

Agenda for a meeting of the Bradford South Area Committee to be held Remotely on Thursday, 25 February 2021 at 5.00 pm

Members of the Committee – Councillors

LABOUR	CONSERVATIVE	THE QUEENSBURY WARD INDEPENDENTS
Wainwright T Hussain Dodds Warburton Wood S Khan Mukhtar	Bibby	L Cromie

Alternates:

LABOUR	CONSERVATIVE
Berry Ferriby D Green Jabar Johnson Tait Thornton Watson	Hargreaves

Notes:

- Please note that, under the current circumstances only Members and Alternates on the Committee will receive paper copies of the agenda, however the agenda and reports can be viewed on the Council's agenda and minutes website five clear working days in advance of the meeting.
- **The meeting will be held remotely, Members and officers in advance of the meeting will be sent via email, instructions and a link on how to join the meeting remotely.**
- A webcast of the meeting will be available to view live on the Council's website at <https://bradford.public-i.tv/core/portal/home> and later as a recording.

- Approximately 30 minutes before the start time of the meeting the Governance Officer will set up the electronic conference arrangements initially in private and bring into the conference facility the Members and officers so that any issues can be raised before the start of the meeting. The officers presenting the reports at the meeting will have been advised by the Governance Officer of their participation and will be brought into the electronic meeting at the appropriate time.
- Members should be on their own when attending remotely and ensure that any confidential papers are not visible via the technology used.
- Any Councillors or members of the public who wish to make a contribution at the meeting are asked to email yusuf.patel@bradford.gov.uk by **midday on Tuesday 23 February 2021** and request to do so. In advance of the meeting those requesting to participate will be advised if their proposed contribution can be facilitated and those participants that can be will be provided with details how to electronically access the meeting. Councillors and members of the public with queries regarding making representations to the meeting please email Yusuf Patel.

From:
Parveen Akhtar
City Solicitor
Agenda Contact: Yusuf Patel
Phone: 07970 411923
E-Mail: yusuf.patel@bradford.gov.uk

To:

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 30 July 2020 be signed as a correct record (previously circulated).

(Yusuf Patel – 01274 434579)

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.

(Yusuf Patel - 01274 434579)

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 23 February 2021.

(Yusuf Patel - 01274 434579)

B. BUSINESS ITEMS

6. HOLLINGWOOD LANE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS 1 - 22

The Strategic Director Place will submit a report (**Document “C”**) which sets out objections received to recently advertised proposals for traffic calming measures on Hollingwood Lane, Bradford.

Recommended –

- (1) That the objections be overruled and the proposed traffic calming measures and traffic island be constructed and implemented as advertised.**
- (2) That the objectors be informed accordingly.**

Overview and Scrutiny Committee: Regeneration and Environment

(Andrew Smith – 01274 434674)

7. YOUTH SERVICE UPDATE - BRADFORD SOUTH 23 - 36

The Strategic Director Place will submit a report (**Document “D”**) which gives an update on work undertaken by the Youth Service in the Bradford South Area in the past 12 months and outlines the direction of travel for the next 12 months.

Recommended –

That the work undertaken by the Youth Service in the Bradford South Area as detailed in Document “D” be welcomed.

Overview & Scrutiny Committee: Children’s Services

(Mick Charlton - 01274 431155)

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 South Area Committee to be held on 25th February 2021.

C

Subject:

HOLLINGWOOD LANE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Hollingwood Lane, Bradford.

EQUALITY & DIVERSITY:

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

Ward: Great Horton

Jason Longhurst
Interim Strategic Director Place

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

Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

1.1 This report considers objections to recently advertised proposals for traffic calming measures on Hollingwood Lane, Bradford between the junctions with Clayton Road and Great Horton Road.

2. BACKGROUND

2.1 Concerns have historically been raised by local residents about traffic speeds on Hollingwood Lane. Collisions records show that 7 injury/collisions have occurred in the previous 5 years and (in a traffic survey) that 32% of vehicles exceeded the speed limit daily.

2.2 At the Bradford South Area Committee held on the 27 February 2020, funding was approved as part of the Safer Roads schemes programme to introduce traffic management measures on Hollingwood Lane, Bradford between the junctions with Clayton Road and Great Horton Road.

2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/104704/CON-1C and 2C, attached as Appendix 1.

2.4 The proposals were advertised between 15 January 2021 and 5 February 2021. At the same time consultation letters and plans were delivered to residents fronting Hollingwoods Lane (approximately 170 letters were delivered). This resulted in 7 objections, one of which is in the form of a petition with 24 signatures.

2.5 There have also been telephone calls and written support from residents.

2.6 A summary of the valid points of objection and corresponding officer comments is tabulated below: (Full objections wording is attached in Appendix 2)

Objectors Concerns	Officers Comments
<p><u>Objector No 1</u></p> <p>Traffic calming will be a hinderance. Vehicles will force drivers to slow down adding to on going disruption, and increase traffic at peak times due to slow moving vehicles.</p> <p>There will be increased pollution. Carbon emissions from vehicles due to slow moving traffic will be detrimental to the park and other vegetation. There should be a reduction of Carbon footprin</p>	<p>All traffic calming features are built to national guidelines. The aim is to reduce vehicle speeds to prevent collisions and reduce their severity. Traffic calimg schemes often lead to decreases in traffic volumes.</p> <p>We do not anticipate a net gain in carbon emissions.</p>

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<p>Speed humps will cause negative impact on vehicles over time causing additional repair costs</p>	<p>All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.</p>
<p>Better installing speed cameras which would be a more direct approach to vehicles travelling at high speeds.</p>	<p>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
<p>Local residents have not been considered when making proposals. Residents would not appreciate the extra 5 minutes to daily journey times and commuting in slow moving traffic.</p>	<p>Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so.</p> <p>In regards to increased journey times, there should not be a significant difference.</p>
<p>Hatching in the middle of the road does not take in to account for the right turns in to Chelsea Road or Croydon Road</p>	<p>Removal of the hatched markings within this right turn area has been undertaken so that it can be identified as a right turnign area.</p>

<u>Objector No 2</u>	
What evidence is there of speeding vehicles.	Residents living on Hollingwood Lane have made statements regarding vehicles speeding on Hollingwood Lane. This prompted a survey to be undertaken on Hollingwood Lane which concluded 32% of vehicles (928 vehicles) exceed the speed limit daily.
There was no community consultation	Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so.
Image of the area will be affected in a negative way	It is not considered that traffic calming schemes will have a negative image in areas where they are implemented. Many residents welcome a safer highway environment.
House values will decrease	It cannot be demonstrated that installing speed humps will affect property value. Many opionions regard traffic calming features are a visible feature that correlates to safety in the area.
Cars will have suspension damamge and costs of repairs will increase.	All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems

<p>Humps are a danger to the safety of pregnant women and unborn babies as they may casue a miscarriage.</p> <p>The retail park has increased HGV traffic which in will create more noise when using the raod with traffic calming features.</p> <p>Due to the Covid19 lockdown, residents are disadvantaged and have not been given a fair opportunity to make objections and can not create petitions against the scheme.</p>	<p>tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.</p> <p>Vehicles travelling over traffic calming features at the appropriate speeds should not cause injury or damage to people or vehicles.</p> <p>The scheme should have a neutral impact on noise pollution.</p> <p>Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so. It is not a reqirement for an objection to be received in the form of a petition.</p>
<p><u>Objector No 3</u></p> <p>Local residents did not wish to be penalised for the actions of others, nor pay the price for such actions by installation of tarmac / and hard material humps.</p> <p>The road is narrow, and humps naturally tend to make drivers straddle the hump , drivers then drive in the middle of the carriageway to avoid them which is a potential for accidents.</p>	<p>A survey showed that 32% of vehicles (928 vehicles) exceed the speed limit daily. As part of its Safer Roads schemes programme, funding was approved for this project to be delivered to ensure the safety of all users.</p> <p>Slowing vehicles down will reduce the potential for collisions and/or reduce their resulting severity.</p> <p>Carriageway widths are taken into consideration when designing and considering which traffic calming features are best to be used at each location.</p> <p>Speed cushions only span part of the</p>

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<p>Houses, especially the cottages close to the carriageway would potentially suffer weakening of foundations due to the heavy lorries then driving up and down over traffic calming features.</p> <p>If a roundabout was installed at the Hollybank Road / Hollingwood Lane junction traffic calming would not be needed. Buses turning left from Hollybank Road into Hollingwood Lane, have to virtually go into the opposite carriageway due to the above restrictions. This is an unsafe practice.</p> <p>Hollingwood Lane was a designated Ambulance route, so , no severe restrictions should be placed, nor hazards nor hinderance to smooth transition of emergency vehicles should be in place. It would not have been deemed then and now an option to potentially face a charge of Corporate liability by placing in the way street furniture detrimental to potential patient safety.</p>	<p>carriageway width and are designed to reduce light vehicle speeds but allow larger vehicles with wider wheel tracks to straddle all or most of the raised area.</p> <p>All traffic calming features are built to national guidelines and should not have a detrimental effect to building foundations.</p> <p>Due to the complexity and costs associated with diverting underground utilites at this location the options to improve the junction is limited. However, the site is being considered for increasing visibility for vehicles on Hollybank Road.</p> <p>All emergency services are consulted on the proposals. All traffic calming features installed within government guidelines should not be detrimental to any emergency service. Speed cushions only span part of the carriageway width and are designed to reduce light vehicle speeds but allow larger vehicles with wider wheel tracks to straddle all or most of the raised area. This reduces passenger discomfort in buses and allows large emergency vehicles to use routes where cushions have been installed with relatively little restriction.</p>
<p><u>Objector No 4</u></p> <p>The proposed cushions are located outside objectors gate and is not happy about it.</p>	<p>The traffic calming features have been designed and proposed for the safety of all users. Consideration has been given to each location and in this case the cushions have been slightly adjusted so that they are not directly in the path of the said driveway.</p>
<p><u>Objector No 5</u></p> <p>I have a very serious back condition having had three operations over the</p>	<p>All traffic calming features are built to national guidelines. Vehicles travelling over road</p>

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<p>years and the last thing I need is shaking up, even at low speeds.</p> <p><i>All other points raised by the objector have been addressed in previous officers comments</i></p>	<p>humps at appropriate speeds should not be detrimental to people or vehicles, provided the humps conform to the Highways (Road Hump) Regulations.</p>
<p><u>Objector No 6</u></p> <p>A 75mm high traffic calming feature would not deter reckless driving. A further two traffic islands between the first set of proposed cushions and the existing traffic islands at the top of Hollingwood Lane would work better to stop overtaking on the wrong side of the road.</p>	<p>All traffic calming features are built to national guidelines. Construction of a further two traffic islands in this location would not stop or deter dangerous driver behaviour and would potentially make the length of 'over taking' longer and hence more dangerous.</p>
<p><u>Objector No 7</u></p> <p>This objection was in the form of a petition with 24 signatures. Point 6 in the petition asks on alternative methods of traffic calming i.e rubberised plateaus.</p> <p><i>All of the valid points of objection raised in the petition have also been raised by other objectors and subsequently have been addressed in the officer comments table.</i></p>	<p>Pre-formed traffic calming cushions have been used by the council in past years and have led to ongoing maintenance issues.</p>

- 2.7 Other emails and letters have been received in the informal consultation, they had no concerns about the traffic calming proposals but made further suggestions. In one email received was asking if anything would be proposed at the Hollingwood Lane and Hollybank Road junction. It was advised that a scheme would be considered to improve visibility at this junction and the traffic calming proposals would compliment this.
- 2.8 Another email was received in the informal consultation period that stated they would prefer to see speed cameras even if these were 'dummy ones' instead of having humps in the road. Unfortunately the council will not be authorising the installation of dummy speed cameras on the highway. This would soon be apparent

to local users who use the route daily and eventually would have no effect on travelling speeds. All other points raised in this email have been addressed in the table above.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. Ward member comments were received and incorporated as part of the scheme. No adverse comments have been received from emergency services.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £40,000. This can be met from the Safer Roads Budget approved by this committee.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concern about the speed of vehicles on Hollingwood Lane and likelihood of a continuing poor casualty rate .

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

There are no Sustainability implications arising from this report.

7.2 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.

7.3 COMMUNITY SAFETY IMPLICATIONS

The implementation of traffic calming measures should lead to a reduction in vehicle speeds and help to improve road safety and reduce casualty levels on Hollingwood Lane.

7.4 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

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

None

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That the objections be overruled and the proposal be implemented as advertised.

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

9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That the objections be overruled and the proposed traffic calming measures and traffic island be constructed and implemented as advertised.

10.2 That the objectors be informed accordingly.

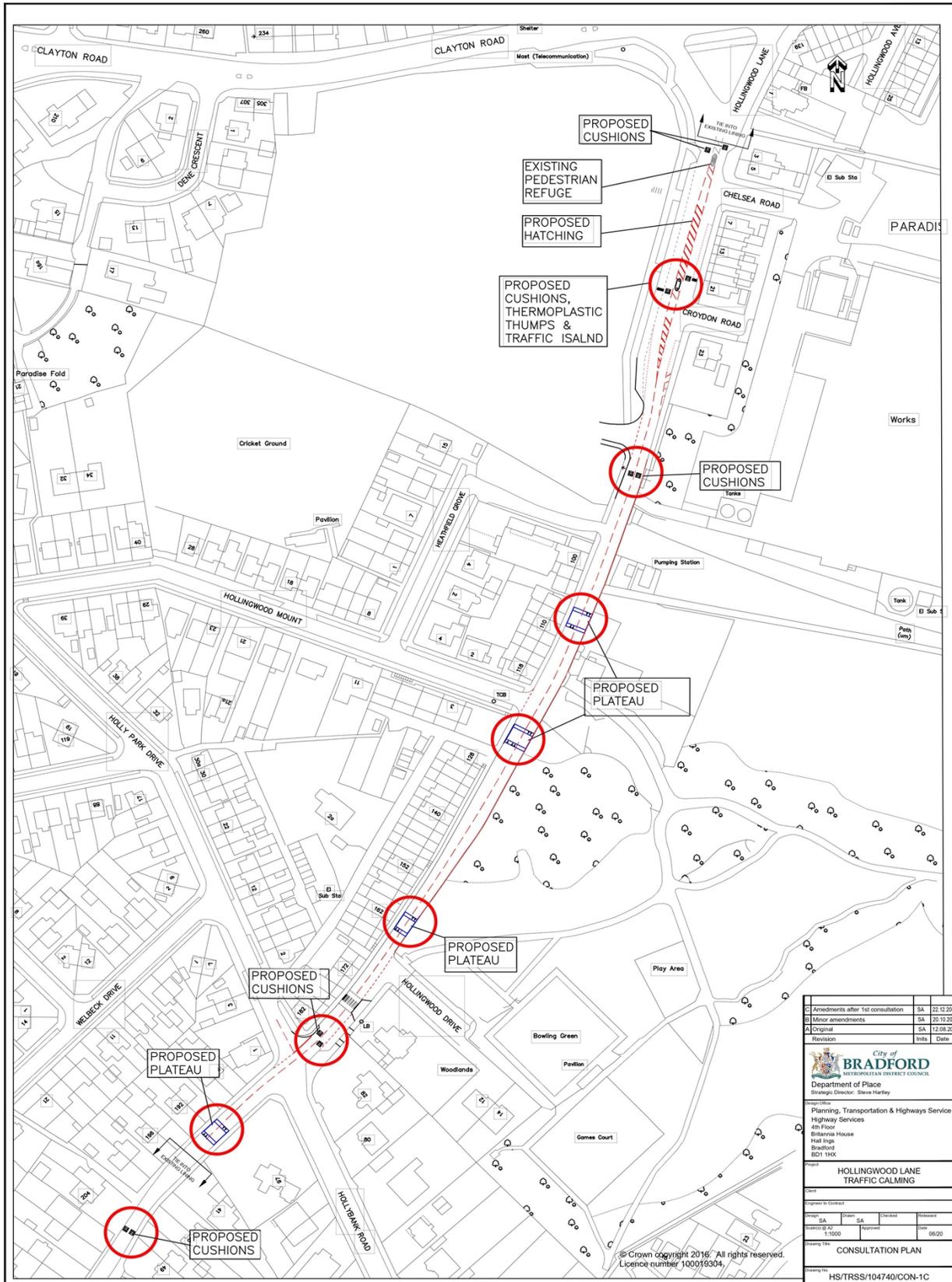
11. APPENDICES

Appendix 1 Drawing HS/TRSS/104740/CON-1C and 2C

Appendix 2 Objectors comments

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104740



C	Amendments after 1st consultation	SA	22.12.20
D	Minor amendments	SA	20.10.20
A	Original	SA	12.09.20
	Revision	Issue	Date

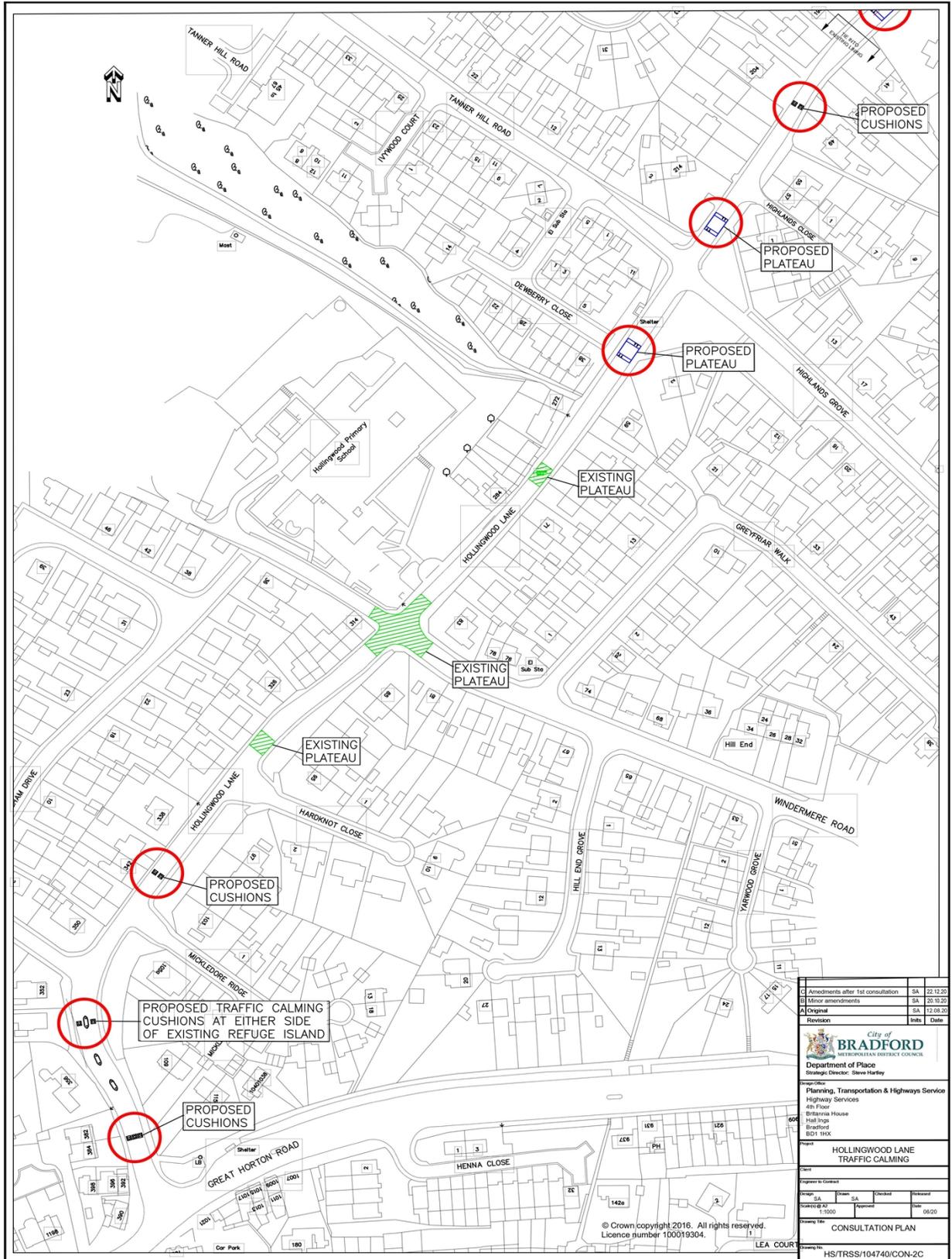
City of BRADFORD
 METROPOLITAN DISTRICT COUNCIL
 Department of Place
 Strategic Director: Steve Hartley

Project: Planning, Transportation & Highways Services
 Highway Services
 4th Floor
 Brimma House
 Hall Ings
 Bradford
 BD1 1HX

Project: **HOLLINGWOOD LANE TRAFFIC CALMING**

Prepared by:	Checked:	Reviewed:
SA	SA	SA
Scale: 1:5000	Approved:	Date: 06/20
Drawing Title:	CONSULTATION PLAN	
Drawing No.:	HS/TRSS/10470/CON-1C	

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Objector No 1

To whom it may concern

I have recently received your letter detailing the proposed installation of Traffic Calming Cushions/Plateaus on Hollingwood Lane.

I am writing to oppose these plans as I feel they would cause more hindrance than a solution. Considering the already increased volume of traffic since the opening of the shopping plaza at the bottom of Hollingwood Lane and the installation of a pedestrian crossing on Clayton Road, I believe the introducing of the councils proposed traffic calming measures will force drivers to slow down at intervals along Hollingwood Lane adding to the ongoing disruption. Furthermore this will increase traffic at peak times due to the slow moving of vehicles. A current example of this is nearby Spencer Road which has seen an increase in slow moving traffic since the introduction of speed humps.

There is also the issue of increased pollution.

Carbon emissions from vehicles being held up due to slow moving traffic will no doubt have a detrimental effect to the park and other vegetation situated nearby Hollingwood Lane. It is key to note that we live in a time where we should be looking to reduce our carbon footprint and saving nature is as important as the well being of citizens, something of which im sure you will agree. Then there is the negative impact speed humps will cause on vehicles over time. As you are not doubt aware how busy a road Hollingwood Lane can be, drivers who regularly use the road would be at risk of damage resulting in unwanted repair costs due to the effect of speed humps causing unnecessary strain on their vehicles.

Having said that I agree to the need for traffic calming measures having previously witnessed the dangers of excessive speeding on Hollingwood Lane in the past. I'd rather recommend installing speed cameras, which would be a more direct approach to tackle those who do drive at high speeds. This will also improve road safety without the added disadvantages I have pointed out above.

I also feel the council has not considered the local residents when deciding these plans. As much as there is a need to tackle the issue of irresponsible driving, I'm sure residents would not appreciate an extra 5 minutes being added to their daily commute due to slow moving traffic. Surely, punishing the majority for the actions of a few cannot be considered fair?

I hope you will take on board my objections and reconsider your proposed plans to avoid drawbacks the current plans will most certainly cause.

Lastly, if the proposed scheme has come down to a question of cost saving, then may I remind you that the safety of citizens should take precedent over funding.

Objector No 2

I am writing this email as I am concerned about Bradford Council's plans for Hollingwood Lane. You say you are doing this to combat speeding on this road. What evidence do you have that you can share with all the residents to justify?

There was no community consultation.

I am objecting to having these new humps and bumps on our road.

The image of the area will be affected in a negative way.

The house demand and value of the properties will decrease.

Our cars will have more suspension damage due to the bumps. This will cost us more for repairs and decrease the value of our cars. We use the road many times on a daily basis.

The humps are a danger to health and safety of any pregnant woman and her unborn baby. They can cause miscarriage.

Due to the new retail park at the bottom of the road there is more flow of heavy goods vehicles which will mean more noise if the humps and bumps were fitted on the road.

There is already some plateau's outside the school which I agree with as it's safer for school children. Also there is speed limit of 20mph around the school which again is fine for safety.

I strongly object to the plans. Specially with no evidence to support your speeding claims.

Do u have any evidence of speeding?

Do u have any evidence of any fatal accidents?

I have spoken to a number of residents on the road and they feel same as me about the proposal.

I also feel that all the residents are at a disadvantage due to the timing of this proposal as we are in middle of a pandemic. It does not give us the fair opportunity to gather and put a case forward or even create a petition.

I feel you need to look at alternative options and discuss with all residents on the road.

Objector No 3

I refer to the proposed traffic calming measures for Hollingwood Lane, Bradford 7. As a local resident who lives nearby on Hollybank Grove, and regular user of this road for over 38 years, I wish to formally place on record my objection to these proposals.

I have some background knowledge on previous proposals on this road as follows. I had attended for many years the local neighbourhood forums, then represented Bradford South on the local area Panels at City Hall. At such meetings the previous works were discussed.

Many issues then concerned parking by Hollingwood First School, speed of vehicles at times, and parking issues. I would say the same is applicable at this time.

So, to resolutions. It was made clear to the highways representative at the time, **we the local residents did not wish to be penalised for the actions of others, nor pay the price for such actions** by installation of tarmac/ and hard material humps.

The road is narrow, and humps naturally tend to make drivers straddle the hump, seemingly tending to then drive in the middle of the carriageway to avoid them. Potential for accidents.

~~As a result of the installation of these traffic calming measures, the road has become a narrow lane, and the humps have caused a significant increase in the number of accidents.~~

Key issues made by residents at the time, the local houses, especially the cottages close to the carriageway would potentially suffer weakening of foundations due to the heavy lorries then driving up and down to Field Printers, now the Quora Retail Park, same situation applies now. Going over the humps. No difference. So no tarmac./hard material

Agreement that the rubberised plateaus would be used entirely, also adequate signing was requested. Improved signage is now also required I believe this is imperative.

I made the point that in order to alleviate the ongoing problem by the school and local houses. That the grass verges above the school on Hollingwood Lane be partly utilised into a layby for drop off/collection.

Also below the school on Highlands Grove, part use of the grassed area to be utilised for resident parking, and drop off/collection area. This would ease the pressure on the carriageway and reduce potential vehicular hazards.

As you will note, unfortunately this was never taken further to my knowledge.

The issue of speed is common on many hilly roads, as it was then and also now.

THIS IS THE PRIORITY ISSUE NOW:

It was proposed that at the junction of Hollybank Road and Hollingwood Lane, the property at the situated at the end of Hollingwood Lane that had erected a fence on land that has seemingly been left unused over many years be approached by Bradford Council to 1) purchase the land, 2) reduce the height of the fence, 3) alter the corner angle of the fence. As it is this that is a hazard and prevents clear sight for drivers egressing Hollybank Road onto Hollingwood Lane, at the same time obstructing a clearer view for drivers coming down Hollingwood Lane. In addition the removal of the pavement build out on the corner of Hollingwood Lane, turning left onto Hollybank Road. This was a gentle sweeping curve previously, now it forces vehicles closer together at a tight right angle corner, totally unnecessary and unjustified.

Buses turning left from Hollybank Road into Hollingwood Lane, have to virtually go into the opposite carriageway due to the above restrictions. This is an unsafe practice.

A mini roundabout was proposed by myself with adequate signing which would slow traffic down on approach. This would negate many of the proposed need for humps.

I recall, in the presence of then Councillor John Godward (deceased) that it was stated I forget by whom, Hollingwood Lane was a designated Ambulance route, so , no severe restrictions should be placed, nor hazards nor hinderance to smooth transition of emergency vehicles should be in place. It would not have been deemed then and now an option to potentially face a charge of Corporate liability by placing in the way street furniture detrimental to potential patient safety.

By the Council proposing measures, I assume that approaches have been made to local Councillors and the Council, and I think I would be correct in saying they are of a similar nature to what I have stated in my statement above, some if not all.. Clarification and contact has been made by myself with current local Councillors beforehand . I am not against measures per se, However, they need to be pertinent to the local conditions, relevant, and not justification for spending tax payers money.

Roads are not chemistry sets for planners to play with, and neither emergency services nor motorists should be treated like lab mice. Authorities, Councillors should face tough questions about how they treat drivers they are elected to represent.

I submit my statement for your consideration and background information to assist your deliberations.

Objector No 4

I have received the proposals about the above calming measures in Hollingwood Lane, Bradford BD7.

I live at *****. Unfortunately, my property falls on the junction of Hollingwood Lane and Hollybank Road.

I have got 2 openings gates, one at Hollybank Road and other one at Hollingwood Lane.

The proposed cushion falls just outside my gate, which is not acceptable. I wish to discuss with you or you may visit my house to talk to me.

Myself and my family are not happy about it.

Please contact me to discuss the proposal urgently.

Objector No 5

I am writing to object to the above proposals and my reasons are as follows.

- I have been a regular user of Hollingwood Lane for the past 49 years and I expect the road surface to be fit for purpose. Installing speed humps makes it unfit for purpose and results in premature wear and tear on my car, especially tyres, suspension and exhaust systems.
- We are forever being told to reduce our carbon footprint but these proposals will enlarge it as speed humps mean constantly braking and accelerating. To reduce fumes a constant speed should be maintained. It can't be right that we are being forced to contribute to pollution by our local council.
- I have a very serious back condition having had three operations over the years and the last thing I need is shaking up, even at low speeds.
- This road experiences many ambulance journeys when going to the BRI from places like Horton Bank Top, Horton Bank bottom, Wibsey, Queensbury and many other districts. Installing speed humps will slow ambulances down and could even lead to loss of life. I'm not sure of the legal position but the highways department could be liable in such cases. In any case would they want this on their conscience?
- Installing speed humps will not deter the fast drivers who it seems like to test their cars against them.

I am not against traffic calming measures but there must surely be a better and user friendly way. I would suggest creating a mini roundabout at the junction of Hollybank Road and Hollingwood Lane. There is a property at the end of Hollybank Road with an apparently unused piece of land. this could be purchased to improve the view up Hollingwood Lane when pulling out of Hollybank Road. A speed limit of 20 mph could be imposed with the use of speed cameras. In this way you would only punish the offending drivers

Finally, I would hardly call an article in the Telegraph and Argus and a few emails a public consultation. Where are the meetings being and when? Why not wait until everything returns to normal and have proper consultation then?

Objection 6

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City Solicitor
 Legal & Democratic Services
 City of Bradford Metropolitan District Council
 City Hall
 Bradford BD1 1HY

Re HOLLINGWOOD LANE, BRADFORD
 PROPOSED TRAFFIC MANAGEMENT MEASURES
 REF CORP/PCD/AK/408506

Dear Sir/Madam

I am writing re the above proposal which I have grave concerns with. I wrote a letter on 28th October 2020 regarding the matter (Copy Enclosed). I have now received a second letter and the only amendment suggested to my previous letter is a proposed cushion on either side of the existing island. The cushion proposed is 75mm either side of the existing island which is 2.95276 inches

The distance from the top of the road to the first island is 30 metres and this is where the problem exists. The few irresponsible drivers that race down Hollingwood Lane turn left at the top and because of the 30 metre gap they go down the wrong side of the islands generating speed and re-emerge on the correct side of the road after the third island. These drivers that do this go at great speed as they either race someone going down the correct side or they do it for fun. I realise this is not a regular occurrence but it does happen and

many other people have witnessed this, I must point out ² that anyone driving up the hill would not be able to avoid the vehicle racing down the hill on the wrong side. The reason for this is due to the contour of the land the road is on they would be unsighted (see enclosed map which the council have provided yourselves.) It would be even better if you could actually go in person and see this problem for yourself. If this incident was to occur then it would completely wipe out the vehicle going up the hill as they would not be able to avoid an accident.

With regard to a proposed cushion of 15mm (2.95276 inches) this would not deter these reckless drivers. I stated in my previous letter an island or two islands near the top would avoid the above happening as this would be inbetween the 30 metre gap which they use to gain momentum. In my previous letter I requested an acknowledgement of my letter but this has been ignored. I would presume for a reason

- i) Cost
- ii) If the unfortunately the above happened they would deny all knowledge of this.

I must point out I have kept a copy of the letters and proposed maps and if an accident was to happen I would pass this information to the relevant people concerned.

I trust you will give this matter your depest consideration and I await your response in due course.

Your sincerely

P.S 2.95276 inches will NOT deter these irresponsible people

28th October 2020

Traffic & Road Safety South
Hollingwood Lane, Bradford
Proposed Traffic Management Measures

Dear Sir/Madam

I am writing with regard to the letter received from your engineer Shahid Aziz. I must admit the proposals you have made to slow down traffic are necessary and will indeed slow traffic starting from the proposed cushion from below Mickledore ridge. I must point out that the most dangerous part of Hollingwood Lane is at the top of the road. The proposed cushion at the top of Hollingwood Lane will do little to slow traffic at the top. At present certain drivers race down on the wrong side of the three islands on the bend at the top sometimes racing other drivers going down on the correct side. If someone was going up the road they would not be able to avoid what would probably end in a tragic accident.

I would strongly suggest that two islands be built between the cushion at the top and the first of the 3 islands in existence at present. The distance from the top of the road is 30 metres to the islands currently in situ and from the third island to the cushion proposed below Mickledore ridge is 36 metres. Bradford have unfortunately

some very irresponsible drivers and the recommended proposals 4
you have currently planned will not deter these people
from doing the above. These drivers think it is a challenge
and fun. I live at 111 Hollingwood Lane and my wall at the
top of my garden has been hit twice due to this act of
stupidity costing me £3225 in insurance claims to repair the
damage

I ask you to acknowledge receipt of this letter so that
I know you have considered what I have said. If you
decide not to input any calming measures at the top and
a tragic accident happens then the blame would rest with
yourselves.

I agree that the measures further down will slow traffic
and I consider the input of the proposed measures should
be very effective.

I will await your response to my letter in due course.

Yours sincerely

Objection 7 - (Petition with 24 signatures)

**Bradford Council reference; HS/TRSS/104740/SA
Residents petition.**

We, the undersigned residents wish to formally record our objection to the proposed installation of Traffic calming measures on Hollingwood Lane, Bradford 7. We outline our reasons below;

- 1) An excessive number of humps.**
- 2) Delays to safe operation of traffic, having to constantly slow down, stop and accelerate again.**
- 3) Hence creating a negative carbon footprint**
- 4) Those who speed, are unlikely to live in the area, and will likely disregard any humps in any case.**
- 5) We will not be penalised for the selfish actions of others, nor pay the price. If they move on, we are left with this not fit for purpose street furniture.**
- 6) We would like consulting on alternatives, ie. Rubberised plateaus.**
- 7) Spend the funding wisely and install a mini roundabout at the junction of Hollingwood Lane and Hollybank Road. Improve this junction, FIRST.**
- 8) Likely impact of lorries increasing noise levels going over these proposed hump due to their composition.**
- 9) With traffic already building up trying to get onto Hollingwood Lane from Hollybank Road, at peak times any further delayed traffic. Is going to lead to increased carbon levels**
- 10) We regularly see and hear ambulances going up and down Hollingwood lane. Nothing should impair their progress nor cause unnecessary uncomfortable patient transport.**
- 11) How will the road be cleared of snow and ice?**
- 12) We do not feel enough notice has been given about these proposals.**
- 13) Funds should be spent wisely and objectively.**

Signed as lead person.



Report of the Strategic Director, Place to the meeting of Bradford South Area Committee to be held on 25th February 2021

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Subject:

YOUTH SERVICE UPDATE – BRADFORD SOUTH.

Summary statement:

This report gives an update on work undertaken by the Youth Service in the Bradford South Area in the past 12 months and outlines the direction of travel for the next 12 months.

Appendix A – Bradford South Youth Service Baseline Provision details the current provisions being delivered within the wards in Bradford South.

Appendix B - Bradford Youth Service South Ward Update gives an overview of ward work and developments

EQUALITY & DIVERSITY:

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

Jason Longhurst
Interim Strategic Director
Place

Report Contact: Mick Charlton
Phone: (01274 431155)
E-mail: mick.charlton@bradford.gov.uk

Portfolio:

Neighbourhoods and Community Safety

Overview & Scrutiny Area:

Children's Services

1. SUMMARY

- 1.1 This report gives an update on work undertaken by the Youth Service in the Bradford South Area in 2020-21.
- 1.2 The report outlines the following information:
- An overview and timeline of the Youth Services response to the Covid 19 pandemic.
 - An update on how the Youth Service continues to respond to increased demand and complexity of need.
 - An introduction to the work of the Young Covid Ambassadors and their role in supporting the public health response to the pandemic.
 - An update on youth provision ward by ward and key developments.

2. BACKGROUND

- 2.1 The Bradford Council Youth Service is part of the wider Bradford District Youth Offer that aims to ensure the provision of a range of activities and services that take place in safe spaces, where young people can develop a sense of belonging, socialise with their peers and develop relationships with adults they can trust. It recognises that with the right supportive relationships, strong ambitions and good opportunities all young people can realise their potential and be positive and active members of society.
- 2.2 The Youth Service vision statement is to work with partners to ensure that young people grow up healthy, happy, informed and aspiring; proud of who they are, where they come from, and actively involved in their community.
- 2.3 Youth Service priorities are aligned to the five key elements of the Bradford District Youth Offer – as detailed in the table below:

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

- 2.4 The Youth Service is managed as one service. Staff are contracted to the Youth Service and are allocated to areas.

3. OTHER CONSIDERATIONS

3.1 Youth Provision during the Covid 19 pandemic

Over the last 11 months' open access youth provision, across all six wards, has largely been replaced by detached (street based) sessions and targeted group work. These sessions have enabled Youth Workers to respond to the needs of young people in a variety of ways. First and foremost, Youth Workers have been able to help minimise the spread of the virus by offering information, advice and guidance on Covid 19 and challenging misinformation.

Between April and June intensive street based work was delivered in all wards that specifically supported the 'Stay at Home' message. Youth Workers sought to map 'hotspots' that required additional resources to ensure greater community compliance. Between June and September Youth Workers offered a menu of support to young people that supported the 'Rule of Six' message. Over the summer months Youth Workers offered social distanced activities in local parks and green spaces that encouraged health and well being. In addition, Youth Workers also targeted young people making the transition between primary and secondary school and offered *Moving Up* sessions that helped build resilience.

In October and November, significant Youth Service resource was used to prevent and challenge the seasonal peak in Anti-Social Behaviour (ASB) associated with Halloween, Mischief Night and Bon Fire Night. Youth Workers engaged young people in a 'Consequences' campaign that highlighted the impact of ASB and misuse of fireworks.

Over the last 3 months and throughout the pandemic, Youth Workers have continued to experience a significant increase in young people asking for support on a range of issues such as:

Anxiety and Stress – young people have stated that they were experiencing increased levels as a result of not knowing if they are safe, feeling really uncertain about what happens next, feeling overwhelmed by media and tensions within the home/family.

Low Mood – young people reported that they felt 'really down' – when explored they have stated that they miss their friends, say that there is nothing to do, there is no routine or structure to their day – they are staying up late and sleeping all day.

Isolation – young people said that they felt alone. They wanted to know when they could meet up with their friends, they wanted to know if they could get involved in things happening in their community, they wanted to help out and see what other people were doing. They didn't believe that everyone was staying in - they feared that they are missing out.

Self Harm – some young people reported feeling overwhelmed by what was happening either within their own homes or outside – they were struggling to cope and were trying to find ways to manage how they felt.

3.2 **Responding to Lockdown Demand**

Our service has remained focused on meeting demand and delivered the following support:

Garden Gate Visits – young people have been supported through a series of sustained garden gate visits. These visits have provided young people with an opportunity to see that we are #StillHereToHelp. The visits have been incredibly well received with young people often in disbelief that workers would come out and see them and spend time with them (2m apart). Repeat garden gate visits have allowed workers to provide bespoke care packages that have included items that are important to the young person such as: sanitary products, specific art materials, literature and targeted information on issues such as Domestic Abuse, Child Sexual Exploitation and Crisis Support.

Care Packs – the Youth Service has developed a series of specific care packs that have been delivered to young people via garden gate visits. The care packs have been painstakingly put together by a team of youth support workers. They have covered topics such as anxiety, low mood and grief and have drawn upon a wide range of resources that workers have used in schools and within specialist groups. The packs have been interactive, engaging and creative; they have included all the items young people needed to make things such as; stress balls, cress-heads crispy cakes and bird feeders. We listen to young people talk about how much screen time they were having and felt that it was important for them to have some practical and creative tasks to focus on and break up the week.

Virtual Support – many of our face to face sessions moved to virtual support. Youth workers spent a considerable amount of time in mid March updating contact details and ensuring that they could contact their current caseloads via the phone. Workers offered support via phone calls, video calls and messages.

Virtual Youth Club – we have delivered a wide range of group session using video calls and whatsapp groups to offer our members regular contact and peer support. These have been successful as we have used a variety of platforms and worked with what young people say they feel comfortable and safe using. Our primary aim has been to keep young people engaged and we have maintained a high retention rate. The use of weekly quizzes, Bingo nights and competitions has helped make it fun for everyone and allowed ideas and themes to flow from one week to the next. You have people been encouraged to take the lead and have helped design and set the agenda.

Safe Space Work – Youth Workers continued to offer face to face crisis support when absolutely necessary. In addition to First Response and the CAMHS Crisis Team we have also linked our referral pathway into the NPT, CSC and the Domestic Violence Team. Despite having the option of a physical space to use and telephone support - many young people have been supported locally and practically. Examples of this include workers meeting a young person and going for a walk with them in the local park. This has led the young person to develop a local, practical and sustainable method of self care.

Care Leavers – we helped to support a large number of young people aged 16-24 who have their own tenancy and are living independently without any links to family.

These young people had been identified as uniquely vulnerable and at an increased risk of isolation. The impact of lockdown has led to some of these young people attempting to take their own lives and we have had two very serious suicide attempts. Many of these young people are survivors of trauma and attachment issues and we have worked hand in glove with trusted adults to build trust and offer support. As a result, we have been able to offer these young people frequent visits and helped them to feel more connected with their local community.

3.3 **Other work targeted at young people with specific needs including vulnerable and at risk.**

The Youth Service continues to provide direct support to young people at risk of exploitation. Through building trust with their Youth Worker, young people have reported feeling less isolated, more connected with their community and safer. Bradford South currently runs a number of targeted provisions all of which offer young people a safe space to engage in positive activities. This work helps reduce raises awareness of issues such as serious organised crime, grooming and county lines.

3.4 **Buddy support as part of Youth in Mind**

The Youth Service has been commissioned to deliver early interventions to young people across the district. This is a collaborative partnership with Bradford District Care Trust and Youth in Mind (YiM) which offers help to young people for their mental health and well-being and seeks to reduce demand on specialist services.

Over the last year, Bradford South has received over 500 referrals from the Child and Adolescent Mental Health Service (CAMHS), School Nurses & other professionals. These referrals are allocated to Youth Workers who act as Buddies to young people, their role is to befriend them, support them using the Signs of Safety approach and navigate local support networks.

In addition, Youth Workers work closely with all secondary school in Bradford South and help identify students who need support for their mental health and well-being. Youth Workers support these additional caseload in schools, delivering 1:1 work on a weekly basis developing young people's confidence, self-belief and resilience.

3.5 **Early Help and Localities Model**

Young people referred to the Youth Service and are supported by Youth Workers to engage in localised youth provisions, YIM groups and 1:1 support. The young people referred have been supported around a number of issues including non engagement in education, anger management, family breakdowns, Anti Social Behaviour (ASB) & domestic abuse. Where possible, the interventions offered by Youth Workers help reduce the demand for additional specialist support.

3.6 **Young Covid Ambassadors**

In August 2020 four young people from Bradford South were employed as Young Covid Ambassadors (YCA). The Ambassadors are undertaking local Youth Work training to support them in their role and have integrated in to local teams. They work alongside Youth Workers to engage young people and identify local area issues. This information is then collated and analysed for patterns and trends and then shared with Public Health Bradford. The information collected by the YCA has been integral to responding to the issue of community transmission. It has helped inform communication with harder to reach groups and supported behaviour change.

The YCA continue to develop new, youth friendly messages that are prompted across a wide range of media and include; podcasts, TikTok videos, Instagram posts and newsletters. These have increased the reach of key messaging and allow the YCAs to be evaluate the effectiveness of different campaigns. This has also helped to reenergise the Youth Services' publicity and communication across the district at a time when some young people may have reduced contact with other agencies.

The YCAs are an exciting development for the service and come at a time when more resources are need to help support the district to fight the pandemic.

3.7 **Post Covid Response and Intergenerational Work**

The service will seek to build on and expand the work developed by our Young Covid Ambassadors. It is hoped that we can create opportunities for a new cohort of Young Covid Ambassadors who will help develop a programme of work that focuses on intergenerational activity and well-being. We believe that this could help aid groups of people to overcome some of the impacts of lockdown and isolation. The Ambassadors will help to strengthen public health messages and promote community activity through a series of events in each ward.

In addition, Youth Workers will continue to target summer transition support for young people starting secondary school. This programme of work is called Moving UP and aims to build confidence, life skills and local peer support networks.

3.8 **South Wide Provisions**

Bradford South currently leads on the delivery of 3 area wide projects. These sessions are for young people to attend from across Bradford South. The area wide sessions are themed to suit young people's needs, interests and increase our Youth Offer. Bradford South leads on the central inclusion provision for the area. This provision supports young people with additional needs to engage in positive activities with their siblings and peers whilst being supported to engage in universal open access provisions. Information regarding the South Wide provisions can be found in both Appendix A and Appendix B.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Youth Service base budget remains unchanged for 2021/22. The service will continue to fill vacancies and recruit additional staff to fulfil commissioned service delivery inc: Youth in Mind, Breaking the Cycles, Young Covid Ambassadors and Positive Futures. Some of this commissioned work is geographically specific which may mean that we see demand being met with additional Youth Work resources. For example; Tong and Royds receive more YiM referrals than 27 other wards in the district.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

No issues.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

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

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

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

7.3 COMMUNITY SAFETY IMPLICATIONS

Young people from across Bradford South engaging in weekly sessions and specialist provisions are directly and indirectly involved with supporting and developing community safety within their local area. Voice and influence is central to youth work delivery ensuring young peoples ideas, suggestions and thoughts are heard.

The strengthened approach to the devolution of the Youth Service as will allow for:

- an increased sense of local democracy for both young people and communities
- young people to be more active in democratic, decision-making processes alongside their political representatives

- the voice and influence of young people to remain central, meaningful and paramount in identifying and addressing needs and issues in their communities
- the requirements of the localism/devolution agenda to be met effectively and efficiently

7.4 HUMAN RIGHTS ACT

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

7.5 TRADE UNION

All budget proposals are subject to consultation with the Trade Unions.

7.6 WARD IMPLICATIONS

The information in this report is related to all wards in the constituency and appendix B outlines the Youth Service projects and activities delivered across South.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

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

10. RECOMMENDATIONS

- 10.1 That the work undertaken by the Youth Service in the Bradford South Area as detailed in this report be welcomed.

11. APPENDICES

- 11.1 Appendix A: Bradford South Youth Service Baseline Youth Provision
- 11.2 Appendix B: Bradford South – Youth Service Ward Updates

12. BACKGROUND DOCUMENTS

- 12.1 Youth Service – Bradford South Area report. Bradford South Area Committee, 28th September 2019.

Appendix A

Bradford South Youth Service Baseline Youth Provision - 2020

TONG WARD			
For more information contact Chris McMahon, 07582101456, chris.mcmahon@bradford.gov.uk			
Day/Time	Activity	Location	Frequency
Monday 4:30-6.30pm	Targeted Group	TFD Centre	Weekly
Tuesday 5.30-8.00pm	Detached	Holme Wood	Weekly
Wednesday 5.30-8:00pm	Targeted Group	TFD Centre	Weekly

WYKE WARD			
For more information contact Patrick Nyaroko, 07582103696, patrick.nyaroko@bradford.gov.uk			
Day/Time	Activity	Location	Frequency
Tuesday 6.00-9.00pm	Youth Club	Online	Weekly
Thursday 6.00-8.00pm	Detached	Wyke	Weekly
Friday 5:30-8:00pm	Detached	Wyke	Weekly

QUEENSBURY WARD			
For more information contact Helena Rhodes, 07582108191, Helena.rhodes@bradford.gov.uk			
Day/Time	Activity	Location	Frequency
Mondays 5.30 - 7.30pm	Online Support	Online	Weekly
Wednesday 5.30-8.00pm	Detached	Queensbury	Weekly
Thursday 5.30-7.30pm	Peer Support Group	Victoria Hall	Weekly



ROYDS WARDFor more information contact Stephen Harrison, 07582101715, stephen.harrison@bradford.gov.uk

Day/Time	Activity	Location	Frequency
Tuesday 6.00- 8.30pm	Detached	Buttershaw/Woodside	Weekly
Wednesday 6.00-8.30pm	Detached	Buttershaw/Wibsey	Weekly
Thursday 6.00- 8.30pm	Detached	Buttershaw/Woodside	Weekly

WIBSEY WARDFor more information contact Tracey Gill, 07582100683, tracey.gill@bradford.gov.uk

Day/Time	Activity	Location	Frequency
Monday 6.00-8.00pm	Detached	Wibsey/Odsal/Bankfoot	Weekly
Tuesday 7.00-8.30pm	Online	Online	Weekly
Wednesday 6.00-8.30pm	Detached	Wibsey/Buttershaw	Weekly

GREAT HORTON WARDFor more information contact Zwelani Mayo 07582107053, zwelani.mayo@bradford.gov.uk

Day/Time	Activity	Location	Frequency
Monday 6.00-8.00pm	Detached	Great Horton	Weekly
Wednesday 6.00-8.00pm	Detached	Scholemoor	Weekly
Thursday 6.00-8.00pm	Detached	Great Horton	Weekly

Bradford South Constituency WideFor more information contact Anthony Casson, 07582100684, anthony.casson@bradford.gov.uk

Day/Time	Activity	Location	Frequency
Tuesday 4.00-7.00pm	Bradford South Cycling Group	Online	Weekly
Thursday 6.00-8.00pm	Inclusion Session	Online	Weekly
Friday	Peer Support Session	Changes every 12 weeks	Weekly

5.00 -8.00pm		(Currently TFD)	
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SCHOOLS WORK				
For more information contact Anthony Casson, 07582100684, anthony.casson@bradford.gov.uk				
Day	Activity	Location	Frequency	Target group
Monday & Tuesday	1:1 Support	Tong	Weekly	YIM
Wednesday & Thursday	1:1 Support	BBEC	Weekly	YIM
Friday	1:1 Support	Appleton	Weekly	YIM
Tuesday & Thursday	1:1 Support	Forsters	Weekly	YIM
Monday	1:1 Support	Queensbury	Weekly	YIM
Thursdays & Friday	1:1 Support	Coop Grange	Weekly	YIM
Tuesday	1:1 Support	Dixons City	Weekly	YIM
Wednesday	1:1 Support	Dixons Kings	Weekly	YIM

The above table provides an overview of the work that is delivered in secondary schools in Bradford South. Each youth worker will hold an average case load of 12 young people who they provide one to one support to over a half-term. This enables youth workers to work with a large number of young people over the course of a school year. The impact of these early interventions helps reduce exclusions and maintain attendance whilst also reducing the demand on specialist services. The support received is unique to each individual but often focuses on emotional well being, anxiety and low self esteem.

The impact of this '*school based support*' has been the growth of '*community based*' peer support groups across the constituency. These groups offer young people the opportunity to share the 'self care skills' that they have learnt with others. We commonly refer to these groups as Youth in Mind – Peer Support groups.

Appendix B

Bradford South – Youth Service Ward Updates:

Great Horton

Throughout the pandemic Great Horton has been highlighted as an area of significant importance. Youth Workers have invested heavily in building trust with local families, business and community partners. We have worked in partnership with the *Young Covid Ambassadors* to ensure that we are better equipped to respond to local information and understand the challenges that young people face during lockdowns. These relationships have been invaluable and continue to support the public health agenda.

Youth workers have worked closely with local community partners including the *Breaking the Cycling Team* to help address a range of local community issues inc; Anti Social Behaviour (ASB). Through a targeted approach we have built trust with the community and identified a cohort of young people who need to be supported. Through sustained contact and interaction with the targeted group we contributed to reducing levels of anti-social behaviour on Beldon Road (reduced incidents reported on Beldon Road noted by multi-agency meetings), Coppice Wood Grove (residents acknowledging the work done by the service), Weavey close had had no incident since the last reported one in November due to our engagement with young people around the area. Youth workers have also started to work directly with group engaged in fire lighting and other ASB activities in the Scholemoor community.

In addition, Youth Workers have continued to build successful community partnerships that provide young people with an opportunity to engage in new activities without the use of a building. As a result of our partnership with the *Capital of Cycling* 30 young people have participated in an online project learning how to recycle bikes. The components are delivered to young people who get to keep the bikes after they have been built. The project aims to increase recycling and reduce pollution.

Youth Workers have supported several families to access free laptops and internet which enables young people to learn and connect at home. Young Women from Great Horton to apply for funding to run the *Girl on the Street Project*. The funding is just over £1200 and they are now at the interview level of the bid (the bid interview is next week 17th February).

Queensbury

In the Queensbury ward the Youth Work team has undertaken the following work:

Developing new outdoor project at Horton Bank reservoir and working on an application with police and local partners for a bid to encourage young people to use outdoors more for play and personal development through forest school and environmental projects hopefully over the coming spring and summer months

Successful bid for Winter food project with QCP to offer 20 families weekly support for 7 weeks until end March with Lunches for the families of Queensbury identified by local projects, schools and youth workers involving the young ambassadors and young volunteers to pack and distribute the lunch packs to families

One to one support to vulnerable and key worker children throughout the pandemic at school.

Continued to support Buddies through walk and talk, zoom calls and phone contacts to ensure emotional well being and mental health is supported, in addition we have continued to support small groups of 6 young people at a time in 2 separate groups to resume and maintain safe contact with peers and support with mental health through YIM groups at Victoria Hall twice a week

Supporting partner projects to deliver food parcels to the vulnerable and older members of the community

Delivery of self help booklets and resources to buddies and Young people identified through school.

Delivery of the Moving Up program over summer supporting young people transitioning into year 7 and continued to support these over the following months with the Covid 19 impact on school and education.

Royds

The Youth Work team at Buttershaw Youth Centre are developing a number of new projects, in partnership with local community groups inc the none contact boxing club to help deal with mental health and ASB in the area, launching after lockdown. In addition, partners are also due to start a wood work shop to help develop young people's skills, we are hoping this project will start in the summer. Our outdoor project will be at the back of Buttershaw youth centre this will be focus on growing food and learning new skills.

Youth Workers have helped to ensure that the building is Covid compliant and maintenance work is complete to ensure the building is safe for use. Youth Workers have also helped set up a partnership group called Shoulder to Shoulder which is helping with the use of the building and raising funds for local community action projects.

In addition, Youth Workers have continued one to one support to vulnerable young people in the area with. Youth Workers offer support via walk and talk, gate visits and deliver of self-care resources to young people to ensure emotional well-being and mental health is supported. Youth Workers have helped deliver food parcels for families and also school lunch packs for young people in partnership with Sandale, all identified by local projects, schools and youth workers

Youth Workers have continued detached work 3 evenings a week 2 in Buttershaw and one in Woodside, speaking with young people and members of the community, and challenging behaviour around Covid rules and also ASB.

Tong

In addition to one to one support, school based sessions, small group work and online support, Youth Workers in Tong have supported the following developments over the last year:

Youth Workers have supported the development of a local consortium that supports young people from 5 to 19 years, drawing on local funding to reduce the high rates of obesity in the local area through education and activity. In addition, Youth Workers have also helped to develop a range of supporting tools including a cookbook and resource pack for young people. Helped to transition a charity from a LTD company to ensure continued deliver and support for the most vulnerable young people locally. Successfully integrated a dance project into the area, who are now key in providing a positive pathway for young people on the Buddies project and Wider community. Supported a successful funding bid for Clarion housing, who will develop a 3 year sports and physical activity programme to reduce crime and ASB in the BD4 area.

Youth Workers have also worked with the university to successfully develop work in the centre around STEMM, in particular robotics and coding. Developed a range of resources that support the well-being of young people, in particular around choices, friendships and reducing anger. Developed a transitional group to support young people, bridging the gap from primary school to secondary school. Worked alongside the community partnership to support health messages to young people in the community, raising awareness of physical activity, food and linking in this with young people's mental health.

Youth Workers have continued a successful, long term partnership with the police and crime commissioners' office to focus on key interventions for young people and the community. These interventions include Making the community safer, reducing crime, reducing ASB and engaging young people in learning and education.

Wibsey

Over the last year our youth work team have seen a significant increase in the number of vulnerable young people that access our universal provision. A number of these young people have needed to be supported on a one to one basis in order to help with issues such as anger, low self esteem and self harm. As a result Youth workers have worked closely with services such as Children's Social Care, Early Help and the Police to ensure that young people are safe and families are supported.

In response to the increased levels of vulnerability, the youth work team piloted a Summer Transition Programme that worked with local primary schools in Wibsey to target vulnerable young people in year 6. Over the summer these young people were supported through positive activities that provided them with an opportunity to feel more confident about starting secondary school. These young people will continue to be supported over the next year and it is hoped that this will reduce the risk of exclusion and the need for specialist support.

In addition to our work with vulnerable young people, Youth Workers supported over 50 families in Wibsey/Royds to apply for the government fuel grants for families on token meters, over 50 families successfully receiving 100 pound each, helping families with heating bills over the Christmas period.

Wyke

The Youth Work team uses detached sessions in the local area to encourage young people to engage in a programme of positive activities. The aim of this approach is to protect young people from Covid 19 and minimise the spread of the virus. Youth Workers have continued to build strong community relationships with local partners, businesses and families.

Our relationship with Appleton Academy enables us to build relationships with a wide range of young people whilst also supporting those who are more vulnerable. Our approach in school sees us offering 1 to 1 support, building trust and breaking down isolation. An impact of the work has seen the development of an online peer support session.

Youth Workers have used a range of techniques to support young people including; garden gate visits, walk and talk sessions and digital support. Youth Workers are working with the Delph Hill Centre Manager from Royds Community Association to support the reopening of the building and ensure that it is Covid compliant.