

# Public Document Pack



## Agenda for a meeting of the Bradford South Area Committee to be held on Thursday, 26 January 2023 at 6.00 pm in Committee Room 1 - City Hall, Bradford

### Members of the Committee – Councillors

LABOUR	CONSERVATIVE	GREEN	THE BRADFORD SOUTH INDEPENDENTS
D Green (Chair) S Khan Wood T Hussain Johnson Walsh	Bibby	Edwards	L Majkowski

### Alternates:

LABOUR	GREEN	THE BRADFORD SOUTH INDEPENDENTS
J Dodds S Ferriby K Mukhtar A Tait A Thornton	Hickson	J Clarke

### 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.

### From:

Asif ibrahim  
Director of Legal and Governance  
Agenda Contact: Yusuf Patel  
Phone: 01274 434579  
E-Mail: [yusuf.patel@bradford.gov.uk](mailto: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 1 December 2022 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 24 January 2023.**

(Yusuf Patel - 01274 434579)

### **B. BUSINESS ITEMS**

#### 6. **PETITION - A647 QUEENSBURY**

1 - 4

The Strategic Director Place will submit a report (**Document “O”**) which sets out a petition requesting speed reduction measures and pedestrian facility on the A647 at Queensbury.

**Recommended –**

**(1) That officers, in conjunction with Queensbury ward members, determine appropriate entries for the list of interventions to be given consideration by the Area Committee as part of future Safe Roads scheme prioritisation process.**

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

Overview & Scrutiny Area: Regeneration & Environment

(Andrew Smith - 01274 434674)

7. **MOORE AVENUE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS** 5 - 18

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

**Recommended –**

**(1) That the objections be overruled and the proposed traffic calming measures and pedestrian refuge island be implemented as advertised.**

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

Overview & Scrutiny Area: Regeneration & Environment

(Andrew Smith - 01274 434674)

8. **PUBLIC HEALTH AND WELLBEING IN THE BRADFORD SOUTH AREA** 19 - 30

The Director of Health and Wellbeing will submit a report (**Document “Q”**) which sets out data relating to health and wellbeing in Bradford South.

**Recommended –**

**The views of the committee are requested on issues outlined in the data appendix and on the further information to be discussed at the meeting.**

Overview & Scrutiny Committee: Health & Social Care

(Angela Hutton - 07582 109265)

9. **STREET CLEANSING WITHIN BRADFORD SOUTH** 31 - 46

The Bradford South Area Co-ordinator will submit a report (**Document “R”**) which recommends minor operational changes to the Street Cleansing Service in the Bradford South Area Constituency and shows trends of the numbers of fly-tipping and cleansing cases reported to the Council.

**Recommended –**

**(1) That the Bradford South Area Committee notes the report.**

**(2) That a further report is presented in 12 months.**

Overview & Scrutiny Area: Corporate, Regeneration & Environment

(Ishaq Shafiq - 01274 431155)



## Report of the Strategic Director Place to the meeting of the Bradford South Area Committee to be held on 26 January 2023

O

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### Subject:

PETITION – A647 QUEENSBURY

### Summary statement:

This report considers a petition requesting speed reduction measures and pedestrian facility on the A647 at Queensbury.

### EQUALITY & DIVERSITY:

It is expected that there would be no disproportionate impact from recommendations within this report.

**Ward:** Queensbury

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David Shepherd  
Strategic Director - Place

### Portfolio:

Regeneration, Planning & Transport

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

### Overview & Scrutiny Area:

Regeneration and Environment

## **1. SUMMARY**

- 1.1 This report considers a petition requesting speed reduction measures and pedestrian facility on the A647 at Queensbury.

## **2. BACKGROUND**

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

## **3. OTHER CONSIDERATIONS**

- 3.1 Local ward members have been consulted.

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

- 4.1 There are no direct financial implications associated with the recommendations within this report.

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

- 5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

## **6. LEGAL APPRAISAL**

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

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

- 7.1.1 None

### **7.2 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.2.1 None

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

- 7.3.1 The provision of additional pedestrian facilities would be beneficial to road safety.

### **7.4 HUMAN RIGHTS ACT**

- 7.4.1 There are no implications on the Human Rights Act

## **7.5 TRADE UNION**

7.5.1 There are no implications for the Trade Unions.

## **7.6 WARD IMPLICATIONS**

7.6.1 Ward members have been consulted on the petition.

## **7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.7.1 There are no relevant priorities within the Queensbury ward plan.

## **7.8 IMPLICATIONS FOR CHILDRE & YOUNG PEOPLE**

None.

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

None.

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

8.1 None.

## **9. OPTIONS**

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

## **10. RECOMMENDATIONS**

10.1 That officers, in conjunction with Queensbury ward members, determine appropriate entries for the list of interventions to be given consideration by the Area Committee as part of future Safe Roads scheme prioritisation process.

10.2 That the petitioners be informed accordingly.

## **11. APPENDICES**

11.1 Appendix 1 - Petition A647, Queensbury

## **12. BACKGROUND DOCUMENTS**

None

## APPENDIX 1

### **A647 from Ford Hill to Halifax, Queensbury (455 signatures)**

#### **Background Information**

##### **The petition**

***'We the undersigned petition the council to provide us with the measures to slow down traffic and safe ways for crossing the road***

*The section of the A647 from Ford Hill to Halifax Road is a notoriously busy road, along which drivers regularly speed, making it very dangerous for pedestrians of all ages, cyclists and other motor vehicle users alike. Vehicles travel at high speed around the corner at Ford Hill in both directions and there have been numerous minor accidents where residential walls and stationary vehicles have been damaged, as well as near misses with passing vehicles.*

*A child was recently knocked down and hospitalised whilst trying to cross the road to get to Patchett's Minimarket, and property was damaged when a vehicle lost control at the Roper Lane end of this stretch of road within days of each other.*

*Many young families access the local nursery and primary school, pensioners use the local shop and pubs, and residents of all ages are vulnerable on the road and on foot. We need safety measures implementing to slow traffic down and potentially needs a safe way of crossing the road.*

*Please sign our petition and help make it a safer place for residents and road-users because it feels like it is only a matter of time before there is a more serious accident. We would like Bradford South Area Committee to listen to our plea for help in order to improve road safety specifically in this area of Queensbury Ward.'*

##### **Officer comments**

The A647 southwest of Queensbury centre is the main route between Queensbury and Halifax and also forms part of one of the Bradford to Halifax routes. Frontages are mainly residential with some small-scale commercial use. There are also link to further significant residential areas and schools on both sides of the road.

There were 5 recorded collisions resulting in injury on the A647 between Deanstones Lane and Roper Lane in the last 5 years. Of these, 4 resulted in slight injuries and 1 serious (a pedestrian). The route carries around 13,000 vehicles daily. The posted speed limit is 30mph. The average speed is 27mph and 85%ile speed is 31mph.

Previous concerns around traffic issues on this length of road have led to a number of items being added to the waiting list for funding, with the main focus being pedestrian facilities.

##### **Recommendations**

That officers, in conjunction with Queensbury ward members, review and determine appropriate entries for the list of interventions to be given consideration by the Area Committee as part of future Safe Roads scheme prioritisation process.





## **Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 26<sup>th</sup> January 2023.**

**P**

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### **Subject:**

**MOORE AVENUE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS**

### **Summary statement:**

**This report considers objections received to recently advertised proposals for traffic calming measures on Moore Avenue, 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.

Wards: Great Horton / Wibsey

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning and Transport**

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

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

**Regeneration and Environment**

**1. SUMMARY**

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

**2. BACKGROUND**

2.1 Concerns have historically been raised by local residents about traffic speeds on Moore Avenue. Collisions records show that 8 injury/collisions have occurred in the previous 5 years and two of these result in serious injuries.

2.2 At the Bradford South Area Committee held on the 7<sup>th</sup> July 2022, funding was approved as part of the Safe Roads schemes programme to introduce traffic management measures on Moore Avenue, Bradford.

2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/105400/CON-1A & CON-2A, attached as Appendix 1.

2.4 The proposals were advertised between 10 November 2022 and 2 December 2022. At the same time consultation letters and plans were delivered to residents fronting Moore Avenue (approximately 197 letters were delivered). This resulted in 6 objections and 2 responses showing support for the proposals.

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

<b>Objectors Concerns</b>	<b>Officers Comments</b>
<p><b><u>Objector No 1</u></b></p> <p>Concerned that proposal will conflict with a proposed vehicular access.</p>	<p>The traffic calming features located adjacent to the drive-way should not cause any difficulty or prevent the use of the proposed drive-way. There are many sites where there are traffic calming features located adjacent to drive-ways and have not caused any issues.</p>
<p><b><u>Objector No 2</u></b></p> <p>Although we do not object to the traffic calming measures proposed, we do object to the location of the speed bumps which are directly outside my premises. By adding speed bumps right outside my property you will cause disruption and inconvenience to me and my family.</p>	<p>Locations of the traffic calming features have been carefully chosen within the restraints on Moore Avenue. The design has also taken in to consideration the distances between each feature and moving the location of one the traffic calming features would possibly mean moving other features too and then having to fit them in within the given restraints of the road layout. Restraints could be such things like,</p>

<p>We have also noted the type of traffic measures you have proposed are similar to those on Cooper Lane which are of poor quality and more over damage vehicles.</p> <p>Please can you move your speed humps suggestion further down the road.</p>	<p>driveways, utility covers, positioning of traffic calming in relation to other traffic calming features.</p> <p>All traffic calming features are built to national guidelines and when vehicles are travelling over road humps at appropriate speeds, they should not suffer damage. The traffic calming features will be built as per Bradford Council's standard details which are in accordance with the Highways (Road Hump) Regulations, and will be inspected after construction. If a traffic calming feature fails through wear and tear then this will be subject to the Council's inspection and repair protocols.</p>
<p><b><u>Objector No 3</u></b></p> <p>I got your letter about the proposed traffic calming measures. Speed bumps are a horrendous idea. I hate driving down roads with them because they're unpleasant and bad for my car.</p>	<p>All traffic calming features are built to national guidelines. The aim is to reduce vehicle speeds to prevent collisions and reduce accident severity.</p> <p>Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations.</p>
<p><b><u>Objector No 4</u></b></p> <p>I am in receipt of the Proposed Traffic Calming Measures for Moore Avenue. I am opposed to the use of the proposed measures for various reasons.</p> <p>Firstly, speed humps increase wear on the suspension on vehicles that may drive over them. Moore Avenue is a busy main road with a great deal of traffic traveling on it daily. The proposed speed humps will have a detrimental effect on vehicular suspension, moreso on the residents' vehicles which will have to drive over</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.</p> <p>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</p>

<p>the speed humps on a regular basis.</p> <p>Furthermore, we are a caravan-owning household, and our caravan is used for holidays each year. Driving over speed humps with a caravan attached further increases the risk of potential damage to both the vehicle and the caravan.</p> <p>Additionally, there is the issue of increased sound pollution caused by vehicles being forced to slow down for the many proposed speed humps, inconveniencing the residents living the road.</p> <p>Winter is approaching, and with speed humps being implemented on Moore Avenue, snowploughs may find it difficult to traverse the road, especially if travelling up the hill. This is an area that receives snow every year and we rely on the use of snowploughs/gritters to help clear the snow from the road.</p> <p>The proposal of traffic lights to help pedestrians cross the road is also a cause for concern. As previously stated, Moore Avenue is a busy main road, so the congestion caused by these traffic lights would be an inconvenience to both the traffic on the road and the residents of Moore Avenue who may find it more difficult to join the flow of traffic.</p> <p>Finally, the roadworks required to install the proposed traffic calming measures would again inconvenience the residents of Moore Avenue. The roadworks would likely last for a considerable amount of time, forcing traffic to divert their usual routes on their commutes and go out of their way onto the quieter surrounding backstreets, causing more upset in the local community.</p> <p>I do not believe that it is fair or just to</p>	<p>further out of specification; but stayed within the manufacturer's tolerances.</p> <p>Whilst traffic calming features can produce some noise when vehicles travel over them, the reduction in traffic speeds and a smoother driving style can result in a reduction in overall noise levels. The features have been designed and will be installed to nationally approved dimensions.</p> <p>Traffic calming features should not affect the gritters. The purpose of the gritters is to remove/reduce the snow on the road which should hopefully not effect driving.</p> <p>There is a proposed pedestrian refuge on Moore Avenue near the junction of Moore View, however this will not a signalised crossing point.</p> <p>As with any roadworks there could be some inconvenience to drivers, however contractors will keep any traffic moving where possible. Moore Avenue is a wide road and it is anticipated that two way traffic should be maintained even during the construction phase.</p> <p>The current accident survey showed that there have been 8 collisions on Moore</p>
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<p>negatively impact the residents of Moore Avenue with these proposals. Why should we have to suffer for the actions of others?</p> <p>It has been mutually agreed in my household that one or two permanently sited speed cameras placed on the road would achieve the same predicted outcome as these proposals without inconveniencing the residents.</p>	<p>Avenue. As part of its Safe 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. This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
<p><b><u>Objector No 5</u></b></p> <p>I am opposed to the use of the proposed measures for various reasons, and I believe there are better ways of achieving what you want to do.</p> <p>I oppose the measures because:</p> <ul style="list-style-type: none"> <li>• Increased wear on our vehicles</li> <li>• Increased noise pollution (Vehicles speeding up / Slowing down)</li> <li>• Increased congestion with the installation of new crossings</li> <li>• The extra crossings mentioned are pointless and a waste of money. Moore Avenue is not a difficult and unsafe road to cross with the crossings already in place.</li> <li>• Our household owns a caravan and when routes are chosen when we tour we actively avoid routes with speed cushions to avoid breakages our of belongings. These measures make this impossible to avoid.</li> <li>• The road works required to install the proposed traffic calming measures would again inconvenience the residents of Moore Avenue. The roadworks</li> </ul>	<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>The existing crossing locations at the junction with Great Horton Road and then approximately 340m in a south easterly direction. The proposed pedestrian refuge is located approximately half way between these two points. The carriage way is 12m wide and the proposed pedestrian refuge will help pedestriains have a safe place to stand when crossing during busy periods.</p> <p>Vehicles travelling over road humps at appropriate speeds should not suffer damage,</p>

<p>would likely last for a considerable amount of time, forcing traffic to divert their usual routes on their commutes and go out of their way onto the quieter surrounding backstreets, causing more upset in the local community.</p> <p>I do not believe that it is fair or just to negatively impact the residents of Moore Avenue with these proposals. Why should we have to suffer for the actions of others?</p> <p>It has been mutually agreed in my household that one or two permanently sited speed cameras placed on the road would achieve the same predicted outcome as these proposals without inconveniencing the residents. I hope you take my objection of your proposals into consideration.</p>	<p>provided the humps conform to the Highways (Road Hump) Regulations.</p> <p>As with any roadworks there could be some inconvenience to drivers, however contractors will keep any traffic moving where possible. Moore Avenue is a wide road and it is anticipated that two way traffic should be maintained even during the construction phase.</p> <p>The current accident survey showed that there were 8 collisions of which two were serious. As part of its Safe 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>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
<hr/> <p><b><u>Objector No 6</u></b></p> <p>We wish to object to the proposed traffic calming measure on Poplar Grove.</p> <p>These measures are punishing all road users for the behaviour of a minority of drivers who break the speed limit or drive in a dangerous manner. All road users will be subject to the jarring effects on their vehicles and their bodies which can be quite severe even</p>	<hr/> <p>There are no Traffic Calming measures proposed for Poplar Grove, the proposals are for the full length of Moore Avenue only.</p> <p>Vehicles travelling over traffic calming features at the appropriate speeds should not cause injury or damage to people or vehicles.</p> <p>All traffic calming features are built to national</p>

when traversing these road humps at speeds below the speed limit. This can result in muscular-skeletal problems in later life and damage to motor vehicles.

Also this type of hump can cause vehicles to swerve into the middle of the road. When vehicles are parked at the roadside adjacent to the humps drivers will move into the middle of the road in order to straddle the inner hump. This can cause dangers when this manoeuvre happens at the last minute or when a vehicle coming in the opposite direction does the same there is a greatly increased risk of a collision.

The provision of this large number of humps will, in all likelihood, divert traffic onto adjacent roads such as Poplar Grove (eastward from Moore Avenue), Haycliffe Avenue and Poplar Road which have no traffic calming measures. These roads, especially that stretch of Poplar Grove, already suffer from heavy traffic at rush hours, much of it travelling at excessive speed for the nature of the road, heading towards the Co-op Academy Grange or St. Enochs Road. Would consideration be given to stopping through traffic on Poplar Grove between Haycliffe Avenue and Poplar Road to close this rat run.

We think that a far more effective means of reducing traffic speeds on Moore Avenue, without inflicting problems on all road users would be a combination of mini-roundabouts at

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.

Moore Avenue is a wide road and vehicles do park on the carriageway. The traffic calming cushions have been designed so that vehicles traveling in each direction will be able to straddle the cushions, even if this means moving towards the central hatching area. Vehicles travelling at the appropriate speeds should not have any difficulty in driving over the traffic calming features.

It is not anticipated that there would be an increase of traffic diverted on to the narrower roads

Whilst having roundabouts can reduce speeds where they have been located, the overall speed reduction will not achieved taking in to

<p>various junctions along the Avenue coupled with speed cameras at two or three locations. This would also improve traffic flows for vehicles wanting to cross or turn right onto Moor Avenue which can be difficult and dangerous due to the volume of traffic</p>	<p>account the distances between where the roundabouts could be located. There would still be a need for some additional works traffic calming features to help reduce speeds, and this would require a much more substantial budget.</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>
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## 2.6 OTHER

There have been two emails received supporting the proposals. These are listed below.

- *'I fully support the proposed traffic calming measures for Moore Avenue'*
- *'I am writing to support the traffic calming measures proposed for Moore Avenue. We have lived on Moore Avenue for 30 years and have had to suffer the speeding traffic at all times of the night and day. Hopefully this will improve safety for all residents young and old'*

## 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 £45,000. This can be met from the Safe Roads Budget for 2022/23 previously approved by this committee.

## 5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concerns about the speed of vehicles on Moore Avenue and likelihood of continued collisions/casualties.

## 6. LEGAL APPRAISAL

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



**7. OTHER IMPLICATIONS**

**7.1 SUSTAINABILITY IMPLICATIONS**

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 Moore Avenue.

**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**

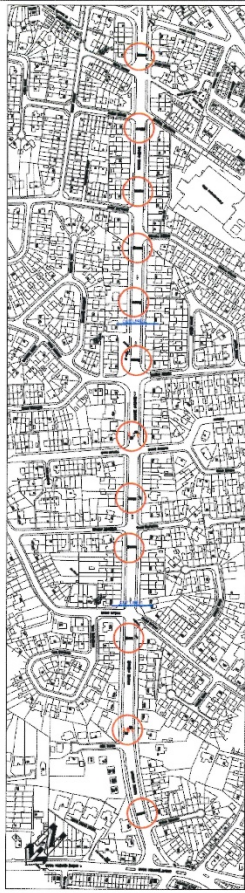
- 10.1 That the objections be overruled and the proposed traffic calming measures and pedestrian refuge island be implemented as advertised.
- 10.2 That the objectors be informed accordingly.

**11. APPENDICES**

Appendix 1 Drawing HS/TRSS/105400/CON-1A & CON-2A

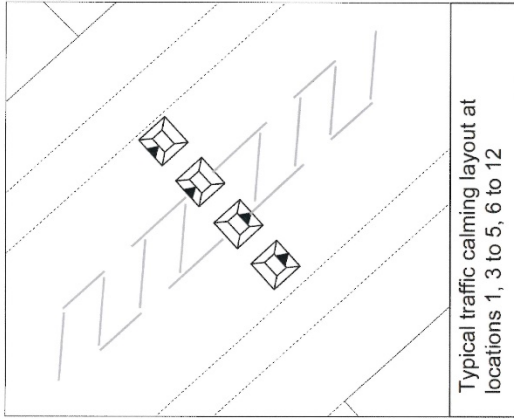
**12. BACKGROUND DOCUMENTS**

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105400

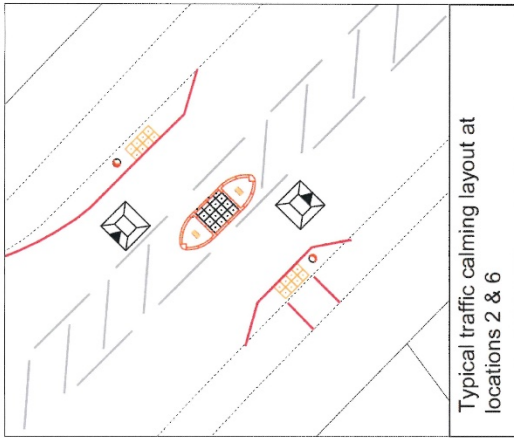


Proposals are being made to introduce traffic calming features along the full length of Moore Avenue in the form of 'cushions' which are 1.9 x 1.9 m in dimension. These locations are shown in the drawings HS/TRSS/105400/CON-1A and HS/TRSS/105400/CON-2A.

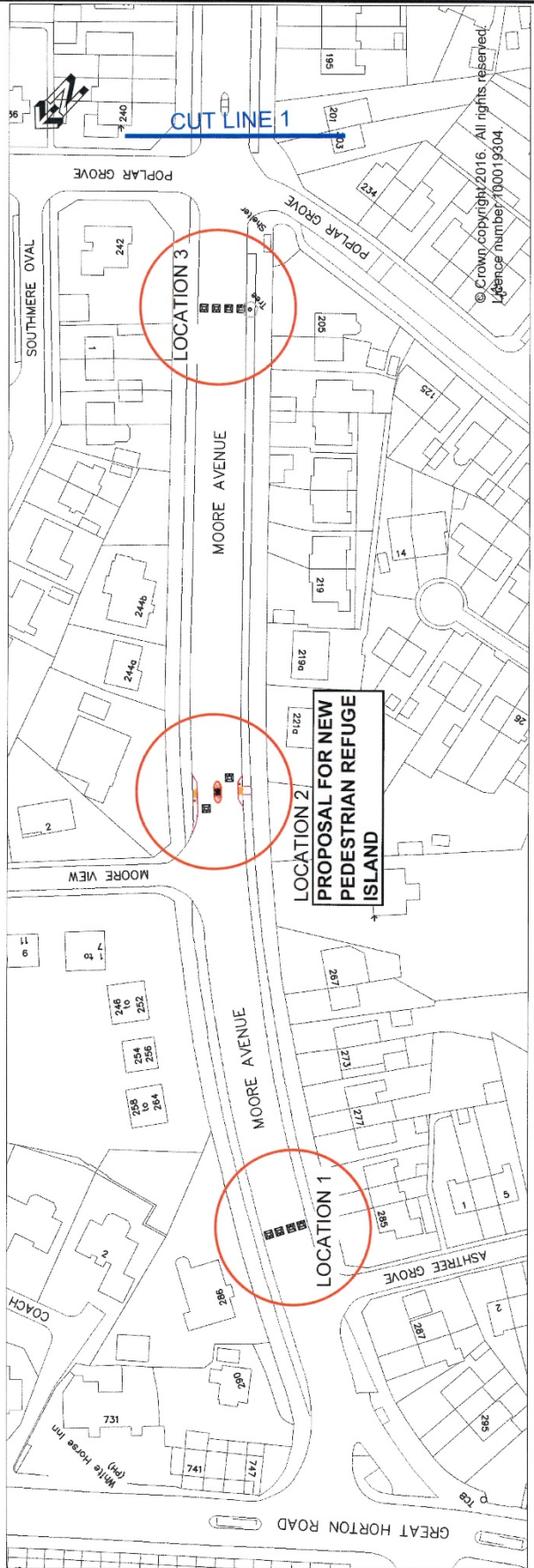
The proposal also includes the introduction of a pedestrian refuge island on Moore Avenue near its junction with Moore View.



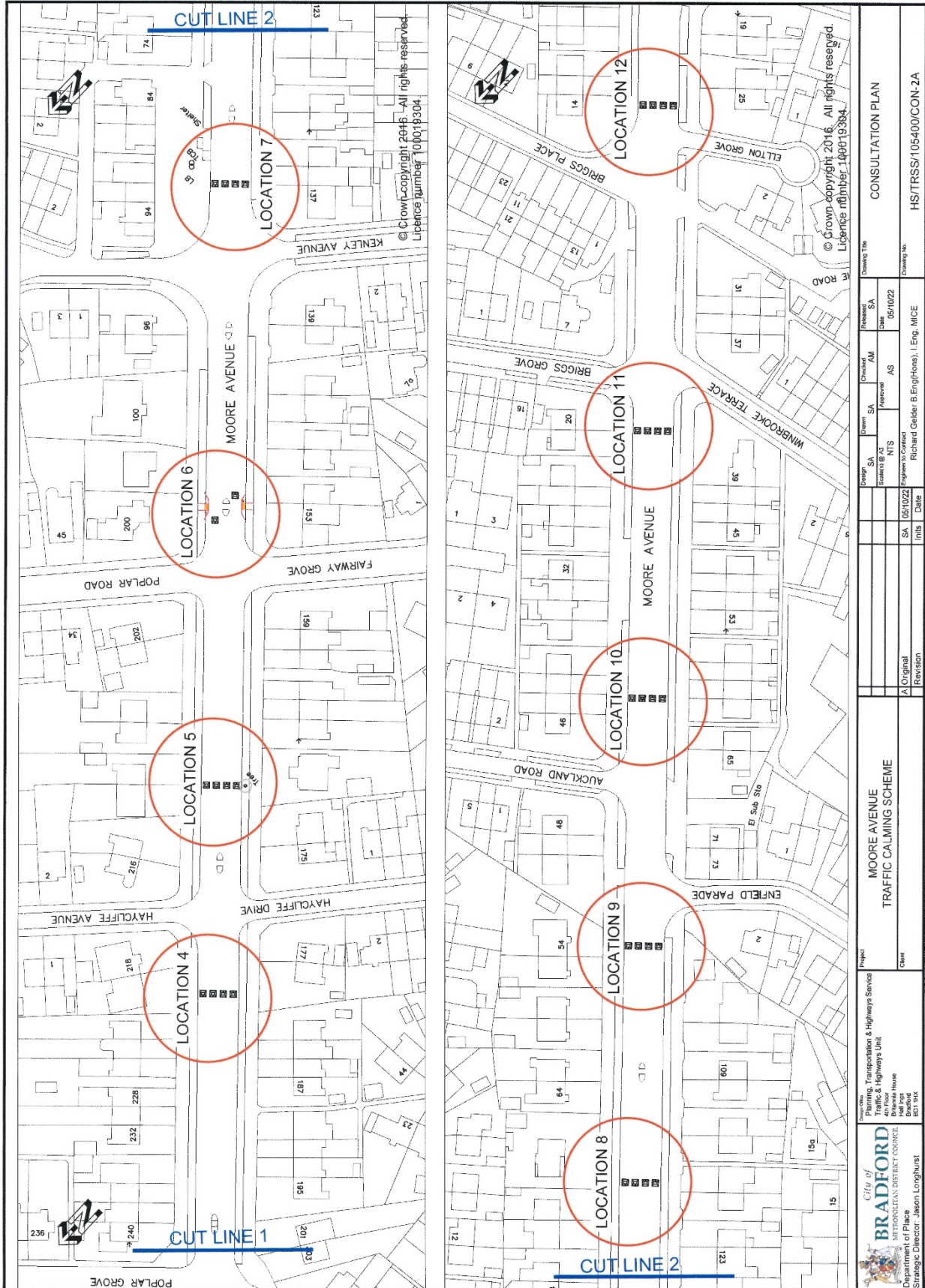
Typical traffic calming layout at locations 1, 3 to 5, 6 to 12



Typical traffic calming layout at locations 2 & 6



<p>City of BRADFORD METROGOLIAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project: MOORE AVENUE TRAFFIC CALMING SCHEME</p>		<p>Forming Title: CONSULTATION PLAN</p>	
<p>Client: Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit Strategic House 100, Mill Lane RDS 100</p>	<p>Design: SA (05/10/22) Checked: SA (05/10/22) Approved: NTS (05/10/22) Engineer in Contact: Richard Gaidar B.Eng(Hons), I.Eng. MICE</p>	<p>Drawn: SA (05/10/22) Checked: SA (05/10/22) Approved: AS (05/10/22)</p>	<p>Revised: SA (05/10/22) Checked: AM (05/10/22) Approved: AS (05/10/22)</p>	<p>Initials: SA (05/10/22) Date: 05/10/22</p>	<p>Drawing No: HS/TRSS/105400/CON-1A</p>



<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project: Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit Strategic House Hall Top Bramley House BD1 1HK</p>		<p>Client: MOORE AVENUE TRAFFIC CALMING SCHEME</p>		<p>Drawing Title: CONSULTATION PLAN</p>	
<p>Drawn: SA</p>	<p>Checked: AM</p>	<p>Reviewed: SA</p>	<p>Approved: AS</p>	<p>Scale: 1:1000</p>	<p>Date: 05/10/22</p>	<p>Drawn By:</p>	<p>Checked By:</p>
<p>Design: SA</p>	<p>Scale: 1:1000</p>	<p>Drawn: SA</p>	<p>Approved: AS</p>	<p>Engineer to Contract:</p>	<p>Date: 05/10/22</p>	<p>Drawn No:</p>	<p>Revision:</p>
<p>Richard Gelder B.Eng(InstE), I.Eng. MICE</p>				<p>HS/TRSS/105400/CON-2A</p>			



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## **Report of the Director of Health and Wellbeing to the meeting of Bradford South Area Committee to be held on 26<sup>th</sup> January 2023**

**Q**

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### **Subject:**

**PUBLIC HEALTH AND WELLBEING IN THE BRADFORD SOUTH AREA**

### **Summary statement:**

This short overview report is published with a data appendix relating to health and wellbeing in Bradford South.

### **EQUALITY & DIVERSITY:**

Equality impacts and any potential contribution to Equality objectives will be addressed at the meeting.

---

Iain MacBeath  
Strategic Director – Health and Wellbeing

Report Contact: Angela Hutton  
Senior Public Health Specialist  
Phone: 07582 109265  
E-mail: [angela.hutton@bradford.gov.uk](mailto:angela.hutton@bradford.gov.uk)

### **Portfolio:**

**Healthy People, Healthy Place**

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

**Health and Social Care**

## **1. SUMMARY**

This report aims to update members on local health and wellbeing data and information for the Bradford South Area. The appendix outlines a range of health and wellbeing issues, needs and disparities for people living in the Bradford South area compared to the District as a whole.

## **2. BACKGROUND**

Bradford District has relatively high rates of many health inequalities compared to the rest of the country, these inequalities can be much higher in some areas of the District, with Bradford South being one of these areas.

Bradford South has a similar population age distribution as the district as a whole, except a higher proportion of people aged between 45-60 years old. Bradford South's population has grown 2.8% since 2015 – this is slightly more than the district average (2.3%). Bradford South has the third highest proportion of non-white residents in the district.

The data appendix to this report shows that many indicators of health and wellbeing outcomes for people living in the Bradford South area are slightly or significantly worse than the average for the District as a whole.

For example, the 2018-20 life expectancy for males living in Bradford South is 76.4 years, which is lower than the district average. The female life expectancy females in Bradford South is higher at 80.3 years. Male life expectancy is lower than the district average in three of the six Bradford South wards and female life expectancy is lower than the district average in five out of the six Bradford South wards.

Further information provided for the meeting will update committee members on services and interventions to support improvement in wellbeing and protect the public's health.

## **3. OTHER CONSIDERATIONS**

Many services and interventions delivered by public health are organised Districtwide. Where possible the information provided will report on service delivery and service outcomes for people living in the Bradford South area.

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

The report does not contain financial or resource recommendations or decisions.



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

The governance of matters relating to health and wellbeing is through the Wellbeing Board. As the recommendations for the meeting are for the committee to consider the data appendix and further information provided at the meeting

## **6. LEGAL APPRAISAL**

Under the Health and Social Care Act 2012 Regulations (18 6C) the Council, through the Director of Public Health, assumed duties formerly held by various NHS bodies, primarily those of Health Improvement and Health Protection.

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

Improvements to health and wellbeing are a component of building a sustainable district, supporting communities and the workforce.

### **7.2 GREENHOUSE GAS EMISSIONS IMPACTS**

The report makes no specific recommendations relevant to Greenhouse Gas Emissions.

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

Community safety concerns impact on people's sense of health and wellbeing at an individual, family and community-wide level. This is particularly relevant in relation to crime and the fear of crime; drug and alcohol use and the sale of illicit tobacco. These issues can disrupt feelings of safety and security in communities and can contribute to low level anxiety and have a detrimental impact on mental wellbeing. Public Health contributes to a number of key programmes addressing Community Safety concerns.

### **7.4 HUMAN RIGHTS ACT**

There are no direct implications arising from the Human Rights Act in relation to this report however improvements to health and wellbeing can contribute significantly to overall quality of life for individuals and families.

### **7.5 TRADE UNION**

N/A

### **7.6 WARD IMPLICATIONS**

See ward-level data contained in the data appendix.

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

This report has been prepared for Bradford South Area Committee and includes data and information for the six wards within the area; Great Horton, Queensbury, Royds, Tong, Wibsey and Wyke wards.

Where possible data and service details are provided at ward level, where this is not possible, for example because it is not collected and reported at ward level, then district-wide activity and information has been provided. The content of the report and further information brought to the meeting will support the focus on health and wellbeing in the Bradford South Area Committee Action Plan.

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

The role of local authorities and the application of corporate parenting principles are set out in section 1 of the Children and Social Work Act 2017. In order to thrive, children and young people have certain key needs that good parents generally meet. Local authorities must have regard to these seven needs identified in the Children and Social Work Act, when exercising their functions in relation to looked-after children and care leavers (relevant children and former relevant children) as follows:

- to act in the best interests, and promote the physical and mental health and wellbeing, of those children and young people
  - to encourage those children and young people to express their views, wishes and feelings
  - to take into account the views, wishes and feelings of those children and young people
  - to help those children and young people gain access to, and make the best use of, services provided by the local authority and its relevant partners
  - to promote high aspirations, and seek to secure the best outcomes, for those children and young people
  - for those children and young people to be safe, and for stability in their home lives, relationships and education or work; and
  - to prepare those children and young people for adulthood and independent living.
- In common with other areas of the district there will be 'looked after' children resident in Bradford South for whom the Local Authority has Corporate Parenting responsibility.

These may be children and young people living in temporary housing and/or foster care, or other settings where the Council retains a Corporate Parenting role. This responsibility will remain despite the proposed arrangements for a Children's Company. Ensuring the safety and well-being of children is a requirement of all Council officers not only those whose specific job is to work with looked after children. As such, arrangements for the delivery of services should include specific terms to ensure that this important statutory role is maintained and supported.

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

The Council has a privacy notice in place and as this report contains no personal data there are no impacts under the relevant data management and/or data sharing legislation.

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

None

## **9. OPTIONS**

9.1 That Bradford South Area Committee considers the contents of this report and further information provided in relation to the Bradford South Area Plan.

9.2 That Bradford South Area Committee continues to encourage the communities and residents of Bradford South to take up all available and relevant wellbeing offers in order to maximise their health and wellbeing.

## **10. RECOMMENDATIONS**

The views of the committee are requested on issues outlined in the data appendix and on the further information to be discussed at the meeting.

## **11. APPENDICES**

Public Health profile Bradford South – June 2022

## **12. BACKGROUND DOCUMENTS**

None

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# Public Health Profile

## Bradford South

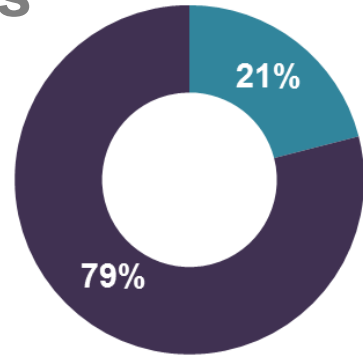
Public Health Intelligence  
Date Produced: June 2022

## Population & Demographics

Bradford South population, 2020

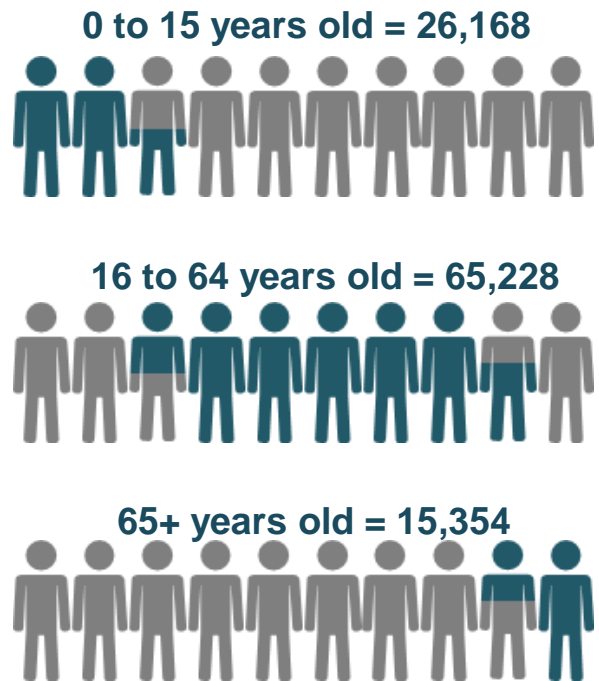
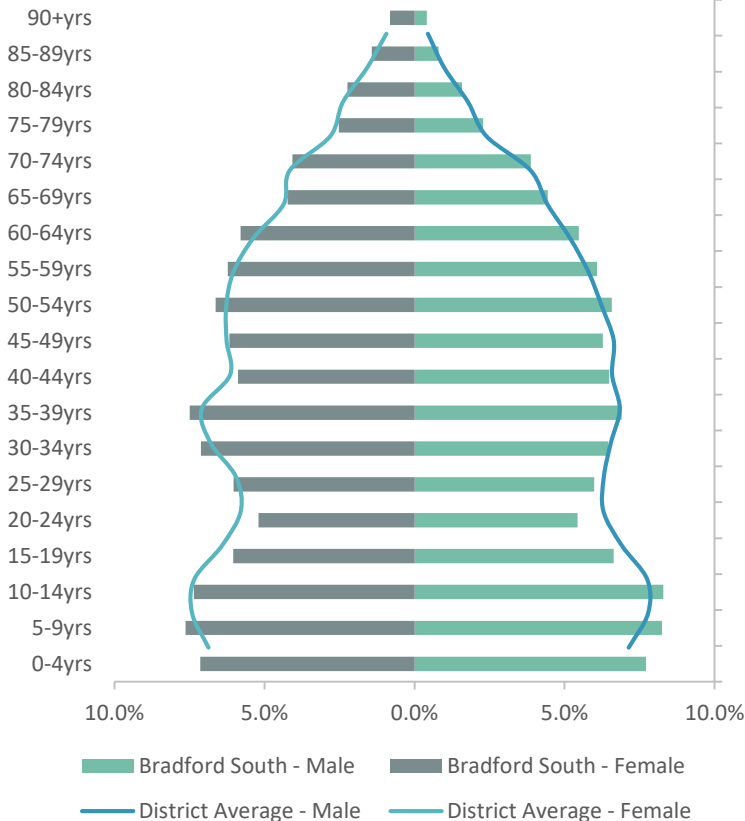
**106,750**

2.8% increase since 2014



■ Non-White Residents ■ White Residents

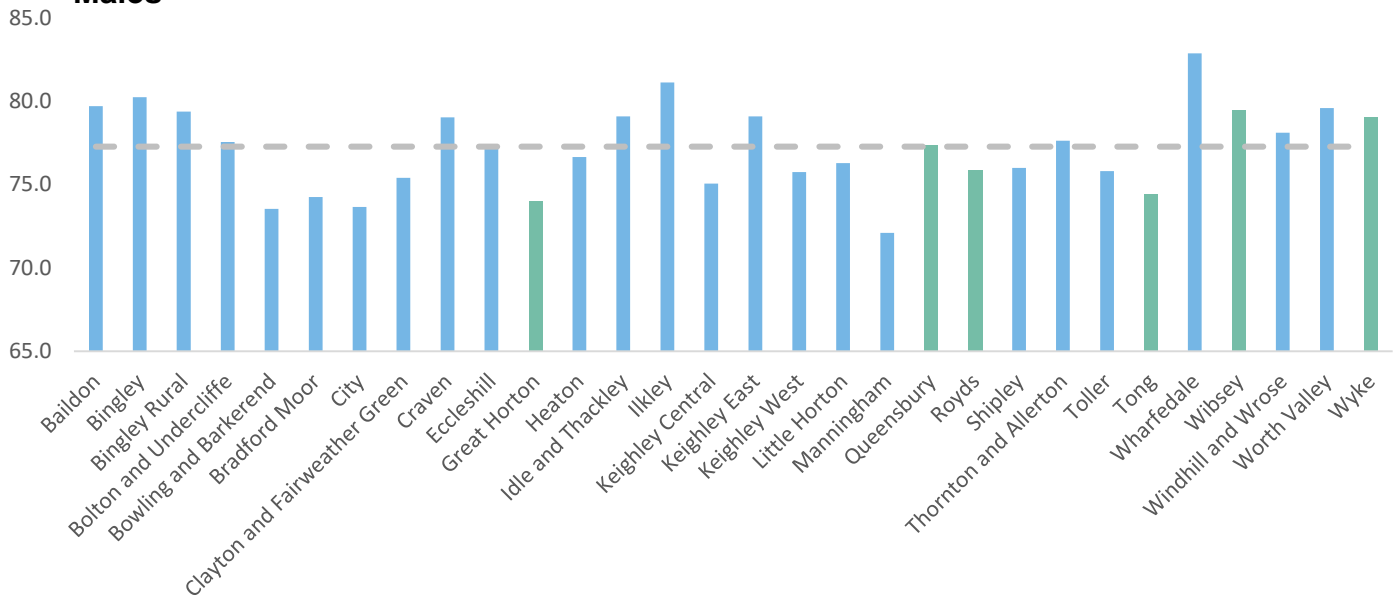
### Age Distribution



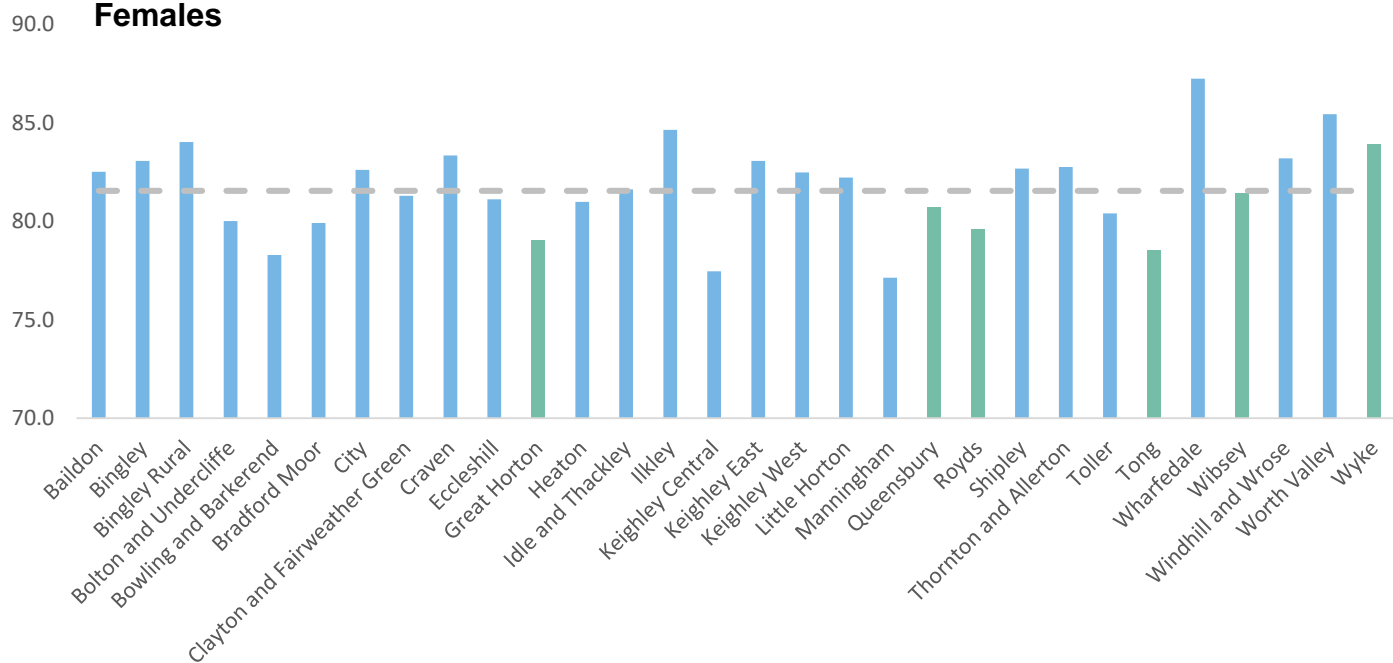
Bradford South has a similar population age distribution as the district as a whole, except a higher proportion of people aged between 45-60 years old. Bradford South's population has grown 2.8% since 2015 – this is slightly more than the district average (2.3%). Bradford South has the third highest proportion of non-white residents in the district.

# Life Expectancy at Birth

## Males



## Females



The 2018-20 life expectancy for males living in Bradford South is 76.4, which is lower than the district average. The female life expectancy females in Bradford South is higher is 80.3.

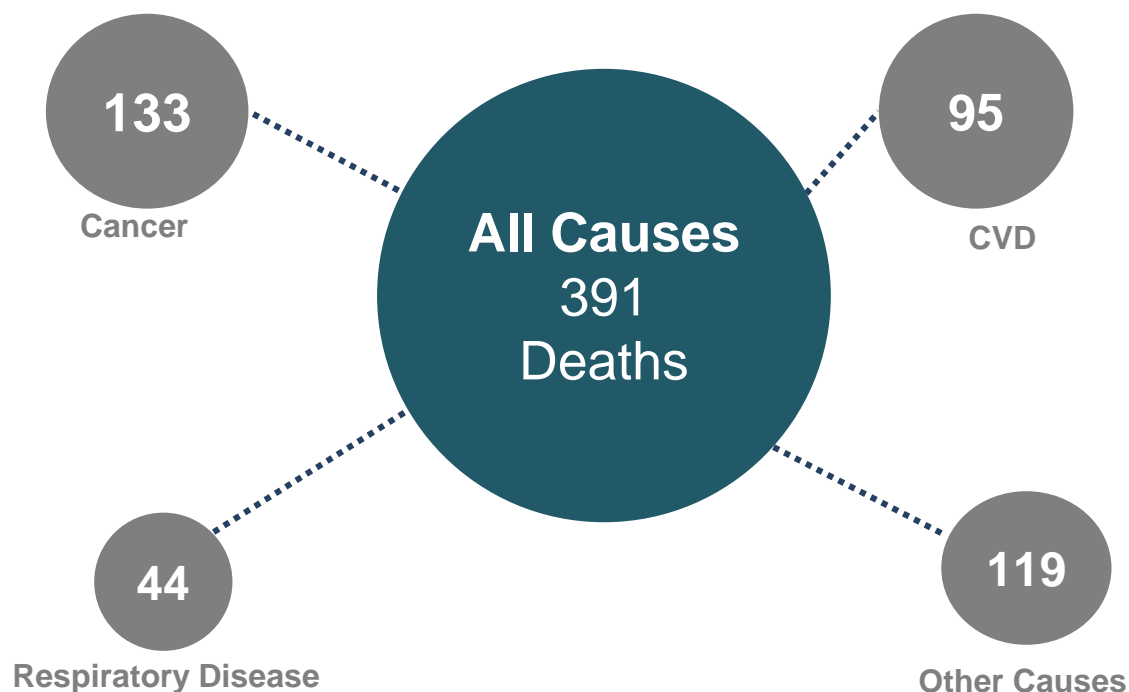
The male life expectancy is lower than the district average in three of the six Bradford South wards and female life expectancy is lower than the district average in five out of the six Bradford South wards.

# Premature Mortality

## Bradford South

Deaths in persons age 0-74 years  
Three Year Averages: 2018-20

Average Number of Deaths (per year)



Death Rate: per 100,000 population

Cause of Death	Bradford District	Bradford South	
	Cancer	135.5	163.0
Cardiovascular Disease	100.9	116.0	●
Respiratory Disease	41.4	53.8	●
All Causes	408.3	470.5	

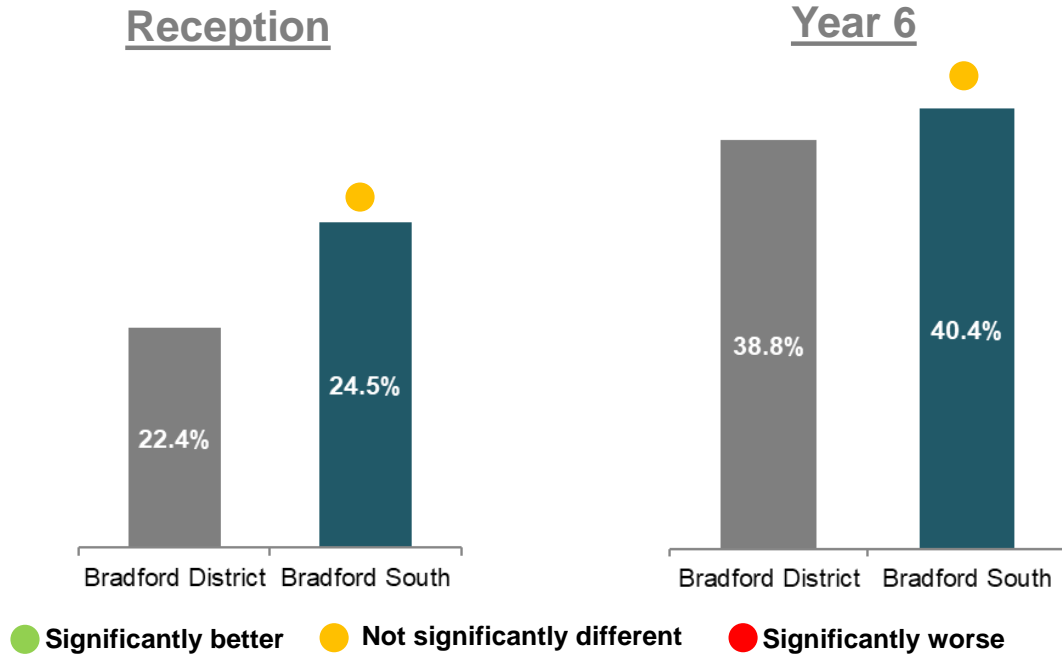
● Significantly better   ● Not significantly different   ● Significantly worse

During 2018-20 there were 1,172 premature mortalities in Bradford South, an average of 391 deaths per year. This equates to a rate of 470.5 deaths per 100,000 population. The cause of death for 133 of these mortalities was cancer; 95 were due to CVD and 44 were due to respiratory disease. The premature mortality rate from cancer, CVD and respiratory disease were all above the district average.

# Child Excess Weight

## Bradford South

Proportion of children classified as overweight or obese  
2017/18 – 2019/20



	<u>Reception</u>	<u>Year 6</u>
<b>Great Horton</b>	22.4%	43.3%
<b>Queensbury</b>	23.5%	35.6%
<b>Royds</b>	26.7%	38.2%
<b>Tong</b>	25.1%	42.9%
<b>Wibsey</b>	25.7%	40.2%
<b>Wyke</b>	23.5%	38.7%

The proportion of children in reception that are classed as overweight or obese in Bradford South is higher than the district average. The ward within Bradford South with the highest rate of excess weight in reception is Royds. The proportion of children in year 6 classed as overweight or obese in Bradford South is also higher than the district average. The ward with the highest rate of excess weight in Bradford South is Great Horton.



# Ward Summary

## Bradford South

The chart below shows how people's health and wellbeing within this area compares to Bradford District. Values are rated using the RAG system where Red = worse than district average; Amber = similar to district average and Green = better than district average.

Indicator	<u>Bradford District</u>	<u>Bradford South Average</u>	Great Horton	Queensbury	Royds	Tong	Wibsey	Wyke
Life Expectancy - Males	77.3	76.4	74.0	77.3	75.9	74.4	79.5	79.0
Life Expectancy - Females	81.5	80.3	79.0	80.7	79.6	78.5	81.4	83.9
Infant Mortality	6.0	5.6	10.8	3.2	3.9	3.2	3.3	3.8
Reception excess weight	22.4	24.5	22.4	23.5	26.7	25.1	25.7	23.5
Year 6 excess weight	38.8	40.4	43.3	35.6	38.2	42.9	40.2	38.7
U75 mortality from Respiratory Disease	41.4	53.8	44.8	34.5	63.5	91.8	44.2	39.0
U75 mortality from CVD	100.9	116.0	177.3	71.5	85.1	165.1	106.2	96.9
U75 mortality from Cancer	135.5	163.0	180.8	172.3	168.1	178.3	141.3	138.6
Diabetes Prevalence	7.7	7.7	8.6	6.9	7.8	7.8	7.9	7.4
COPD Prevalence	2	2.5	1.9	2.2	2.4	3.1	2.3	3.1
Adult Obesity Prevalence	7.2	7.4	7.8	6.6	7.2	9.6	7.2	5.1
Depression Prevalence	10	10.7	9.9	10.6	10.6	12.8	9.7	10
Asthma (6+ years)	6.3	6.1	6	6.5	6.2	5.9	6.2	6.1
Dementia	0.7	0.6	0.5	0.6	0.7	0.6	0.6	0.6
Hypertension	10.5	10.7	9.7	11.9	10.9	10.3	10.3	11.7
Self harm	344.6	458.9	192.3	256.9	1023.5	394.5	299.1	725.9

### Indicator definitions

- 1 Life expectancy at birth in years (males), 2018-20
- 2 Life expectancy at birth in years (females), 2018-20
- 3 Infant Mortality (deaths per 1,000 live births) 2018-20
- 4 % of reception children who are overweight or obese, 2017/18-2019/20
- 5 % of year 6 children who are overweight or obese, 2017/18-2019/20
- 6 Under 75 mortality rate (dsr) per 100,000 population due to respiratory disease, 2018-20
- 7 Under 75 mortality rate (dsr) per 100,000 population due to cardiovascular disease, 2018-20
- 8 Under 75 mortality rate (dsr) per 100,000 population due to cancer, 2018-20

- 9 Estimated % of adults age 17+ with diabetes 2020/21
- 10 Estimated % of population with COPD 2020/21
- 11 Estimated % of adults age 18+ that are obese 2020/21
- 12 Estimated % of adults age 18+ with depression 2020/21
- 13 % of population (aged 6+) with asthma, 2020/21
- 14 % of population with dementia, 2020/21
- 15 % of population with hypertension, 2020/21
- 16 Self harm admissions age 10-24 years per 100,000 population, 2020/21

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## Report of the Bradford South Area Co-ordinator to the meeting of Bradford South Area Committee to be held on Thursday 26<sup>th</sup> January 2023

**R**

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### **Subject:**

This report provides an update about Street Cleansing within Bradford South.

### **Summary statement:**

This report recommends minor operational changes to the Street Cleansing Service in the Bradford South Area Constituency and shows trends of the numbers of fly-tipping and cleansing cases reported to the Council.

### **EQUALITY & DIVERSITY:**

No specific equality and diversity issues. 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.

---

David Shepherd  
Strategic Director Place

### **Portfolio:**

**Neighbourhoods and Customer services**

Report Contact: Ishaq Shafiq  
Phone: (01274) 431155  
E-mail: [ishaq.shafiq@bradford.gov.uk](mailto:ishaq.shafiq@bradford.gov.uk)

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

**Corporate, Regeneration & Environment**

## 1. SUMMARY

1.1 This report provides an update about Street Cleansing within Bradford South.

## 2. BACKGROUND

2.1 Presently the area has 6 ward based Clean Teams that work in individual work. After cleaning the area's Gateway routes, each Clean Team will move on to one of the weekly routes that ensure each street within the ward will be attended to once a week.

2.3 With prescriptive working, there is greater transparency around what is expected of staff and this increased understanding by staff and managers and has the following advantages:

- A prescribed day of working allows programmed days of action for residents to move cars to allow more effective litter clearance, mechanical sweeping and gully cleaning;
- More effective mechanism to performance manage teams in terms of all work undertaken;
- More efficient use of resources targeting areas of need, eliminating down time in terms of reacting to complaints travelling from one end of a ward to another;
- It also gives the public a clear understanding as to how often and when their area or street would be cleaned.

2.4 Cleansing and parks staff continue to support days of action, sometimes by working alongside local residents but mostly by removing the waste collected by residents.

2.5 The vital role provided by local residents, friends of groups and businesses in helping to remove waste and litter continues in the Bradford South area. Whilst some litter picks are organised and undertaken on an adhoc basis, other groups regularly litter pick their neighbourhoods. Cleansing and Parks staff collect the bags of litter and large items.

2.6 The operational element of the Task Force has been receiving referrals from area teams to tackle longstanding environmental problems affecting neighbourhoods such as overgrown vegetation, weeds, detritus, fly tipping and litter.

The funding has allowed the service to undertake a wide range of work on 500 referrals to date across the 5 constituencies. The works have included supporting existing service provision but has also allowed for attention to detail work to be carried out that has not been possible within existing Street Cleansing and Parks Teams. This additionality has provided an opportunity to reclaim unused green spaces such as snickets and footpaths and has allowed work on neglected areas such as Council land, particularly around Council buildings.

2.7 Works have been completed across all Wards within Bradford East. Some examples of these works are detailed below working jointly through the area ward teams:

## **Wibsey**

- A number of public footpaths have been cleared by the Task Force including one which runs between Thomas Court and Briarwood Drive.
- Complaints were received about overhanging trees/shrubs and bushes along the above network of public footpaths which are used by parents walking their children to school.
- Residents with properties adjacent to the footpaths were asked to cut back anything growing from their gardens/remove any obstructions. A request to the Task Force was made to help clear some of this including a significant amount of weeding, debris and litter along the route.
- The efforts of both residents and the Task Force transformed this area making a clean, safe and accessible route for families. The works were undertaken prior to the start of the school year in September 2022.

## **Great Horton**

- Following a referral being received the Task Force attended Windermere Road to support a clearance and cut back. The snicket area at the rear of residential properties was densely overgrown with bushes, weeds, fly tipping and litter. In some parts the weeds were up to 6ft high and damaging the adjoining fence.
- The work undertaken was remarkable and transformed the snicket to a point where it looked like a completely different place.
- Special thanks were emailed to the team for their efforts on behalf of the residents of Windermere Road. It commented that the clean-up was done swiftly and efficiently with a result that was pleasing to all.

## **Queensbury**

- One of the jobs attended to by the Task Force was Littlemoor footpath. The referral received by the local Neighbourhood Warden reported heavy weeds and vegetation along the narrow footpath.
- The visit by the Task Force allowed the area to receive some much needed attention to detail work cutting back and clearing the walkway to make the site clear of obstructions as well as improving the look of the area.
- The results following the work undertaken made a tremendous difference to the area and significantly improved the ambiance. Many thanks were received from officers on the support that this had given to improve the previously run down and tired location.

## **Royds**

- A large undertaking of heavy cutting back and clearance took place at Edge End Road Buttershaw. The footpath was completely blocked and had 4ft weeds all the way down.
- The Task Force took to clearing the full area cutting down and removing all the vegetation.
- The visual difference that was made was amazing and made a previously inaccessible place free to be used.

## **Tong**

- The Task Force undertook a referral at Miles Hill Drive leading to Knowles Street.
- The work was required to tackle grassed land that needed strimming back as it was starting to grow into the snicket and was becoming invasive. The snicket is a well-used public right of way.
- As well as the general cutting back of vegetation including nettles the Task Force removed some dog fouling, broken glass, as well as litter.

- The local warden reported that this work was greatly received by residents and had improved the area significantly. The warden was able to follow up from the clean-up work by engaging with local residents and businesses to encourage keeping the area maintained.

**Wyke**

- Work was completed by the Task Force at the rear of properties on Lavarack Field, Wyke.
- The vegetation and weeds were growing up and around the building’s covering the windows blocking daylight. The weeds on the ground were encroaching on the footpath area.
- This location was receiving complaints for it being an eyesore and attracting anti-social behaviour. This Task Force intervention has made a fantastic improvement and has acted as a re-start for the area.
- The Area team are now partnership working here to address any issues and maintain the cleanliness of the area.

2.8 Although existing Cleansing and Parks teams do undertake some of this work this is not the focus of their daily roles. The ongoing work is extremely visually impactful and has tackled some larger scale jobs that would not have been possible without intervention from the Task Force.

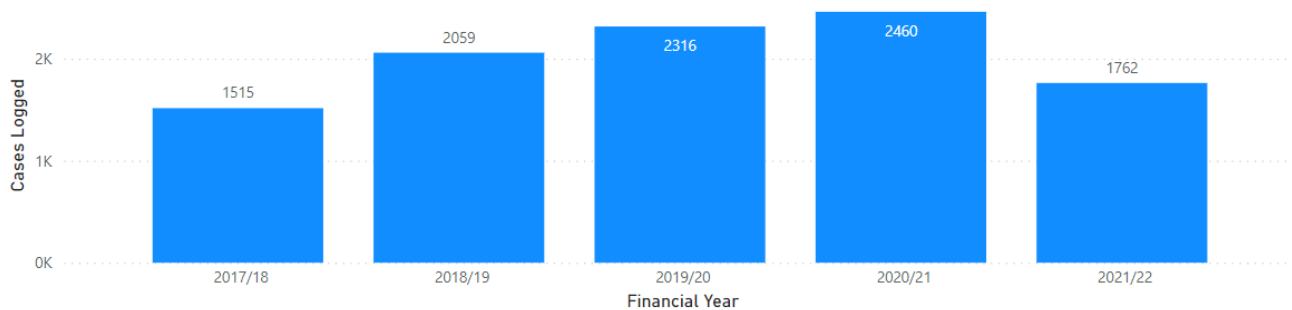
2.9 Feedback has been overwhelmingly positive as the resource has allowed time to be spent making a real difference. The Task Force will end on 30<sup>th</sup> June 2023.

**3. OTHER CONSIDERATIONS**

**3.1 Service requests**

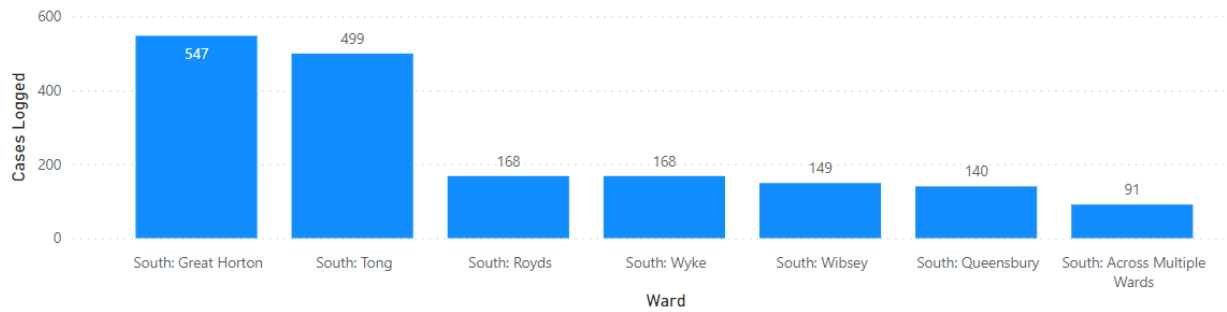
The number of fly-tipping reported to the Council for Bradford South for each of the last 5 full financial years is displayed below

Fly Tips Reported in Bradford South



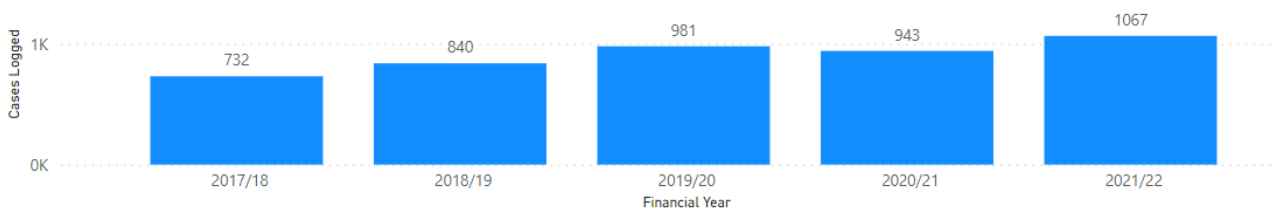
The chart below shows the ward-breakdown for reported fly-tipping in the 2021/22 financial year

Fly Tips Reported by Ward



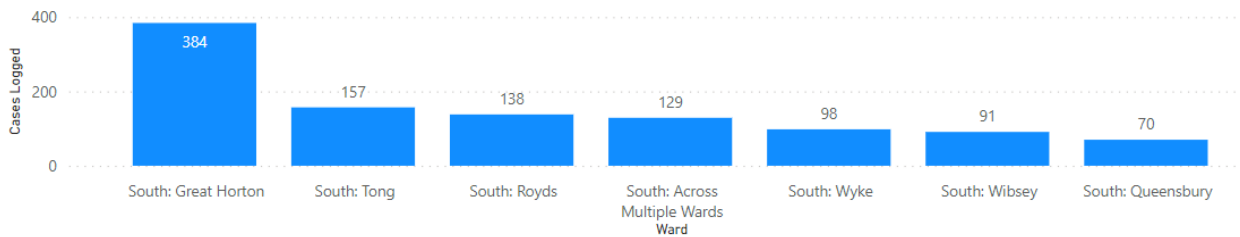
The number of street cleansing requests made to the Council for Bradford South for each of the last 5 full financial years is displayed below

Street Cleansing Requests by Financial Year



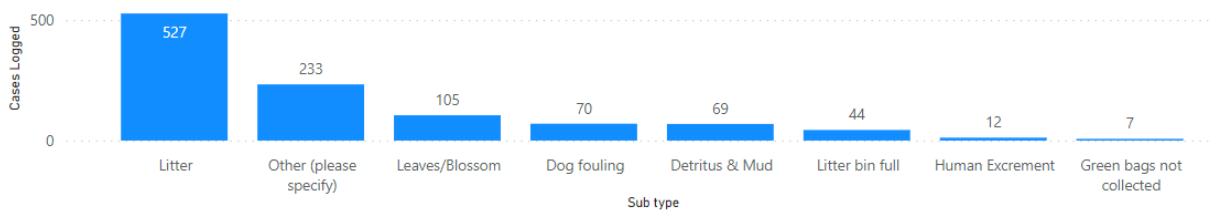
The chart below shows the ward-breakdown for street cleansing requests in the 2021/22 financial year

Street Cleansing Requests by Ward



Street cleansing requests are broken down in to the most common sub-types as displayed below

Street Cleansing Requests by Sub-type



To provide some perspective on the annual totals by ward, the number of reports made for Street Cleansing and fly-tipping per week by ward is shown in the table below.

<b>Public reports per week per Ward</b>			
<b>Ward</b>	<b>Street Cleansing Requests</b>	<b>Fly-tipping Reported</b>	<b>Total</b>
Across Ward Boundaries	2	2	4
Great Horton	7	11	18
Tong	3	10	13
Royds	3	3	6
Wyke	2	3	5
Wibsey	2	3	5
Queensbury	1	3	4

See Appendix 1 for a more detailed ward-breakdown of all the data contained in the previous charts.

### 3.3 Resources

Bradford MDC operate a devolved street cleansing service, and resources are distributed across the five areas based on a combination of road length, historical experience and littering levels. The table below shows how many clean-team hours are spent per week per kilometre of adopted highway by Area.

<b>Area</b>	<b>Hours</b>	<b>Kms</b>	<b>Hrs p/linear km p/week</b>
West	867.5	305.5	<b>2.8</b>
East	833.5	341.5	<b>2.4</b>
South	752.5	348.7	<b>2.2</b>
Shipley	631.5	413.5	<b>1.5</b>
Keighley	711.0	483.5	<b>1.5</b>

Each area then decides how best to allocate its available resources across its 6 constituent wards. The table below shows how many Clean Team hours are spent per week per kilometre of adopted highway by ward.

<b>Ward</b>	<b>Population</b>	<b>Adopted Meters</b>	<b>Staff hrs p/wk</b>	<b>Hrs p/linear km</b>
Great Horton	19,202.0	44,512	236.5	5.3
Tong	22,712.0	83,135	195.0	2.3
Wibsey	15,007.0	50,566	90.0	1.8
Royds	17,706.0	55,402	90.0	1.6
Wyke	15,110.0	57,810	81.5	1.4
Queensbury	16,943.0	57,253	59.5	1.0



### **3.4 Combatting Fly-tipping**

Fly-tipping is an important ongoing issue being addressed by DEFRA, House of Commons Committees, Local Authorities, trade-groups and relevant charities and NGO's.

The Council is a participating member of APSE and Keep Britain Tidy as well as other benchmarking groups where local authorities can share best practise and discuss potential solutions. Where ideas or techniques are discovered we endeavour to trial or adopt them within the district with the aim of finding any practical solutions to reducing the level of fly-tipping.

Each year in late November / early December, DEFRA publish an annual report and data for the entire country which allows some understanding of where Bradford as a district sit in relation to all other local authorities. This report is important as with issues such as fly-tipping where there is no clear solution, the perspective gained from shared data allows the council to identify any authorities that have similar levels of deprivation that have shown improvement in their levels of fly tipping and offer potential successful insights in the fight against the problem.

A combined report by Street Cleansing and Environmental Enforcement is taken to a Scrutiny Committee each year to keep the Council up to date on the problem of fly-tipping and how the Council attempts to address it.

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

- 4.1 Resources are allocated to an area from base budget by levels of litter, numbers of service requests and experience of the Cleansing and Parks Manager and other officers within the service. Ward allocation is devolved to each Area Coordinator and Parks and Cleansing Manager.

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

- 5.1 There are no specific risk management and governance issues.

## **6. LEGAL APPRAISAL**

- 6.1 There are no legal appraisal issues.

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

- 7.1.1 Local teams have the potential to create more sustainable solutions to local issues.

### **7.2 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.2.1 There are no direct greenhouse gas emissions impact issues.

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

7.3.1 The work of parks and street cleansing provision supports safer neighbourhoods.

### **7.4 HUMAN RIGHTS ACT**

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

### **7.5 TRADE UNION**

7.5.1 Trade unions are regularly consulted at levels 1, 2 and 3 with regards to Street Cleansing and Parks operations and staffing issues.

### **7.6 WARD IMPLICATIONS**

7.6.1 The information in this report is relevant to all Wards in Bradford South.

### **7.7 AREA LOCALITY PLAN**

7.7.1 The work of Street Cleansing and parks helps to delivery priorities of the Locality Plan.

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

7.8.1 There are no direct implications.

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

7.9.1 There are no known issues.

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

8.1 There are no not for publication documents.

### **9. OPTIONS**

9.1 The report is provided for information purposes.

### **10. RECOMMENDATIONS**

10.1 That the Bradford South Area Committee notes the report.

10.2 That a further report is presented in 12 months.

### **11. APPENDICES**

11.1 Appendix 1 – Bradford South Street Cleansing and Fly Tipping Cases reported to the Contact Centre.

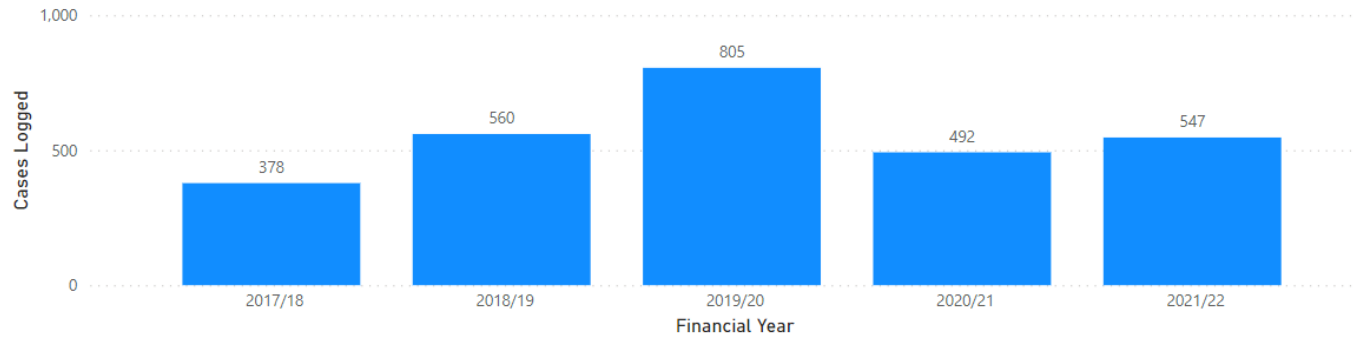
## **12. BACKGROUND DOCUMENTS**

- 12.1 Street Cleansing – Document Y Bradford South Area Committee Jan 2019.
- 12.2 Street Cleansing – Document AE for Bradford South Area Committee 21st March 2019.
- 12.3 Street Cleansing – Document H for Bradford South Area Committee 30 September 2021.

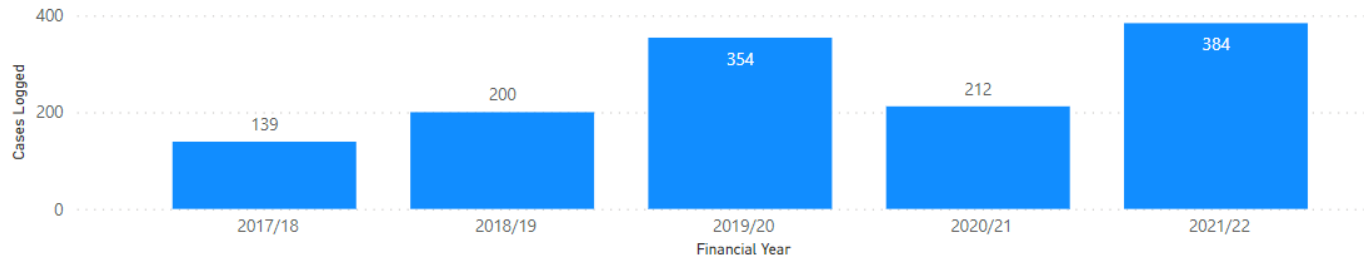
# Appendix 1

## Great Horton

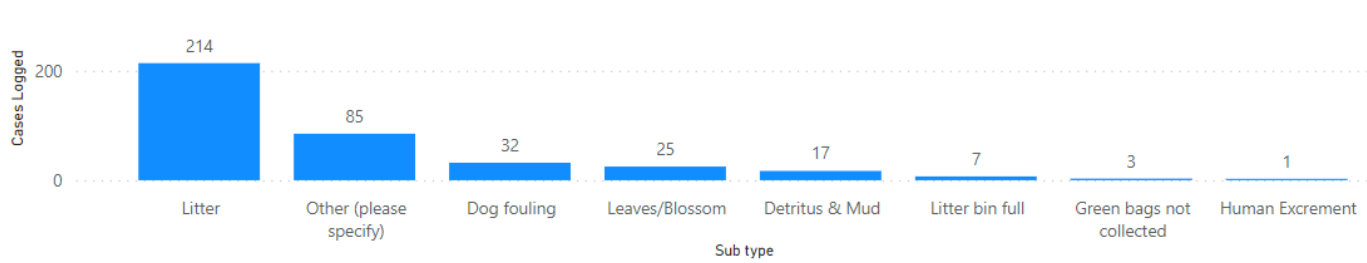
Fly Tips Reported in Great Horton



Street Cleansing Requests by Financial Year

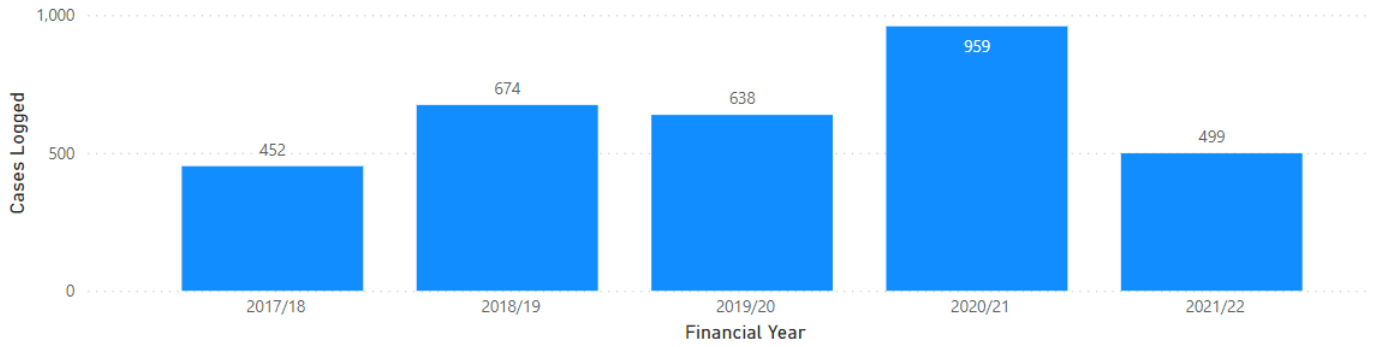


Street Cleansing Requests by Sub-type

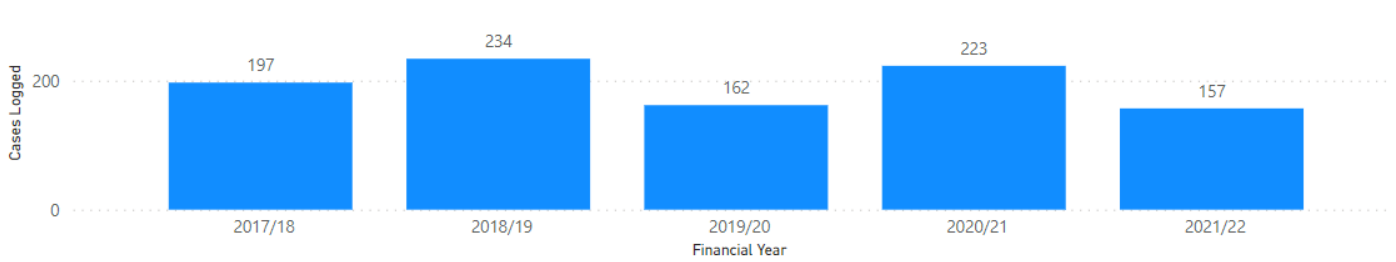


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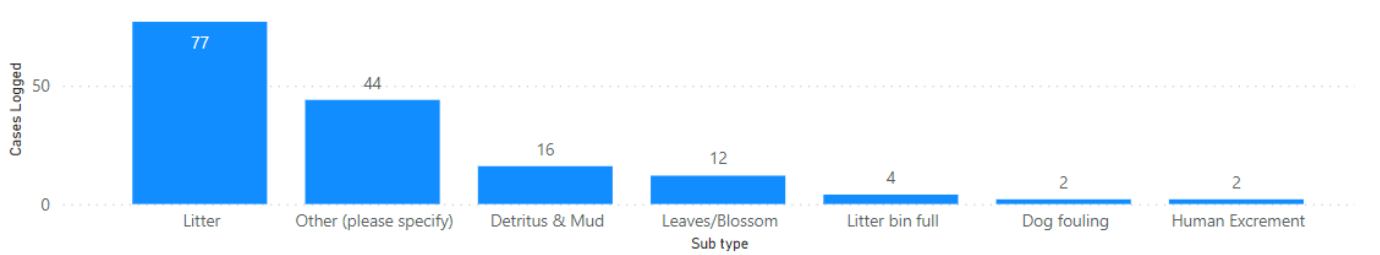
### Fly Tips Reported in Tong



### Street Cleansing Requests by Financial Year

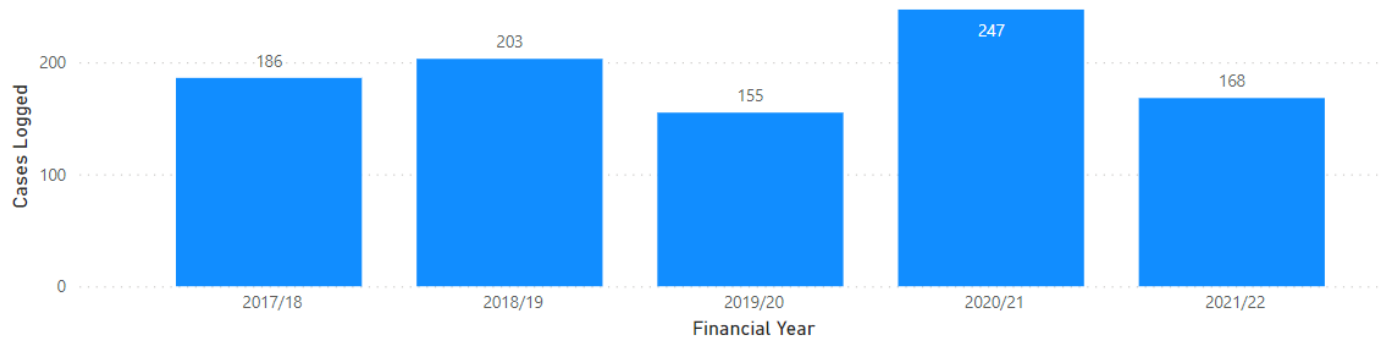


### Street Cleansing Requests by Sub-type

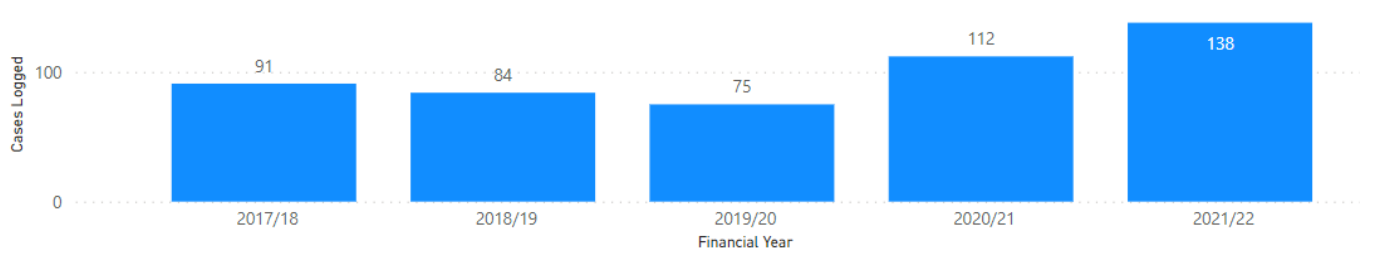


# Royds

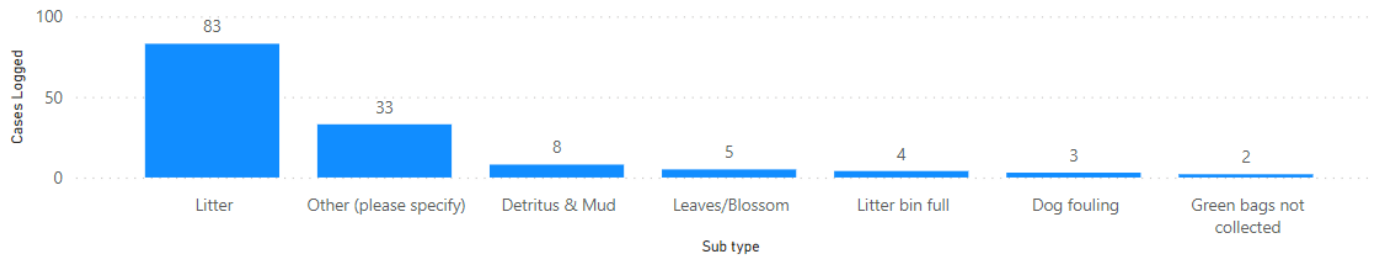
### Fly Tips Reported in Royds



### Street Cleansing Requests by Financial Year

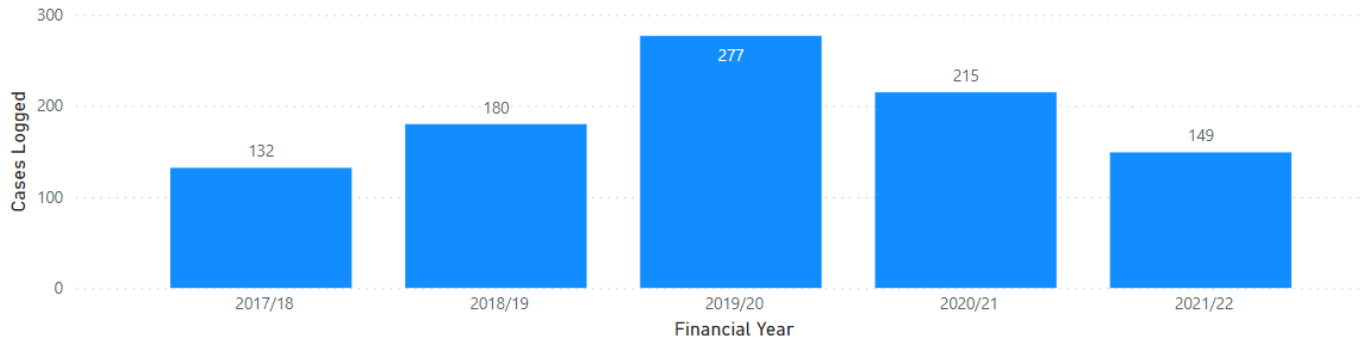


### Street Cleansing Requests by Sub-type

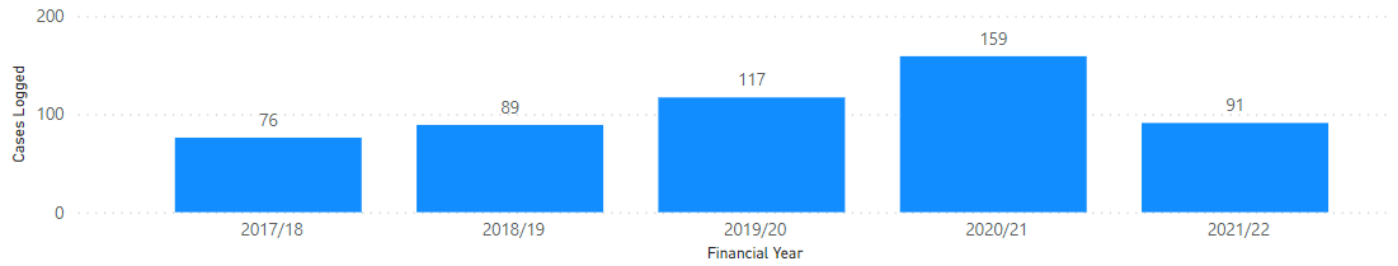


# Wibsey

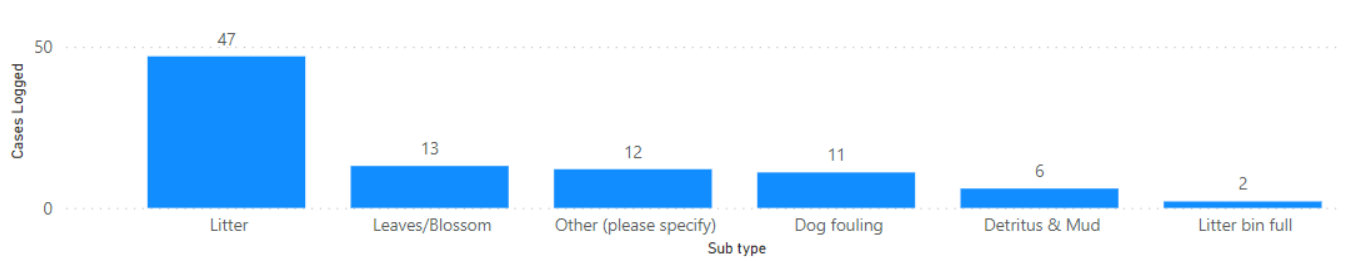
### Fly Tips Reported in Wibsey



### Street Cleansing Requests by Financial Year

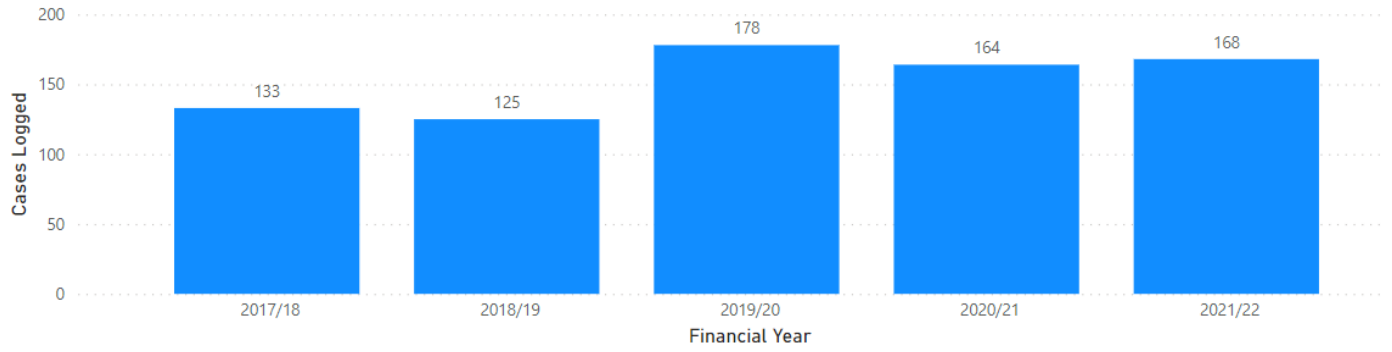


### Street Cleansing Requests by Sub-type

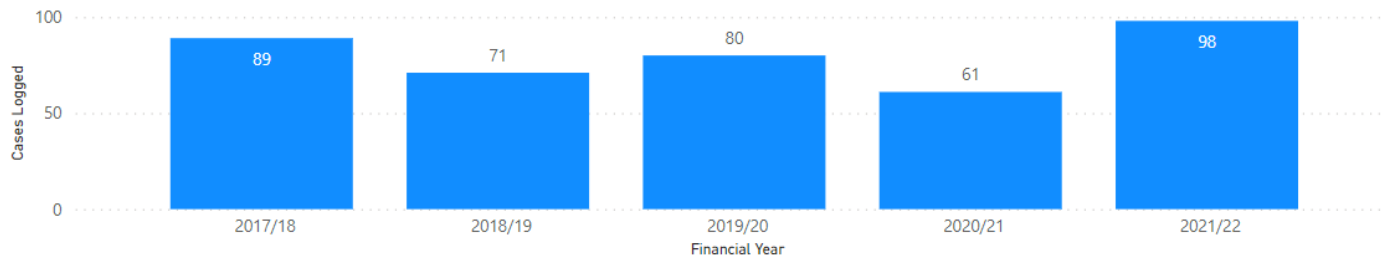


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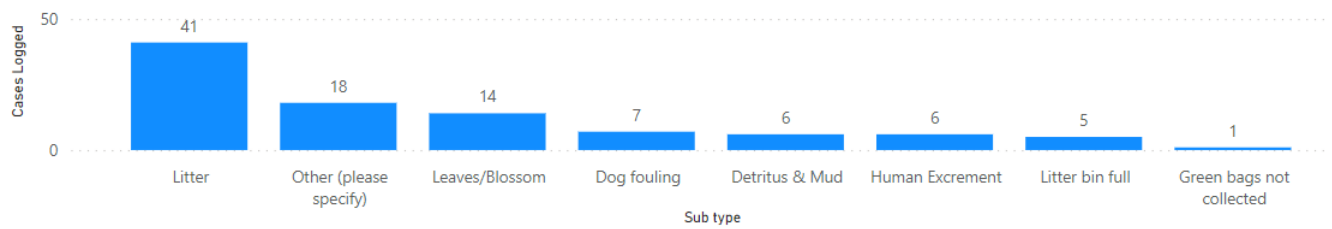
### Fly Tips Reported in Wyke



### Street Cleansing Requests by Financial Year



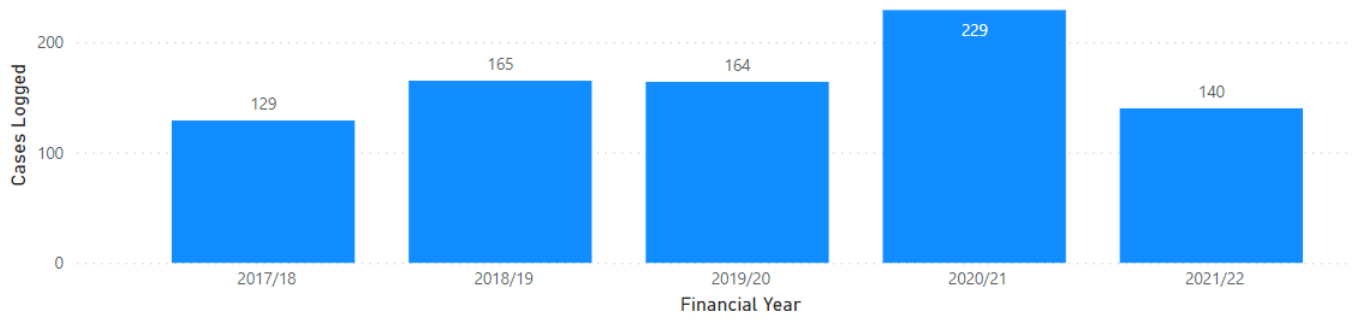
### Street Cleansing Requests by Sub-type



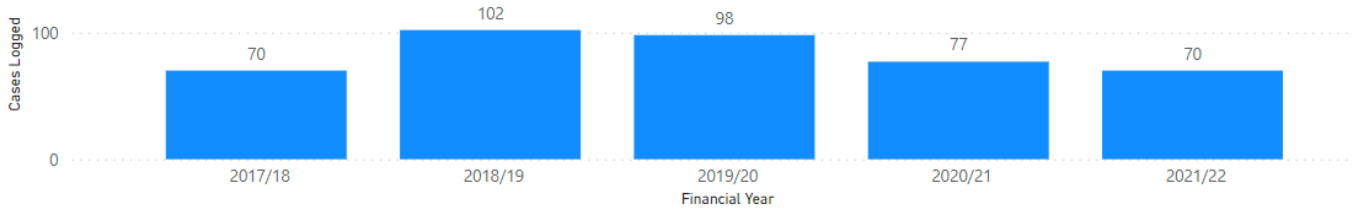


# Queensbury

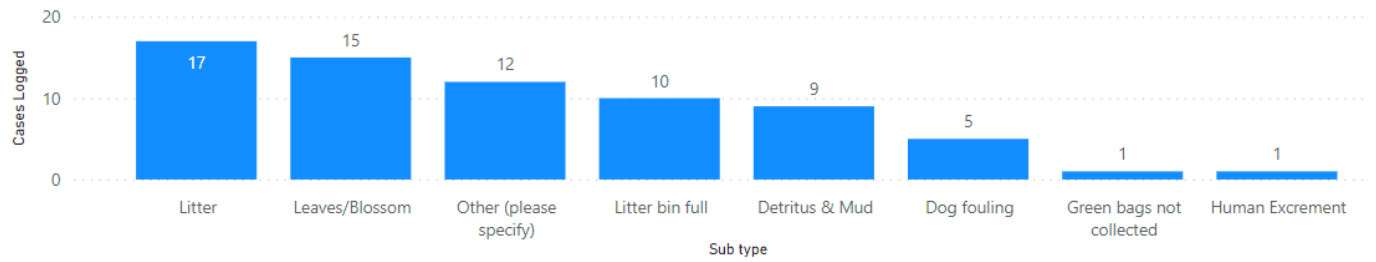
### Fly Tips Reported in Queensbury



### Street Cleansing Requests by Financial Year

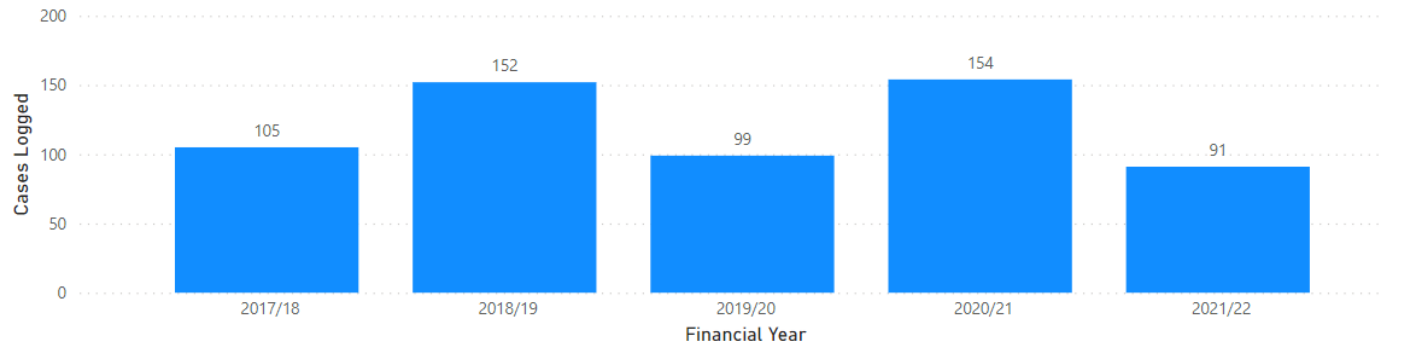


### Street Cleansing Requests by Sub-type

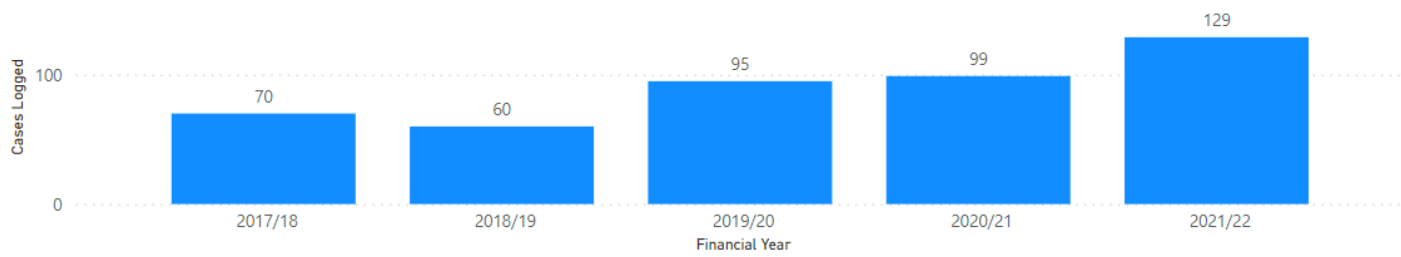


## Across Multiple Wards

### Fly Tips Reported Across Wards



### Street Cleansing Requests by Financial Year



### Street Cleansing Requests by Sub-type

