & 2	
	F/W NOTIFIABLE CAT 1 & 2	
	GM C/WAY	10
	GM F/WAY	18
	OTHER DEFECTS	1
	FLAGS UNEVEN	1
	KERBS BROKEN	1
	KERBS UNEVEN	1
	IRONWORK UNEVEN	1
	GAPS IN PAVEMENT	1
	EMERGENCY WORKS	52
	Area Total:	86

Notes

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

Appendix 5 – Current CAT 3/4 Works List

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

Address	District	Originated	L.A.Code	Stage	Description
SYCAMORE CLOSE	BARKEREND	02/02/2017	889665	COMPLETED	OUTSIDE NO 86 - POSITION BOULDER BACK INTO PLACE TO DENY VEHICLE ACCESS.
BUCK STREET	BRADFORD	09/02/2017	889787	ORDERED	OUTSIDE KINGS CAR WASH - RAISE GULLY, 6MM WC @ 40MM DEEP, 20MM BASE COURSE @ 60MM DEEP
ROWTON THORPE	ECCLESHILL	13/02/2017	889870	COMPLETED	LAMP COLUMN NO 1 TO HOUSE NO 4 - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP
BOLINGBROKE STREET	LITTLE HORTON	13/02/2017	889875	COMPLETED	OUTSIDE NO 64 BOLINGBROKE STREET - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP, FLAGS OUT TO TIP
SPRINGWOOD AVENUE	WEST BOWLING	13/02/2017	889873	COMPLETED	NOS 27-37 - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP, FLAGS OUT TO TIP, RAISE HYDRANT, RAISE MANHOLE
SPONY LANE	ECCLESHILL	13/02/2017	889874	ORDERED	JUNCTION OF POST OFFICE ROAD - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP, FLAGS OUT TO TIP, RAISE STOP TAP
NEW LINE	GREENGATES	20/02/2017	889984	COMPLETED	SAFETY INSPECTION F/W REPAIRS PLANE OUT AND RELAY CROSSING
SILVERHILL DRIVE	BRADFORD MOOR	01/03/2017	890067	COMPLETED	JUNCTION WITH SILVERHILL ROAD (SIDE OF NO 84 SILVERHILL ROAD) - INSTALL BLACK MANCHESTER BOLLARD
ROXBY STREET	LITTLE HORTON	01/03/2017	890090	COMPLETED	OUTSIDE NO 38 -40 - FLAGS OUT TO TIP, 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP
REDCAR ROAD	ECCLESHILL	01/03/2017	890112	COMPLETED	OUTSIDE NURSERY NEAR JUNCTION OF NEW LINE - TAKE OUT CONCRETE BOLLARD AND DISPOSE

TENTERFIELDS	APPERLEY BRIDGE	02/03/2017	890117	COMPLETED	JUNCTION OF THE LEAVENS- TARMAC PATCH CARRIAGEWAY
OXFORD ROAD	UNDERCLIFFE	02/03/2017	890135	COMPLETED	FROM PEEL PARK DRIVE TO NO 43 OXFORD ROAD - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP, STOP TAP
AIREDALE ROAD	UNDERCLIFFE	22/03/2017	890432	COMPLETED	BETWEEN NOS 9-21 - 6MM WC @ 40MM DEEP
RIBBLETON GROVE	BARKEREND	22/03/2017	890430	COMPLETED	NEAR JUNCTION OF BROOKFIELD ROAD - 6MM WC @ 40MM DEEP X 3
RUSHTON ROAD	THORNBURY	22/03/2017	890431	COMPLETED	JUNCTION OF LEEDS OLD ROAD - TAKE OUT AND RESET BOLLARD
NEW HEY ROAD	EAST BOWLING	22/03/2017	890433	COMPLETED	JUNCTION OF BRASSEY ROAD - 6MM WC @ 40MM DEEP
NORMAN AVENUE	ECCLESHILL	22/03/2017	890434	COMPLETED	FROM NOS 37-49 - 6MM WC @ 40MM DEEP
NORMAN GROVE	ECCLESHILL	22/03/2017	890435	COMPLETED	FROM WESTWOOD GROVE TO NORMAN AVENUE - 6MM WC @ 40MM DEEP X 6
MOUNT STREET	LAISTERDYKE	29/03/2017	890533	ORDERED	PATCH 1 - JUNCTION OF MULGRAVE STREET FOOTPATH - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP PATCH 2 - OUTSIDE RSPCA
MULGRAVE STREET	BRADFORD	29/03/2017	890532	ORDERED	PATCH 1 - OUTSIDE RANDISI TEXTILE (NR JUNCTION OF MOUNT STREET) - 6MM GRITSTONE WC @ 20MM DEEP, 20MM BASE COURSE @ 60MM DEEP
LENTON VILLAS	THACKLEY	30/03/2017	890599	COMPLETED	OUTSIDE NO 14 - RELAY FLAGS, FLAGS TO TIP (2 FLAGS 0.9 X 0.6), NEW FLAGS (2 FLAGS 0.9 X 0.6)

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

SITE	WARD	PROPOSED WORKS	COMMENTS
Marlborough Road	Idle and Thackley	Footway refurbishment	
Reginald St	Little Horton	Footway refurbishment	
Gladstone St j/o Harewood Street	Bradford Moor	Footway refurbishment	
Curzon Road j/o Folkestone St	Bradford Moor	Footway refurbishment	
Briarfield Ave	Idle and Thackley	Footway refurbishment	
Broad Lane	Bowling and Barkerend	Carriageway patching	
Brookfield Road area	Bowling and Barkerend	Carriageway patching	
Laisterdyke	Bowling and Barkerend	Carriageway patching	
Bank	Eccleshill	Carriageway patching	
Farm Hill Road	Eccleshill	Carriageway patching	

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Report of the Strategic Director, Place to the meeting of Bradford East Area Committee to be held on 14 September 2017.

Subject:

**HARROGATE ROAD, APPERLEY BRIDGE - OBJECTIONS RECEIVED TO A
PROPOSED TRAFFIC REGULATION ORDER**

Summary statement:

**This report considers objections to the recently advertised proposal for No Waiting
At Any Time restrictions on Harrogate Road, Apperley Bridge, Bradford.**

Ward: 13 Idle & Thackley

Steve Hartley
Strategic Director Place

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment & Waste Management



1.0 SUMMARY

1.1. This report considers objections to the recently advertised proposed No Waiting At Any Time restrictions on Harrogate Road, Apperley Bridge, Bradford.

2.0 BACKGROUND

2.1. Planning permission (REF: 14/05285/MAO) has been granted for the construction of up to 130 residential dwellings with associated access on Harrogate Road, Bradford. As part of the new signalised site access, a Traffic Regulation Order for No Waiting At Any Time restrictions is proposed to ensure the safe through passage of traffic.

2.2. The proposed waiting restrictions are shown on drawing No. TDG/THS/103444/GA-1B attached as Appendix 1 to this report.

2.3. The Traffic Regulation Order was formally advertised between 23rd May and 19th June 2017. In addition to the street notices publicising the proposal, letters were also sent to properties adjacent to the length of proposed waiting restrictions.

2.4. A total of 78 objections have been received. A summary of the valid points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p>The reduction in the number of available parking spaces adjacent to St Johns Church will affect local community groups and nearby businesses. This may impact on the viability of St Johns Church as a community hub.</p> <p>There will be a transfer of parking associated with St Johns Church to nearby streets.</p>	<p>The proposal is for the minimum amount of yellow lining considered appropriate to maintain the safe through passage of vehicle.</p> <p>Harrogate Road is a public highway and as such its primary function is for the passage of traffic.</p>
<p>Disabled, Elderly and parents with young children visiting the church will have to park further away.</p>	<p>There are exemptions within the Traffic Regulation Order to allow passengers to board/alight on the yellow lines, and/or allow blue badge holders to park for up to 3 hours.</p>
<p>The proposal will encourage dangerous and illegal parking.</p>	<p>Parking Services are informed as and when any new waiting restrictions are introduced and requested to carry out appropriate enforcement action.</p>
<p>The order has been made without giving the public full knowledge of the impact of the scheme, including consideration of the proposed major improvement scheme at the Harrogate Road/New Line junction.</p>	<p>The proposals have been developed independently of the Harrogate Road/New Line major junction improvement due to the significant difference in scheme programme dates.</p>

	<p>The latter scheme has been the subject of its own local publicity exercise.</p> <p>Any further proposed waiting restrictions (for the Harrogate Road/New Line major junction improvement) will include appropriate public consultations.</p>
<p>The proposal should not proceed without the provision of alternative parking provision to mitigate for the loss of on-street parking.</p>	<p>There is no scope or budget within the current proposals to include for the provision of alternative off-street parking.</p> <p>However, if the measures that are the subject of this report were to be implemented, proposals for the Harrogate Road/New Line major junction improvement could be developed in the light the prevailing parking situation and to include consideration of any alternative parking options.</p>
<p>Public consultation has not taken place.</p>	<p>The proposals have been advertised via press notices, street notices and local letter drop.</p>

- 2.4 Many of the objections also list a concern about the new housing site being an ‘over development’ in this area. The housing development has already attained planning permission and the specific issue being reported is the Traffic Regulation Order, therefore this concern is not being considered as part of this report.
- 2.5 An e-mail supporting the proposal has also been received. This is on the basis of the proposed waiting restrictions having a positive impact on cycling.

3.0 OTHER CONSIDERATIONS

- 3.1. Local ward members and the emergency services were consulted on the original proposals. Local ward members do not support these proposals.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. The estimated cost of the proposals is £7,000. Funding to process the Traffic Regulation Order and implement the associated works has been provided by the developer

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1. A failure to implement appropriate waiting restrictions at the new site access will leave a potential for vehicular conflict and safety issues at this junction.

6.0 LEGAL APPRAISAL

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

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy.

7.2. SUSTAINABILITY IMPLICATIONS

There are no significant Sustainability implications arising from this report.

7.3. GREENHOUSE GAS EMISSIONS IMPACTS

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

7.4. COMMUNITY SAFETY IMPLICATIONS

The proposals are being promoted to ensure the safe passage of traffic at the new housing site access. There are exemptions within the Traffic Regulation Order to allow passengers to board/alight on the yellow lines, and/or allow blue badge holders to park for up to 3 hours.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

None

9.0 OPTIONS

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

10.0 RECOMMENDATIONS

10.1. That the objections be overruled and the proposed No Waiting At Any Time restrictions on Harrogate Road be implemented as advertised.

10.2. That the objectors be informed accordingly.

11.0 APPENDICES

Appendix 1 – drawing TDG/THS/103444/GA-1B

12.0 BACKGROUND DOCUMENTS

12.1. File ref:TDG/THS/103444





Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 14 September 2017.

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Subject:

PETITIONS RELATING TO TRAFFIC MATTERS

Summary statement:

This report considers the following petitions relating to traffic matters:

- 1) Gladstone Street, Bradford – Request for permit parking
- 2) Rowan Avenue, Bradford – Request for permit parking

Ward: 6 Bradford Moor

Steve Hartley
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Environment and Waste Management

1.0 SUMMARY

1.1 Two petitions relating to traffic matters. These are:

- a) Gladstone Street, Bradford – Request for permit parking
- b) Rowan Avenue, Bradford – Request for permit parking

2.0 BACKGROUND

2.1 Background information is given in Appendices 1 and 2.

Appendix 1 Gladstone Street, Bradford (43 signatures)

Appendix 2 Rowan Avenue, Bradford (22 signatures)

3.0 OTHER CONSIDERATIONS

3.1 Local ward members have been consulted. No comments have been received.

4.0 FINANCIAL & RESOURCE APPRAISAL

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

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 petitions.

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 no action be taken on the request for permit parking on Gladstone Street, Bradford.

10.2 That the Police and wardens (including CCTV vehicle) increase passing patrols of Rowan Avenue and that residents be encourage to contact the council in respect of blocked drives.

10.3 That officers offer a school road safety assembly to Thornbury Academy.

10.4 That no action be taken on the request for permit parking on Rowan Avenue, Bradford.

10.5 That the petitioners are informed accordingly.

11.0 APPENDICES

11.1 Appendix 1 – Gladstone Street, Bradford – Petition and location plan.

11.2 Appendix 2 – Rowan Avenue, Bradford – Petition and location plan.

12.0 BACKGROUND DOCUMENTS

12.1 None.

Petition – Gladstone Street, Bradford (43 signatures)**Background information**

1. The petitioners are requesting the introduction of permit parking on Gladstone Street, Bradford. The signatures are from the sections of Gladstone Street between Folkestone Street and Leeds Road. The petitioners claim that people from other streets park in Gladstone Street leaving vehicles there for weeks and that because there are 3 shops and a mosque the parking is overcrowded.
2. Gladstone Street is a typical residential street of terraced properties. There are a number of similar streets in the vicinity. All of the streets in the neighbourhood were observed to have a similar level of parking.
3. The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The criteria must be met before a scheme can be considered. Four site visits have been undertaken and free parking space was available on all occasions.
4. It would not be usual practice to introduce permit parking on a single street in an area like this as this would merely transfer any problem parking from one street to another. However the introduction of a permit parking zone to encompass all of the neighbouring streets would not solve the situation described because all residents would be entitled to permits and they could park on any street within the zone. Residents parking schemes are not designed to share out limited parking space between neighbours they are to help residents who have to compete for scarce parking space which is being used by people from outside of the local area, for example commuters or students.
5. The parking needs of shops in the neighbourhood which will be serving local people would need to be accommodated in any permit scheme with for example time limited waiting for non-permit holders. However parking for shops will currently be of short term duration with a high turnover and therefore restricting parking in this way will be of no benefit. The problem parking associated with the mosque will only occur for a relatively short period of time on mosque days and whilst it is appreciated that this can cause inconvenience for local residents this parking would not meet the criteria in the council policy.

Recommendations

6. That no action be taken.

Petition for Residential Permit Parking for Gladstone St, BD3

Name	Address	Signature



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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: Steve Hartley</p> <p>Design Office: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Britannia House Hall Ings Bradford BD1 1HX</p>				Design	Drawn	Checked	Released	Project
				Scan(1) @ A4	NTS	Approved	Date	GLADSTONE STREET, BRADFORD MOOR
	A Original	CH	8/17	Engineer to Contract	Drawing Title:			
	Revision	Initis	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE	PETITION LOCATION PLAN			
Client								Drawing No.

Petition – Rowan Avenue, Bradford (22 signatures)**Background information**

1. The petitioners are requesting the introduction of permit parking on Rowan Avenue, Bradford. Due to the close proximity of Thornbury Academy, children are dropped off and picked up from Rowan Avenue which causes inconvenience for residents and their visitors and safety concerns. Other streets in the area have recently had resident only parking schemes introduced which the petitioners believe has led to some displaced parking from nearby businesses.
2. This 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 Rowan Avenue, Bradford a further report be presented to the Committee after consultation with Ward Officers and the Police on the issues raised by the petitioners.

3. A site meeting on 29 June 2017 was attended by officers from Highways and the Area Coordinator's office and the Police. It was concluded that:
 - i. The Police and wardens will increase passing patrols.
 - ii. The Council's CCTV car would include this area as part of its route plan.
 - iii. Residents have the option of contacting the Council to ask wardens to enforce people parking and obstructing drives (but this will need to apply to all vehicles).
 - iv. Bradford East wardens to offer a school road safety assembly to Thornbury Academy to encourage safer and more considerate parent parking.
 - v. Officers are unable to progress request for residents only parking as this location does not meet the policy criteria.

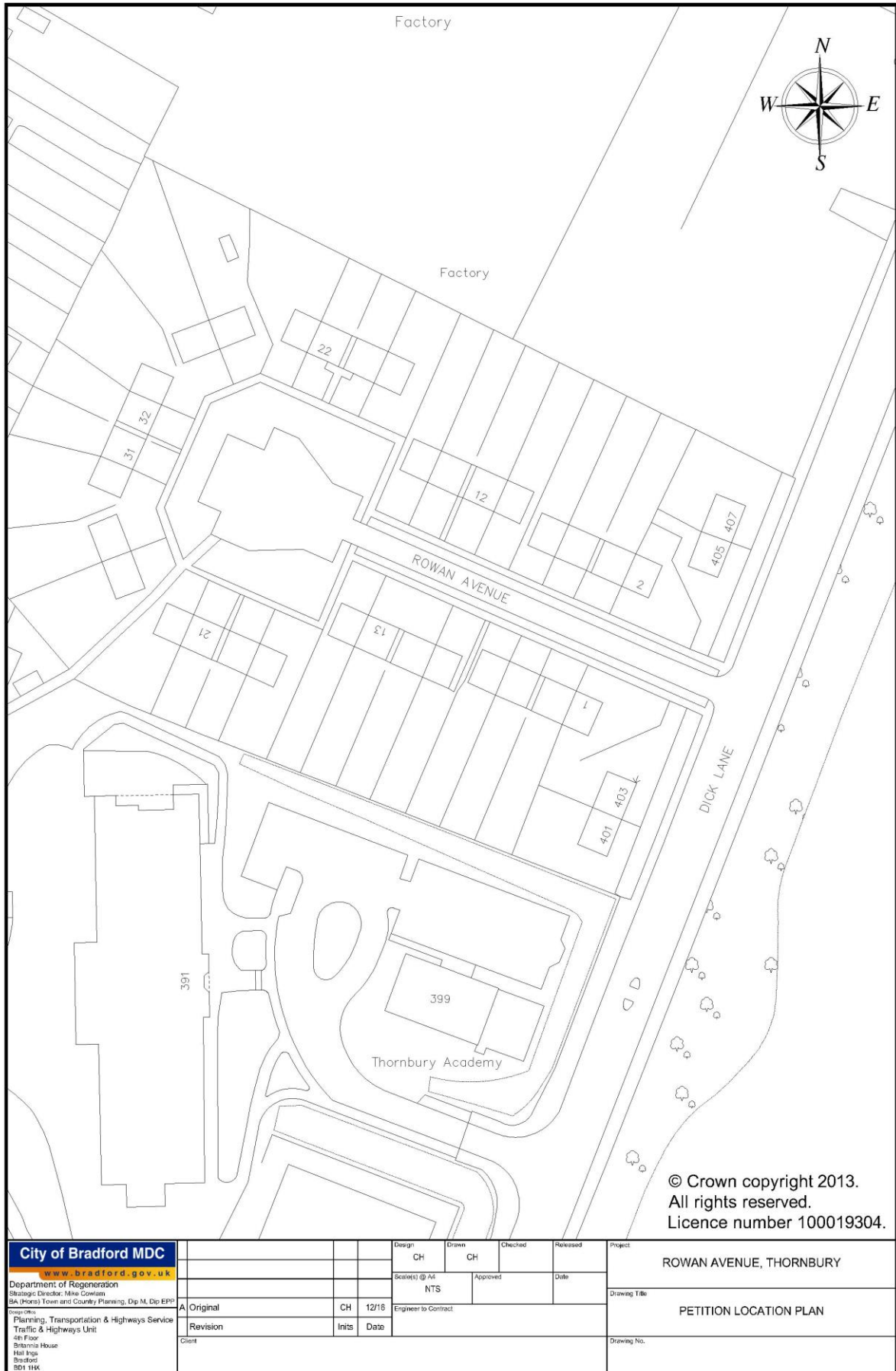
Recommendations

4. That the Police and wardens (including CCTV vehicle) increase passing patrols of Rowan Avenue and that residents be encourage to contact the council in respect of blocked drives.
5. That officers offer a school road safety assembly to Thornbury Academy.
6. That no further action be taken on the request for Permit Parking on Rowan Avenue.

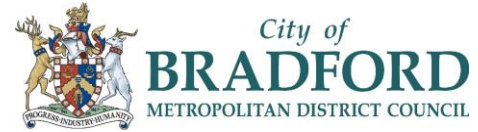
PARKING PERMITS

We the Residents of Rowan Avenue have concerns about cars parking issues from the school, businesses, and concern about parents walking their children to school and elder people who live on this avenue as well.

We the residents are fed up with these issue, there is accident waiting to happen when it does what is going to be done about these issues we have mentioned.



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Report of the Bradford East Area Co-ordinator to the meeting of Bradford East Area Committee to be held on Thursday 14 September 2017

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Subject:

Bradford East Neighbourhood Policing Team activity to address the “Safer Communities” priorities within the Bradford East Constituency Ward Plans for 2016 / 2018

Summary statement:

This report gives an update of some of the work undertaken by the Bradford East Area Neighbourhood Policing Team and an overview of the Bradford East Constituency Performance data.

Steve Hartley
Director Department of Place

Portfolio:

Environment

Report Contact: Louise Williams

Overview & Scrutiny Area:

Environment and Waste Management

1. SUMMARY

- 1.1 This report gives an update of some of the work undertaken by the Bradford East Area Neighbourhood Policing Team and an overview of the Bradford East Constituency Performance data.

2. BACKGROUND

- 2.1 Appendix A gives an overview of the Bradford East Area between April 2016 and July 2017 and gives a comparison with the same period in the previous year.

3. OTHER CONSIDERATIONS

- 3.1 There are now named Police and Council Ward Officers aligned to Wards across the Area who are supported by designated staff with allocation to specific areas. The boundaries are co-terminous and therefore enable effective co-ordination, tasking and problem solving.
- 3.2 Bradford East Neighbourhood Policing Team works closely with Bradford Council's Neighbourhoods Team across the East Constituency. A number of joint community initiatives have taken place including piloting new contact points, street surgeries, attendance at parents' consultation events, fun days and also attendance at other public engagement opportunities. Days of Action have been undertaken including information-giving, door knocking by staff from the teams, traffic operations, fines warrants, anti-theft number plate road shows and environmental activities.
- 3.3 A new pilot arrangement merging the Ward Partnership Team meetings, supported by elected members across Idle and Thackley, Eccleshill and Bolton and Undercliffe, has been launched to facilitate more regular meetings and support informed cross- ward boundary problem solving and information-sharing focussing on strategic priorities, entrenched issues and emerging challenges. If this is successful this approach could be extended to merge other Ward Partnership Teams subject to negotiations with Ward Councillors and partners.
- 3.4 Neighbourhood officers from the Council and Police have participated in more robust joint patrols and enforcement activities managing school gate parking issues to reduce traffic congestion, illegal / inappropriate parking and risks to pedestrians as well as other road users. Traffic operations are planned throughout the year. The Council's CCTV car is also deployed to support enforcement activities. Where possible, engagement work including school assembly presentations, attendance at school events to meet parents, children taking part in speed watch and other road safety educational activities also take place.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Not applicable.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 No significant risks.

6. LEGAL APPRAISAL

6.1 There are no known legal implications.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 The information in the report seeks to address emerging crime and community safety priorities across all communities within the Area.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.2 The involvement of a wide range of partners in working together to address community safety and crime issues contributes to finding sustainable solutions.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 No impacts.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 All the work identified within this report contributes to improving community safety.

7.5 HUMAN RIGHTS ACT

7.5.1 No specific implications.

7.6 TRADE UNION

7.6.1 None.

7.7 WARD IMPLICATIONS

7.7.1 The information provided in this report is relevant to all Wards within Bradford East Area.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

7.8.1 The actions contained within this report impact on all the priorities within the Safer Communities theme in all Ward Plans.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 This report is presented primarily for information.

10. RECOMMENDATIONS

10.1 That Bradford East Area Committee notes the work undertaken by the Bradford East Neighbourhood Policing Team from April 2017 to July 2017 that contributed to addressing priorities within the ward plans for the Bradford East Area.

10.2 That the Bradford East Area Committee notes the positive partnership working that has been established with Elected Members, Council Officers, community organisations, volunteers and residents within the Bradford East Area.

11. APPENDICES

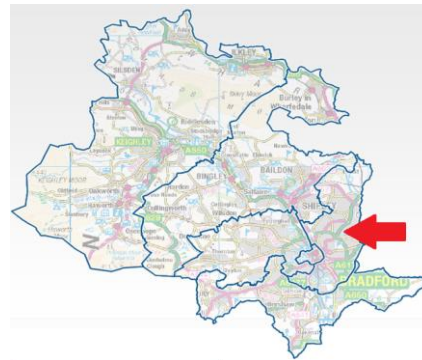
11.1 Appendix A – Bradford East Performance Data – April 2016 and July 2017.

12. BACKGROUND DOCUMENTS

12.1 None.

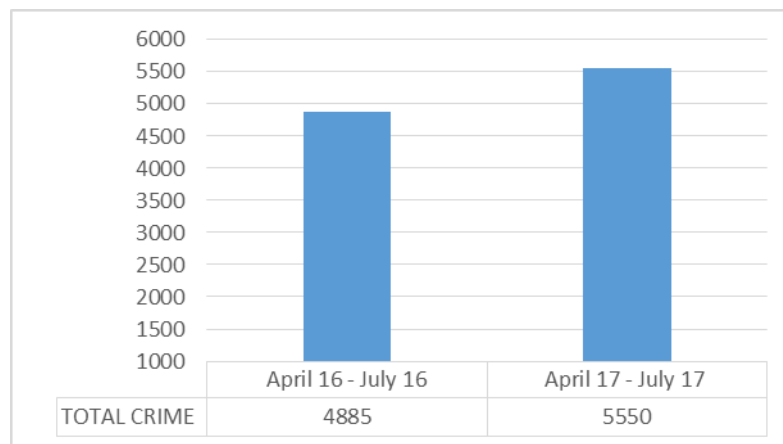
BRADFORD EAST

- Bolton and Undercliffe
- Bowling and Barkerend
- Bradford Moor
- Eccleshill
- Idle and Thackley
- Little Horton Neighbourhood

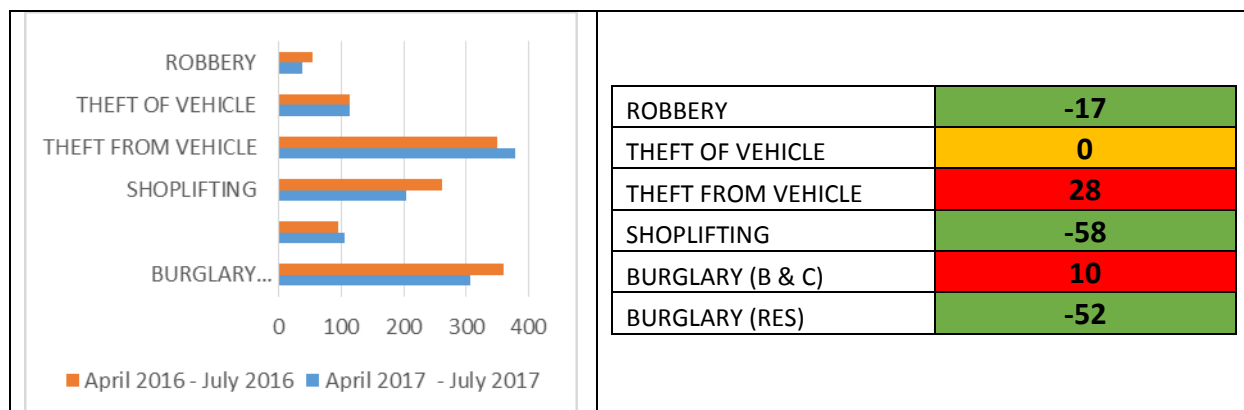


CRIME FIGURES

The following data highlights figures for the main crime types in Bradford East for the year to date (this will equate to crime figures between beg April 2017 to middle of July 2017 with a comparison of the same period from the previous year):



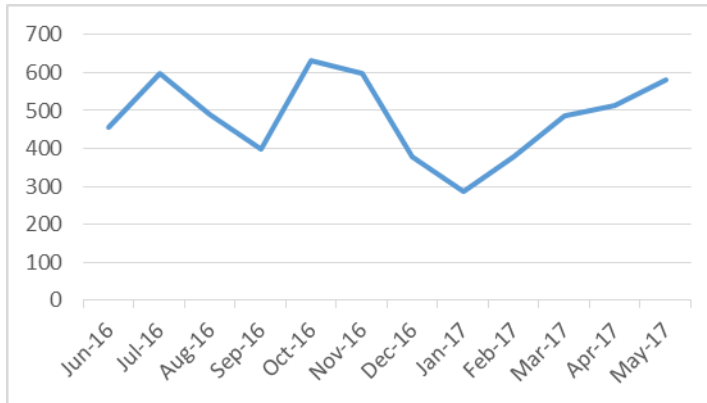
This is broken down into different crime types as below along with an increase and decrease figure for each:



ANTI SOCIAL BEHAVIOUR

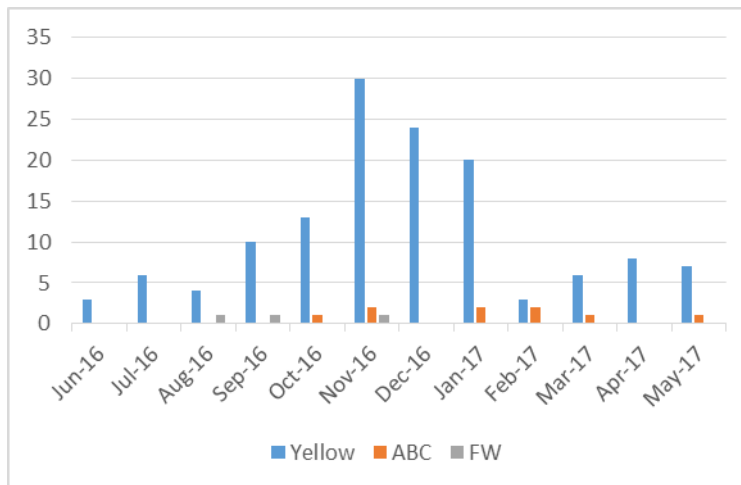
ASBAT (calls for service)

The below chart shows the total number of calls for service for nuisance related issues for the previous 12 months:



ASB INTERVENTIONS

Over the previous 12 months there have been a total of 146 interventions served across Bradford East. The below breaks this total down into Yellows, ABCS and Finals Warnings across the 12 months:

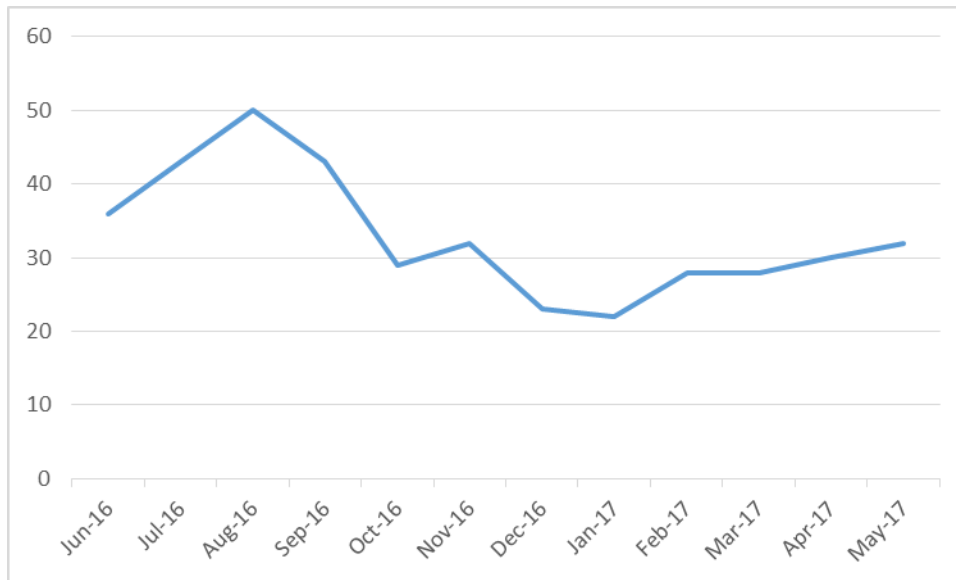


SUCCESSFUL CRIMINAL BEHAVIOUR ORDERS

Between the beginning of June 2016 and the end of May 2017 there was 1 CBO obtained against a subject within this PWA.

HATE CRIME

The below shows the trend of hate crimes / incidents reported over the previous 12 months across Bradford East. The data has been extracted from Niche and includes Hate Crimes, Race Hate Incidents, Faith Hate Incidents, Disability Hate Incidents, Sexual Orientation Hate Incidents and Transgender Hate Incidents.



POLICE UPDATE

POLICE UPDATE FROM INSPECTOR DIANE COLLINS BRADFORD EAST NEIGHBOURHOOD TEAM

I joined Bradford East Neighbourhood Policing Team in February of this year. I was delighted when I was posted to the Team as neighbourhood policing is my passion and have been in this area of Policing for a number of years.

Bradford East is a busy area and serves a large population however we have a large number of Constables and Community Officers to serve our residents.

Over the last twelve months we have seen an increase in recorded crime. In 2015 HM Chief Inspector of Constabulary sent an instruction to all Chief Constables to reiterate the need to record absolute every crime that comes to Police notice. This means that at one incident there can be multiple crimes recorded which has seen our crime increase in line with crime data integrity. This is absolutely right that we do this as we need an accurate reflection of what is happening in our area. This will explain some of the increase however the trend in some crime types is also seeing an upward trend especially around internet use.

However there are good news stories around crime trends and that is the reduction of recorded burglary dwelling offences. In our area we have recorded over 50 less offences than the same period last year. We still see a number of Burglaries that involve insecure premises. My team are working hard to ensure that our residents take basic crime prevention steps and reduce their chances of becoming a victim. There is also the same theme around cars being left insecure. These easy targets are adored by the opportunist criminal and we need to take the temptation away.

Over the last few months we have also realigned our Police Community Support Officers with our ward officers. This means that there will be more visibility within the community and more officers working hard to reduce crime and improve intelligence from our residents.

My Pcso's are responsible for ensuring that emerging issues are identified and problem solved so we are on the front foot with issues instead of reacting to them. This will also help to reduce crime and bring offenders to justice.

Pcso's out and about in their communities glean valuable information about who is doing what. This may mean that offenders are arrested and put before the courts but also we can recognise vulnerable young people who are being led astray and need some help and guidance instead of the criminal justice system. Working proactively with our partner's means that we have access to a number of support networks that can help the vulnerable.

The team now all have mobile devices which they are encouraged to use when out and about on patrol. This device does nearly everything that a desk top will do and drastically reduces the need for officers to return to base to write reports.

Residents will see officers tapping away on phones but these are the devices and they are crucial for modern day Policing. Pocket note book entries, statement taking, submission of crimes and much more can be done on the device and ensure that officers can do what they need to do at the time providing a much better service to the public.

Body worn video is also part of my officer's uniform. Since their introduction last year we have seen a massive reduction in the need for officers to attend court to provide evidence. The good quality footage is seeing offenders pleading guilty at the first hearing due to the evidence against them.

Moving forward I will be increasing my ward officer team and they will be leading the way on identifying issues, problem solving them and bringing offenders to justice.

We are a dedicated team and strive to provide a quality service to the public. We don't get everything right all of the time but are certainly working hard to getting it right most of the time.

As you Neighbourhood Inspector I really care about what is going on in my area and take it very personally. I am really proud of my team who work hard every day to make Bradford East a safer place to live and work.

Di Collins
Inspector
Bradford East Neighbourhood Policing Team



Report of the Director of Place to the meeting of the Bradford East Area Committee to be held on 14 September 2017.

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Subject:

Parks & Green Spaces Service Annual Report

Summary statement:

The annual report for the devolved Parks & Green Spaces Service reviews activity during the past year and also considers the significant issues that will have an effect over the coming 12 months with options where available for future service delivery, investment and savings.

Steve Hartley
Strategic Director, Place

Portfolio:

Environment Culture and Sport

Report Contact
Ian Wood
Principal Manager Parks & Green
Spaces

Overview & Scrutiny Area:

Environment and Waste Management

Phone: (01274) 432648
E-mail: ian.wood@bradford.gov.uk

1. SUMMARY

- 1.1 The annual report for the devolved Parks & Green Spaces Service reviews activity during the past year and also considers the significant issues that will have an effect over the coming 12 months with options where available for future service delivery, investment and savings.

2. BACKGROUND INFORMATION

2.1 The Parks & Green Spaces (PGS) Service

- 2.1.1 PGS currently sits in the Sport and Culture Service, which is part of the Department of Place and the main function is the management, maintenance and development of the district's parks and other green spaces. The area of land managed by the section totals over 1,000 hectares of parks/grassed areas and around 850 hectares of woodland.

- 2.1.2 Woodland management, tree works, play area maintenance, highway weed-spraying and technical services are all delivered on a District wide basis whilst the management and maintenance of local parks and green spaces is provided through at least one operational depot based within each Area Committee boundary. The operational areas, using a total of 74 permanent gardeners, manage and maintain:-

- 36 parks, of which 5 retain Green Flag status
- 115 recreational 'grounds' (including football, rugby, cricket, tennis and bowls facilities)
- 283 outdoor play/fitness facilities across 163 sites
- 50 pavilion/changing rooms
- 20 lodges and 5 cafes
- 40 War Memorials

- 2.1.3 The PGS also provides support to community, voluntary and 'friends of' groups, including the booking of some 230 events held annually within Parks and Green Spaces ranging from Bingley Music Live to the local village gala.

- 2.1.4 PGS provides a grounds maintenance service to 6 schools in Bradford East and numerous council services including Estates Management, Bereavement Services, Highways, Libraries, Museums, Sports Centres, Adults and Children's Services (including winter gritting operations).

- 2.1.5 PGS has provided growing support to the council's highway winter gritting operation with some 25 staff now regularly employed as drivers to cover precautionary gritting routes or ride-on tractor operatives to treat footways.

2.2 Managed Facilities in Bradford East

- 2.2.1 The following main parks are managed and maintained by the service area teams – Peel Park, Bowling Park and Bradford Moor Park – together with 19 recreational spaces and playing fields containing 17 equipped play areas, 10 MACA's (Multi

Activity Communal Areas) 3 skate/BMX parks and 19 pavilions, changing facilities and lodges.

2.2.2 Other facilities in use this season include 24 Football/Rugby pitches, 8 bowling greens, 4 cricket pitches and 2 tennis courts. In addition to horticultural works the service is responsible for the upkeep of all the infrastructure (e.g. fences, walls and footpaths) and associated structures within the above sites.

2.3 Operational Depot Review of 2017

2.3.1 The adopted requirement for maintenance standards remain at minimum levels for general grass cutting, hedges, flower and shrub bed maintenance. Budgets are set to reflect the levels of workforce required to maintain these minimum standards with little or no resource resilience. Service performance throughout the peak season is therefore highly susceptible to unseasonal weather or unexpected staff absence.

2.3.2 The operational staff have successfully delivered all maintenance works to the highest possible standard throughout the year. As a result of this it has been notable that complaint numbers have fallen in general and by almost three quarters from local bowls clubs, certainly a reflection of the work of the gardeners involved and also possibly due to the closer working between management and the bowls leagues. The adoption of more sustainable flower bed regimes appears to have been successful, particularly as the herbaceous planting begins to become established.

2.3.3 Given that weather pattern this year have been largely favourable despite a relatively wet summer, the major operational challenge remains that of litter and fly tipping, this interferes with other programmed activity (such as general grass cutting) due to the need to clear excessive litter prior to completing other tasks.

2.3.4 Officers continued to engage with partners such as Friends of Groups, local community groups, councillors and the Neighbourhood Service to deliver a wide range of improvements to the Area's green spaces as evidenced by the retention of the Green Flag Award for Peel Park with an increase in the judges' score.

2.4 New Works (Including Section 106 Monitor)

2.4.1 The following new or refurbished facilities have been successfully delivered in the last 12 months:

Eccleshill War Memorial Garden - designed and assisted with a new perennial based planting scheme.

Thackley Open Air School - provided interpretation sign at Buck Wood with Friends Group

Peel Park Listed Building – security protection

Bowling Park - Play Area refurbishment with Friends Group

2.4.2 Over the coming year the Technical Unit will be engaged in delivering the following projects:

King George V Memorial Playing Fields - 3G artificial pitch and classroom/changing facilities in partnership with One in a Million school.

New threshold signs for Buck Wood with Friends Group

Peel Park - Bridge repair/ improvement works

2.4.3 Bradford East Section 106 Recreation Receipts

	Total	Unallocated	Allocated	Allocated Projects
Bolton & Undercliffe	37,600	37,600	0	Peel Park Play Area under consideration
Bowling & Barkerend	112,732	112,732	0	
Bradford Moor	0	0	0	
Eccleshill	0	0	0	
Idle & Thackley	81,227	76,227	5,000	Buck Wood signs
Little Horton	25,837	25,837	0	Works at the ARK under consideration

2.5 Events

2.5.1 PGS administers stages and/or supports a high number of events throughout the year in its parks & recreation grounds (over 230) with 45 events booked within the Bradford East area this year, some of which are National events such as the British Cyclo-cross World Championships in Peel Park.

2.5.2 The Sport & Culture events team is responsible for organising, delivering and promoting a number of prestigious destination events across the District. These include Skyride, Bradford City Run and the popular Bingley Music Live festival which attracts in the region of 40,000 people over the weekend.

2.5.3 Other events planned this year in Bradford East include:

- Fun Fairs in Peel Park (2), Bradford Moor Park (2), Bowling Park, Idle Recreation Ground, Harrogate Road Playing Fields and the gala at The Delph
- Circus in Peel Park
- Orienteering and cycling events
- 26 one day play & activity sessions
- Fitness session in Peel Park
- Community Lunches and picnics

2.5.4 The team at Peel Park also facilitate events across the district by erecting market stalls in liaison with the Council's Markets Section.

2.5.5 All the above events create a very large footfall in our parks and green spaces from both the local community and the wider population of the district; indeed, some of the larger events attract people from all over the country.

3. OTHER CONSIDERATIONS

3.1 Peel Park Nursery Glasshouses

- 3.1.1 The move towards more sustainable floral features and the removal of subsidised hanging baskets resulted in the closure of the plant growing nursery at Peel Park.
- 3.1.2 Initial efforts were made to constitute a sustainable partnership of volunteer, community and charitable groups with a view to leasing the facility for plant/vegetable growing. Unfortunately the lead partner, a local education/training college withdrew as the business case was beginning to formulate and the partnership dissipated.
- 3.1.3 Given that officer resources continue to diminish, a more realistic option may be to offer the facility to the commercial sector although the existence of a charitable trust on part of the land, restricted access and limited associated office/welfare facilities could be major drawbacks.
- 3.1.4 The glasshouses are currently being partly utilised for storage by a number of Council services. Options for the direction of travel are included at section 9.

3.2 Bradford Moor Park Lake

- 3.2.1 The department has received a number of complaints over the last couple of years in relation to the condition of the lake. Historically, the lake was used for boating but has been 'redundant' as such a facility for a number of years. A model boating club was in residence and did use the lake on a weekly basis and assisted in keeping it clean and tidy, however, due to some vandalism issues the club moved to a facility at Wibsey Park.
- 3.2.2 The lake is still treated for weed and algae growth with litter accumulations also being removed but is now home to a fluctuating population of geese whose presence does leave the surrounding paved areas detritus ridden. In addition to this there are large quantities of food deposits left for the birds which also create maintenance and vermin issues.
- 3.2.3 The water within the lake does not have any significant flow or aeration and can become stagnant and unsightly in the height of the summer.
- 3.2.4 As this water facility does not provide any added benefit to the park area in its present state, further consideration should be given to the future of this area with a number of options included in section 9.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Budget Savings 2017/18

- 4.1.1 The Service is charged with a savings target of £180,000 for the current year as

part of the adopted Outcome Based Budget Process.

	17/18
CAT's Town/Parish Councils	25
Car Parking Charges	40
BML	50
Woodlands	40
Bowling Greens/Sports Pitches	25
Total	180

- 4.1.2 Members will note that further savings are required from Bowls Clubs in conjunction with other Sports Clubs using playing pitches. The overarching principle remains that of community management of facilities as delivered through implementation of the Playing Pitch Strategy, however other options based on increased voluntary activity will also be considered.
- 4.1.3 Devolution of the management and maintenance of parks and open spaces to local town/parish councils will be pursued where a significant cashable saving is available; Burley Town Council has already completed such a lease involving a range of service providers. The introduction of car park charging within identified parks and woodlands remains challenging and it is unlikely that the cumulative saving will be achieved during the current year; there are currently no Bradford East sites within the first phase of implementation.
- 4.1.4 Proposed savings within the Trees & Woodland unit reflect completion of management plans for all Woodlands together with reduced volumes of activity following the introduction of a higher threshold requirement for authorising tree works and the introduction of a new tree management system.

4.2 Financial Performance 2016/17

- 4.2.1 Bradford East operations has a notional net budget of £409,000 with an indicative overspend in the region of £47,000. Although this is a lower overspend than previous years it is evident that a structural pressure in the region of £45,000 exists, primarily due to reduced rechargeable activity. A further review of Service wide budgets is planned during the current year and this issue remains one of the key priorities

5 AREA COMMITTEE ACTION PLAN IMPLICATIONS

- 5.1 The majority of Ward Action Plans reflect support for outdoor play and sport, many recognising the need to retain local parks and green spaces whilst maximising their potential. The value of 'Friends of groups' is also recognised within the People Can initiative, particularly at Bowling Park and Peel Park
- 5.2 PGS continues to work closely, and generally successfully, with the Neighbourhood Service to deliver such joint aspirations.

6. LEGAL APPRAISAL

- 6.1 The contents of this report are in accordance with the decisions of the Executive on 9 October 2012 and 16 April 2013
- 6.2. The Council has various powers to provide parks and pleasure ground and other recreational facilities but is under no duty to do so. The management of such facilities is a matter for the Council subject to its general duties under Occupiers Liability legislation or Health and Safety.
- 6.3. Members should note that Section 106 Agreements entered into after the 1st July 2017 will no longer contain recreational contributions. These will now be subject to the CIL Charging Schedule and the use and distribution of such infrastructure funding will become a matter for the Executive. However S106 contributions payable under agreements entered into before that date can still be used for the intended purpose. It should also be noted that in areas where there are local councils 15% of CIL monies received for their areas will be distributed to them to spend on infrastructure projects including parks and recreation.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Area Committee decisions will need to be made in line with Equal Rights legislation. This will require Area Committees to assess the potential equality impact of any decisions they make.

7.2 SUSTAINABILITY IMPLICATIONS

Increased local decision making has the potential to create more sustainable solutions to local issues.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

PGS service provides a pro-active approach in the reduction of greenhouse gas emissions through the local deployment of its maintenance teams. Teams are based in areas in an effort to reduce travelling times with its fleet/plant resulting in reduced fuel consumption. In addition to this parks and recreation grounds/trees/woodlands provide communities with 'green lungs' which can naturally assist with the filtering of polluted air.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no Community Safety Implications arising from this report.

7.5 HUMAN RIGHTS ACT

There are no Human Rights Act implications arising from this report.

7.6 TRADE UNION

Trade Unions at all levels are engaged in consultation over the proposals included in this report.

7.7 WARD IMPLICATIONS

The information in this report is relevant to all Wards in the area.

Increased devolution of the services will allow the Area Committee to further address local priorities for those services within wards.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 Bradford Moor Park Lake

9.1.1 PGS Officers are keen to consider improvements such as providing an aeration system or draining and filling in the lake either completely or partially. This would allow either a grassed area or possible creation of a wetland habitat/nature reserve. However significant support will be required from other Council services to carry out local consultation and to assist in identifying funding from outside PGS.

1. To retain the lake as it is and carry on with the present maintenance regime.
2. To make improvements to the lake as identified through stakeholder consultation and subject to funding being available.

9.2 Peel Park Glasshouses

9.2.1 Following the demise of the community partnership group, the facility is currently used for incidental storage of goods and equipment. The facility is integral to the surrounding depot infrastructure which, together with the Trust considerations creates significant challenges when considering alternative use. Nevertheless Officers are recommending that options for commercial use are initially pursued through Estates Management to determine whether this is a viable option to deliver an income stream.

- 1 Test the commercial market for rental income
- 2 Retain for use as rented storage space for Council services
- 3 Transfer the glasshouses and land to Estates Management to include within the Corporate Property Management Portfolio

10. RECOMMENDATIONS

That Bradford East Area Committee:

- 10.1 That the content of this report be noted.
- 10.2 That option 2 be adopted for Bradford Moor Park.
- 10.3 That option 1 be adopted for Peel Park Glasshouses.

11. BACKGROUND DOCUMENTS

None

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Report of the Strategic Director, Children's Services to the meeting of Bradford East Area Committee to be held on 14th September 2017.

Subject: **M**

Employability and Skills Update

Summary statement:

This report provides an overview of employability and skills in the Bradford East Area, outlines support available for residents and gives details of future plans for the area.

Michael Jameson
Strategic Director, Children's Services

Portfolio: Education, Skills and Culture

Report Contact: Matt Findull
Lead Officer Funding and Sufficiency
(01274) 439572
matt.findull@bradford.gov.uk

**Overview & Scrutiny Area:
Regeneration/Children's Services**

1. SUMMARY

- 1.1 Across the Bradford District recovery from recession has slowed following an initial bounce back in 2011. The employment rate has levelled off at around 65% which is below the rates seen prior to recession that reached 69%, the gap with regional and UK employment rates has also widened in last two years.
- 1.2 The number of businesses has increased significantly in the last two years rising from 15,145 in 2013/14 to 17,050 in 2015/16. This was an increase of 12.6% that was higher than Leeds City Growth of 12.1% and UK growth of 10.7%. Retail, Hospitality, Professional & Scientific Services and Business Administration saw the largest increases. Growth in businesses is not however, reflected by jobs growth. The number of private sector jobs increased by 2,300 between 2013 and 2014 – a 1.6% rise that was lower than UK growth of 5.1%. Job density has fallen over the last decade and remains below Regional and national rates.
- 1.3 Skills are still a key issue for Bradford District despite low predicted jobs growth due to replacement demand. Whilst Manufacturing is the only major sector currently forecast to see an actual fall in employment, replacement demand as workers retire and move jobs will see a big demand for labour across all sectors over the next ten years with Health and Social Care and Financial and Business Services requiring 16,900 and 10,500 new employees respectively.
- 1.4 This report provides an overview of employability and skills in the Bradford District, with specific reference to the Bradford South Area, outlining support available for residents and gives details of future plans for the area.

2. BACKGROUND

- 2.1 In July 2017 the claimant count in Bradford was 8820 , this was 140 fewer people than the previous month, Bradford's claimant rate is 2.7 % of residents aged 16-64. The annual change in the Bradford District is a decrease of 440 claimants which is a 4.8 % reduction. Although unemployment in the District has improved, it still remains higher than the Leeds City Region rate of 2.5% and the national rate of 2.3%.
- 2.2 In July 2017 there were 2015 young people aged 18-24 claiming unemployment JSA. This is 20 less than last month and 85 less than the same month last year representing a 4% fall in youth claimants.
- 2.3 The July 2017 figures show that there were 2075 people claiming JSA for longer than 12 months in Bradford. This is a long term claimant rate of 0.6%. The long term claimant rate for Leeds City Region is 0.4%, Yorkshire and Humber is 0.5% and the UK is 0.4%.
- 2.4 In July 2017 Bradford East had an unemployment rate of 4.8 % (2,420 individuals). Although high (amongst parliamentary constituencies the claimant rate is the 56th highest), this is a decrease of 240 (9%) compared to a year ago.
- 2.5 From March 2014 onwards the combined number of young people (16 and 17 years old) not in education or training (NEETs) and 'not knowns' has been low and consistently below that for the same month in the previous year. The June figure was 737; 273 below the figure for June 2016. This equates to a rate for June of 5.3% -

2.1 percentage points below the figure for June 2016 and a record low for the District in July.

2.6 The NEET rate for Bradford East was marginally higher than the District rate at 5.5%, however Eccleshill had the highest Ward rate in the District at 8.3%.

3. OTHER CONSIDERATIONS

3.1 Get Bradford Working in Bradford East

3.1.1 Get Bradford Working is an Employment Investment Programme for the Bradford District, drawing together key initiatives which tackle the issues and barriers facing Bradford's residents in the labour market. Get Bradford Working represents in excess of £13.5 million of investment, by Bradford Council and our partners, to provide employment opportunities by creating: jobs; apprenticeship places; a transformational curriculum for 14-19 year olds; and a range of support measures for employers and those furthest from the labour market developing better skills, more good jobs and a growing economy and building on Bradford's role as a partner within the Leeds City Region.

3.1.2 As at 30th July 2016 Get Bradford Working programmes have supported over 2,900 individuals into employment across Bradford and 706 in Bradford East (24% of total jobs).

3.1.3 Get Bradford Working programme has had 7 main strands:

- SkillsHouse – Bradford's retail academy
- The Employment Opportunities Fund
- The Apprenticeship Training Agency & Apprenticeship Hub
- Routes into Work
- Industrial Centres of Excellence
- The Advanced Skills Fund
- Step up to Business

3.1.4 Details in relation to each strand are provided in Appendix 1. Data relating to the job outcomes achieved in Bradford East are provided in Appendix 2.

3.2 Future plans

3.2.1 Bradford Pathways

3.2.1.1 **Bradford** Pathways is a model that will be embedded in the education, skills and employment infrastructure in Bradford District and is intended to prepare individuals for changing business and economic needs. It will support young people and adults into a wide range of high-wage, high-skills and high demand careers in sectors that are important in Bradford and the surrounding economies. It combines academic, employability, leadership and technical skills and allows participants to explore different career pathways designed around high-demand sectors and occupations. It helps them gain the real-world experience needed to compete and achieve success in education and life.

3.2.1.2 The model works by facilitating collaboration between education, businesses and industry partners to provide support and activities aimed at meeting the needs of both employers and job-seekers. Ultimately it helps to fill positions that are available today, whilst closing skills gaps and preparing a flexible and skilled workforce for the changing needs of the 21st Century, including jobs that do not yet exist.

3.2.1.3 The Bradford Pathways programme to date has engaged 12 primary and 15 secondary schools to both support the development of the model and support pilot activity in these schools. Additionally there has been considerable interest and response from other partners across the District; for example Bradford College taking significant steps to align its curriculum with the approach, in particular by developing the new 'Bradford College Plus' programme which is based on the Bradford Pathways approach. This marks a significant development and a key milestone in the roll out of Bradford Pathways with almost 40% of our 16-19 provision at the College.

3.2.2 **NEET**

3.2.2.1 Eccleshill, Bradford Moor and Bowling & Barkerend wards all have a higher rate than the District average.

3.2.2.2 As part of this year's budget setting process it was agreed that Connexions service contract would reduce in value by £150k (15%) this financial year and a further £150k next financial year. However, the tracking requirements on the Council have been changed by the Department for Education and the Council is no longer obliged to track academic age 18 and 19 year olds as it was previously. This will help mitigate the budget reduction.

3.2.2.3 There are certain vulnerable groups of young people which are more likely to be NEET or Not Known. The Council has taken the decision to continue to track and monitor these groups at academic age 18 above and beyond the new requirement.

3.2.2.4 The contract is also clear that we needed to prioritise those vulnerable groups that are at higher risk of NEET without being prescriptive as to how this is achieved.

3.2.2.5 There is also an expectation that the service provider will continue review how NEET hotspots are targeted. In the past year there was a very successful focus on Keighley and the reduction of NEET there through partnership working, use of data and promotion of positive role models in the area. The Council is keen to explore how other areas with consistently high NEET and Not Known such as Eccleshill, Bradford Moor and Bowling & Barkerend can be tackled.

3.2.3 **European Funding**

3.2.3.1 Around £338m is available from European Structural and Investment Funds for the period 2014 to 2020 to support the Leeds City Region [ESIF strategy](#).

3.2.3.2 The programme launched in March 2015. There is a two-stage application process. Intervention rates are 50% apart from opt-in programmes which are co-financed by Skills Funding Agency, Department of Work & Pensions and Big Lottery Fund.

3.2.3.3 Projects which respond to calls and pass the outline stage are invited to work up full applications. Geographical coverage of calls depends on the particular programme activity, ranging from delivery across the entire city region to provision at individual local authority area.

3.2.3.4 The Council has been successful in leading a partnership bid to deliver ESF Local Flexibilities for the Unemployed Contract, this secures matched funding therefore maximising the remainder of the partner funding that had been allocated for SkillsHouse and the Employment Opportunities Fund within Get Bradford Working (see also Appendix 1).

This contract is called Skills Training and Employment Pathways or STEP. STEP is voluntary for participants and will focus on delivery of a package of tailored support to address worklessness of unemployed disadvantaged individuals. The provision aims to engage with the individual, identify and address barriers to work, using a range of specialist support/provision to move Participants into sustained work at the earliest opportunity.

In total the STEP programme will support:

- Over 5000 individuals with job search and employability;
- Over 1500 individuals into employment; and
- Over 700 individuals will sustain employment at 6 months.

4. FINANCIAL AND RESOURCE APPRAISAL

4.1 There are no financial issues.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 Risks associated with this report are primarily reputational should programmes be unsuccessful. This risk will be mitigated by stringent contract monitoring procedures, undertaken by the Education, Employment and Skills Team.

6. LEGAL APPRAISAL

6.1 There are no legal issues.

7. NOT FOR PUBLICATION DOCUMENTS

None

8. RECOMMENDATIONS

8.1 That members note the content of this report and the future plans to continue to support East Bradford.

9. APPENDICES

9.1 Get Bradford Working Overview

9.2 Get Bradford Working Equality & Diversity Data for South Bradford

9.3 ESIF Funding in the Leeds City Region

10. BACKGROUND DOCUMENTS

None

Appendix 1: Get Bradford Working Programmes Overview

SkillsHouse

As a result of Westfield's The Broadway development and the continued regeneration of the City Centre, significant employment opportunities for local people are being generated. In order to maximise these opportunities, SkillsHouse has been established to support retail, hospitality and visitor economy businesses and to help local people find jobs.

SkillsHouse was launched on 1st June 2015. Its priority is to engage with employers who have vacancies and support unemployed people in the district, by up skilling them and providing them with qualifications in Retail, Hospitality and World Host Principles of Customer Service. Individuals undertaking pre-employment training with SkillsHouse are also guaranteed an interview and additional support in order to secure employment in the district.

Though the core team members who work within SkillsHouse are Bradford council staff, assessments, support and training are delivered in partnership with a range of providers across the District, including Jobcentre Plus, Aspire-i, Bradford College, Shipley College, Skills for Work and Interserve.

SkillsHouse operates as a 'finishing school', up skilling individuals to ensure they are ready to meet the specific needs of employers. As such the model is reliant on stakeholders referring suitable clients onto the Assessment days. SkillsHouse is currently working with around thirty organisations from across the District who refer individuals to the assessment days.

Since launching, SkillsHouse have supported 852 unemployed individuals into work and as a result of the adoption of the World Host principles into the programme, we have achieved World Host status for the City Centre.

The Employment Opportunities Fund

The Employment Opportunities Fund (EOF) is a partnership between CBMDC, Incommunities, Jobcentre Plus and associated partners with funding from CBMDC, Incommunities, JCP and Leeds City Region as well as now the ESIF funding that has been secured. The fund specifically targets Bradford residents who are unemployed, claiming active benefits and have been out of work for at least six months. The main aim of the fund is to provide a bridge into work for these individuals and to support them towards sustainable employment.

SkillsHouse and EOF will both deliver STEP outcomes going forward.

To date 969 jobs have been created and filled within the EOF. The roles are within a range of sectors including horticulture, catering, ICT, community development and childcare.

Industrial Centres of Excellence (ICE)

The ICE are innovative education-industry partnerships that have been locally developed and it is an established model that are clearly demonstrating success. The four ICE that are open provide learning and career pathways for young people to experience a confident, lasting transition into work, improve job-quality, and enable employers to find talented employees.

The ICE enable partners to better identify demand for particular occupations and skills, ensuring that the curriculum, equipment and learning pathways that students experience remain relevant, therefore addressing current and future skills gaps in the sector specialism

of that ICE. Over 300 businesses have engaged with the ICE programme to date and 1,280 students have benefitted from their input to date through a range of exciting activities, and in academic year 2016/17 we are on track to have 2,000 students on programme.

The 'Advanced Skills Fund' has provided further support to businesses in key growth sectors to enable them to recruit skilled staff. Building on the ICE approach, two of the Centres of Excellence are using funding to engage in developing higher education provision, higher level Apprenticeship and other advanced pathways using links with some of the lead partners working on the programme.

Bradford Apprenticeship Training Agency (ATA) & Apprenticeship Hub

As a response to the allocation of £4.6 million funding awarded to the Leeds City Region (LCR) as part of the Cities Deal "Skills Ask", the Department of Business Innovation and Skills (BIS) approved the proposal to establish an ATA and Apprenticeship Hub within Bradford. The funding allocated to Bradford was £958,128.

The Apprenticeship Training Agency acts as a recruitment agency and seeks out organisations to employ apprentices on an agency basis, thereby helping them to minimise the risk associated with employing staff more permanently. The model provides the opportunity to grow apprenticeships in businesses to help develop their workforce and also to reduce youth unemployment at a faster pace than planned.

The main aim of the Apprenticeship Hub is to raise the profile of apprenticeships and increase take up of Apprenticeship provision across the District.

The original City Deal contract ended on 31st March 2016, at which time the Hub and ATA had supported 541 young people to commence apprenticeship within SMEs. The successor contract to the Hub was let to Interserve and is due to finish in March 2018, officers are working within the WYCA framework to influence the next iteration of this provision to ensure it better meets Bradford's needs.

Routes into Work

Routes into Work (RIW) fund is now complete but was a commissioned fund that sought to meet the gaps in the Employment and Skills provision in the District that were identified in the Employment and Skills Strategy and offer additionality to National and Regional Programmes. RIW contracts targeted those furthest away from the labour market such as individuals with a disability, mental ill-health and drug and alcohol dependency.

In total 509 individuals were supported into employment through RIW programmes.

Advanced Skills Fund

The Advanced Skills Fund provides support to businesses in key growth sectors to enable them to recruit skilled staff. It works to strengthen Bradford's economy by providing the advanced skills Bradford's businesses need, opening up employment opportunities for Bradford's residents.

The first opportunity to use the Fund is to support Borg Warner, a Bradford based engineering company who have recently been successful in securing a multi-million pound contract with Jaguar-Land Rover to manufacture turbo chargers for their new engines. Borg Warner have made a commitment to ensure that this contract secures 100 jobs for Bradford residents. The Advanced Skills Fund will also support other employers in the District who are developing their businesses and are looking to recruit skilled employees.

The Centre of Excellence for Business and the Centre of Excellence for Environmental Technologies are both engaged in developing higher education provision, higher level

Apprenticeship and other advanced pathways using links with some of the lead partners working on the programme.

Step up to Business

The Step up to Business project engaged with 16-24 year olds who were working in the shadow economy, its aim was to support them to establish legitimate business enterprises. The programme commenced in November 2013 and ended in March 2015. The project outcomes are provided below.

Project Outcomes: **Supporting Bradford's Young Entrepreneurs**

- 23 young entrepreneurs progressed in their business activities;
- 50 young people attended 'how to start your own business' workshops
- 18 young people received training on presentation skills
- 13 young people won awards for their ideas or business activity

Project Outcomes: **Building Capacity across Bradford's Youth Professionals**

- 101 youth practitioners (from 14 different organisations) received training in supporting young people in basic business 'start up'.

Appendix 2: Get Bradford Working Equality and Diversity Data Bradford East

GENDER	
Male	52%
Female	48%

ETHNICITY	
White British	63%
Mixed	3%
Indian	1%
Pakistani	23%
Bangladeshi	3%
White Other	2%
Black	2%
Black Other	0%
Asian Other	1%
Mixed - Black Other	0%

DISABILITY	
No Disability	90%
Multiple Disabilities	0.5%
Physical Disability	3%
Mental Ill Health	2%
Learning Difficulty	2%
Unspecified Disability	2%

AGE	
16 - 18	6%
19 - 24	54%
25 - 49	25%
50 Plus	10%
Unknown	5%

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