



**Agenda for a meeting of the Bradford South Area Committee to be held on Thursday, 7 December 2023 at 6.00 pm in Committee Room 1 - City Hall, Bradford**

**Members of the Committee – Councillors**

<b>LABOUR</b>	<b>GREEN</b>	<b>BRADFORD SOUTH INDEPENDENTS</b>
D Green S Khan Mitchell T Hussain Walsh Wood	Edwards Sutcliffe	Majkowski

**Alternates:**

<b>LABOUR</b>	<b>GREEN</b>	<b>BRADFORD SOUTH INDEPENDENTS</b>
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.

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

**From:**

**To:**

Asif Ibrahim  
 Director of Legal and Governance  
 Agenda Contact: Yusuf Patel  
 Phone: 01274 434579  
 E-Mail: yusuf.patel@bradford.gov.uk

## 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. 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:*

<b>Type of Interest</b>	<b>You must:</b>
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest; not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being</i>  <i>(a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward, and</i>  <i>(b) a reasonable member of the public</i>

*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.*

### **3. MINUTES**

**Recommended –**

**That the minutes of the meetings held on 19 October 2023 and 22 November 2023 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 Director of Legal and Governance in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Tuesday 05 December 2023.**

(Yusuf Patel – 01274 434579)

## B. BUSINESS ITEMS

### 6. PARK LANE, QUEENSBURY - TRAFFIC CALMING MEASURES - OBJECTIONS 1 - 8

The Strategic Director, Place will submit a report (**Document “N”**) which considers objections received to recently advertised proposals for traffic calming measures on Park Lane, Queensbury.

**Recommended –**

- (1) That the objections to the traffic calming measures on Park Lane having been taken into account are determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as advertised.**
  
- (2) That the Speed Limit Order for a 20mph speed limit on Park Lane be sealed and implemented as advertised.**
  
- (3) That the objectors be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

7. **BEACON ROAD, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS** 9 - 30

The Strategic Director, Place will submit a report (**Document “O”**) which considers objections received to recently advertised proposals for traffic calming measures on Beacon Road, Bradford.

**Recommended –**

- (1) **That the objections to the proposed traffic calming measures on Beacon Road having been taken into account are determined not to outweigh the proposed benefits of the scheme therefore be overruled and the scheme implemented as advertised.**
  
- (2) **That the objectors be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

8. **CHURCH STREET, BUTTERSHAW, BRADFORD, TWO POINT CLOSURE - OBJECTIONS** 31 - 40

The Strategic Director, Place will submit a report (**Document “P”**) which considers objections received to a proposal for a two point closure on Church Street, Bradford and also seeks to provide an update following consideration of this matter by a previous Area Committee.

**Recommended –**

- (1) **That the objections be upheld and the proposal be abandoned.**
  
- (2) **That an item for point closures on Church Street and other routes in the vicinity be added to the Safe Roads budget waiting list.**
  
- (3) **That the objectors be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

**9. UPDATE ON THE WORK OF LIBRARIES IN BRADFORD SOUTH DURING 2023** 41 - 48

The Strategic Director, Place will submit a report (**Document “Q”**) which provides an update on Bradford Libraries Service since the previous report on Libraries to this Committee in December 2022. It summarises overall developments in the Service, as well as a more detailed update on libraries in the South area.

**Recommended –**

**Members are recommended to note the progress that has been made since the previous report to this Committee and ways in which local libraries can contribute to the priorities in the Local Area Plan.**

Overview and Scrutiny Area: Regeneration & Environment

(Christine May – 07970 829265)

**10. PUBLIC HEALTH FURTHER UPDATE - ACTIVITY TO SUPPORT GOOD MENTAL HEALTH AND HEALTHY WEIGHT IN THE BRADFORD SOUTH AREA** 49 - 64

The Director of Public Health will submit a report (**Document “R”**) which provides an update to the January 2023 Public Health report on health and wellbeing and focuses on activity to support good Mental Health and Healthy Weight in the Bradford South area.

**Recommended –**

- (1) That Bradford South Area Committee considers the contents of this report and further information provided at the meeting.**
- (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.**

Overview and Scrutiny Area: Health and Social Care

(Angela Hutton – 07582 109265)

**11. UK SHARED PROSPERITY FUND**

65 - 70

The Strategic Director, Place will submit a report (**Document “S”**) which provides an update of year 2 (2023 / 2024) grant allocation of the UKSP funding for the Bradford South area. In addition, it also seeks members comments and approval for year 3 (2024 / 2025) grant allocations.

**Recommended –**

- (1) That the contents of this report are noted.**
- (2) That the committee agrees spend activity for the capital allocation for 2023/2024 as outlined in Appendix A.**
- (3) That the committee plans to agree for the Grants Advisory Group to work with the Project Delivery Manager and Area Co-ordinator to progress the development of the UKSP funding for 2024 /2025.**

Overview and Scrutiny Area: Regeneration & Environment

(Ingunn Vallumroed – 07816 355406)

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

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

**N**

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### **Subject:**

**PARK LANE, QUEENSBURY - TRAFFIC CALMING MEASURES - OBJECTIONS**

### **Summary statement:**

**This report considers objections received to recently advertised proposals for traffic calming measures on Park Lane, Queensbury**

### **EQUALITY & DIVERSITY:**

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

Ward: Queensbury

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David Shepherd  
Strategic Director Place

### **Portfolio:**

**Regeneration, Planning and Transport**

Report Contact: Andrew Smith  
Principal Engineer – Traffic & Road  
Safety South  
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 Park Lane, Queensbury. These were advertised in conjunction with a 20mph Zone which requires speed controlling measures to ensure that speeds are at or below 20mph.

## 2. BACKGROUND

- 2.1 The Section 106 Agreement for a housing development on the former Harrowins Farm site includes a 'Highway Works Contribution' for the provision of traffic calming measures on Park Lane.
- 2.2 Initial consultations were carried out which included the 20mph speed limit and traffic calming measures along with the introduction of footpath along Park Lane which would need a one-way traffic flow. Feedback was received from some residents and although they were in favour of the footpath, they were opposed to the one-way system. In view of this the proposal was modified to include only a 20mph speed limit and traffic calming measures
- 2.3 Approval to prepare and advertise the scheme was given by the Strategic Director – Place on the 2 August 2023.
- 2.4 The location of the proposed traffic calming measures is shown on drawing no. HS/TRSS/105019/CON-2A, attached as Appendix 1.
- 2.5 The formal consultation for traffic calming measures and 20mph Speed Limit Order was advertised between 13<sup>th</sup> October and 10<sup>th</sup> November 2023. At the same time consultation letters and plans were delivered to Park Lane residents Avenue (16 letters were delivered). This resulted in 2 objections (not residents of Park Lane).
- 2.6 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>This will increase pollution in the area with cars slowing then speeding.</p> <p>There is greater potential for damage to vehicles.</p>	<p>There have been conflicting studies as to whether traffic calming increases or decreases pollutants. Features are spaced at recommended intervals to encourage slower consistent speeds. The scheme should therefore have a neutral impact on pollution.</p> <p>All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not be detrimental to people or vehicles, provided</p>

<p>There will be an increase in noise pollution to the residents.</p> <p>Potential damage arising from excessive vibrations to walls, buildings, and trees.</p> <p>These devices are usually poorly fit and never seem to be maintained.</p> <p>Traffic could be diverted to other areas moving on the problem.</p> <p>The construction bumps would be the usual tarmac ones and not the better liquid ones.</p>	<p>the features conform to the Highways (Road Hump) Regulations.</p> <p>The scheme should have a neutral impact on noise pollution. 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 level. Park Lane benefits from properties that are set back from the road.</p> <p>Studies show that little evidence that traffic calming features cause any actual damage to the structure of a well-maintained building.</p> <p>The features will be installed by Contractors from an approved list in accordance with standard construction drawings.</p> <p>Th alternative routes to Park Lane are more suitable for general traffic.</p> <p>All traffic calming features are built to national guidelines. The proposals include bituminous and thermoplastic traffic calming features.</p>
<p><b><u>Objector No. 2</u></b></p> <p>On the whole most drivers are courteous so is this the answer (traffic calming) I think not. Park Lane can be busy and is used as a “rat run” avoiding traffic lights this has been made worse since the “Clean Air” was implemented due to traffic avoid entering the zones.</p> <p>Park Lane is being neglected is not maintain the dry-stone walls are constantly under attack, no pavement on either side of Park Lane walking is difficult from falling leaves, branches, twigs from the trees and mud all add to the problem.</p> <p>So when the road humps and the 20mph are in force what can we</p>	<p>Physical traffic calming measures are proven to be one of the most successful means of lowering vehicle speeds and delivering significant road safety benefits. Park Lane is a narrow road with no footpath. Reducing through traffic volumes and reducing vehicle speeds will improve road safety for all road users.</p> <p>If there are specific concerns regarding maintenance of the walls and street cleansing, these should be logged with the relevant Council departments who have a separate budget to consider these issues.</p> <p>As with any traffic calming scheme to work effectively drivers need to take responsibility</p>

<p>expect? I suspect more traffic noise from cars negotiating the humps and adding damage to their vehicles,</p> <p>Ambulances from Park House bouncing along with elderly patients.</p> <p>Implement the LAW catch the boy racers instead of punishing the general law abiding citizens of Bradford.</p>	<p>when driving, driving over the traffic calming features at the correct speeds will create a safer environment for all road users.</p> <p>Emergency services and Park House nursing home have been consulted and no concerns have been raised about the proposals.</p> <p>Unfortunately, traffic calming features will not completely eradicate bad driving behaviour, but it is envisaged that the proposals will make Park Lane a safer environment for pedestrians, cyclists, and all road users</p>
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2.6 There were no objections to the proposed 20mph speed limit.

### 3. OTHER CONSIDERATIONS

3.1 Local ward members and the emergency services have been consulted. No adverse comments have been received to the advertised proposals.

### 4. FINANCIAL & RESOURCE APPRAISAL

4.1 The estimated cost of the proposals is £57,000 and will be fully funded by the developer.

### 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 Park Lane and the implications for the safety of vulnerable road users.

### 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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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**

With the lack of footways on Park Lane, the implementation of traffic calming measures, required in conjunction with the 20mph Zone to ensure that speeds are at or below 20mph, will be beneficial to road safety by reducing driver speed and providing a safer environment for vulnerable roads users.

**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 considered but, on balance overruled and the proposal be implemented as advertised.

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

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

**10. RECOMMENDATIONS**

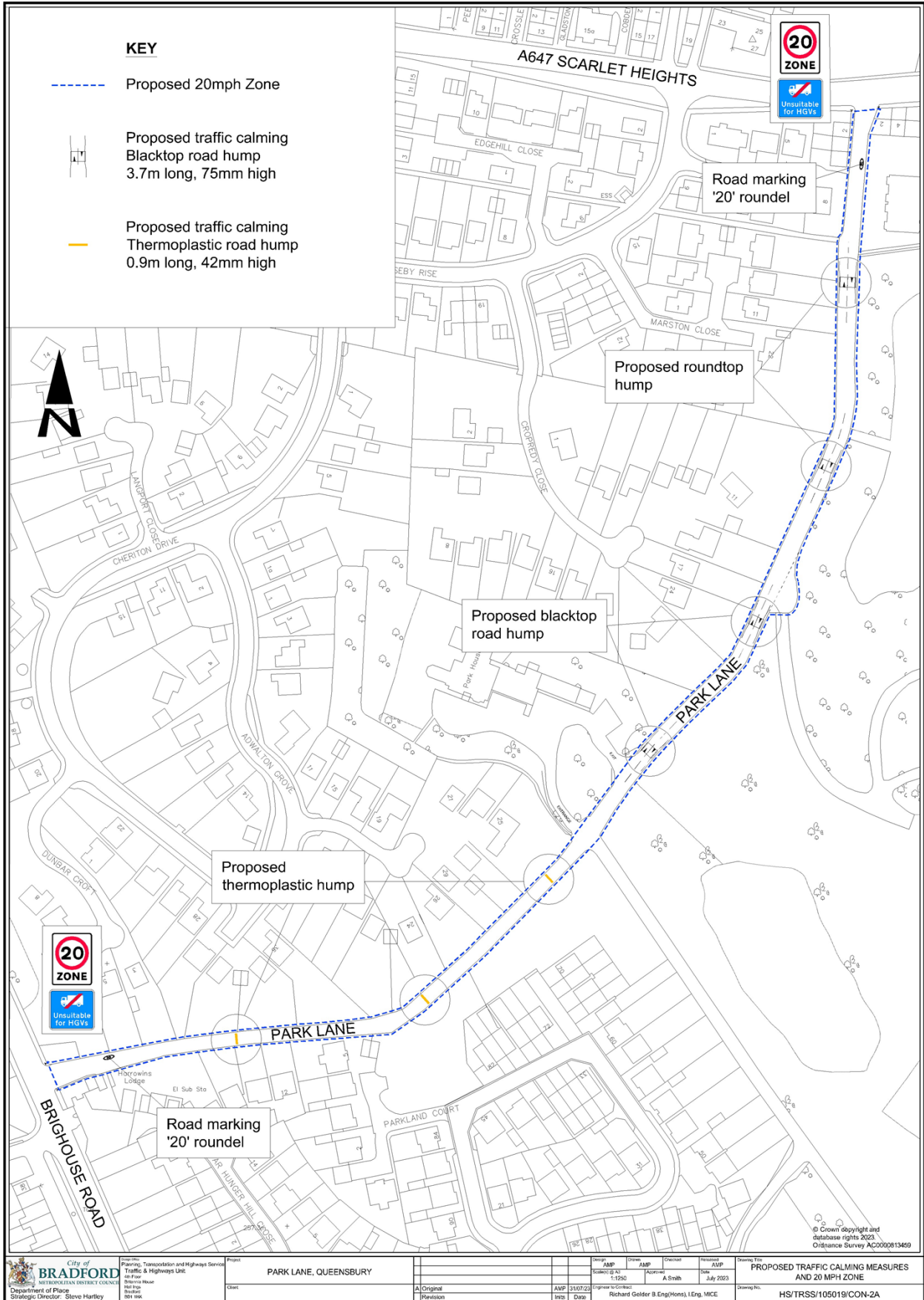
- 10.1 That the objections to the traffic calming measures on Park Lane having been taken into account are determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as advertised.
  
- 10.2 That the Speed Limit Order for a 20mph speed limit on Park Lane be sealed and implemented as advertised.
  
- 10.3 That the objectors be informed accordingly.

**11. APPENDICES**

Appendix 1 Drawing HS/TRSS/105019/CON-2A.

**12. BACKGROUND DOCUMENTS**

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105019



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## **Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 7<sup>th</sup> December 2023.**

**O**

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### **Subject:**

**BEACON ROAD, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS**

### **Summary statement:**

**This report considers objections received to recently advertised proposals for traffic calming measures on Beacon Road, Bradford.**

### **EQUALITY & DIVERSITY:**

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

**Wards:** Gt Horton, Queensbury, Royds, Wibsey

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Alan Lunt  
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 which include a mixture of traffic calming cushions and plateaus, along the full length of Beacon Road, Bradford.

## 2. BACKGROUND

- 2.1 Concerns have historically been raised by local residents about traffic speeds on Beacon Road. Collisions records show that 24 injury/collisions have occurred in the previous 5 years and 6 of these resulted in serious injuries, one of which was a child.
- 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 Beacon Road, Bradford.
- 2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/105670/CON-1A & CON-2A, attached as Appendix 1.
- 2.4 The proposals were advertised between 19 October and 10 November 2023. At the same time consultation letters and plans were delivered to residents, businesses and places of worship fronting Beacon Road (approximately 500 letters were delivered). This resulted in 19 objections and 9 responses showing support for the proposals.
- 2.5 A full list of all the comments for both objections and support are listed in Appendix 2 of the report.
- 2.6 A list of the common points of objection and the corresponding officer comments, is tabulated below:

<b>Objection</b>	<b>Officers Comments</b>
It would be better to have speed cameras on Beacon Road.	This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)
The plans do not detail what measures are to be put in place.	The consultation letter and plans outline the measures that the Council is proposing. These are a mixture of traffic calming cushions (1.9m x 1.9m) and traffic calming plateaus (9m x Road Width)
Traffic calming will bring noise pollution to local residents	The majority of vehicles should not have a detrimental impact on the noise when travelled over at the appropriate speeds.
Drivers already use Beacon Place as a short cut and traffic on Beacon Place will increase, making it more dangerous, as drivers will avoid Beacon Road.	Beacon Place is a convoluted alternative route to Beacon Road as such it is not envisaged that this would be used to avoid a relatively short section of the traffic calmed route.

<p>Any driver who negotiates the proposed obstacles carefully will slow down then speed up to 30 again, and this will increase pollution from exhausts.</p>	<p>The features are spaced at distances in accordance with national guidance and should encourage consistent lower speeds. 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 24 accidents of which 6 have been serious.</p>
<p>Local residents did not wish to be penalised for the actions of others</p>	<p>The Council's priority is to reduce the number of collisions and accidents occurring, either as a result of speeding or other factors.</p> <p>Traffic calming is a proven method of lowering vehicle speeds and thereby reducing the potential for collisions and/or their resulting severity.</p>
<p>Traffic calming will cause damage to vehicles</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>Traffic calming will cause vibrations on property</p>	<p>All traffic calming features are built to national guidelines and should not have a detrimental effect to properties.</p>
<p>Traffic calming are poorly installed and maintained humps</p>	<p>The construction of all traffic calming features are built to national guidelines. Any new constructed features are checked by engineers. If traffic calming measures do happen to deteriorate over time, residents can inform the Council's maintenance department to report any wear and tear.</p>

<p>Is there any evidence to suggest that traffic calming is required? Due to the mobile speed van presence I can say that I have not personally noticed antisocial or dangerous driving.</p>	<p>The Council's priority is to reduce the number of collisions and accidents occurring, either as a result of speeding or other factors. In the last 5 years, the accident reports show that there has been 24 incidents, of which there were 6 serious injuries, one of which was a child.</p>
<p>I do not feel that the road humps will prevent the irresponsible road users from travelling at excess speeds. They will affect only the law abiding.</p> <p>Speeding drivers usually can only use the stretch at night time hours and road humps will not stop them.</p>	<p>Traffic calming measures aim to try reduce the speeds of vehicles to try and achieve a reduction in collisions and their severity.</p> <p>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, however those that do slowdown will help in the overall reduction of any potential collisions that may have occurred.</p> <p>Traffic survey data shows over 30% of drivers exceeding the speed limit on Beacon Road.</p>

- 2.7 There were 9 comments of support which were received. Some of the supporting comments requested a 20mph zone around the vicinity of the St John the Evangelist Primary School. Unfortunately, this can't be included within the scope of this scheme as it would require significant additional funding over and above the allocated resource. However, the suggestion has been added to a list for future consideration.
- 2.8 One comment questioned whether a zebra crossing on a plateau could replace the blacktop cushions at location 17 of the proposed plan, to assist children crossing at the school. Again, it wouldn't be feasible to provide a zebra crossing without the specific approvals and funding.

### 3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received.

### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £80,000. An allocation of £50,000 was approved by the Bradford South Area Committee as part of the 2023/24 Safe Roads programme. A further allocation of £30,000 has been approved as part of the Strategic Safe Roads programme.

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

- 5.1 A failure to implement highway safety improvements would result in ongoing concern about the speed of vehicles on Beacon Road 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**

A reduce in vehicle speeds encourages the increased use of sustainable transport modes.

### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

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 Beacon Road.

### **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 considered but, on balance and the proposal be implemented as advertised.
- 9.2 That the objections can be upheld and the proposals be abandoned
- 9.3 Members 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 to the proposed traffic calming measures on Beacon Road having been taken into account are determined not to outweigh the proposed benefits of the scheme therefore be overruled and the scheme implemented as advertised.
- 10.2 That the objectors be informed accordingly.

## **11. APPENDICES**

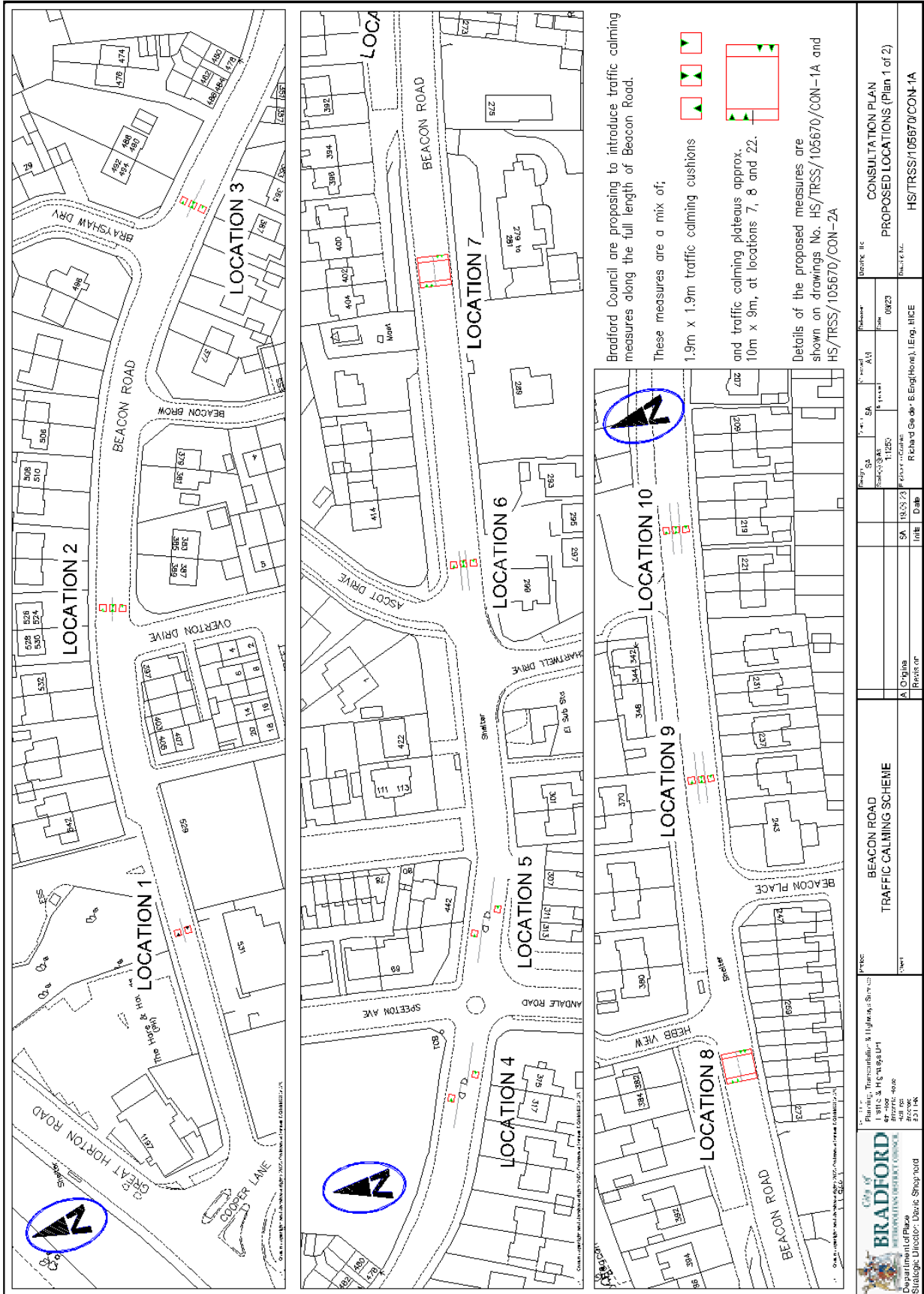
Appendix 1 Drawing HS/TRSS/105670/CON-1A & CON-2A

Appendix 2 Representations

## **12. BACKGROUND DOCUMENTS**

- 12.1 File reference 105670

# APPENDIX 1





CONSULTATION PLAN		PROPOSED LOCATIONS (Plan 2 of 2)	
Location	SA	Initial Date	Final Date
LOCATION 11	1103/23	11/03/23	11/03/23
LOCATION 12	1103/23	11/03/23	11/03/23
LOCATION 13	1103/23	11/03/23	11/03/23
LOCATION 14	1103/23	11/03/23	11/03/23
LOCATION 15	1103/23	11/03/23	11/03/23
LOCATION 16	1103/23	11/03/23	11/03/23
LOCATION 17	1103/23	11/03/23	11/03/23
LOCATION 18	1103/23	11/03/23	11/03/23
LOCATION 19	1103/23	11/03/23	11/03/23
LOCATION 20	1103/23	11/03/23	11/03/23
LOCATION 21	1103/23	11/03/23	11/03/23
LOCATION 22	1103/23	11/03/23	11/03/23

**City of Bradford**
  
 Metropolitan District Council
   
 Department of Place
   
 Strategic Director - David Shepherd



## APPENDIX 2

### Objection 1

Hello I live at ■ beacon road and would like to object on the grounds that people don't tend to speed on beacon road during the day it's mainly at night after 22:30 have you considered putting up fixed cameras instead.

### Objection 2

I wish to object to the speed bumps on beacon road. The plans do not detail what measures are to be put in place to stop the bumps worsening existing safety hazards on beacon place that are currently ignored.

It is well known to anyone who is remotely familiar with the area that beacon place gets used as a "shortcut" for people who wish race others on beacon road. This will only get worse when speed bumps are added.

Coupled with illegal motorbikes and quads which are stored on the street and illegal car sales business which operates from an address on the street further deaths are inevitable. This is in addition to the existing death of a young girl due to the terrible parking situation at the newsagents at the top of the street.

You are already knowingly ignoring these issues as they have been highlighted to the council multiple times with zero response. You are now actively working to make these hazards worse. It's like you do not care about the lives of local residents and will make you fully responsible of the deaths and serious injuries that will occur due to you adding the speed bumps. They will not make the area safer as you claim.

You need to cancel the plans or amend them to account for the above as well as actually acting to rectify the existing issues you are trying to ignore.

### Objection 3

Dear council

Please accept this email as an objection to the proposed speed bumps in Beacon Road.

I travel this road on a daily basis, and have not experienced any situations that would be improved by the presence of speed bumps.

Traffic, generally, keeps to the speed limits, and if excess speed is used, then these drivers will continue to travel at these speeds with or without speed bumps.

There are plenty of islands, where pedestrians can cross, and take refuge in the middle.

Any driver who negotiates these proposed obstacles carefully will slow down then speed up to 30 again, and this will increase pollution from exhausts.

Other issues will include:

Noise pollution to local residents  
Vibrations on property and trees

Poorly installed and maintained humps  
Damage to vehicles

If this goes ahead, drivers will just find alternative routes, thereby increasing traffic in other areas, which in turn, will cause more congestion and pollution, rather than allowing traffic to flow freely, and producing lower levels of pollution.

If this has been raised due to children crossing the road, then perhaps the funds should be redirected to schools, for road awareness training.

Please keep me informed of any discussions and progress on this matter.

#### **Objection 4**

To whom this may concern,

I would like to object to the construction of speed humps on Beacon road as i believe as a resident of a street just off Beacon road, I do not deem them to be necessary.

In the local area there are already a vast amount of roads with speed humps which are poorly installed/maintained along with the general upkeep of the highway itself that the addition of speed bumps along the stretch of Beacon Road will only put additional stress on vehicles as it is.

Is there any evidence to suggest that traffic calming is required? Due to the mobile speed van presence I can say that I have not personally noticed antisocial or dangerous driving.

To conclude, I think consideration needs to be taken for the residents and the impact it will have on their vehicles along with already poorly maintained roads in the area.

#### **Objection 5**

The customer states that she has received a letter from you regarding a speed bump been placed outside her property.

She has said she does not want this there and can you contact her regarding this.

Her contact details are:

[REDACTED]

Email: [REDACTED]

#### **Objection 5 – further correspondence received**

Hi. You did not get what I was complaining about it was the noise of the bump[s], bump all the time I did say if you put speed cameras in you would get some money out of it I dont go out at night so I cant come to the meeting I am a disabled pensioner and I dont want to be annoyed by the noise its a very busy road even at night.  
I hope you will think about my complaint and put it forward for me at the meeting.

## **Objection 6**

I object most strongly to the proposed placement of traffic humps along the length of Beacon Road. I have lived on the straight stretch of Beacon Road, for years - this road does not require what are laughingly called calming measures, the noise created by these monstrosities is enough to drive one insane. I have experienced this first hand as both my mother and my sister have them outside their houses and they don't live on busy main roads.

As I've said I have lived at Beacon Road since and both driven and walked up and down the same road crossed the road at every conceivable location over that period and in my opinion "calming" measures are simply not necessary. At no point have I ever felt unsafe as a pedestrian. [REDACTED] my wife [REDACTED] ( crossing the road ) without feeling unsafe the only complaint we may have is high volumes at times which "calming" will not affect.

It has been my experience over the years that whenever these improvements are made by your team things are generally made worse for the pedestrian. Without the impeding of flow by these humps traffic speed tends to be constant and easy to judge – these obstacles have the effect of rapid deceleration by many motorist on entering the hump and the opposite on exiting making available crossing time difficult to judge.

The letter we received from yourselves not lay out any evidence in support for you imposing this on us residents, other than I presume the need to spend the CAZ taxes you've raised over the last year.

I certainly don't want one of these things within earshot of my house and I'm guessing most other residents won't either.

Governments both large and small appear to becoming increasingly dictatorial in their treatment of the people who pay their wages. I cannot in good conscience support such regimes.

The objection to this proposal is raised by both myself and my wife.

## **Objector 6 written in again after conducting a survey.**

Please find below an addendum to my original objection to your proposal to install humps along the length of Beacon Road.

I was of the opinion at the time of writing that I was probably not the only resident who objected but possibly only one of a few who would raise their objection via the [legalobjections@bradford.gov.uk](mailto:legalobjections@bradford.gov.uk) route. I decided to put this to the test.

I put together the leaflet below, printed 100 and delivered on Tuesday 7/11/2023 to houses along both sides of the long straight starting at No. [REDACTED] and ending at No. [REDACTED]



I regularly poll the speed of cars travelling up and down Beacon Road, as I do around the country and have done since I studied Applied Mathematics at school, to get a rough estimate of speed, easy to do by counting the seconds between lamp posts, used as a divisor for the distance between to get the speed in feet per second, I was taught during the time of the imperial system, very rarely have I found cars travelling at speeds in excess of 44 feet per second let alone 50 feet per second, the humps are simply not needed to reduce speed to reduce speed, particularly when the negative effects outlined herein are considered. There are probably affects felt by others that I am unaware of.

I also submit that these abominations are more likely to cause accidents, particularly elderly pedestrians. The elderly suffering from macular degeneration, cataracts or poor vision can't see the edges of these things and stumble as they believe they are walking on an even and solid surface – particularly in the dark and low light conditions. I personally know two elderly women who have suffered such falls one of whom was severely injured and still suffers the consequences years later.

These things also affect the predictability of the traffic flow for pedestrians as they speed up and slow down and I believe add to pollution which local ( particularly Bradford with its introduction of the CAZ ) and national government maintain kills 40,000 a year, from a poor quality study. To that end I have purchased a pollution meter ( analysing P1, PM2.5 and PM10 ) and should the levels rise and increase the possibility of early mortality of my family following the unwanted and subsequently forced implementation of these road pustules I will hold the council responsible.

The other health hazard the Council should investigate is the possible long term skeletal damage caused by these things. I and others believe a long term study should be commissioned using measuring devices, accelerometer?, that can determine the forces applied through the spine as a vehicle traverses these humps. Some of us feel considerable pain and discomfort when forced to navigate these hated obstacles. The effect is felt even more the poorly constructed ones. Back Lane for example, [REDACTED], has a number along its length. If one expects they can traverse these things at a constant speed one is sadly disappointed, there are a number whose trailing downhill slope on the downhill stretch bottoms out the suspension accentuated by the force of gravity bottoming out the suspension on most cars with accompanying “explosions” for the residents. Perhaps it's time for ambulance chasing, PPI lawyers to pick up the gauntlet on this one.

I will conclude by saying during the early stages of adoption of these pustules across the country the theory may have seemed sound and which the majority may have supported – but the many years of living with, sharing the experiences and stories of the people who have to live with the aftermath of the road xylophones has certainly reversed the opinion of the majority, as evidenced by the results of my simple poll above.

I understood from an early age that Councils are the elected servants of the residents of the city/town/borough there to represent and implement their wishes – I do hope that Bradford proves to be a democracy rather than a dictatorship.

I close by repeating I do not want one of these humps within at least 500 metres of my house, a feeling shared by many, if not most of those AGAINST listed in the table above.

## **Objection 7**

I would like to put forward an objection to the proposed road humps on Beacon Road. In particular I would like to point out issues with location 11-22.

First and foremost, I have lived in this area [REDACTED] years and am well aware of the road system in the vicinity. Beacon Road is, for the most part of the day, a busy thoroughfare road and is subject to congestion at busy times.

Unlike other roads in the area, Beacon Road is usually self sufficient in terms of traffic speed control, especially from the St Enoch roundabout to Beldon Lane. I suspect this is why the police speed camera van rarely operates in this particular stretch, as there is obviously less chance of 'catching' motorists travelling (probably marginally) over the speed limit.

The frequent bus services travelling in both directions, parking on both sides of the road, bustling businesses and heavy footfall to the local park and streets all contribute towards traffic control. The road is barely wide enough to speed with all this activity particularly from the roundabout to Beldon Lane.

People regularly give way at the several crossing island on the stretch I mentioned, and also the zebra crossing close to the roundabout. Drivers navigate numerous streets and junctions along the course of this stretch and the pub and businesses opposite bring about caution for drivers. Bus stops every few hundred yards regularly cause traffic to stop and the width of the road near the businesses opposite the pub regularly becomes 1 way due to the width. I note that the road at this stretch is generally subject to slow moving traffic.

So the decision to introduce road humps, in my opinion, would not introduce traffic calming where most practical or needed. I agree there are speeding vehicles but a stretch where it is impossible to do so at peak times has no necessity to protect.

Speeding drivers usually can only use the stretch at night time hours and road humps will not stop them. They will just proceed as normal and will generate excessive noise in the process. Not to mention that the residents who are mostly careful drivers here, would be subject to vehicle damage due to the bumps.

This is a nonsensical proposal and it would ruin a stretch of road which is currently a joy to drive on.

The proposed location of the bumps is also very questionable. Where drivers will look to navigate oncoming traffic and vehicles emerging from junctions (Enfield drive and near the Mccolls) you have proposed speed humps.

Please use your common sense highways officers and do not ruin our roads. It's already difficult enough to drive around Bradford due to your poor decisions.

I note you already have speed hump signs up on Moore avenue too. Have people even been consulted ?

## **Objection 8**

Why are these bumps needed? This will ruin the road, just like hollingwood lane which has 17 bumps which do nothing to slow people down but rather ruin people's car. I personally have had multiple repairs on my previous car due to said bump. Utterly useless, scheme, those that speed will speed regardless of bumps. How about spend the money on repairs the road properly instead of putting that god awful gravel down. Please don't do this as people use this daily and those that live there park there which is already an obstacle for some drivers.

## **Objection 9**



### **Objection 10**

I live on [REDACTED] and I am writing to object to the installation of 22 speed humps on the total length of Beacon Road.

I can understand them being placed around St John primary school but to put them on the entire length of the road which I drive daily is far in excesses of requirements.

As I say I drive this road every day and the vast majority of drivers do so at a safe and legal speed. All this will do is create more congestion and air pollution as drivers slow and speed up between humps.

With the speed lumps recently installed on Hollingwood Lane and proposed ones for Moore Avenue we will be completely surrounded by them. Even driving over them at 15 mph can and does damage car suspension and certainly irritates those who don't care about suspension and want to do 30 mph.

Speed humps are a blunt weapon which everyone has to suffer due to a few boy racers who don't care about humps anyway or will take their racetrack elsewhere!

The speed camera van is regularly on Beacon Road anyway so as I say the vast majority of drivers do observe the speed limit so what is the reason for these works?

### **Objection 11**

Dear Sir/Madam,

I wish to register my objection to the proposed plan for road humps on Beacon Road.

My objection are:

The damage, even at very low speed, these cause to vehicles. As I have to regularly travel a route where these are prevalent, the wear and tear on shock absorbers has been an additional and unwelcome expense when the cost of living has risen so steeply of late. Unfortunately, to keep the vehicle roadworthy and safe, this is a financial burden which has had to be borne.

From observing the behaviour of some drivers in our city, I do not feel that the road humps will prevent the irresponsible road users from travelling at excess speeds. They will affect only the law abiding.

When driving more slowly over road humps, it is not unusual to be tailgated or to have less careful drivers overtake or attempt to overtake at speed. This leads to dangerous manoeuvres being undertaken and increases the risk of collisions/road rage incidents.

Driving through areas where there are many road humps, it has appeared that they have done little to moderate the behaviour of many drivers.

The road humps are also very uncomfortable for those with osteoarthritis and related conditions as, even at crawling speed, there is a significant jolt.

Whilst I agree that that excessive speed is something which needs to be addressed, I am doubtful that the proposal will do anything but inconvenience those who drive according to the law. I feel a greater Police presence at the times when our roads become racetracks would be a fairer response. The current approach will penalise and frustrate the considerable whilst, I fear, doing little to discourage the reckless and lawless road users.

I would respectfully ask you to reconsider the proposal and look at what else may be done to address the issue.

### **Objection 12**

Hope you are well. I would like to express my opposition to the new speed bumps on beacon road Bradford, Wibsey. I think speed bumps are noisy, uncomfortable and detrimental to the air quality as people slow down and speed up. Therefore I don't think they should be installed.

### **Objection 13**

I saw on the telegraph and argus there will be new speed bumps on beacon road near buttershaw bradford. I dont think they should go ahead. I have to go over about 30 speed bumps a day to go to work and iv had flat tyres because of them! Going about 15-20 mile an hour iv had flat tyres and damage to my car in a 30. They r horrible to drive over and when iv got my mum in the car its awful for her and hurts her bones. Also when i had to call the ambulance for her they crew also complained about the bumps in buttershaw cos they r ridiculous and slowed them down getting to my mum!!

I am very against the bumps

### **Objection 14**

Good day,

I think it would be best for everyone, if you installed a pelican crossing, smoothed the road, and put



in speed cameras, please kindly serve the public, and yourself, and be of service, and what make all round sense, to not waste , time, money energy, etc. Thankyou kindly, and graciously, good health, peace be with you.

### **Objection 15**

I'm against the new speed humps on beacon road in Bradford in the Wibsey area

Speed humps are noisy and horrible to drive over. I work as a joiner and my van has been damaged because of speed humps (I was doing way under the speed limit!), on the side my van (right) went over the shock absorber went. I understand in areas like culdesac you should do under 20mph, but beacon road isn't that. Why is the council wasting money on this? Also some people have actually been hurt because of speed humps (I put some links in), and these are just people how actually went to the papers, what about the people who kept quiet about their injuries? I thought the council and government want clean air (since the clean air zone is in Bradford), so why make drivers speed up and slow down all the time? So you're actually making MORE pollution then making people pay for it. Disgusting

It's a terrible idea and I'm angry my council tax goes to pay for this rubbish.

### **Objection 16**

I would like to oppose the creating of speed bumps on beacon road in bradford, BD6.

I don't believe people speed in that area and they are uncomfortable and for me, I have back problems so every bump is incredibly painful. Even at speeds well below the speed limit they can cause damage to vehicles, especially HGV's, vans, buses.

The bumps are terrible for the environment as drivers accelerate and brake and this significantly contributes to emissions. The people speeding are typically breaking the law such as no mot, tax, insurance or in stolen cars anyway! So this is only hurting normal people who otherwise stick to the speed limit.

### **Objection 17**

Dear Bradford Council,

I am [REDACTED], a resident of [REDACTED] Beacon Road. I and other road users in the family **object** to the proposed road humps along the full length of Beacon Road.

**Instead, a better measure to ensure traffic calming would be implementing speed cameras to ensure road users are travelling no more than 30mph.**

This way, the journeys on this long stretch of road will be smoother and better for fuel economy and the greater climate since road users would need to keep braking and accelerating over humps.

Most cars these days operate cruise control and road users being able to turn on cruise control to under 30 will move traffic along smoother than constant stopping and starting over humps.

The execution of this proposed project will cause great disruption to the residents of Beacon Road as well as its users, considering the long length of Beacon Road.

There is no school with an entrance on Beacon Road (e.g St Johns the Evangelist School on Beacon Road has its entrances on side roads) so there is no practical reason as to why these humps should be in place on such an active, major road.

### **Objection 18**

I'm writing to object to the proposed installation of the speed bumps on Beacon road. There are other more effective traffic calming measures that don't involve speed bumps. In addition, what proof is there that people speed there? I often drive through wibsey and beacon road and although it's a 30 you can't even get to 20mph a lot of the time. There are cars on either side, pedestrians and there is no opportunity to even do the speed limit. There are some bumps in bradford that going over at 10 mph is extremely uncomfortable and can cause damage to vehicles (I had to replace my sway bar links as a result). In addition, the people speeding are often in stolen cars (often with no insurance), so the condition of the vehicles doesn't matter to them.

Please reconsider this proposal.

### **Objection 19**

I live at ■■■ Beacon road Wibsey Bradford and object to the proposed speed bumps/traffic calming.

I object for a few reasons of which I will list below.

Speed bumps slow down the emergency services this in its self is a good enough reason to not have speed bumps installed.

Speed bumps contribute more to air pollution this is because of the continuous braking then accelerating rather than if the vehicles were driving smoothly without speed bumps. While speed bumps save lives by slowing cars down on dangerous patches of the road, air pollution is deadly too. So having a speed bump directly outside my home is not ideal and not what I want.

Noise pollution It is quite clear that the vehicles are bound to make noise on impact while crossing a speed hump or a series of them. This noise can create pollution in neighbourhoods with speed humps. So again having a speed bump directly outside my home is not ideal and not what I want.

The main speeding issue we have is on an evening and into the night. In the past I have taken note of a couple of the registrations and checked if they are taxed and tested and yes they were. So having said this why not fit speed cameras and actually ban these people that speed along Beacon Road.

I live at Beacon road just below and on the same side as Beldon Lane, you have proposed to put speed bumps just above Beldon Lane and just outside my house. This in its self is an issue as drivers come out of Beldon Lane very fast already due to the size of the junction by placing these speed bumps as you have this enables the drivers to speed out of Beldon Lane even quicker now know there is a speed bump just above Beldon Lane.

If this proposed traffic calming goes ahead all the local speeders with their extremely loud exhausts will just speed in between the speed bumps causing more noise pollution of which means due to the speed bumps we will have to listen to them for longer speeding up and slowing again and again.

Below are just few more examples that I have taken from the internet.

#### HEALTH HAZARDS:

1. Speed bumps pose serious hazards and have often been fatal to motorcyclists, scooterists, bicyclists, etc.
2. They cause spinal damage and aggravate chronic backache.
3. People standing in buses often have had significant falls.

#### Other disadvantages:

1. They can increase traffic congestion due to slowing down
2. Can slow emergency vehicles
3. Can be disturbing for drivers
4. Maybe difficult to navigate for vehicles with low ground clearance, even at very low speeds

5. May divert traffic to parallel residential streets
6. Possible increase in noise and pollution due to braking
7. Traffic travels in a lower gear using significantly more fuel per mile
8. Heavy sedans, trucks, and SUVs are not always slowed down by speed humps
9. Increased wear and tear of brake pads
10. Damage to suspension, oil sumps and exhaust pipes
11. Cause increased vibrations and endangering nearby properties

For example, complaints from Derby residents prompted the removal of 146 speed humps from streets at the cost of £460,000.

In 2003, the chairman of the London Ambulance Service claimed that delays caused by speed humps were responsible for up to 500 avoidable deaths from cardiac arrest each year.

### **Support comment No. 1**

Not an objection.  
Good Afternoon,

I am just writing with regards to the traffic calming measures on Beacon Road,

This is not an objection, however I do feel that the bumps could be closer together, the spacing between locations 14 and location 15 looks quite far apart and in my opinion would encourage speeding. Also the section between Ascot Drive and Beacon Place is a problem area as speeding vehicles try to pick up speed, going up the hill.

However this hopefully will be a much needed improvement.

### **Support comment No. 2**

Having just received the above, which I must say, are much overdue. I have been a resident on Beacon Road for yrs and the increase in traffic has been phenomenal. However, the speeds that some of the vehicles travel at is frightening. I would have hoped for speed cameras as a deterrent (the police are often in situ, which only reduces the problem at that time), which I feel would have paid for themselves. I really hope that, if this proposal gets approved, it will actually have the desired effect.

### **Support comment No. 3**

I wanted to email to express our support in favour of the proposed traffic calming on Beacon Road, everyday we witness cars speeding passed our house up Beacon Road or emergency breaking when the road narrows around the proposed **Location 17** on the plans provided.

The calming measures can't come soon enough to reduce the risk of traffic accidents or potential injuries to adults or children crossing, particularly outside the religious school (Madrassa Tul-Madina).

I would question whether **Location 17** could be a zebra crossing on a speed bump instead of blacktop cushions to assist the children crossing from the school.

#### **Support comment No. 4**

This is not an objection to the proposal.

As a resident of the area and a local childminder servicing St John the Evangelist catholic primary school, I am very much in favour of something being done about the conditions of traffic on beacon Road, especially outside of the school. I have been taking children to st John's for nearly 20 years and have lost track of the amount of times the children and myself have nearly been run over! I teach the children to cross the road correctly, either using the crossing person or the island if the crossing person is not there. The occasions where we have nearly been hit by cars have all occurred when the crossing person is actually in the middle of the road and one direction of traffic has already stopped for us to begin crossing! I worry for the safety of the children, myself and the crossing person every time I cross, which should definitely not be the case. A child was killed at the top of beacon hill some years ago and it is only a matter of time before someone is seriously injured outside the school. I for one don't want to have to tell a parent that their child has been knocked down by a car that does not know that they must stop for a crossing person. Although I welcome the proposal, I feel this does not go far enough. Most other schools within the area have a 20mph zone around them, this one does not. Also, most people, even from the area, don't know there is a school there unless they have personal connections to it as it is set back from the road and the 2 school signs either side are not prominent enough. The sign coming down the hill is obscured by trees, and the other sign is on the mini roundabout and is very faded.

I would very much appreciate if not only the proposed actions were taken as soon as possible, but also if other things were considered to ensure the safety of our children.

#### **Support comment No. 5**

I would like to state my personal approval of the speed bumps on Beacon Road. Since I have started working in school ten years ago there have been countless accidents and almost weekly 'near misses' due to the speed vehicles regularly travel along this road. I also feel a 20mph zone, particularly near the Beacon Road main entrance to school, would dramatically reduce the near misses and accidents on the road.

#### **Support comment No. 6**

I would like to voice my opinion that I think it is necessary for road humps to be placed along Beacon Road , for the safety of school children ,parents and residents safety. I also would be in favour for a 20 mile an hour area zone to be imposed around the school .

#### **Support comment No. 7**

In response to the intention of Bradford Council to construct road humps on Beacon Road, I would like to extend my wholehearted support of the traffic calming proposals. This will help us to ensure the safety of our children and their families when arriving and leaving school.

In order to further ensure our childrens safety, I would like to enquire about the possibility of introducing a 20-mph zone around the school entrances on Beacon Road, Chartwell Drive and Mandale Road, there are many schools in Bradford and nationally where this has been introduced. Given that we have had a number of fatalities on both Beacon Road and Mandale Road due to excessive speed, a 20-mph zone would seem a reasonable additional safety measure.

I look forward to your response and would be keen to discuss the matter further if required.

### **Support comment No. 8**

I am a parent of a child attending a school which is situated next to Beacon Road, where speed bumps are being proposed. I strongly support the idea any hope this comes to fruition in the very near future.

### **Support comment No. 9**

I am writing in support of the above proposed road humps.

As a local resident and member of staff at St John the Evangelist School on Beacon Road, I would also like to highlight my concerns about the number of cars speeding along and around Beacon Road. I think it would be safer if the speed limit were reduced to 20MPH around school, as are many other local schools.



## **Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 7<sup>th</sup> December 2023.**

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### **Subject:**

**CHURCH STREET, BUTTERSHAW, BRADFORD, TWO POINT CLOSURE -  
OBJECTIONS**

### **Summary statement:**

**This report considers objections received to a proposal for a two point closure on Church Street, Bradford and also seeks to provide an update following consideration of this matter by a previous Area Committee.**

### **EQUALITY & DIVERSITY:**

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

Ward: Royds

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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 a proposal for a two point closure on Church Street, Buttershaw, Bradford between it's junctions with Halifax Road and Farfield Avenue, and also seeks to provide an update following previous consideration of this matter by the Area Committee.

**2. BACKGROUND**

2.1 The Bradford South Area Coordinator's team have identified a fly tipping hotspot on a section of Church Street at Buttershaw. This has been an issue for many years and the area requires frequent clearing by the Clean Team\fly tip teams; more than 30 APP incidents have been recorded since 2014.

2.2 In order to discourage anti-social activity, in particular fly-tipping, a scheme to introduce road closures at two points on Church Street has been promoted.

2.3 The location of the proposed traffic measures is shown on drawing nos. HS/TRSS/105351/GA-1A & HS/TRSS/105351/GA-2A attached as Appendix 1.

2.4 The proposals were advertised between 12<sup>th</sup> January 2023 and 3<sup>rd</sup> February 2023 and resulted in 7 objections. The 7<sup>th</sup> objection replicated the 5<sup>th</sup> objection and addressed from all residents living on School Street, Princes Street, Queen Street and Heaton Hill with no reply address.

2.5 A summary of the valid points of objection is tabulated below:

<b>Objectors Concerns</b>
<p><b><u>Objector No 1</u></b></p> <hr/> <p>I am a resident of Queen Street Buttershaw and I would like to object to the above moving traffic order on the ground that</p> <ol style="list-style-type: none"><li>1. The order would create a conflict between vehicles on Prince's st and Beck Hill</li><li>2. The order would create a conflict between vehicles and pedestrians on Prince's st and Beck Hill</li><li>3. The layout of Prince's Street has a blind bend so would create a road safety issue</li><li>4. Prince's Street and Beck Hill are residential streets. Church Street has no residents</li><li>5. As Prince's Street is an unadopted Street the increase in traffic would create more expense for the residents of Prince's Street and Queen Street as houses back onto Prince's Street</li></ol>
<p><b><u>Objector No 2</u></b></p> <hr/> <p>I am a resident of Queen Street Buttershaw and I would like to object to the moving traffic order number 105351 on the grounds that</p> <ol style="list-style-type: none"><li>1. It would create conflict between vehicles on Prince's Street</li><li>2. It would create conflict between vehicles and pedestrians on Prince's Street</li></ol>



3. Layout of Prince's Street has a blind bend so therefore is a road safety issue
  4. Prince's Street is a residential street. Church Street has no residents
- 

**Objector No 3**

I write to object about the proposed 2 point closures on Church Street as this will have an impact on the surrounding unadopted roads.

The current traffic between Halifax Road and Farfield Avenue via Church Street will be encouraged in future to divert to using Heaton Hill, Beck Hill, Princes Street and School Street as a 'cut through'. These unadopted roads are narrow and already seeing a daily increase of all types of vehicles using them between Halifax Road and Farfield Avenue.

The proposed point closures will not deter fly tipping and will extend to Heaton Hill which is currently seeing signs of increased fly tipping and will further increase if the point closures are implemented.

The increase of traffic on the narrow unadopted roads in this area will increase conflict between vehicles, pedestrians, residents and residents parked vehicles which will not improve road safety. These roads are not suitable for a further increase of 'cut through' traffic.

Over the years the Council has implemented point closures on surrounding adopted roads at the junction of Farfield Avenue on Beck Hill, Bottomley Street, Orleans Street and Fleece Street leaving only unadopted roads and part of Church Street which is adopted, to be used as a 'cut through' between Halifax Road and Farfield Avenue.

Will the Council consider implementing point closures on Heaton Hill and Princes Street to deter 'cut through' traffic on these unadopted roads?

I bought my property on Princes Street as it was quiet, peaceful, off the beaten track and surrounded by a hamlet of various types of houses and cottages. I do not wish to see a further increase of 'cut through' traffic on these unadopted roads due to the Council implementing 2 point closures on Church Street which will encourage drivers to divert through unadopted roads.

Please consider during this objection process, the above points and the consequences of implementing the 2 point closures on Church Street will have on the residents in this area who are mainly in their older years.

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**Objector No 4**

I would like to log an objection to the above planning order for Two- point road closures on Church Street Buttershaw

I live on Queen Street but vehicle access is via Prince's Street . If the proposed permission is granted then Princes Street will be the only through Street from Halifax Road to Farfield Avenue. Princes Street is unadopted and is in poor condition, with extra vehicles using this road it will causes more damage to this road. This will also increase noise pollution to this area.

I am hoping that you are able to take theses point in consideration to the proposed planning application.

**Objector No 5**

Re; Church Street, Buttershaw 2 point closures

Please accept my formal objection to the proposed 2 point closures planned for Church Street.

Whilst I am not objecting to the installation of closures to prevent the regular occurrence of illegal fly-tipping in the location - which has blighted the area far too frequently - I object to the closures without due consideration of the likely consequences of the closures being installed.

Currently the (mostly) unadopted and neglected Church Street is used as a 'rat-run' for traffic cutting through from Halifax Road to Farfield Avenue (and vice-versa) on a regular and constant basis; it is particularly busy at rush hour times and when there are hold-ups on Halifax Road. It is very regularly used by taxis and delivery trucks and vans resulting in it being unsafe for pedestrians and dog-walkers (alike) as vehicles force walkers to get out of the way as vehicles drive up and down - often at speed and without any consideration for pedestrians as the drivers weave about (sometimes) trying to avoid all the pits and holes in the road.

I think that there needs to be due consideration of the resultant consequences that such closures will bring: it is highly likely that through traffic will use alternative (and very unsuitable) routes between Halifax Road and Farfield Avenue via School Street, Princes Street, Heaton Hill and onto Queen Street and/or Beck Hill. Indeed, current Goole Maps already show these streets as alternative routes.

School Street, Princes Street and Heaton Hill are all unadopted, private streets that are in an appalling state of disrepair due to years of neglect - the Council have constantly refused (and/or been unwilling) to adopt the streets and there has never been enough of a collective response (or willingness) for residents to improve or make good any road repairs/improvement. Queen Street is only partially adopted (to the junction with Princes Street) and it is (otherwise) unadopted to the dead-end (at the top). Beck Hill is adopted but has (quite correctly) been closed at the top.

School Street, Princes Street and Heaton Hill are narrow, badly lit streets (only 2 street lights) that only have resident access and parking - particularly Princes Street where house front (and back) onto the street - cars are parked outside residents homes and, therefore, make any through traffic very difficult and pose many dangers to all associated with the use of the street.

It is worth noting that Council dustbin wagons have not been allowed to use the Princes Street access for many years - due to the narrowness of the street, difficult access and dangerous corner (at the bottom) - also due to the state of disrepair and damage caused by the size and weight of the trucks - this will only be exacerbated by any future delivery trucks and/or delivery vans seeking alternative through routes.

Any proposals for road closures in the area (including the said Church Street closures) should be part of an overall street improvement scheme with a co-ordinated approach to the Church Street, School Street, Princes Street, Queen Street and Heaton Hill streets as a whole; a thorough assessment of the consequences, a well-considered plan of action and an implementation of restrictions to ensure only access for residents and limiting/restricting any other vehicular access and through traffic. Proper improvements in the area would require street repairs and restoration, better lighting, signs, maybe a one-way system (?) and much improved pedestrian safety.

I would urge those involved in the proposal(s) to make a visit to the area, consult with residents and thoroughly assess and consider possible improvements that could end fly-tipping and ensure traffic management schemes were in place.

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**Objector No 6**

I am writing to voice my concerns over a proposed addition of bollards blocking Church Street in Buttershaw REF: CORP/PCD/AK/412892. I am aware that this street is often used as a short cut between Farfield Ave and Halifax Road but if it is blocked off people will just divert down Princes Street or Beck Hill instead. Church street itself has very few (if any) houses on it But Princes Street and Beck Hill do so any increase in traffic will ultimately lead to accidents including Vehicle damage and pedestrian injury, also as Princes Street is an unadopted road the increase in traffic will eventually leave the street unusable by us residents that will have to pay for repairs for damage caused by non-residents.

Please take these concerns into consideration as none of the other residents I have spoken with are happy about the plans either.

**Objector No 7**

As objector No 5

- 2.6 These objections were originally presented to the Bradford South Area Committee on 16 March 2023; it was resolved:
1. That Highways, Environmental Protection and the Ward Officer be asked to work in conjunction with the Ward Councillors to look at additional steps that could be taken to detect and reduce fly tipping on the section of Church Street, including inhibiting vehicular access and that a report be brought back to the Area Committee setting out the options.
  2. That Highways look at the process of consultation with interested parties, with a view to simplifying the process
- 2.7 Following the deferment of a decision on the scheme there has been significant activity instigated by the Neighbourhoods team including:
1. Three local community meetings that were well attended by residents.
  2. An initiative to remove over-hanging vegetation (that masked fly-tipping activity)
  3. Two 'clean-up' days attended by 15 local residents and ward members; one resident is also a regular volunteer litterpicker around the Church Street area
  4. Site clearance work by the Community Payback team
  5. Developing a community garden on the unregistered land which has been cleaned up after years of fly tipping, with support from ward councillors, partners and Neighbourhoods staff.
  6. Establishment of a Neighbourhood Watch scheme with two local co-ordinators
  7. Proposals to install 'unsuitable for vehicles' signs
  8. Councillors and officers have contacted delivery companies and taxi firms to ask them to avoid driving through the area, and residents have been encouraged to report the issues on Google Maps in an effort to reduce Satnavs directing traffic through the area

- 2.8 Residents are passionate about taking care of their area, and will continue to work as partners in tackling environmental issues and crime, but would highlight the closure of the roads as the key to protecting their neighbourhood. As a result of the ongoing discussions with local residents, a series of point closures (more widespread than the original scheme) have been requested. These would have been beyond the scope of the original budget. It is proposed that this request be added to list awaiting funding from the Safe Roads budget for consideration as and when future funding programmes are determined.

### **3. OTHER CONSIDERATIONS**

- 3.1 Local ward members and the emergency services were consulted on the original proposal. Following the promotion of the scheme and receipt of objections, two of the ward members supported residents' concerns regarding the proposals. No adverse comments were received from the emergency services.

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

- 4.1 The original estimated cost of the works (point closures) including design, promotion and implementation was £9,750. This project was to be fully PAG funded. This funding is no longer available as it was time-limited.

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

- 5.1 None

### **6. LEGAL APPRAISAL**

- 6.1 There are no specific issues arising from this report. The original proposal was 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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

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 closure of Church Street could lead to an increase in traffic flow on Heaton Hill, Beck Hill, Prince's Street, Queens Street and School Street with some of these streets being very narrow this could lead to conflict with any oncoming traffic and pedestrians and damage to parked vehicles. The blind bend on Princes Street would also be a potential road safety issue.

**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 upheld and the proposal be abandoned.

9.2 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 upheld and the proposal be abandoned.

10.2 That at item for point closures on Church Street and other routes in the vicinity be added to the Safe Roads budget waiting list.

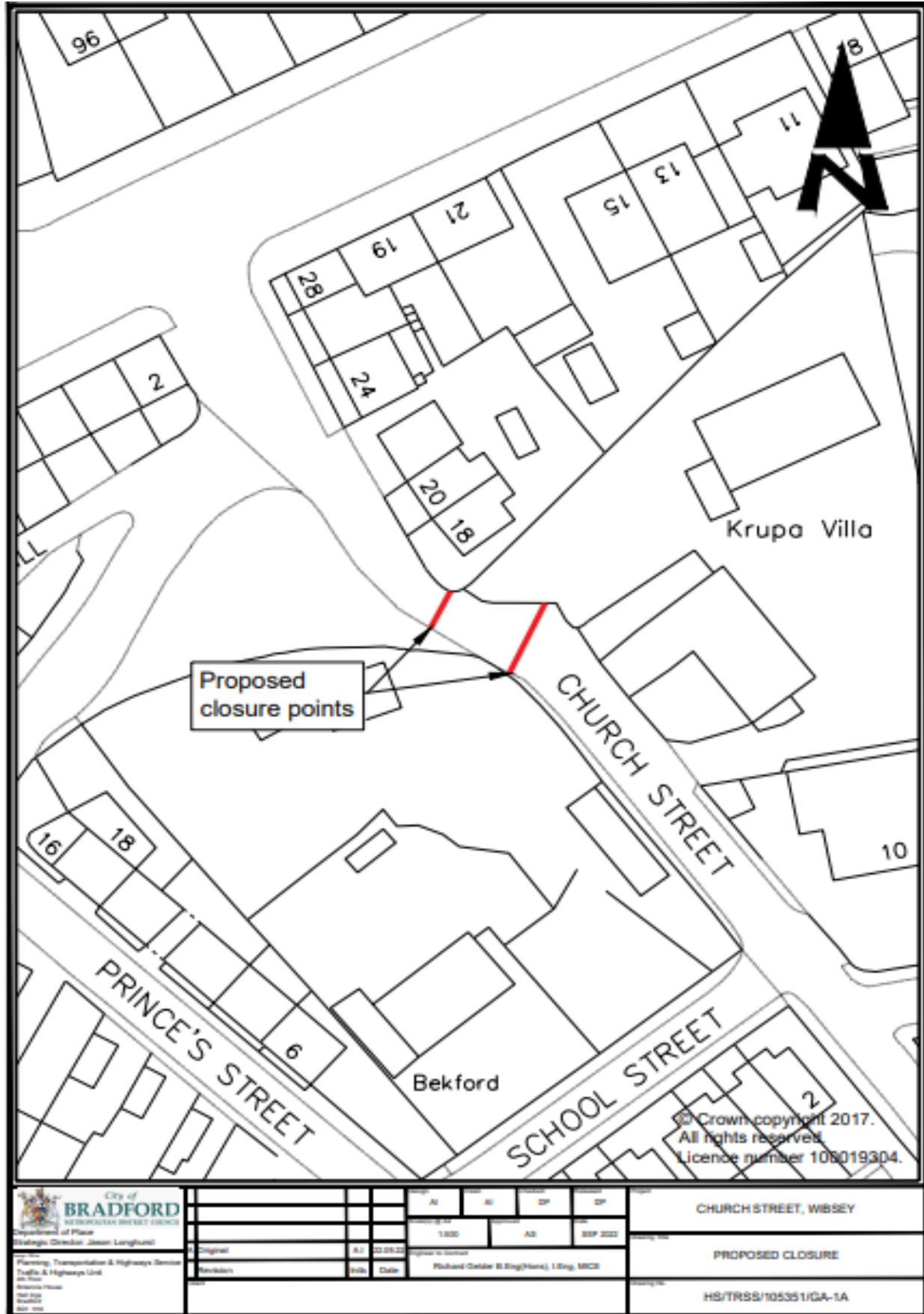
10.3 That the objectors be informed accordingly.

**11. APPENDICES**

Appendix 1 Drawing HS/TRSS/105351/GA-1A & HS/TRSS/105351/GA-2A

**12. BACKGROUND DOCUMENTS**

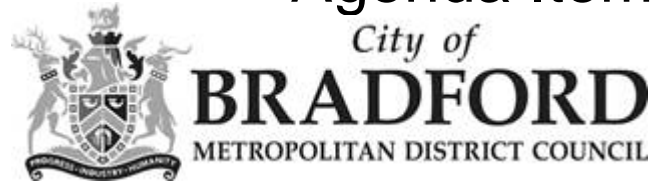
12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105351





<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd</p>		<p>Project: Church Street, Wibsey</p>		<p>Client: Proposed road closure</p>	
<p>Transportation &amp; Highways Services Traffic &amp; Highways Unit Barnes House Becker BD11 6AK</p>		<p>Prepared by: Richard Gledhill &amp; Englehorn, J. Eng. MICE</p>		<p>Drawing No.: HS/TRSS/10535/1/GA-2A</p>	
<p>Issue:</p>	<p>Drawn:</p>	<p>Checked:</p>	<p>Approved:</p>	<p>Issue Date:</p>	<p>Revision:</p>
<p>1: 11/09/22</p>	<p>AL</p>	<p>1: 12/09</p>	<p>AS</p>	<p>SEP 22</p>	<p>SEP 22</p>
<p>A Original</p>	<p>1: 12/09</p>	<p>AS</p>	<p>SEP 22</p>	<p>SEP 22</p>	<p>SEP 22</p>





## Report of the Director of Place to the meeting of Bradford South Area Committee to be held on 7 December 2023

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### Subject:

Update on the work of libraries in Bradford South during 2023.

### Summary statement:

This report provides an update on Bradford Libraries Service since the previous report on Libraries to this Committee in December 2022. It summarises overall developments in the Service, as well as a more detailed update on libraries in the South area.

### EQUALITY & DIVERSITY:

Bradford Libraries contribute to the 'Community' theme of the Council's equalities objectives, taking 'Action to support the creation of a place where everyone feels that they belong, are understood, feel safe and are able to fully participate in and contribute to the economic, social and civic life of the district.' By developing access to more services in libraries, local people will benefit from this more local support. It also contributes to the 'Service Design' theme of the Council's equalities objectives, 'Ensuring that our services are designed in an accessible and an inclusive way including co-production with local people and organisations.' This principle is demonstrated in our work with Community Managed Libraries and with a wide range of internal and external partners.

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David Shepherd  
Director of Place

### Portfolio:

Cllr Sarah Ferriby

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### Overview & Scrutiny Area:

Healthy People & Places



## 1. SUMMARY

This report provides a brief overview of developments across Bradford Libraries over the past 12 months which impacted on South Area libraries, and an update on each of the libraries in the Bradford South area. A more detailed update on Bradford Libraries service as a whole is due to be presented to the Council's Overview & Scrutiny Committee for Regeneration & Environment on 5 December 2023 and can be found on the Council's website.

## 2. SERVICE WIDE DEVELOPMENTS

### **Libraries as Warm Spaces**

During Winter 2022/3 (October – March), all Council libraries (and many Community Managed Libraries) registered as '[Warm Spaces](#)' offering a warm and welcoming place to gather for free, with a hot drink and the opportunity for a chat and to take part in activities including reading, jigsaws, games etc. Funding to offer hot drinks, more easy seating and board games was provided as part of the Household Support Fund. Across all Council libraries there were 33,448 recorded uses of the Warm Spaces offer, with 1528 at Wibsey Library and 556 at Wyke Library. Wibsey Library staff made the following comments about the offer at the library:

*“At Wibsey the Warm Hub is very popular with everyone especially families and elderly people. It has enabled them to come out to a safe warm place, where they can chat to other people and feel included and valued. A family group said that the children never want to leave the library now and the little boy had actually started to read more and enjoy it after losing interest in reading. All users felt it was a very welcoming space where they could read the newspapers, meet other people, do a jigsaw or just be in amongst other people. Staff were able to identify a vulnerable elderly man and get him help with Social Services.”*

### **Management remodelling**

In Spring 2023, a revised management structure was implemented following staff and union consultation and engagement. The new structure is based on the five constituency areas of the district, aligning management of libraries with other area-based teams. This change added capacity to an overstretched operational management team, moving from three Team Leaders to five Area Managers, each responsible for a smaller number of Council libraries alongside community managed libraries in their area. The Area Manager for South Bradford is Sharon Devi reporting to the City Libraries Manager, Mandy Webb. Mandy and Sharon attend Area Partnership meetings and are supporting the priorities in the South Area Locality Plan where possible.

### **Opening hours review**

During August – September 2023, public consultation was carried out on proposals to change library opening hours with a view to reducing the number of evening sessions. Data analysis had revealed that evening sessions were underused in libraries across the district, and that Bradford Libraries was offering a generous amount of evening opening compared to library services elsewhere. Since a restructure in 2019, the service was struggling with capacity to meet these opening hours, resulting in a high number of ad hoc temporary library closures. 76% of respondents to the survey agreed with the proposals, and the changes are set to be

implemented from 4<sup>th</sup> December 2023. For both Wibsey and Wyke libraries this means they will reduce from offering two late evenings per week to one (Thursday) and will open 9.00 – 5.00 on other days.

### Self-service upgrade

December 2023 will also see the installation of new self-service kiosks across all Council libraries, including Wibsey and Wyke. As well as offering improved functionality including on-screen promotions, the kiosks will offer the ability to pay charges using chip and pin technology. The Service has bid for external funding to provide wifi enabled printing which, if successful, will integrate with self-service payment at the kiosks. This is expected to be a popular service judging by feedback received from a public consultation on IT in libraries, carried out earlier this year.

### 3. WIBSEY LIBRARY (Council managed)

As reported last year, Wibsey Library was closed for an extended period between February and late September 2022 due to the need to resolve building issues and undertake a full refurbishment. The library reopened on 26<sup>th</sup> September 2022, and performance figures for the 2022/3 financial year are reflective of this closure. The table below provides an overview Key Performance Indicators for the library, showing comparisons between the last financial year, the previous financial year, and pre-pandemic levels. The final columns show the percentage recovery in 2022/3 compared to 2019/20. The recovery figure has been calculated by doubling the half year figures from October 2022 – March 2023. Figures in bold show where the library performed better than average.

WIBSEY LIBRARY	2019/20	2021/22	2022/23 Actual (full year)	% recovery (full year)	% recovery (all libs)
Library visits	30,123	9,339	13,261 (26,522)	<b>88%</b>	73%
Library loans	57,866	8168	16,623 (33,246)	57%	64%
PC sessions	5,769	537	657 (1,314)	22%	35%
New members	451	234	451 (902)	100%	112%
Childrens activity attendees	450	39	741 (1482)	<b>330%</b>	115%
Adults activity attendees	1,345	340	537 (1074)	80%	131%

It is pleasing to see that visits to the library recovered to near pre-pandemic levels and exceed the average for all libraries across the district. Efforts have gone into reinstating and enhancing the offer for children and families as part of the development plan for the library, and this is reflected in the large increase in engagement in children’s activities.

Regular activities at the library include weekly Storytime & Craft, Rhymetime, Knit & Natter, Chess Club and Employment Support Hub (in partnership with Skills

House); fortnightly Afternoon Tea Party; and monthly Reconnecting Veterans and Book Group meetings. Special events over the past year included a Summer Workshop with the National Science & Media Museum, Summer Reading Challenge events, Teddy Bears Picnic, Kings Coronation activities and a display for Eid. The library has also planned additional events for Baby Week, Christmas activities and events with Impact Gamers.

### 3. **WYKE LIBRARY (Council managed)**

Wyke Library consistently performs extremely well, above the district average for nearly all indicators, and is a testament to the hard work and enthusiasm of the library team there, who were nominated for Team of the Year award.

<b>WYKE LIBRARY</b>	<b>2019/20</b>	<b>2021/22</b>	<b>2022/23</b>	<b>% recovery</b>	<b>% recovery (all libraries)</b>
<b>Library visits</b>	22,225	9,441	18,188	<b>82%</b>	73%
<b>Library loans</b>	27,225	14,276	17,686	<b>65%</b>	64%
<b>PC sessions</b>	3,313	597	1,301	<b>39%</b>	35%
<b>New members</b>	351	267	536	<b>153%</b>	112%
<b>Children's activity attendees</b>	1,388	944	2,067	<b>149%</b>	115%
<b>Adult's activity attendees</b>	1,028	599	871	<b>85%</b>	131%

Regular activities include weekly Learn My Way (basic IT training) sessions, Rhymetimes, Baby Friendship Group, Knit and Natter and Storytimes, and monthly Book Group. The library has contacted Chas@St Vincent's to ask if they could offer Universal Credit support sessions. Special events over the past year include Christmas Craft Fair (raising £3000 for Lord Mayor's Appeal), Family Movie Night and Pyjama giveaway (over 50 donated sets provided), school class visits, Summer Reading Challenge events, Teddy Bears Picnic, Harry Potter Book Night, breastfeeding support sessions and baby massage, Early Help Team visits, Yorkshire Day event, Reading Pictures: Seeing Stories event, Roald Dahl day fundraiser, Eid display, Coronation Tea Party. More events and partnerships are under development.

Wyke Library benefited from being included in the *Libraries as Locality Hubs* Arts Council England's *Libraries Improvement Funded* project, which is making adaptations to 10 libraries across the district. This has seen the installation of a much-needed small office and kitchenette which is used by partners for confidential help sessions, to support making refreshments for activities and events, and as a space for staff to take breaks.

### 4. **GREAT HORTON LIBRARY (Community managed)**

The table below provides an overview Key Performance Indicators for the library. Unfortunately, there are gaps in the data where statistics were not provided.

<b>GREAT HORTON LIBRARY</b>	<b>2019/20</b>	<b>2021/22</b>	<b>2022/23</b>	<b>% recovery</b>	<b>% recovery (all libraries)</b>
<b>Library visits</b>	-	651	1,853	-	73%
<b>Library loans</b>	3,039	1,355	1,551	51%	64%
<b>PC sessions</b>	1,196	16	30	3%	35%
<b>New members</b>	147	20	40	27%	112%
<b>Children's activity attendees</b>	-	99	85	-	115%
<b>Adult's activity attendees</b>	-	-	305	-	131%

Many community managed libraries suffered a loss of volunteer hours as a result of the pandemic, and have been slowly rebuilding since then. Great Horton Library had to reduce its opening hours from 25 hours previously down to 10 hours, opening on just 3 days per week. However, since 6<sup>th</sup> November 2023 the library has been able to significantly extend opening hours again to 22 hours per week spread over 5 days including Saturdays. This is a huge step forward for the library and should see an impact on its recovery next year.

Regular events include weekly 'Stay and Play' Rhymetime and Storytime and monthly Sensory Play and Oral Hygiene sessions with the Early Years Alliance and Bradford Under 5's Association, as well as Great Horton Library Book Worm. The library is in discussion with a local primary school to hold a weekly Childrens Book Club on Saturdays.

Great Horton Village Hall works closely with a wide range of partners which offer their services to the library customers: Social Prescribers Ridge Medical Centre; Great Horton Youth Association; Bradford Council Youth Services; Yorkshire Wildlife Trust; Bradford Council Neighbourhood Wardens; Bins Collection Team.

## 5. **HOLME WOOD LIBRARY (Community managed)**

<b>HOLME WOOD LIBRARY</b>	<b>2019/20</b>	<b>2021/22</b>	<b>2022/23</b>	<b>% recovery</b>	<b>% recovery (all libraries)</b>
<b>Library visits</b>	-	-	274	-	73%
<b>Library loans</b>	1,327	10	180	14%	64%
<b>PC sessions</b>	-	-	-	-	35%
<b>New members</b>	58	0	21	36%	112%
<b>Children's activity attendees</b>	-	0	71	-	115%
<b>Adult's activity attendees</b>	-	-	25	-	131%

The new library space was launched as part of the refurbished TFD Centre in December 2022, with a variety of events across the Centre. It is a small but light, bright, modern and flexible space with children's and adult's reading areas, public PCs, toilets and kitchenette. It benefits from a courtyard garden area that was also refurbished. Unfortunately, it has proved difficult to recruit volunteers to run the library, the group that previously fulfilled that role has fallen away and there are currently just 2 library volunteers. The library opens 12 hours per week across 3 weekdays.

Rhyme time, Storytime and Crafts sessions are held weekly, and Early Help South Family Hub hold weekly drop-in sessions, supporting the community with various issues. The library space is also used by other partners and agencies, and discussion continues between library staff and the Neighbourhoods Team about ways to increase use of the library. The Area Libraries Manager is also arranging meetings with local schools to encourage them to make regular class visits to the library.

## 6. QUEENSBURY LIBRARY (Community managed)

QUEENSBURY LIBRARY	2019/20	2021/22	2022/23	% recovery	% recovery (all libraries)
Library visits	-	1,059	1,731	-	73%
Library loans	3,420	1,409	1,226	36%	64%
PC sessions	-	-	-	-	35%
New members	52	42	54	104%	112%
Children's activity attendees	220	0	153	70%	115%
Adult's activity attendees	-	-	38	-	131%

The library is open 10 days per week across 4 days including Saturday. It is making a good recovery since pandemic restrictions lifted, and has linked up with a local care home, where volunteers take books for the residence to choose, these are then issued on the Library Management System.

## 7. FINANCIAL & RESOURCE APPRAISAL

There are no specific financial or resource issues to highlight for libraries in Bradford South. For the Library Service as a whole there remains a c£400k pressure from unachievable savings and rising costs, which is being dealt with as part of the Council's current financial review.

## 8. RISK MANAGEMENT AND GOVERNANCE ISSUES

No significant risks have been identified.

## 9. LEGAL APPRAISAL

No legal risks have been identified.

## 10. OTHER IMPLICATIONS

### 10.1 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

Library managers have been involved in the development of the South Area Locality Action Plan and are committed to libraries contributing to the priorities of the local area as appropriate. There is great scope for libraries to contribute in the South Area, for example:

- Wibsey Library acting as a hub in the South Area for the community

- Library activities to reduce loneliness and isolation
- Early Years support and activities
- Libraries connecting people to other organisations and services locally

## **11. NOT FOR PUBLICATION DOCUMENTS**

None.

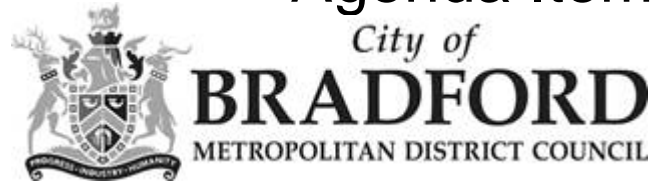
## **12. RECOMMENDATIONS**

Members are recommended to note the progress that has been made since the previous report to this Committee and ways in which local libraries can contribute to the priorities in the Local Area Plan.

## **13. BACKGROUND DOCUMENTS**

Previous report to this Committee in December 2022: [Bradford Council - Agenda for Bradford South Area Committee on Thursday, 1st December, 2022, 6.00 pm \(moderngov.co.uk\)](#) see item 35.





## **Report of the Director of Public Health to the meeting of Bradford South Area Committee to be held on 7<sup>th</sup> December 2023**

**R**

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**Subject:**

**Public Health Further Update - Activity to support good Mental Health and Healthy Weight in the Bradford South Area**

**Summary statement:**

This update to the January 2023 Public Health report on health and wellbeing focuses on activity to support good Mental Health and Healthy Weight in the Bradford South area.

**EQUALITY & DIVERSITY:**

The report addresses issues relating to health inequalities which can be more acute, particularly in those parts of the urban City area that are characterised by low-income and high deprivation, some of which have few green spaces and other amenities. Communities living in these areas can be more exposed to factors that can cause poor health and wellbeing or exacerbate health conditions. This is also a characteristic of some outer areas in the South of the District.

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Sarah Muckle,  
Director of Public Health  
Chief Executive's Office

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**Portfolio:**

**Healthy People, Healthy Place**

**Overview & Scrutiny Area:**

**Health and Social Care**

## **1. SUMMARY**

This report brings further information on local activity to support and improve the mental health of people living in the Bradford South area, and to tackle excess weight, enabling people to achieve their healthy weight in order to safeguard their future health and wellbeing.

Both areas of activity will contribute to reducing health inequalities, such as high levels of preventable illness that drive higher than average rates of early deaths (deaths under the age of 75) and lower than average life expectancy. Most areas or neighbourhoods that have high levels of health inequalities and poor health outcomes are also areas of high deprivation.

## **2. BACKGROUND**

2.1 Bradford District has relatively high rates of many health inequalities compared to the rest of the country, with wide variation across the District. Bradford South being one of these areas with .

Data provided to the Committee in January 2023 on indicators of health and wellbeing showed that many 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. However, at 80.3 years, life expectancy for females in Bradford South is higher than average for the District. Early deaths from cancer, cardiovascular disease and respiratory disease are all significantly higher than the average for the District which in turn is higher than the average for England.

The report will update committee members on services and interventions provided in Bradford South to support improvement in mental health and healthy weight. This may be supplemented by further information provided at the meeting.

Many services and interventions delivered by council teams including public health, the NHS, the community and voluntary sector are organised and provided across all areas of the District. Where possible the information provided will report on service delivery and service outcomes for people living in the Bradford South area.

The report focuses on 1-2 areas of practice for both mental health and healthy weight.

The 'Background Documents' section of the report provides links to webpages showing routes for residents to access support for their wellbeing.

### 3. OTHER CONSIDERATIONS

#### 3.1 Mental Health

In addition to clinical services provided by the NHS, local organisations and local centres host activity to support good mental health and support people who are struggling with their mental health. Local activity also routinely addresses key issues that can impact on people's mental wellbeing – low-income, debt, social isolation, poor diet (which can relate to low-income) and addictions. This demonstrates understanding that a holistic approach to mental health support and early intervention is needed at a local level, in venues that are seen as accessible to local communities.

This report focuses on a snapshot of the community-provided support to mental health in Bradford South, sometimes commissioned through local NHS or Council funding, sometimes provided by the NHS or Council through local community settings.

##### 3.1.1 Services at community locations

Local community centres and other settings in Bradford South provide support to people experiencing poor mental health, activities to support general wellbeing and boost physical activity and also bring in organisations to address a range of other issues such as debt, housing issues and the need for welfare advice that help people to resolve stressful issues. Three examples below:

**The Sutton Centre BD4**, one of six Wellbeing Hubs in the District that work together to help improve the health and mental well-being of Bradford residents. The Sutton Centre addresses three main aims: to improve health, increase wealth and build community. It hosts the Tong Wellbeing hub which “provides support for residents of all ages, to improve mental health, with welfare advice, fitness sessions, domestic abuse support as well as support for those who suffer from substance misuse.”

**Scholemoor Beacon BD7**, hosts youth groups, mums and toddlers, a men's group, women-only exercise sessions, wellness sessions, a community café and social market, welfare advice, adventure play, employment support and activities to address and support people's mental health and wellbeing and encourage children and adults to get physically active.

**TFD Centre, Holmewood, BD4** – hosts the Valley Project - adventurous play and after-school activity, welfare advice, and is one of the Bradford South Family Hub locations hosting a range of family and child activities, training and child and family practitioner sessions.

These centres help to host the Youth Service work to support young people's mental wellbeing, as a way to provide early help. See 3.1.7 below.

##### 3.1.2 Mental health in adulthood

Anxiety, stress and depression can be a response to a wide range of factors, particularly when someone is experiencing multiple stressful events or factors at the same time, and/or over a prolonged period.

By ward Queensbury and Tong have notably higher rates of depression than other wards in Bradford South. The largest one year increase in estimated rates of depression were seen in Wyke, then Queensbury, then Tong wards. All wards apart from Wibsey and Wyke are above the District average of 13.2% and all wards except Wibsey are above the England average.

**Table 1 Estimated percentage rate (prevalence) of depression in people aged 18 plus by Ward in Bradford South**

Ward	2020/21	2021/22
Great Horton	13.5	13.3
Queensbury	16.7	17.7
Royds	13.1	13.5
Tong	16.8	17.7
Wibsey	5.6	5.9
Wyke	11.2	13.0

Bradford South	12.3	13.1
Bradford District	12.7	13.2
England	12.3	12.7

Prevalence of depression is an estimate of the percentage of people aged 18 years and over that currently have depression. The rate has been rising year on year across the country, including in Bradford District.

In 2021/22, estimated prevalence of depression in Bradford South Area increased from 12.3% in the previous year to 13.1%, compared to the district average of 13.2% and the England average of 12.7%.

GP practice data on the number of people diagnosed with depression is then used to estimate a percentage rate within each ward, based on the location of the GP practice, and is then used to estimate the rate of depression at the Area level.

Estimated prevalence of depression by ward in Bradford South ranges from 5.9% in Wibsey to 7.7% in Queensbury.

### **3.1.3 Poverty, Cost of Living Crisis and Mental Health Support**

A large proportion of people living in the District have been affected by the ongoing high cost of household essentials – food, heat, clothes, shoes, travel to work, school and essential appointments. All things that are difficult to economise on without compromising health and general wellbeing. 1 in 5 households in the District have a reduced Council Tax bill, a large majority of them because of low household income.

The impact of socio-economic factors on mental health and wellbeing is widely understood and a wide range of services and offers in many settings, are playing a vital role in contributing to mental health support in Bradford South and across the District.

These include the role played by the Libraries Service as year-round free to access settings, hosting activities and providing a place for people to be, playing a role in reducing social

isolation.

The winter Warm Spaces programme funds many public sector buildings, community and faith settings to open over winter through the Council's allocation of the government's Household Support Fund. They provide free local places for people to go, enabling them to be warm, to be welcomed and to meet other people – again reducing social isolation, saving money on domestic heating and in many cases providing information on sources of support.

### **3.1.4 Access to treatment and information**

Clinical, treatment focused services, including those for anxiety and depression as well as for those classed as serious mental health conditions are commissioned and provided by the NHS. A January 2023 update on the strategic approach to the system for support and treatment of adult mental health can be seen in a recent report to the Health and Social Care Overview and Scrutiny Committee ).

Information and routes to access adult mental health and wellbeing services are to be found on a new Healthy Minds website, which has recently had a soft launch and will be reviewed again, prior to a full launch in the new year.

The website follows a needs led approach, to provide easy access to anyone in the district, helping people to find the right level of support that they, or people know to them need, when they need it. Many of the services are specialist or urgent response services that operate district wide. For this reason the search function is also based on need and degree of urgency, rather than being postcode or area-specific. A link is to be found in Background Documents.

### **3.1.5 Other sources of support**

A wide range of services operating in local areas, including in Bradford South, are relevant to mental health, even where their main focus is a different issue. Poor mental health can leave people vulnerable to over-use of addictive substances such as alcohol, drugs or tobacco/nicotine, or to addictive activities such as commercial gambling. Or the impact of these substances and activities and the addiction itself may lead to poor mental health.

#### **3.1.5.1 Drugs and Alcohol**

A strong focus on mental health will be embedded in the new Drug and Alcohol service which was established on 1<sup>st</sup> April 2023, and is currently being operationalised across the District.

#### **3.1.5.2 Stop-Smoking support**

A face-to-face stop smoking clinic has been established at Tong Medical Practice. This can be accessed by residents registered with any GP practice. A pathway is in place with the Acute Hospital Trusts to transfer patients to the community stop smoking service on discharge.

Other activity - Vaping awareness sessions are being commissioned for secondary schools and youth clubs, with greater focus on the most deprived areas. Approval is pending for 'Smoke and vape free' signs for play areas where the prevalence of smoking is high. Procurement is underway to supply vaping devices as an aid to quit smoking for

adults to start in the new year. A 'You can Quit, We can help!' Living well campaign is promoting the Stop Smoking service.

### **3.1.6 Children and Young People's Mental Health**

Children are not generally given formal mental health diagnoses until around age 13-14, instead the focus is on building resilience through early help, support and intervention, through family services, the youth service, through schools and through referral to Child and Adolescent Mental Health Services.

One early life-early help example is the mental health focus of the District's *Better Births programme* dedicated to improving the mental health of expectant, and new mothers and their babies (peri-natal and infant mental health), to support a mentally healthy start in life. Early years settings continue this focus on good mental health in very young children, and the Family hubs focus on support to their families.

Another early help programme, this time for the later childhood years is that provided by the District Youth Service, who brought a detailed report, with delivery details for Bradford South, to the Committee in October 2023, outlining the role played by their support to schools and secondary school-aged children as part of a in a whole system approach to improving child mental health. A short section of that report is included here:

### **3.1.7 Youth Work support as part of Youth in Mind**

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

Over the last year, Bradford South has received over 400 referrals from the Child and Adolescent Mental Health Service (CAMHS), School Nurses & other professionals. These referrals are allocated to Youth Workers who act as Buddies to young people, their role is to befriend them, support them using an early help approach and navigate local support networks.

In addition, Youth Workers work closely with all secondary schools in Bradford South and help identify students who need support for their health and well-being. Youth Workers support these additional caseloads in schools, delivering 1:1 work on a weekly basis developing young people's confidence, self-belief and resilience. Youth Workers also support young people in hospital offering interventions that promote self-care and connect them to local services that offer crisis support.

The report provided the Committee with detailed information (not repeated here) on the locations where young people are supported through small group work in Bradford to feel confident and comfortable to take up local activities.

### **3.1.8 Born in Bradford 'Age of Wonder' study**

During the academic year of 2022-23 this local study has surveyed more than 5000 young people in school years 8-10 on a range of issues including their mental health. Fifteen

secondary schools across Bradford District have taken part, including schools in Bradford South.

Survey data is now being analysed and expects to report on its findings through the Age of Wonder webpages early in the new year (link in Background Information below) to inform the local response to adolescent mental health.

### 3.2 Healthy Weight

Supporting people to achieve and maintain their healthy weight is one of the factors that will help to reduce risk of developing long-term health conditions such as diabetes, cardiovascular disease and bone and joint conditions.

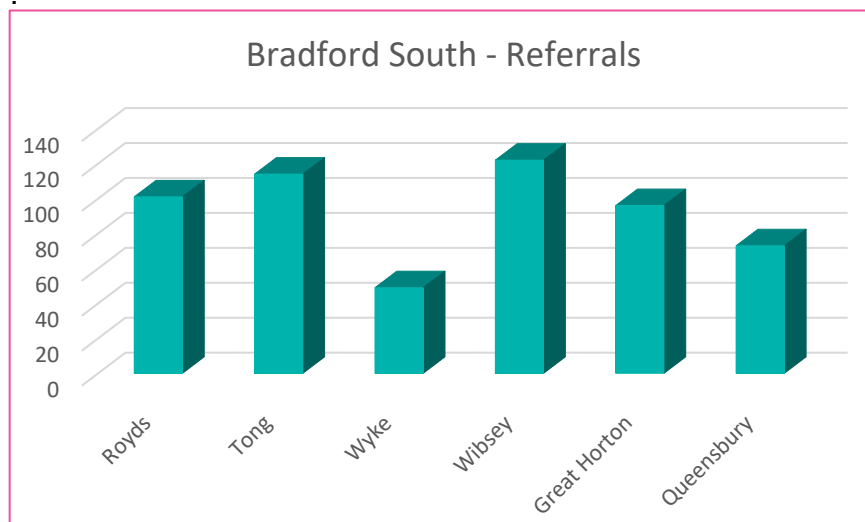
This section focuses on two services that support people to improve their wellbeing, where the starting point is excess weight. Again the link between mental and physical health is addressed.

#### 3.2.1 Adults

##### 3.2.1.1 The Living Well BEEP (Bradford Encouraging Exercise in People) Service

The Bradford Encouraging Exercise in People (BEEP) service is Living Well's multi-agency exercise referral scheme for adults. It offers a safe and practical approach to promoting exercise as a positive method of prevention and treatment of long-term health conditions.

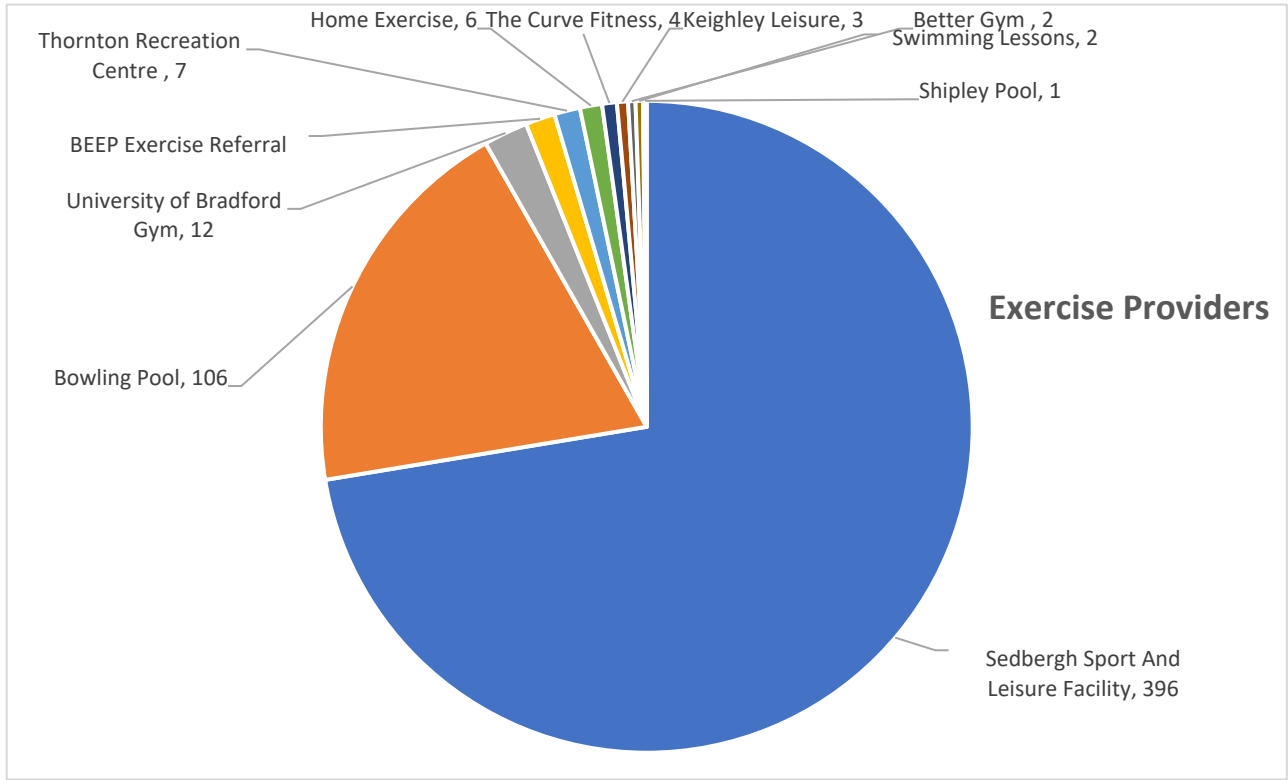
Adults who become active on a regular basis can halve their risk of developing long-term health conditions such as obesity, diabetes, hypertension, some cancers, Coronary Heart Disease and bone conditions (Chief Medical Officer, 2019). In turn this helps to reduce people's risk of early death.



To date in 2023 (Jan - Oct), 555 inactive people from Bradford South have been referred into the BEEP service, 26% of total referrals across the District. This is a 35% increase in referrals in 10 months, compared to the whole of 2022. The majority of people had never exercised and were living with long-term health conditions



The most common reasons for referral into the BEEP service from primary care in 2023 were obesity, hypertension, depression, type 2 diabetes, asthma, back pain and arthritis.



Of the 555 referrals from Bradford South, 396 (71%) opted for a referral to Sedbergh Sport and Leisure facility which offers a heavily discounted membership to BEEP clients. Bowling Pool is the second most popular choice (106), then Bradford University Gym (12) and using Online BEEP videos (8) to exercise.

**3.2.1.2 BEEP service outcomes**

A Bradford South resident describes the difference the service has made to him:

“At first, I struggled with the exercise but the more I went, the easier it gradually became. I built myself up slowly and in about two months found I was able to pedal 15 miles a day! “I ate sensibly and maintained a calorie deficit and increased my daily step count and I also



made sure I got enough sleep. My mental health has really improved throughout this weight loss journey and by doing all of this, I have managed to lose an amazing 8 stone!”

After 12 weeks service users are invited to a follow-up appointment. So far in 2023:

**234** people attended their 12 week follow-up

**74% (174)** of these people were now classified as active.

**133 (76%)** of these 174 active individuals were achieving the Chief Medical Officer’s recommended 150+ minutes physical activity per week.

The 2022 data showed that of 412 people from Bradford South who used the BEEP service:

256 (62%) returned for their week 12 consultation

155 (61%) of those were classified as being active

108 (70%) of these active individuals were achieving the Chief Medical Officer’s recommended 150 + minutes per week.

### **3.2.1.3 Free access to support to lose weight**

A further offer for adult weight management is free access to support from two weight-reduction providers: Weight Watchers and Slimming World.

Both programmes can be accessed digitally by anyone in Bradford District, or there are community groups to attend.

Weight Watchers list 12 groups (in set locations) on their website:

<https://www.weightwatchers.com/uk/find-a-workshop/search?search=Bradford,%20UK>

Slimming World vary their locations in response to demand, and will establish new groups if uptake of the free access vouchers shows demand in a new area of the District.

### **3.2.2 Healthy Weight in Children and Families**

In response to the long-term trend of more children living with excess weight, the District is one of 20 areas in England that has been funded to establish a Children and Family Living Well Service. See Appendix 1 for trend data.

In the first year of the service 25% of referrals or self-referrals (48 referrals) have been from the Bradford South area. Tong ward generated the 2<sup>nd</sup> highest and Great Horton the 3<sup>rd</sup> highest number of referrals in the District.

A large majority of schools in the District choose to host the National Child Measurement Programme (NCMP), which is carried out in schools at the end of the Reception Year and Year 6. Parents can choose to opt their child out of the scheme. Access to Children and Family Living Well Service is offered by provision of a telephone number included in the NCMP results letter that is sent to parents where a child is identified as being above a healthy weight, with an offer to work with the family in a way that works for them.

The aim of the service is to build trust with families who opt in to its support offer, to enable

a conversation about improving wellbeing across the household, supporting households to make the sustainable changes they want to see.

An advisor works with all members of the household across an initial six sessions (but can work with families for longer if needed), rather than focusing on a single child or household member. They are trained in having safe and compassionate conversations with families, supporting parents to explore their feelings about the offer of support to their children to grow into their healthy weight, and supporting the family with issues the children may have such as low-self-esteem or bullying. The approach is a holistic one, aiming for health and wellbeing gains for the household– focusing on four issues with good evidence behind them: Sleeping Well, being Mentally Well, Eating Well, Moving Well.

The approach focuses on making changes enjoyable, for example supporting food swaps that work for the family, to enable long-term changes that families feel they can sustain. Advisors are equipped with tablets on visits, to enable them to find affordable local activities that the family would like to try in order to get more active, more creative, and do more things as a family.

Management of the service includes expertise in mental health nursing and dietetics, to ensure that more serious issues around body image and eating disorders, that may require a mental health pathway response, are identified and linked into appropriate support, services and clinical pathways.

This year a new QR code will be included in the NCMP results letter allowing parents to go directly to our Living Well webpage which provides supportive information about the service and ways to self-refer. Referrals have been increasing recently and this is expected to generate a further increase.

### **3.2.3 A Strategic Approach to Food**

The 2021 National Food Strategy recommended that all areas develop a local Food Strategy. The Bradford Good Food Strategy focuses on nutritious and balanced food –:

- that is affordable, accessible and means that we can eat well
- that meets the needs of all cultures and a wide range of needs for how, when and where people need or choose to eat
- that can be sustainably produced, processed and distributed
- that is good for our natural and urban environments, and supports our economic and social wellbeing as well as our health

The four priorities are: A culture of eating well, Tackling Food Insecurities, Community-led Food Growing and a Sustainable Local Food System: The Strategy was adopted by the Living Well steering group and Wellbeing Board in 2023.

Bradford South residents and organisations have been highly engaged with the Strategy, as the second highest rate of consultation responses (17.2% of responses). A roughly 3% response could be expected from each of the 30 wards in the District. Responses were received from residents or organisations in all Bradford South wards, Tong provided the joint third highest percentage of responses (5.5%), with Queensbury 3.8%, Wibsey 2.8%,

Great Horton & Wyke 2.1% Royds 1.0%. A report on the community consultation for the strategy with over 1,200 responses is now available on the Living Well website.

Community-led food growing is another Food Strategy priority, with 3 Bradford South wards receiving small Public Health grants in 2022-23, and on building a sustainable food system and supply chains.

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

The report is a summary of current practice and interventions, it does not contain financial or resource recommendations or decisions.

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

Governance of matters relating to health and wellbeing is through the Wellbeing Board. The recommendations for the meeting are for the Area Committee to consider in relation to matters at the local area level.

#### **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, for example by enabling more people to become physically active for leisure or to walk, wheel or cycle everyday journeys are a component of building a sustainable district, supporting communities and the workforce.

##### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

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 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**

Please see ward-level information contained in the report.

#### **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 information for the six wards within the area; Great Horton, Queensbury, Royds, Tong, Wibsey and Wyke wards.

Where possible 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 at the meeting.

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**

That options 9.1 and 9.2 are supported

## **11. APPENDICES**

11.1 Children Living with Excess Weight - 2021-22 data from the National Child Measurement Programme

## **12. BACKGROUND DOCUMENTS**

Bradford South Area Committee Health Profile 2022 (brought in January 2022, data awaiting update)

<https://jsna.bradford.gov.uk/documents/Community%20Partnership%20and%20area%20profiles/01%20Area%20Committee%20Health%20Profiles/Bradford%20South%20-%20Area%20Profile%202022.pdf>

### **Living Well Website links**

Healthy weight

<https://mylivingwell.co.uk/eating-well/how-do-i-know-if-i-am-a-healthy-weight/>

Mental Health

<https://mylivingwell.co.uk/mental-health/>

Healthy Minds

<https://www.healthyminds.services/>

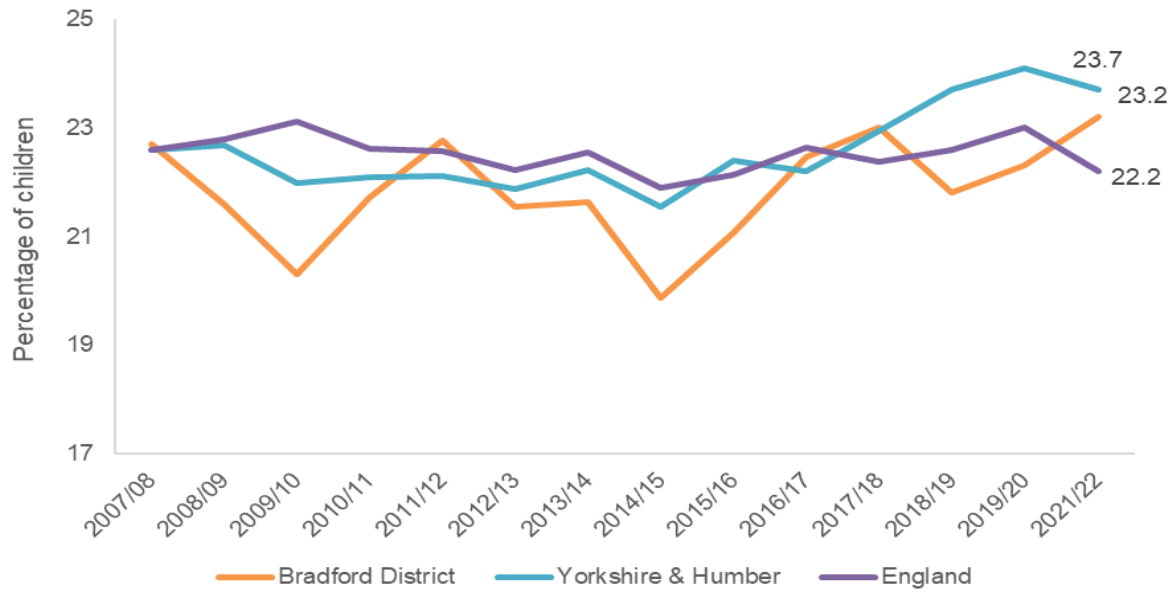
Exercising with long-term conditions including BEEP exercise referral service

<https://mylivingwell.co.uk/physical-activity/exercising-with-long-term-health-conditions/>

Local research study: <https://borninbradford.nhs.uk/what-we-do/cohort-studies/age-of-wonder/>

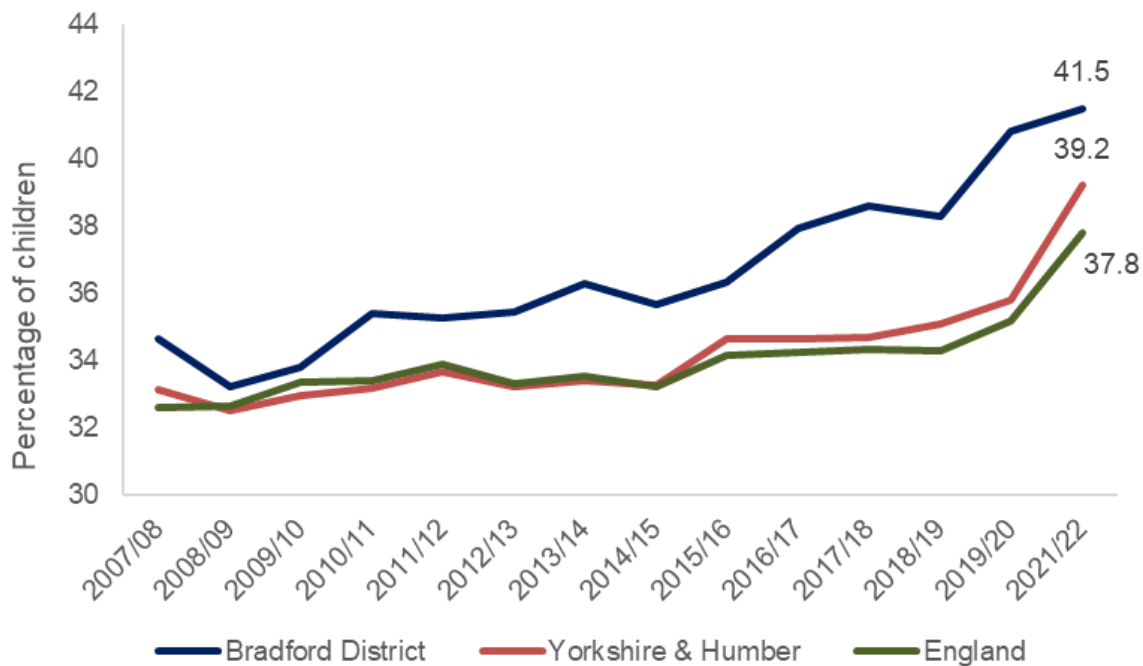
**Appendix 1 - Children Living with Excess Weight - 2021-22 data from the National Child Measurement Programme (NCMP)** (based on a sample of local schools - the full programme did not run in 2021-22)

**Figure 2: Proportion of reception aged children living with excess weight 2021/22 (NCMP)**



The percentage rate (prevalence) of reception aged children living with excess weight increased from 22.3% in 2019/20 to 23.2% in 2021/22

**Figure 3: Proportion of Year 6 aged children living with excess weight 2021/22 (NCMP)**



The percentage rate (prevalence) of year 6 aged children living with excess weight increased from 40.8% in 2019/20 to 41.5% in 2021/22

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## Report of the Director of Place to the meeting of the South Area Committee to be held on 7 December 2023

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**Subject:**

**UK Shared Prosperity Fund**

**Summary statement:**

This report provides an update of year 2 (2023 / 2024) grant allocation of the UKSP funding for the Bradford South area. In addition, it also seeks members comments and approval for year 3 (2024 / 2025) grant allocations.

**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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**Portfolio: Alex Ross-Shaw**

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## 1. SUMMARY

This report provides an update of year 2 (2023 / 2024) grant allocation of the UKSP funding for the Bradford South area. In addition, it also seeks members comments and approval for year 3 (2024 / 2025) grant allocations.

## 2. BACKGROUND

### Year 2 – 23/24

#### Revenue (E12: Community engagement schemes, local regeneration)

To merge the UKSPF allocation for the areas with two other funds (The West Yorkshire Mayor's Cost of Living Fund and The West Yorkshire Mayor's Cost of Living Fund) for a district wide Cost of Living fund. The fund will issue grants to successful applicants to deliver various support to predominantly households in Bradford. These funds administered through Stronger Communities will go live in September 2023.

Bradford South's allocation is £31,628 which has all been allocated for 2023 / 2024 as part of the Combined Fund Bradford South grant awards.

#### Capital (E11: Capacity building & infrastructure support local groups)

The Bradford South committee must ensure their capital allocation (£12,651) is procured, defrayed and drawn down by the council by 31<sup>st</sup> March 2024. This report provides an outline of the proposed spend across the Bradford South Area as Appendix A.

**Year 3** will bring a much larger funding allocation to the area committees: a total of £400,000 REV and £400,000 CAP. Bradford South's allocation is £84,347 for each pot.

#### Revenue (intervention E35 - Enrichment & volunteering activities)

Activities need to link to **volunteering and community infrastructure** and deliver the following output: *Number of volunteering opportunities supported.*

#### Capital (intervention E11 - Capacity building & infrastructure support local groups)

Activities need to link to similar themes, and deliver on the following:

- Outputs: number of organisations receiving grants / receiving non-financial support
- Outcome: improved engagement numbers

Money needs to be defrayed by 31<sup>st</sup> March 2025, as such each area should as soon as possible start planning for how the funds can be spent. Areas can consider whether they want to join up their budgets, e.g. one fund administrator to offer support / manage grants etc. and should also consider going out to their community for engagement.

## 3. OTHER CONSIDERATIONS

None

## 4. FINANCIAL & RESOURCE APPRAISAL

The capital spend for 2023 / 2024 must be managed by the area office, liaising with the UKSPF Programme Delivery Manager in Bradford Council.

## **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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

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**

UKSP funding has helped support a number of projects across the Bradford South area covering all of the Wards. These projects support the delivery of the Ward Plans and local priorities.

### **7.7 LOCALITY PLAN IMPLICATIONS (for reports to Area Committees only)**

The UKSP funding provides funding for a broad range of projects which contribute towards the delivery of the Bradford South Locality Plan.

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

The UKSP has funded projects benefiting a combination of youth providers, youth centres and other young peoples' activities.

## **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**

10.1 That the contents of this report are noted.

10.2 That the committee agrees spend activity for the capital allocation for 2023/2024 as outlined in Appendix A.

10.3 That the committee plans agrees for the Grants Advisory Group to work with the Project Delivery Manager and Area Co-ordinator to progress the development of the UKSP funding for 2024 /2025.

## **11. APPENDICES**

Appendix A – Capital spend proposals

## **12. BACKGROUND DOCUMENTS**

Previous reports to Area Committees re UKSP funding

**UKSP CAPITAL FUNDING ALLOCATIONS  
BRADFORD SOUTH AREA**

<b>Ward</b>	<b>Organisation</b>	<b>Project</b>	<b>Total Cost</b>
Great Horton	Friends of Bracken Hill Park	Sports and exercise equipment for Great Horton Ward	£1,608
Queensbury	Highways	Bench for Roper Lane	£1,000
Queensbury	Queensbury Youth Service Team	Equipment and resource for youth activities	£608
Royds	Friends of Harold Park	Picnic Bench replacement (assessable to disabilities)	£1,608
Tong	Tong Youth Service	Towards purchase of equipment and resources	£1,611
Wyke	Bradford Council	New bin citing at Hanson Fold.	£367
Wyke	Green Doctors	62 Warm Packs at £20 per pack (includes a warm blanket, hot water bottle flask hat and gloves - there is scope to increase this number - I am working with Green Doctors to get the best outcome	£1,241
Wibsey	Parish of Mary Mother of God Wibsey (St Winefride's Church)	Part funding towards window replacement	£1,608
		<b>TOTAL TO BE APPROVED</b>	<b>£9,651</b>
Great Horton	Great Horton Village Hall / Great Horton Hub	Furniture and screens to support the development of Great Horton Hub	£1,500
Tong	TFD Centre	Table and chairs	£1,500
		<b>TOTAL APPROVED</b>	<b>£3,000</b>
		<b>GRAND TOTAL</b>	<b>£12,651</b>

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