

Agenda for a meeting of the Bradford South Area Committee to be held on Thursday, 22 June 2023 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	GREEN	BRADFORD SOUTH INDEPENDENTS
D Green S Khan Mitchell T Hussain Johnson Walsh Wood	Edwards	Majkowski

Alternates:

LABOUR	GREEN	BRADFORD SOUTH INDEPENDENTS
Berry Jabar Dodds Ferriby Tait 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

To:

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The Director of Legal and Governance will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. APPOINTMENT OF CHAIR (Standing Order 35)

To appoint a Chair for the Municipal Year 2023/2024.

3. APPOINTMENT OF DEPUTY CHAIR (Standing Order 35)

To appoint a Deputy Chair for the Municipal Year 2023/2024.

4. DISCLOSURES OF INTEREST

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

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

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

Notes:

- 1) *Members must consider their interests, and act according to the following:*

Type of Interest

You must:

Disclosable Pecuniary Interests

Disclose the interest; not participate in the discussion or vote; and leave the meeting unless you have a dispensation.

Other Registrable Interests (Directly Related)

Disclose the interest; speak on the item only if the public are also allowed to speak but otherwise not participate in

OR
Non-Registrable
Interests (Directly
Related)

the discussion or vote; and leave the meeting unless you have a dispensation.

Other Registrable
Interests (Affects)
OR
Non-Registrable
Interests (Affects)

Disclose the interest; remain in the meeting, participate and vote unless the matter affects the financial interest or well-being

(a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward, and

(b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest; in which case speak on the item only if the public are also allowed to speak but otherwise not do not participate in the discussion or vote; and leave the meeting unless you have a dispensation.

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *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.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

5. MINUTES

Recommended –

That the minutes of the meeting held on 16 March 2023 be signed as a correct record (previously circulated).

(Yusuf Patel – 01274 434579)

6. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

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

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

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

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

(Yusuf Patel – 01274 434579)

7. PUBLIC QUESTION TIME

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

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

Questions must be received in writing by the Director of Legal and Governance in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Tuesday 20 June 2023.

(Yusuf Patel – 01274 434579)

B. BUSINESS ITEMS

8. WIBSEY PARK AVENUE & FARFIELD AVENUE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS

1 - 18

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

Recommended –

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

Overview & Scrutiny Area: Regeneration and Environment

(Andrew Smith - 01274 434674)

9. SAFE ROADS PROGRAMME 2023/24

19 - 34

The Strategic Director Place will submit a report (**Document “B”**) which seeks approval for the 2023/24 Safe Roads programme for the Bradford South Constituency.

Recommended –

- (1) That the Bradford South Area Committee approves the programmes of Safe Roads schemes for 2023/24 listed in Appendices 1 and 2 to Document “B”.**
- (2) That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.**
- (3) That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.**
- (4) That should inflationary pressures on the projects listed in Appendices 1 and 2 to Document “B” make delivery of the full programme impossible a further report be brought to the Area Committee to reconsider scheme priorities.**

Overview & Scrutiny Area: Regeneration and Environment

(Andrew Smith - 01274 434674)

10. UK SHARED PROSPERITY FUND

35 - 46

The Strategic Director Place will submit a report (**Document “C”**) which provides a review of the above funding opportunity and provides an outline of how the devolved funding will be distributed in Bradford. The report also focusses on the role of the Area Committees in terms of decision maker of local funding and influencer of the district delivery.

Recommended –

- (1) That the contents of this report are noted.**
- (2) That the Area Committee receives an annual report on the progress on UKSPF delivery.**

Overview & Scrutiny Area: Regeneration and Environment

(Ingunn Vallumroed – 07816355406)

11. DATES OF FUTURE MEETINGS

Please note that the remaining meetings for the 2023/2024 Municipal Year will be held as follows:

(All Meetings will be held on Thursday at 6.00pm)

20 JULY 2023
14 SEPTEMBER
19 OCTOBER
7 DECEMBER

25 JANUARY 2024
15 FEBRUARY
7 MARCH

(Yusuf Patel – 07970 411923)



Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 22nd June 2023.

A

Subject:

WIBSEY PARK AVENUE & FARFIELD AVENUE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Wibsey Park Avenue & Farfield 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: Royds

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

Report Contact: Andrew Smith
Phone: (01274) 434674
E-mail: 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 Wibsey Park Avenue and Farfield Avenue, Bradford between the junctions with Reevylands Drive and Carr House Lane.

2. BACKGROUND

2.1 Concerns have historically been raised by local residents about traffic speeds on Wibsey Park Avenue and Farfield Avenue. Collisions records show that 12 injury/collisions have occurred in the previous 5 years and two of these resulted in serious injuries.

2.2 At the Bradford South Area Committee held on the 7th July 2022, funding was approved as part of the Safe Roads schemes programme to introduce traffic management measures on Wibsey Park Avenue and Farfield Avenue, Bradford.

2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/105399/CON-1B & CON-2B, attached as Appendix 1.

2.4 An initial consultation was carried out and feedback was received from some residents, the formal consultation was then advertised between 26 January 2023 and 17th February 2023. At the same time consultation letters and plans were delivered to residents fronting Wibsey Park Avenue and Farfield Avenue (approximately 336 letters were delivered). This resulted in 12 objections (2 from the same household) and 11 responses showing support for the proposals.

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

Objectors Concerns	Officers Comments
<p><u>Objector No. 1</u> The objector has shown support for the scheme but has also stated the following:</p> <p>“We have asked in the past for speed cameras to be installed and perhaps these, in conjunction with the ramps, would be more of a deterrent</p> <p>The downside of the cushions for “normal” drivers is the adverse affects and damage to our cars. The speed plateaus are a far better option with less scope for accidental car damage”</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>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><u>Objector No. 2</u></p> <p>I feel speed bumps will be more detrimental to local residents as they result in cars slowing down on approach and then speeding back up once over. This causes a lot more air pollution which Bradford already has a massive problem with, it can be seen in areas closer to the centre.</p> <p>Furthermore, the main problem of speeding is caused by a select few from the Buttershaw estate who drive unroadworthy quad bikes around the area, these bikes along with larger vehicles often aren't affected by speed bumps.</p> <p>Myself and family would much rather have a speed camera.</p>	<p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>As with any traffic calming scheme to work effectively drivers need to take responsibility when driving, driving over the traffic calming features at the correct speeds will create a safer environment for all road users. Unfortunately, traffic calming features will not completely eradicate bad driving behaviour, and the traffic calming cushions would most probably not be effective against motorbikes or quad bikes, but the case to try achieve an overall safer driving environment is required to be undertaken.</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><u>Objector No. 3</u></p> <p>The objector states that the plans provided by you show speed humps directly outside their driveway and they oppose the location of the humps as they will impinge on access and egress to the driveway of their property. It is proposed the location of these humps be moved eastwards towards the junction at Reevy Avenue, in a location that does not affect driveway access to the properties on this section of road. There are ample locations available in</p>	<p>Following the initial consultation, a review of the location for the traffic calming feature was undertaken and was moved slightly eastwards which would avoid being directly in front of any driveways. This change is reflected in the latest drawing HS/TRSS/105399/CON-2B</p>

<p>this area to facilitate this.</p> <p>It is felt the location of the humps directly outside their driveway will have a detrimental effect on theirs and other road users' safety which is inconsistent with the intended purpose of the speed calming measures.</p>	
<p><u>Objector No. 4</u></p> <p>I have some concerns regarding the proposals.</p> <ol style="list-style-type: none"> 1. Increased pollution from vehicle exhausts due to decreasing/increasing speed. 2. Increased pollution from vehicle tyres due to increased breaking. 3. Increased noise pollution due to increase in breaking, acceleration, and driving across the speed bumps. 4. Increased wear and tear on the vehicles used and owned by the local residents. <p>Has a survey been done in regards to the above and other factors that will have an impact on the environment, animal and fauna, and local residents?</p> <p>As it stands I object to the proposals until I see a survey which highlights the negative impact the bumps may have and how that negative impact may be mitigated.</p> <p>I am also concerned with how this may impact my ability to obtain planning</p>	<p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>The scheme should have a neutral impact on noise pollution.</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>Officers have obtained the objectors address and there are no traffic calming features within</p>

<p>permission for a dropped kerb and driveway leading to my front yard.</p>	<p>30 metres from the property and therefore do not see that the traffic calming will impact a driveway, if permission to install one is approved.</p>
<p><u>Objector No. 5</u></p> <p>I live at [REDACTED] which is directly at the proposed speed humps.</p> <p>We feel that this speed bump is in the wrong place and would cause a danger due to the Reevy Road crossing and the number of cars that park on the street. Wibsey Park Avenue is noisy at most time with buses thundering past all hours and a steady stream of traffic. To have the bump outside our house would make the noise much worse and I believe the potential for accidents due to accelerating and breaking right before the junction, making it harder for drivers to judge the crossing. Cars have to slow down and speed up and hit the humps which has been proven to increase noise, pollution and damage to cars. I believe that Wibsey Park Avenue has a much greater risk due to parked cars than it has from speeding cars. Please can you give the statistical information as to the number of cars and amount of speeding cars in this area. Especially as in the 3 years that we have lived here I have never seen any police speed check vans or cameras on Wibsey Park Avenue. We feel this will greatly impact our lives and cannot understand the excessive amount of ramps being put in and why are they not near the park entrance where they are needed, there are no crossing of any sort at the entrance to the park. Traffic in the local area that has bumps is also poor due to cars driving in the middle of the road and swerving to missing the bumps, this includes the busses that constantly driving down the centre of the road.</p>	<p>The traffic calming features would not cause a danger due to its location. It is placed at least 20 metres away from the junction of Reevy Road and approximately 45 metres from the pedestrian refuge.</p> <p>The scheme should have a neutral impact on noise pollution. It should be noted that the objector's property is located approximately 24 metres back from the footway.</p> <p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>Buses should be able to staddle the traffic calming cushions and therefore these should not impact on noise pollution.</p> <p>There is only a limited amount of works which can be undertaken within the funding that is allocated to traffic calming schemes. The accident records show that there have been 12 collisions over the last 5 years along Wibsey park Avenue and Farfield Avenue. We have prioritised the lengths of road to be traffic calmed, where accidents are comparably the worst.</p>

<p>We just feel that we have many buses going past, nearly every eight minutes, the noise is going to be horrendous. We have tried using secondary glazing on windows to reduce the noise we get now, so putting a speed bump outside our house will be detrimental to our lives.</p>	
<p><u>Objector No. 8</u></p> <p>I live at [REDACTED]</p> <p>We feel that the humps would be in the wrong place and need to be further towards the park. Wibsey park avenue is noisy at most time with buses thundering past all hours and a steady stream of traffic. To have the humps outside our house would make the noise much more worse. Cars have to slow down and speed up and hit the humps which will increase the volume of noise. Cars that are accelerating are going to cause an increase in pollution and smells. We feel this will greatly impact our lives and can not understand the excessive amount of ramps being put in and why are they not near the park entrance where they are needed, these not crossing of any sort at the entrance to the park nearest to us and that is the hazard. Reevy Road just across from us has the biggest traffic and thought that would get traffic humps.</p> <p>We just feel that we have many buses going past, nearly every eight minutes, the noise is going to be horrendous. We have tried using secondary glazing on windows to reduce the noise we get now, so putting speed bump outside our house will be detrimental to our lives.</p>	<p>The traffic calming feature would not cause a danger due to its location. It is place at least 20 meters way from the junction of Reevy Road and approximately 45 meters from the pedestrian refuge.</p> <p>The scheme should have a neutral impact on noise pollution. It should be noted that the objectors property is located approximately 24 meters back from the footway.</p> <p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>Buses should be able to staddle the traffic calming cushions which should have a neutral impact on noise pollution.</p>

Objector No. 9

I would like to express my strongest objections to the speed bumps being put in on my road. In particular the one directly outside my house on [REDACTED].

I understand the concern for the speed of traffic on this road having lived here for 60+ years, however the likelihood is that it is not the residents causing this but others using this road as a cut through. Yet I feel us as the residents are paying the consequences.

I have a low rise car which I know does not go over speed bumps, therefore by putting these in you're obstructing me being able to drive up to my property and park on my driveway. I find this completely unreasonable. I feel a better way to combat this would be to put in speed cameras. I'd like to understand if this has been considered, and if it hasn't why not?

If these plans go ahead I'd like to understand what the Traffic and Road Safety department have in mind for the damage this will do to my vehicle, and how they intend to compensate me for this?

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.

This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)

Objector No. 10

1. The long stretch of road you are proposing to put speed humps on is a main route for drivers including public transport (buses) – having humps on this stretch of road will slow traffic down – do we really need slow traffic down on this road and

Slowing traffic down will reduce the potential for collisions and their severity.

<p>cause potential queues and tailbacks?</p> <ol style="list-style-type: none"> 2. Speed humps don't prevent speeding – I refer to previous history of fatal crashes which have occurred due to people driving fast over speed humps. 3. humps are not a great deterrent to any speeding drivers whereas speed cameras (where required) are – drivers are usually more inclined to slow down/ reduce their speed where cameras are present. 4. I would prefer either radar speed signs (which are both informative and preventive. Studies conducted both in the UK and in the US have found radar speed signs to effectively slow traffic down. In one of the studies, the city taking part considers the signs to be successful because they have resulted in a dramatic reduction in the speed of those vehicles that were traveling in excess of the limit, while not interfering with the progress of the majority of traffic that is already traveling at or below the speed limit), or if the problem is as bad as it is being made out to be, then speed cameras which as I have stated above, are a better deterrent than speed humps. 5. Speed humps are not a long-term solution especially as they will affect the residents living in the area more than anyone else 6. You are proposing having the speed humps along the whole 	<p>Traffic calming features do slow down vehicles and hence reduce the potential of any collisions. It is recognised that there are some drivers who are intent on driving at high speeds and will not slow down regardless of what measures are implemented. This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p> <p>Funding for this scheme has been allocated for the implementation of traffic calming features. Radar speed signs are beneficial in helping reduce speeds, however once drivers become used to the sign then vehicular speeds may begin to increase again. With a vertical deflection/ traffic calming feature, drivers are forced to reduce speeds.</p> <p>Generally traffic calming features which are built to the national guidelines and driven over at the correct speeds should not have a detrimental effect on residents.</p> <p>The accident records show that there have been 12 collisions over the last 5 years along</p>
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<p>stretch of the beginning of Wibsey Park Avenue right up to and past Fairfield Avenue - it doesn't make sense to have across the whole stretch of road</p> <p>7. Speeding isn't really an issue on this road – it's actually fairly quiet during the day and during the night. You should properly monitor the situation first. Have you actually seen/ recorded a large number of speeding offences here? Can you provide evidence of this if you have <i>before</i> you go ahead as i am strictly against this proposal? I would suggest that the situation is properly monitored first rather than acting upon a couple of complaints if this is what has brought this idea/ proposal about.</p> <p>8. The speed humps, especially the routes and lengths you are proposing, are going to cause massive inconvenience to residents living here.</p> <p>9. I also feel that the proposed speed humps will have a negative affect on the value of properties in the area. This is highly unfair on the residents – why should we have to bear the consequences of a decision which seems to have been made without proper planning, reasoning and thought?!</p>	<p>the stretch mentioned and therefore it is considered that traffic calming is required to help reduce the number of collisions occurring.</p> <p>Speed surveys have shown varying speeds along Wibsey Park Avenue and Farfield Avenue, from the 85th percentile ranging from 30mph to 37mph.</p> <p>Traffic calming features which are built to the national guidelines and driven over at the correct speeds should not have a detrimental effect on residents.</p> <p>There is no evidence to show that property values are affected by the introduction of traffic calming features. Some may argue that residential areas become more desirable as traffic calming features promote road safety.</p>
<p><u>Objector No. 11</u></p> <p>We have concerns with the cushions at location No.4 The concerns are as</p>	

<p>below.</p> <ol style="list-style-type: none"> 1. At the moment we have problems with people parking and blocking our drive and feel that with the position of cushions at no 4 may cause people to park further down and cause further problems for us to get into and out of our drive. 2. The position of no 4 may cause noise as it is quite near to where our bedroom is. 3. When people go over the cushions they slow down and then pick up speed when they have gone over the cushion and concerned this may also impact on use getting in and out of our drive. <p>Not sure if the plateau would be a better alternative.</p>	<p>Traffic calming features do not hamper the parking of vehicles. Therefore parking arrangements should not change where they have been proposed.</p> <p>The scheme should have a neutral impact on noise pollution.</p> <p>With vehicles slowing down approaching the traffic calming feature, we would regard the access in to and out of the drive would become easier, in comparison to if there were no traffic calming features close to the driveway.</p>
<p><u>Objector No. 12</u></p> <p>I am writing to you again to express my disappointment in the plans for speed restrictions on Wibsey park Avenue. I see the plans to put them further along near Reevy Road was passed, again our section by the park itself is ignored and pushed to the side. I cannot understand the mentality of placing them where you are, as I previously stated the worst section is from the roundabout at Wibsey top along Wibsey park Avenue past the park. It has become noticeably worse over last few weeks now the weather is improving and will become worse once spring and summer comes.</p>	<p>There is only a limited amount of works which can be undertaken within the funding that is allocated to traffic calming schemes. The accident records show that there have been 12 collisions over the last 5 years along Wibsey park Avenue and Farfield Avenue. We have prioritised the lengths of road to be traffic calmed, where accidents are comparably the worst.</p> <p>Officer recommends that if further works are decided to be carried out, then additional funding would need to be approved and allocated for the consideration of any future traffic calming works.</p>

You haven't taken this section into any consideration yet again, I only hope nothing happens to anyone along this stretch as it would be yourselves held accountable as this has been an ongoing issue since I have lived here (22 years).
I don't know who makes these decisions but obviously no one who actually lives on here or cares.
The parking is worse than when I last messaged you and is causing traffic and pedestrian issues (see photo).
Again it seems that our stretch of Wibsey isn't bothered about, we don't get councillors visiting or any consideration for anything, which is a disgrace as we have 2 park entrances that can be dangerous to get to.

2.6 OTHER COMMENTS

There have been two emails received supporting the proposals. The responses have been shortened to show an extract of the response and are listed below.

- Many thanks for your recent letter and I am emailing to express my support for the proposals.
The reason for this is the volume of speeding traffic along this road is increasing, including several cars effectively using it as a drag strip. One thing that I will ask is if you would consider painting a right turn arrow on the chevrons into Clydesdale Drive (between locations 4&5)
- I thank you for your information on the above subject, you have our families full backing, it is a long time coming, we have witnessed many accidents. Several life threatening, [REDACTED]
I have gained great experience of average speeds, I am sick of cars passing me at twice the speed limit and higher [REDACTED]
- I think the measures are a brilliant idea, only one concern is the top of Clydesdale Drive never seems to get gritted and is extremely difficult to go up and down especially in winter, If the humps are placed at the top [REDACTED] it will cause problems
- Excellent news about Wibsey park avenue and not before time
- With reference to the Traffic Calming on Wibsey Park Avenue I totally

agree and is much needed. Some of the speeds on this road are a joke Upton 80/90 mph The quicker the measures are implemented the safer we will all be.

- Thank you for sending out information re the above. Which I personally feel is a great move forward. I would also like you to consider placing a stop sign at the junction of Boltby Lane, leading on to Farfield Avenue. The reason for this is the fact, that drivers leaving Boltby Lane, just look to the right and fly straight out, without any consideration of what's happening to the left. On a number of occasions, we have seen where pedestrians crossing the road, have nearly been hit. Also cars leaving driveways on the left, have nearly been hit.
- I was actually over the moon when your letter came through the post today regarding the proposed traffic calming measures on Wibsey Park Ave and Farfield Ave.

I live off Wibsey Park Ave. In the 5 years I've lived here I have witnessed so many accidents on this road; one of the more serious ones included a car being overturned onto its rooftop requiring emergency fire services as well as the paramedics and police, and on another occasion police were chasing a car and the car tried to come up through my cul-de-sac as there is a snicket at the end but the car went through the metal railings at the end of the street where kids play on the grass verges.

I see cars flying down the road at various times of the day, usually evenings leading into the nights that are the worst times, but this is an area where there are lots of children playing and walking along the road, there are two parks at opposite ends of Wibsey Park Ave (Boltby Park and Wibsey Park) which in summer is just a nightmare as there aren't any double yellow lines so people park on pavements at either side of road and then cars still come speeding down the road where there is now only room for one car to pass and its a game of chicken for who is stopping, then to make matters worse you have people trying to cross the roads from in-between parked cars as there aren't even any crossing islands near the park which is just crazy if you ask me.

There are also so many dog walkers between these parks and residential areas and as a dog owner its not nice when a car flies past you at 50mph at 8pm or you have to cars racing, anything could happen, the cars could crash and mount pavements and run into people, its so dangerous

I literally said to my mate that it wont be long before speed bumps are on this road as the police were parked up there yet again. Then today this letter comes through.

I am all for the proposed traffic calming measures, as annoying as bumps are as a driver, which lets face it they are, but as a resident of this area its gotten to the point that the bumps are required for everyones safety.

I look forward to hearing more in regards to this positive step towards keeping the community safer.

- Regards to the proposal of traffic calming on Wibsey Park ave/Farfield ave this is not before time as traffic come either way at ridiculous speeds

especially with Buttershaw school at one end and Farfield school at the other end one day some one will be killed if something is not done, So the sooner we have something done the better thank you for notifying us

- I just received a copy of the plans for traffic calming measures on Wibsey Park Avenue/ Farfield Avenue.
We agree wholeheartedly with the need for some form of traffic calming on this road but have some reservations regarding the method.
Living at [REDACTED] we see every day how the traffic speeds up on this long stretch of reasonably straight road, especially after about 4.00pm. I have seen our local “boy racers” treating these speed cushions almost as take off ramps on Reeve Avenue, beside the park and fear that this will be the case in this area. We have asked in the past for speed cameras to be installed and perhaps these, in conjunction with the ramps, would be more of a deterrent ?
The downside of the cushions for “normal” drivers is the adverse affects and damage to our cars. The speed plateaus are a far better option with less scope for accidental car damage.
- I’m contacting you in relation to the proposed traffic calming measures on part lengths of Wibsey Park Avenue and Farfield Avenue.
These measures have been long overdue; in recent years there has been a worrying increase of vehicles speeding on these roads and too many drivers treating them as a racetrack.
There’s also been a huge increase in vehicles using Farfield Avenue as a shortcut to avoid the heavy congestion on neighbouring Halifax Road.
I’ve previously raised these issues with local ward councillors and pushed for these issues to be addressed to improve road safety for local residents. I appreciate that it’s an on-going issue across the Bradford district.
- Firstly both [REDACTED] welcome the introduction of speed calming measures on this stretch of road and consider them long overdue. The plans provided by you show speed humps directly outside their driveway I refer to location 5 on the plan provided. [REDACTED] oppose the location of the humps as they will impinge on access and egress to the driveway of their property. It is proposed the location of these humps be moved eastwards towards the junction at Reeve Avenue, in a location that does not affect driveway access to the properties on this section of road. There are ample locations available in this area to facilitate this.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received from emergency services.
- 3.2 There have been requests to extend the scheme to include the section of Wibsey Park Avenue between Reeve Road and the St Enoch’s roundabout. Due to the limited

funding available, works have been targeted to the length of the route where recorded collisions have occurred consistently (and are thereby more likely to continue occurring without an intervention). Measures to address parking issues around Wibsey park have also been requested; any such works would require a Traffic Regulation Order that would be beyond the remit/budget of this current proposal as it entails a legal process independent of the one for traffic calming measures. There is an item in the future schemes waiting list for on-street parking restrictions at the location.

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 Wibsey Park Avenue and Farfield Avenue and there would be a 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

The reduction of vehicle speeds encourages sustainable transport modes.

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 Wibsey Park Avenue and Farfield 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 LOCALITY PLAN IMPLICATIONS

None

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

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 implemented as advertised.

10.2 That the objectors be informed accordingly.

11. APPENDICES

Appendix 1 Drawing HS/TRSS/105399/CON-1B & CON-2B

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105399



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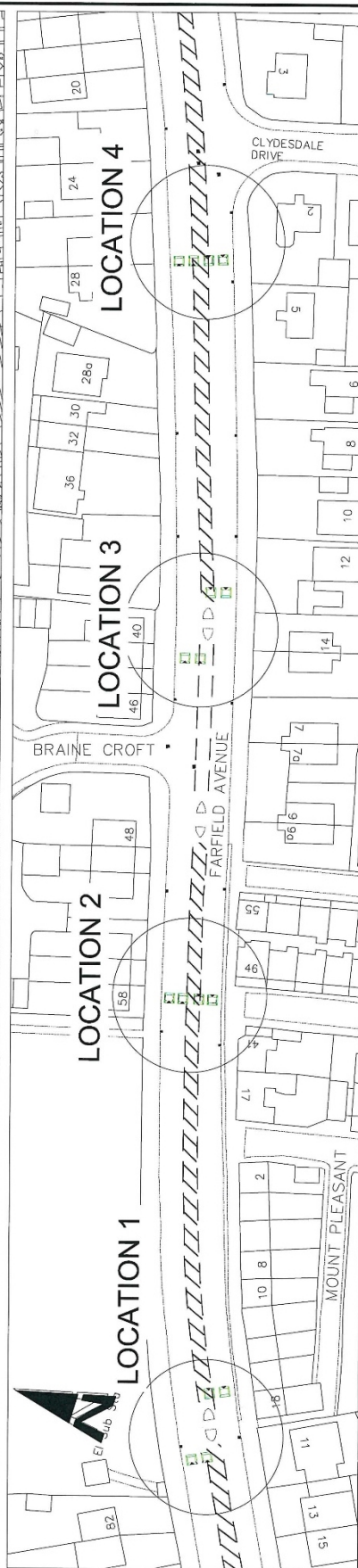


Image of a Traffic Calming Plateau



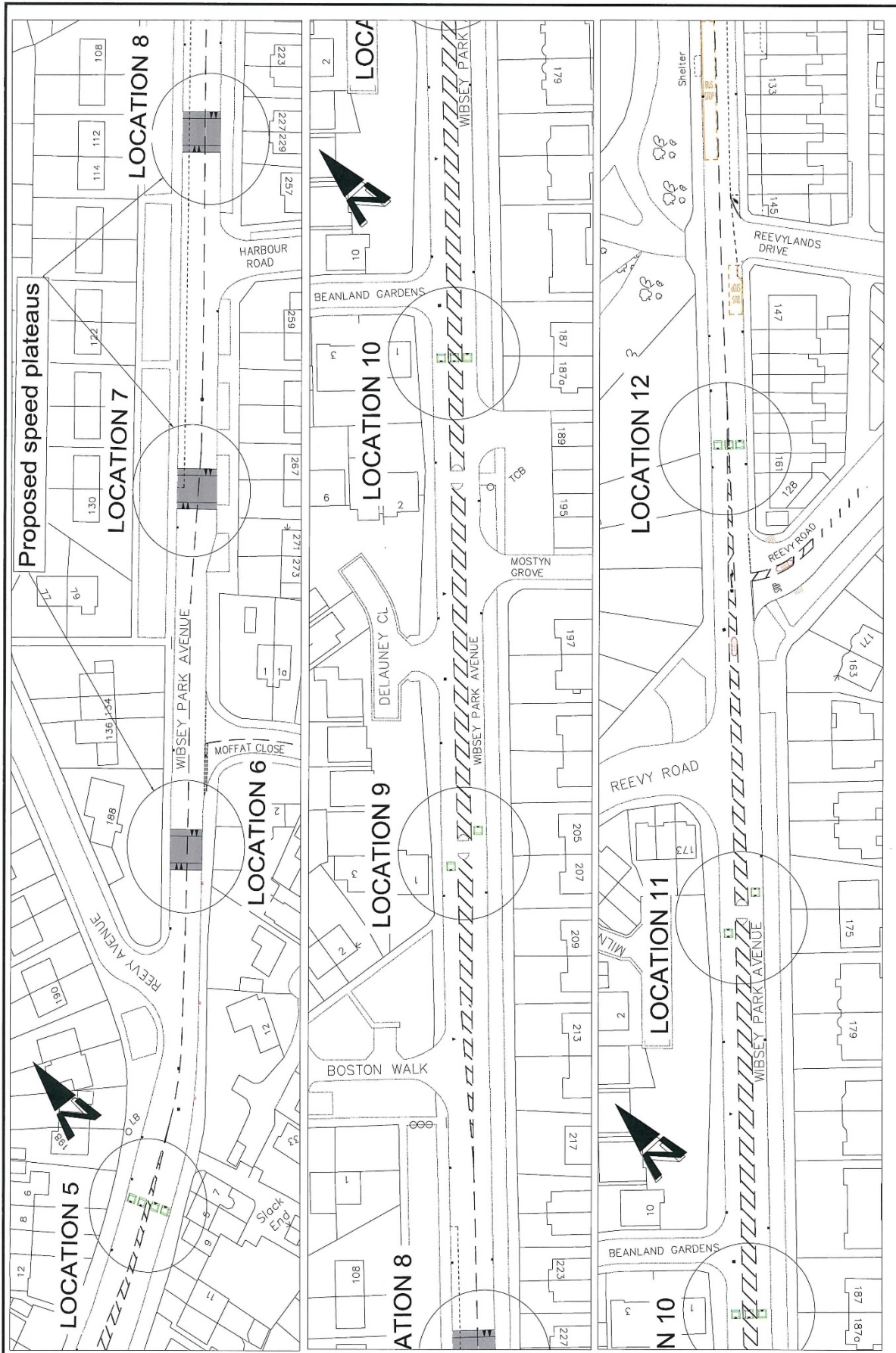
Image of Traffic Calming Cushions

Bradford Council are proposing to introduce traffic calming measures along a length of Wibsey Park Avenue and Farfield Avenue.

These measures are a mix of speed plateaus and 1.9 x 1.9m speed cushions.

Details of the proposed measures are shown on drawings No. HS/TRSS/105399/CON-1B and HS/TRSS/105399/CON-2B

<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>	<p>Project WIBSEY PARK AVENUE / FARFIELD AVENUE TRAFFIC CALMING SCHEME</p>	<p>Drawing Title CONSULTATION PLAN</p>
	<p>Client BRADFORD</p>	<p>Drawn: AJ Checked: AS Released: AS</p>
<p>Project Code Planning, Transportation & Highways Service Roads & Highways Unit 4th Floor Bratcliffe House Bradford BD1 1TX</p>	<p>Design: SA Scale: 1:1250 Engineer in Charge: Richard Gadder B.Eng(Thors), I.Eng., MICE</p>	<p>Released Date: 11/22</p>
<p>Revision</p>	<p>Initials: SA Date: 28.11.22</p>	<p>Drawing No.: HS/TRSS/105399/CON-1B</p>



Proposed speed plateaus

<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director - Jason Longhurst</p>		<p>Project WIBSEY PARK AVENUE / FARFIELD AVENUE TRAFFIC CALMING SCHEME</p> <p>Client</p>		<p>Project Planning, Transportation & Highways Service Highways Unit 4th Floor Bramwell House Bradford BD1 1HX</p>		<p>Revision</p> <table border="1"> <tr> <th>Revision</th> <th>Date</th> <th>Initials</th> </tr> <tr> <td>A (Original)</td> <td>28.11.22</td> <td>SA</td> </tr> <tr> <td>B (Minor amendments)</td> <td>23.01.23</td> <td>SA</td> </tr> </table>		Revision	Date	Initials	A (Original)	28.11.22	SA	B (Minor amendments)	23.01.23	SA
Revision	Date	Initials														
A (Original)	28.11.22	SA														
B (Minor amendments)	23.01.23	SA														
<p>Design</p> <p>Scale: 1:1,250</p> <p>Engineer in Charge Richard Gelder B.Eng(InstE), I.Eng., MICE</p>	<p>Drawn</p> <p>Approved</p>	<p>Checked</p> <p>AS</p>	<p>Released</p> <p>Date</p>	<p>Drawing Title</p> <p>CONSULTATION PLAN</p>	<p>Drawing No.</p> <p>HS/TRSS/105399/CON-2B</p>											

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Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 22 June 2023

B

Subject:

SAFE ROADS PROGRAMME 2023/24

Summary statement:

This report considers seek approval for the 2023/24 Safe Roads programme for the Bradford South Constituency.

EQUALITY & DIVERSITY:

It is expected that there will be no disproportionate impact from the projects recommended for implementation within this report; furthermore, some of the schemes would advance equality of opportunity for people who share a protected characteristic. Any projects where a potential disproportionate impact is identified, through more detailed investigation and design, will be subject to Equality Impact Assessment.

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

Report Contact: Andrew Smith
Principal Engineer - Traffic & Road
Safety South
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

- 1.1. This report considers seek approval for the 2023/24 Safe Roads programme for the Bradford South Constituency.

2.0 BACKGROUND

- 2.1. The West Yorkshire Transport Strategy 2040 was approved by the West Yorkshire Combined Authority (WYCA) in August 2017. In conjunction with the Strategic Economic Plan, the overarching aim of the strategy is “...for Leeds City Region to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone

- 2.2. The key objectives of the strategy are:

Economy: Create a more reliable, less congested, better connected transport network.

Environment: Have a positive impact on our built and natural environment.

People and place: Put people first to create a strong sense of place.

- 2.3. In terms of the Safe Roads element of the Strategy, it states ‘We will work through our Safe Roads Partnership to deliver evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to ‘zero tolerance’ of transport-related deaths.
- 2.4. Following completion of the last Local Transport Plan Implementation plan programme funding for Safe Roads projects from the 2022/23 financial year onwards is now provided via the (Leeds) City Region Sustainable Transport Settlement (CRSTS).

3.0 OTHER CONSIDERATIONS

- 3.1. It is recommended that the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works by again including budgets for these within the 2023/24 programme. The cost of any traffic surveys required to assess requests for traffic management measures and assist in determining future schemes programmes will also need to be met from this budget as these are now generally externally procured to maximise resources
- 3.2. It is also suggested that the successful exercise of promoting a constituency-wide Traffic Regulation Order (TRO), to include a number of sites where minor amendments to waiting restrictions have been requested, be repeated in 2023/24. (Due to the more extensive processes involved, it would not be feasible to include any larger schemes or Residents Permit Parking Schemes within the constituency-wide Order).

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £110,000 is available for 2023/24. Suggested schemes programmes are detailed in Appendices 1 and 2.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. In line with other sectors of the UK economy construction price inflation is now running at significantly higher rates than previously. Inflationary pressure has seen suppliers, and in turn contractors, being unable to sustain previously quoted prices or maintain price certainty for protracted periods as materials costs fluctuate to reflect demand in the market. Consequently, there is a significant risk to the full delivery of the projects in the 2023/24 programme should inflationary pressures continue their upward trajectory. Whilst every effort has been taken to account for such pressures in developing this years' programme there remains a possibility that costs will rise more significantly than anticipated meaning that not all projects approved will be deliverable from the 2023/24 funding allocation.
- 5.2. CRSTS funding has a new oversight and governance arrangement implemented by WYCA to meet the requirements of central government.

6.0 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 power as Highway Authority.

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

The proposed projects seek to promote walking and cycling activities either by the provision of specific facilities or the creation of safer environments.

7.2. GREENHOUSE GAS EMISSIONS IMPACTS

Any reduction in car-borne journeys resulting from these schemes will contribute to reducing GGE's

7.3. COMMUNITY SAFETY IMPLICATIONS

It is anticipated that the proposed schemes will have a significant positive impact on community safety by facilitating safer movement for vulnerable road users and reducing vehicle speeds.

7.4. HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.5. TRADE UNION

None.

7.6. WARD IMPLICATIONS

Elected members will be consulted on individual schemes within their wards

7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

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

10.0 RECOMMENDATIONS

10.1. That the Bradford South Area Committee approves the programmes of Safe Roads schemes for 2023/24 listed in Appendices 1 and 2.

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

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

10.4 That should inflationary pressures on the projects listed in Appendices 1 and 2 make delivery of the full programme impossible a further report be brought to the Area Committee to reconsider scheme priorities.

11.0 APPENDICES

- 11.1. Appendix 1 – proposed Bradford South Safe Roads schemes programme for 2023/24
- 11.2. Appendix 2 – proposed Bradford South Traffic Regulation Order programme for 2023/24
- 11.3. Appendix 3 – list of outstanding requests for minor Traffic Regulation Orders in Bradford South.
- 11.4. Appendix 4 – list of outstanding requests for Traffic Management Measures in Bradford South.

12.0 BACKGROUND DOCUMENTS

- 12.1. None

APPENDIX 1**PROPOSED BRADFORD SOUTH SAFE ROADS SCHEMES PROGRAMME 2023/24**

Location	Proposed Scheme	Last 5-yr Collisions	Estimated Cost (£)
Various	Bfd South constituency-wide TRO		15,000
Various	Kerbing and mobility access works		20,000
Various	Blue Badge Parking Places		5,000
Various	Traffic Surveys		3,000
Beacon Road	Traffic management measures	16	50,000
Hutton Road/Southfield Road	Banned turn + extended island	10	17,000
Total			110,000

APPENDIX 2

PROPOSED BRADFORD SOUTH TRAFFIC REGULATION ORDER PROGRAMME 2023/24

Gt Horton Ward 11

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Northside Terrace/Northside Road	Vehicle's park on the corner near the shop .	21/22	Resident	Change existing single yellow lines to double yellows.
Northside Road	Existing limited waiting is Mon-Wed 7.30am-9am and 3pm-5pm and Thurs & Fri 7.30am-9am and 3pm-4pm Resident's want the times changing.	21/22	Cllr/ Residents	Change the times to reflect to level of parking caused by funerals
Glenbrook Drive	Vehicle's parked on the corner	21/22	Cllrs	NWAAT
Brackenbeck Road	Vehicles parked on corners	22/23	Businesses	NWAAT/Limited waiting.
2 Coppice Wood Grove	Revoke double yellow lines outside No 2.	21/22	Resident	

Queensbury Ward 20

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Home Farm Close/Cooper Lane	Current restriction times no longer appropriate	22/23	School/ wardens	Change the time of the single yellow lines
Burwood Drive/Long Lane	Sightline issue	21/22	Resident	NWAAT on the corners.
High Street	Change timings on the parking bays	21/22	Cllr	Change timings on the parking bays and introduce a single yellow line with appropriate timings.
Albert Road	Request for NWAAT opposite the Rugby Club	22/23	Cllr/Resident	NWAAT

Royds Ward 21

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
68 Tennyson Road	Waiting restrictions outdated	22/23	Resident/Cllr	Revocation of a small section of double yellow lines.

Tong Ward 25

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Law Street	HGV access	20/21	Business	NWAAT
Rook Lane	HGV parking conflicts and sight line issues	16/17	Business/Residents	NWAAT/HGV parking restrictions.
Knowles Street	Access blocked (existing bar marking ignored)	22/23	Business	NWAAT
Cross Lane	Parking on bend nr.Gardner Denver/TNT	23/24	Councillor	NWAAT
Grayswood Crescent	Restricted access to properties/footway	22/23	Resident	NWAAT

Wibsey Ward 27

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Wibsey Primary School	Parking issues at school times	21/22	School/Cll'rs	Review TRO's for the surrounding area.

Wyke Ward 30

ROAD/JUNCTION	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
68 Cleckheaton Road	Parking bays too close to refuge island	21/22	Resident	Reduce length of parking bay.
Wilson Road	Parking in front of barriers obscuring sight lines	21/22	Resident	NWAAT
18 Lloyds Road	Pavement parking by no 18 dangerous for children	21/22	Resident	NWAAT

APPENDIX 3

LIST OF OUTSTANDING REQUESTS FOR MINOR TRAFFIC REGULATION ORDERS IN BRADFORD SOUTH

Gt Horton Ward 11

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Necropolis Road/Turner Avenue/Cemetery Road/Wyvern Close	Outdated TRO	22/23	Internal	Review
Norland Street	Off Great Horton Road	20/21	Residents/ Cllrs	Proposed no waiting at any time and echelon parking spaces.

Queensbury Ward 20

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Pit Lane	A629 to residential	19/20	Cllrs	NWAAT restrictions one side of the road and the junctions
A647 Halifax Road	Waiting Restrictions	20/21	Public	NWAAT to maintain sightlines.
Chapel Street	Review waiting restrictions	22/23	Internal	Amend restrictions
Back Lane	Waiting Restrictions	20/21	Public	NWAAT at the junction with McMahon Drive and brow of hill.

Royds Ward 21

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Beacon Road	Beacon Place	2019/20	Residents	Enable CEO's to enforce parking adjacent to solid line system
Harbour Road*	Parking at junction with St Helena Road	20/21	Residents	Suggest NWAAT but, impact on parking needs consideration. Ward boundary down centre of St Helena Road. All affected properties within Royds Ward but, restrictions on the opposite side – in Wibsey Ward – need to be considered. Cllrs of both

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
				wards aware of issue and support further investigation.
Manorley Lane	Narrow road	20/21	Residents	Parking on footway and blocking access. No waiting at any time.

Tong Ward 25

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Launceston Drive	Request for double yellows opposite 90 degree parking bays	20/21	Public	NWAAT
School Street	HGV access and school parking restricts access to industrial premises	19/20	Businesses	NWAAT
Smith Street	Narrow section in front of nos. 1 – 3, double parking obstructing access.	20/21	Resident	Double yellow lines on opposite side of road to nos. 1 – 3.
Bierley Lane	Request for NWAAT Jcn with Smith Street.	2021	Residents	NWAAT
Shetcliffe Lane	Double yellow lines needed near St. John's	21/22	Cllr	NWAAT

Wibsey Ward 27

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Oakroyd Road	To include No.8 property	19/20	Resident	Extend resident permit parking zone so it includes this property.

Wyke Ward 30

ROAD/JUNCTION	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Carr Lane/Markfield Avenue/New Works Road and Markfield Crescent.	Residential area close to industrial estate.	20/21	Cllrs/ Engineer	Prohibition of waiting of heavy goods vehicles over 5 tonnes 24/7.
Carr Lane No.62	Residential area close to industrial estate.	19/20	Resident	Relax no waiting restriction for 2 vehicles.
Wyke Lane (Nufarm Chemical plant)	At double bend	20/21	Business	Lot of inconsiderate parking from long stay HGV's and vehicles picking up staff. No waiting at any time restrictions.
Huddersfield Road/ Bluebell Drive	From Green Lane to Bluebell Drive, new development junction	19/20	Cllr	Recommended NWAAT restrictions

- * Falls into 2 Wards.

APPENDIX 4

LIST OF OUTSTANDING REQUESTS FOR TRAFFIC MANAGEMENT MEASURES IN BRADFORD SOUTH

Great Horton Ward 11

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Bartle Lane/Gt Horton Road	Pedestrian island in mouth junction	14/15	4	10,000	High volumes of pedestrians along Gt Horton Road and at school times.
Birks Fold & Robinson Court	Permit Parking	20/21	n/a	10,000	Only suitable measure to prevent indiscriminate school and cemetery parking
Haycliffe Lane *	Modify sub-standard traffic calming features	18/19	0	10,000	Remove cushions and replace with thermoplastic humps or single cushion.
Haycliffe Lane *	Width restriction or HGV Ban	16/17	0	10,000	Measures to stop hgv's going through it is un-suitable, evidence of the problem and a traffic count
Hollingwood Lane/Chelsea Road and Croydon Road	Footway improvement and new pedestrian island	12/13 & 19/20	2	15,000	Large vehicles unable to negotiate sharp manoeuvre, cut across damaging footway. Additional island required.
Holly Bank Road	Traffic Calming	06/07 & 18/19	2	25,000	Through traffic daily 8,183 Average speeds 27.6 mph
Hudson Avenue	Convert zebra to puffin	20/21	0	50,000	Half in Little Horton ward so possible East match funding
Kingswood Street (220m)	Traffic Calming	22/23	0	24,000	Average speeds 16mph low volume 414 vehicles in 12 hours
Northside Road	Traffic Calming	22/23	1	30,000	
Northside Road	Residential Permit Parking	23/23	n/a	10,000	
Perseverance Lane	Traffic Calming, 20mph or Closure	19/20	0	10,000	
Pickles Lane/Gt Horton Road *	Access junction & pedestrian network improvement	17/18	0	20,000	Sight line visibility problems for pedestrian, no defined safe route, vehicles signalling late problems for pedestrians.
Poplar Grove	Traffic Calming	04/05	1	45,000	Non-residential through traffic
Spencer Road (Between Aberdeen Place and Becks Road)	Permit Parking	08/2021	n/a	10,000	To turn existing laybys into permit parking only plus one loading bay due to yellow lines implemented by Bfd West which on the north side

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
					of Spencer Road, also garage parks on the north side now parks vehicle's in the laybys.
Lidget Place/Terrace	One-way	222/23	1	15,000	

Queensbury Ward 20

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISION LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Westwood Park (Housing Estate)	20mph Zone	2021	1	10,000	Residents want us to implement a 20mph Zone within the whole area as part of implementing more zones throughout the Bfd South area.
A644 Brighouse & Denholme Road	Widen Footway to Fox Hill Primary School.	2021	2	10,000	Widen footway outside Foxhill Primary School. Footway is 0.8m wide.
A647 Ford Hill	Traffic Calming and improved Pedestrian Facilities	22/23	2	50,000	E-petition was completed on the 30/11/22. Signed by 455 respondents.

Royds Ward 21

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
A6036 Halifax Road/Tesco's	Pedestrian Island with dropped crossing.	19/20	5	10,000	Mobility access problems for disabled motorised wheel chair users, pedestrian network ceases here.
Bilsdale Grange	Request Closure	19/20	1	8,000	AADT 625, Ave Speed 23.2, 85% 29.4 mph.
Meadway	Closures	14/15	0	15,000	Access only abused, no evidence following count in 2017.
Woodside estate investigation	20 mph	15/16	3	10,000	

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Halifax Road	Puffin Crossing	22/23	4 (between Netherlands Ave and Cemetery Road) .	£60,000	No facilities for visually impaired to cross Halifax Road,
Horsfall Stadium area	Permit parking zone	22/23	n/a	£20,000	Conflict with residential parking on match days
Wibsey Park Avenue, Victoria Road, Reevy Avenue, Reevylands Drive.	Permit parking zone	21/22	n/a	10,000	

Tong Ward 25

ROAD NAME	REQUEST	YEAR Rec'D	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Denbrook Avenue + surrounding streets	Traffic Calming/20mph	21/22	0	10,000	low volumes, average speeds 24 to 25 mph. Petition
Newall Park Drive	Permit Parking	19/20	n/a	10,000	Adjacent to industrial Estate.
Stirling Crescent	Traffic Calming	20/21	3	20,000	Traffic Calming – request on list subject to new speed survey (Mean speed both directions is 28.5 mph)
Toftshaw Lane	Traffic Calming	21/22	4	20,000	Traffic calm Toftshaw Lane to prevent rat-running.
Wharfedale Road	Traffic Measure	21/22	1	12,000	Contribute to Steerside scheme to prevent car meets
Montserrat Road	Improvements to road closure	22/23	0	3,000	Increase barrier height to prevent quad bike use

Wibsey Ward 27

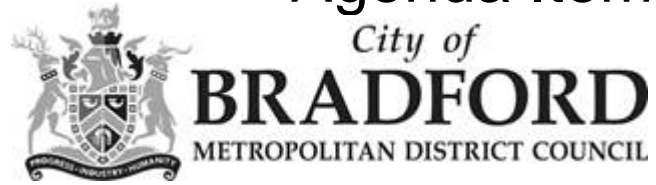
ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISION LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Haycliffe Lane *	Modify traffic calming features	18/19	1	10,000	Remove cushions and replace with thermoplastic humps or single cushion.
Wibsey Park Ave *	Residential/Permit Parking	2021	n/a	10,000	Parking in the existing parking bays from businesses at the top of Wibsey Park Ave and visitors to Wibsey Park also lots of footway parking.
Wibsey Primary School	20mph Zone	2022	1	10,000	School request for 20 mph zone.
St Helena Road/Reevy Rd	Mini-roundabout	2022	4 (2 Pedestrian)	30,000	Deflection/Slow markings/anti-skid.
Hutton Road Jcn with Southfield Road	Banned Right Turn	2022	10	15,000	Extend Refuge island to act as a physical barrier.

Wyke Ward 30

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS, & INVESTIGATION INFO
New Works Road	Extend footway between Carr Lane and Markfield Avenue	19/20	0	50,000	Footway link missing 145 Metres.

* split between more than 1 ward.

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Report of the Director of Place to the meeting of the South Area Committee to be held on 22nd June 2023

C

Subject:

UK SHARED PROSPERITY FUND

Summary statement:

This report provides a review of the above funding opportunity and provides an outline of how the devolved funding will be distributed in Bradford. The report will focus on the role of the Area Committees in terms of decision maker of local funding and influencer of the district delivery.

Equality & Diversity

The district plan ambitions have been used to design the program for UKSPF in Bradford. The District Plan is underpinned by a cross cutting principle of tackling inequality in our communities. UKSPF will set out a program of activity that supports this as a core outcome. Corporately as a Council we have committed to keeping equalities at the heart of what we do– ‘This means everyone can access services regardless of their background, that we embrace our different communities across the whole district and that we build an inclusive organisation.’ In collaboration with partners UKSPF will support this approach and will address inequality and improve opportunities for communities across the district.

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Overview & Scrutiny Area: Regeneration & Environment

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1. SUMMARY

UKSPF replaces the European Structural and Investment Fund following Brexit. The Allocation for West Yorkshire is £80,486,557. It is allocated over a 3-year period, with approx. £12 million delivered in 2022-23, £21 million in 2023-24, and £48 million in 2024-25. The three-pillar Framework allocating UKSPF funding operates across these pillars, Pillar 1 (Communities and Place), Pillar 2 (Supporting Local Business) and Pillar 3 (People and Skills). WYCA is supporting a two-tiered approach to distribution of the funding. £7.578 million of the UKSPF funding will be allocated to Bradford.

This paper provides an update on Year 1 activity as well as budget and proposed activities for Year 2 for the allocated funding through Area Committees.

2. BACKGROUND

UKSPF Programme

The UK government released the UKSPF prospectus in April 2022 as part of its central mission to level up the whole of the United Kingdom. Key outcomes were identified to:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging.
- Spread opportunities and improve public services, especially in those places where they are weakest.
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost.
- Empower local leaders and communities, especially in those places lacking local agency.

CBMDC has designed the approach to UKSPF based on its district plan priority outcomes: Children have the best start in life, Residents achieve good health and wellbeing, Sustainable economic growth and decent work for all, Safe, sustainable and inclusive communities and Action at all levels to address climate and environmental change. The plan is underpinned by the United Nations Sustainable Development Goals. Our strategic analysis of the above drivers has led to CBMDC's delivery plan for UKSPF being based on Three strategic themes:

- Circular (Green and Inclusive) Economy
- Building Community Infrastructure through volunteering
- Culture is our Plan.

Area Committees as Decision Maker in UKSPF

Please find in Appendix A the interventions and financial allocation that will be designed and delivered through the Bradford South Area Committee.

Appendix A.1 sets out the South area committee allocation with budgets and outputs/outcomes to be delivered across the district.

Year 1 saw the procurement of a cost-of-living grant programme with delivering continuing until August 2023, see Appendix B for application form, the call document and list of final beneficiaries.

Area Committee Influence on the district UKSPF Programme

The district UKSPF programme has been designed and will involve several funding opportunities that can be shaped using the priorities identified within the Locality Plan for Bradford South.

Examples include which businesses will be the focus for business support and distribution of grant funding to run cultural events.

The regeneration team have met with the Chair and the Area Co-ordinator to ensure that approach is progressed as we move into years two and three of the funding.

In addition to planning for Year 2, relevant officers are starting work now to plan ahead for Year 3, ensuring stakeholders have the greatest opportunity possible to prepare for and bid for upcoming funding.

3. OTHER CONSIDERATIONS

None

4. FINANCIAL & RESOURCE APPRAISAL

Appendix A details the agreed allocation of UKSPF funding for each area. The external funding received will be used in conjunction with existing budgets and other funding streams where possible to maximise outcomes.

The proposal does not require any additional finding from the Council with administration and management being managed within existing budgets and the permitted aspects of UKSPF funding allocated to such.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The allocated funding will be overseen by the Wellbeing Board in Bradford, Chaired by the Council Leader. A project board is in development.

6. LEGAL APPRAISAL

Allocation of UKSPF funding must be applied in a consistent manner for which it is provided. This reports to set forth principles of application, and each individual specific proposal must ensure compliance with the criteria.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The district plan is underpinned by sustainability goals. As the priorities have been set using the district plan the outcomes achieved from this funding help us achieve our district goals on sustainability.

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

The work planned on greening areas of Bradford, working with businesses on decarbonisation and supporting household with the costs of living crisis all support this agenda.

7.3 COMMUNITY SAFETY IMPLICATIONS

Creating civic pride through the implementation of UKSPF will have a secondary benefit of building community cohesiveness and will increase safety and the perceptions of safety.

7.4 HUMAN RIGHTS ACT

There are no specific issues arising from this report.

7.5.1 TRADE UNION

There are no specific issues arising from this report.

7.5.2 WARD IMPLICATIONS

This is detailed within the main body of the report and is key to the successful delivery of the programme.

7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS

See above.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

The district plan contains specific outcomes that relate to children and young people. Interventions planned will bring direct and indirect benefit to them as a result of the district plan being the backdrop to the program.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

There are no specific issues arising from this report.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

None.

10. RECOMMENDATIONS

- 1) That the contents of this report are noted.
- 2) That the Area Committee accept an annual report on the progress on UKSPF delivery.

11. APPENDICES

Appendix A – South Area Committee Funding Allocation

Appendix B – “Cost of Living” funding programme information for the South Area Committee

12. BACKGROUND DOCUMENTS

None

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Appendix A

UKSPF –Bradford Area South Committee allocation

Further information on the Interventions at the end of this document.

Year 1 activity - complete

Intervention	Theme	Activity	Budget	Minimum Outputs (Y1-3) as set out in WYCA contract – 5 AREAS	Minimum Outcomes (Y1-3) as set out in WYCA contract – 5 AREAS
E11 – Investment in capacity building and infrastructure support for local civil society and community groups.	Community Infrastructure and Volunteering	Allocation towards 'Cost of Living' grant programme.	£21,085	Number of organisations receiving grants - 2 Number of organisations receiving no- financial support - 30	Improved engagement number - 100
E13: Community measures to reduce the cost of living, including through measures to improve energy efficiency, and combat fuel poverty and climate change.	Community Infrastructure and Volunteering	'Cost of Living' grant programme (grant application process by area).	£71,693	Number of organisations receiving grants - 10 Number of households receiving support - 400 Number of households supported to take energy efficiency measures - 50 Number of people reached - 400	Increased take up of energy efficiency measures - 5

Year 2

Intervention	Theme	Activity	Budget	Minimum Outputs (Y1-3) as set out in WYCA contract – 5 AREAS	Minimum Outcomes (Y1-3) as set out in WYCA contract – 5 AREAS
E11 – Investment in capacity building and infrastructure support for local civil society and community groups.	Community Infrastructure and Volunteering	Capital grant round (activity needs deciding).	£12,651	As above	As above
E12: Investment in community engagement schemes to support community involvement in decision making in local regeneration.	Landscape & Conservation with Communities	Landscape and conservation projects (activity needs deciding).	£31,628	Number of organisations receiving grants - 2 Number of organisations receiving non-financial support - 200	Improved engagement numbers - 400

Year 3

Intervention	Theme	Activity	Budget	Minimum Outputs (Y1-3) as set out in WYCA contract – 5 AREAS	Minimum Outcomes (Y1-3) as set out in WYCA contract – 5 AREAS
E11 – Investment in capacity building and infrastructure support for local civil society and community groups.	Community Infrastructure and Volunteering	Capital	£84,347	As above	As above

E35 - Activities such as enrichment and volunteering to improve opportunities and promote wellbeing.		Revenue	£84,347	Number of volunteering opportunities supported - 100	Number of volunteering opportunities created as a result of support - 100
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Government objectives for each pillar / intervention

Pillar 1: Communities and Place

Interventions: E11, E12, E13

Objectives:

- Strengthening our social fabric and fostering a sense of local pride and belonging, through investment in activities that enhance physical, cultural and social ties and amenities, such as community infrastructure and local green space, and community-led projects.
- Building resilient, safe and healthy neighbourhoods, through investment in quality places that people want to live, work, play and learn in, through targeted improvements to the built environment and innovative approaches to crime prevention.

Pillar 3: People and Skills

Interventions: E35

Objective (E35):

- Supporting people furthest from the labour market through access to basic skills

Appendix B

UKSPF funding proposal for £92,778 allocation (E11 and E13), for Bradford South Area Committee approval

Thirty applications were received for this round of UKSPF funding, amounting to requests for £306,478.72. The table below gives details of the successful applicants, subject to approval (Cost of Living grant programme) by Bradford South Area Committee on March 16 2023.

Ward(s)	Organisation	£ Total bid	£ Funding proposed	Totals per ward\area
Multiple or all 6 wards	Staying Put	7,700.22	6,000	Total £20,778
	Carers Resources	2,520	2250	
	Innchurches	5,500	3,900	
	Bradford Community Kitchen	10,000	4,857	
	Age UK	5,523	3,771	
Tong	The Valley Project	11,268	2790	Total £12,000
	BHT Early Ed	15,000	2790	
	Kyffin Place CC	12,654	6420	
Wyke	Sedbergh CC	9,522	7000	Total £12,000
	Wyke CC Church	9,060	5,000	
Wibsey	Shine	5,947	1750	Total £12,000
	Mary Mother of God	15,000	9,000	
	Wibsey Events Group	3780	1,250	
Royds	Saif Space	14,085	£7,500	Total £12,000
	Sandale Trust	20,000	£4,500	
Great Horton	Scholemoor Beacon	7,834	6,978	Total – £14,000
	Almarkaz	7,254	1,224	
	Red Letter	15,000	5,798	
Queensbury	We are Queensbury FB	15,000	10,000	Total - £10,000
TOTAL		204,487.22		92,778

Outputs and Outcomes

First progress reports due end of June. Grant recipients are contracted to deliver on the following:

1. Number of households receiving support
2. Number of households supported to take energy efficiency measures
3. Number of people (or households) reached

An update will be provided for the next area committee meeting.

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