



Agenda for a meeting of the Bradford South Area Committee to be held on Thursday, 15 February 2024 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

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

Alternates:

LABOUR	GREEN	BRADFORD SOUTH INDEPENDENTS
Jabar Dodds Ferriby Tait Thornton Johnson	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.
- **Members of the public are respectfully reminded that this is a meeting that is being held in public NOT a public meeting. The attendance of the public to observe the proceedings is welcome.**
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

From:

Jason Field

Interim Director of Legal and Governance

To:

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:*

Type of Interest	You must:
<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)</i> OR <i>Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only</u> if 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)</i> OR <i>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 knowing all the facts would believe that it would affect your view of the wider</i>

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. 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)

4. 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 13 February 2024.

B. BUSINESS ITEMS

5. COPPICE WOOD AVENUE, BRADFORD - PETITION

1 - 6

The Strategic Director, Place will submit a report (**Document “V”**) that considers a petition requesting the removal of an existing residents only permit parking scheme on Coppice Wood Avenue.

Recommended –

- (1) That the request to remove the existing permit parking on Coppice Wood Avenue (and Grove) be added to the waiting list for a Traffic Regulation Order to be considered as and when future Safe Roads budgets are prioritised.**

- (2) That the lead petitioner be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

6. BRADFORD SOUTH SAFE ROADS PROGRAMME 2024/25

7 - 24

The Strategic Director, Place will submit a report (**Document “W”**) that seeks approval for the 2024/25 Safe Roads programme for the Bradford South Constituency.

Recommended –

- (1) That the Bradford South Area Committee approves the programmes of Safe Roads schemes for 2024/25 listed in Appendices 1 and 2.**

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

- (3) That any valid objections to the advertised Traffic**

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

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

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

7. INVESTMENTS WITHIN BRADFORD SOUTH FROM THE COUNCIL'S PLAYABLE SPACES AND SPORTS PITCHES INVESTMENT PROGRAMMES 25 – 36

The Strategic Director, Place will submit a report (**Document “X”**) which provides a progress update on delivery of the Council's Playable Spaces and Sports Pitches Investment Programmes within Bradford South.

Recommended –

That the Bradford South Area Committee notes the content of this report and welcomes the significant capital investment into parks and green spaces facilities within the area.

Overview and Scrutiny Area: Regeneration & Environment

(Phil Barker – 01274 432616)

8. DEVELOPMENT OF PROPOSALS FOR A PARK AND RIDE SITE IN SOUTH BRADFORD 37 - 78

The Strategic Director, Place will submit a report (**Document “Y”**) which details the background and continued development of the Park and Ride proposals in South Bradford as part of the Transforming Cities Fund programme. The report also covers the history and context of proposals to develop the South Bradford Park and Ride scheme.

Recommended –

That the committee notes the contents of this report.

Overview and Scrutiny Area: Regeneration & Environment

(Darren Badrock – 07582 101408)

9. SMART STREET LIGHTING - UPDATE ON PROJECT PROGRESS 79 - 94

The Strategic Director, Place will submit a report (**Document “Z”**) which provides Members with a progress update on the Smart Street Lighting Project and the work undertaken to date in the Bradford South constituency.

Recommended –

- (1) That Members acknowledge the progress of the Smart Street Lighting project in Bradford South and welcome future updates.**
- (2) That Members endorse the project and the positive impact for the Bradford South constituency and its wards.**

Overview and Scrutiny Area: Regeneration & Environment

(Allun Preece – 01274 434019)

10. REQUEST FOR REALLOCATION OF COMBINED FUNDING 2023-2024 BRADFORD SOUTH 95 - 100

The Strategic Director, Place will submit a report (**Document “AA”**) which requests members to consider the reallocation of Combined Funds returned from a Bradford South organisation from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor’s Cost of Living fund (CoLF) and Household Support Fund (HSF) for Round 2.

Recommended –

That the Area Committee agree the proposals for the funding allocations as outlined within section 2.7 and 3.1 of this report.

Overview and Scrutiny Area: Corporate

(Ishaq Shafiq – 01274 431155)

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Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 15 February 2024

V

Subject:

Coppice Wood Avenue, Bradford - Petition

Summary statement:

This report considers a petition requesting the removal of an existing residents only permit parking scheme on Coppice Wood Avenue.

EQUALITY & DIVERSITY:

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

Ward: Great Horton

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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

Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1. This report considers a petition requesting the removal of an existing residents only permit parking scheme on Coppice Wood Avenue.

2. BACKGROUND

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

3. OTHER CONSIDERATIONS

- 3.1. Local ward members have been consulted.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1. There are no direct financial implications associated with the recommendations within this report. If the removal of the permit parking scheme is approved this would be subject to funding as part of a future schemes programme.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. There may be a suppressed demand for non-residential parking on Coppice Wood Avenue that is currently managed by the presence of the permit parking scheme. If such parking issues arise following the removal of permit parking, it is unlikely that funding would be available to reinstate the scheme in the foreseeable future.

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

- 7.1.1. None

7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

- 7.2.1. The recommendations within this report will not directly tackle the Climate Emergency or help reduce carbon emissions.

7.3. COMMUNITY SAFETY IMPLICATIONS

- 7.3.1. There are no community safety implications arising from the report recommendations.

7.4. HUMAN RIGHTS ACT

- 7.4.1. There are no implications on the Human Rights Act

7.5. TRADE UNION

7.5.1. There are no implications for the Trade Unions.

7.6. WARD IMPLICATIONS

7.6.1. Ward members have been consulted on the petition.

7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

7.7.1. There are no relevant priorities within the Bradford Moor ward plan.

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

7.8.1. None

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

7.9.1. None

8. NOT FOR PUBLICATION DOCUMENTS

8.1. None

9. OPTIONS

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

10. RECOMMENDATIONS

10.1. That the request to remove the existing permit parking on Coppice Wood Avenue (and Grove) be added to the waiting list for a Traffic Regulation Order to be considered as and when future Safe Roads budgets are prioritised.

10.2. That the lead petitioner be informed accordingly.

11. APPENDICES

11.1. Appendix 1 – Petition Coppice Wood Avenue, Bradford

12. BACKGROUND DOCUMENTS

12.1. None.

Petition Coppice Wood Avenue, Bradford (24 signatures)

Background information

The petition states:

“We the undersigned petition the Council to remove permit parking from Coppice Wood Avenue, Lidget Green, Bradford BD7 2JA. Justification: Our street has not been used by the school next to us for number of years. The parents don't come down the streets to drop their children off nor do the children walk down the streets. A small gate previously used in the fencing is now locked. This can be verified by the school. We the residents are coming foul of the law parking outside our houses. Failing to renew permits in time and facing fines.”

The petition was originally presented to full Council on 12 December 2023 where it was resolved:

That the petition be referred to Bradford South Area Committee for further consideration.

Officer comments

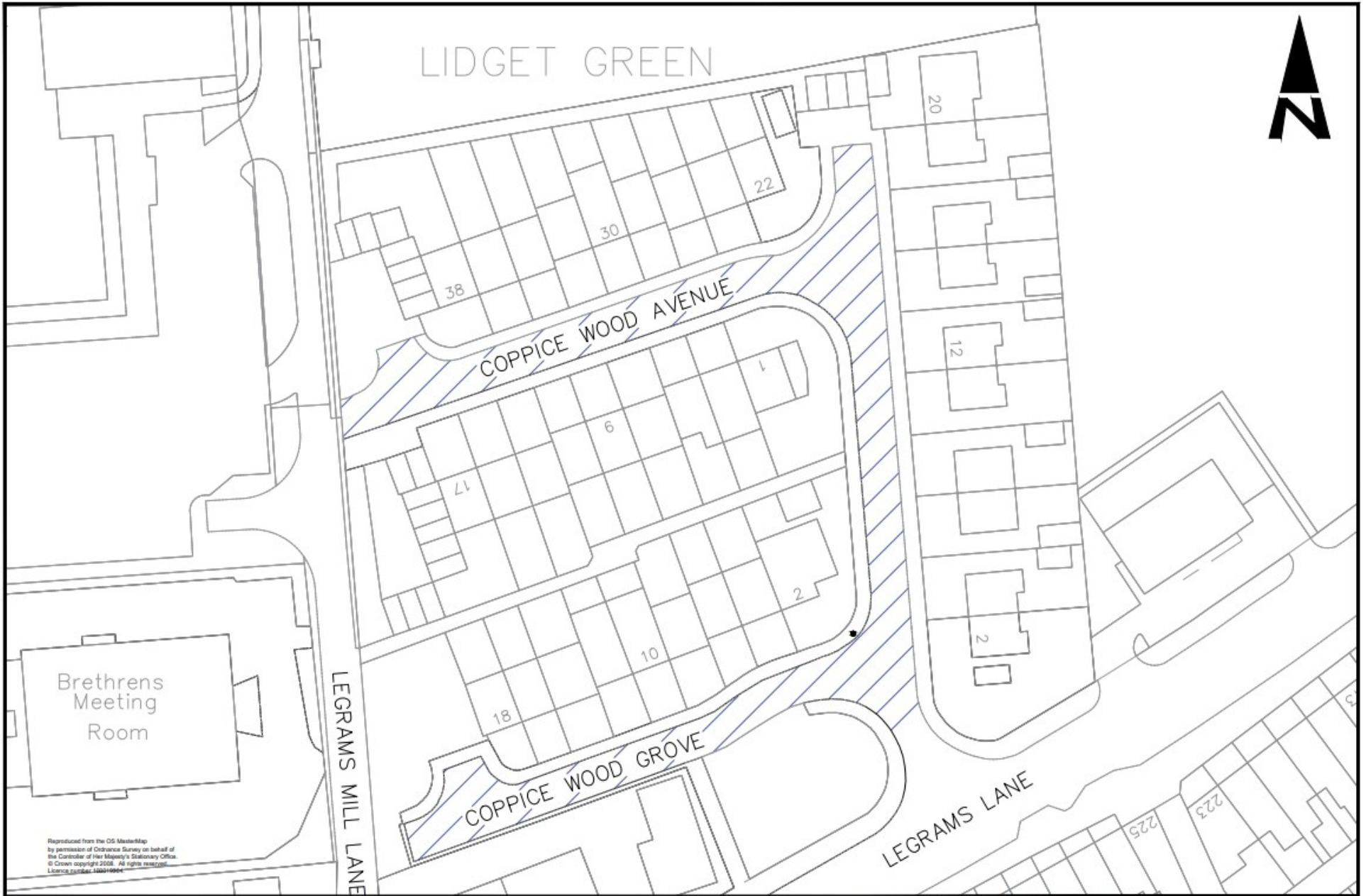
Permit parking was introduced on Coppice Wood Avenue and Grove circa 2015/16. It is assumed that it was originally implemented to prevent conflict with parking associated with the nearby school.

All on-street parking restrictions (including permit parking) are implemented by promotion of a Traffic Regulation Order. A similar Order is required to reverse the process and thereby remove and such schemes. There is a significant financial implication to such Orders and therefore these can only be promoted in small numbers each year subject to the availability of funding as part of the Safe Roads programme.

The petition has 24 signatures which represent 21 of the 28 households on Coppice Wood Avenue. There are a further 9 properties on Coppice Wood Grove which is part of the same permit parking scheme. If a scheme to remove the existing permit parking were to be promoted, this would involve full consultation with all households that form part of the existing scheme.


Recommendation

It is recommended that the request to remove the existing permit parking on Coppice Wood Avenue (and Grove) be added to the waiting list for a Traffic Regulation Order to be considered as and when future Safe Roads budgets are prioritised.



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Page 5


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

Design Office:
 Planning, Transportation & Highways Service
 Traffic & Highways Unit
 4th Floor
 Brethens House
 Hall Ings
 Bradford
 BD1 1JX

Project	Coppice Wood Ave/Grove, Great Horton, Bradford		
Client			

Design	DLP	Drawn	DLP	Checked	Released
Scale(s)	@ A3		Approved	AJS	Date
	1:500				01/24
Engineer in Charge	Richard Gelder B.Eng(Hons), I.Eng, MICE				

Revision	Ints	Date
A Original		

Drawing Title	Proposed Revocation of Parking Restrictions
Drawing No.	HS/TRSS/COPPICewood/CON-1A

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Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 15 February 2024

W

Subject:

BRADFORD SOUTH SAFE ROADS PROGRAMME 2024/25

Summary statement:

This report considers seek approval for the 2024/25 Safe Roads programme for the Bradford South Constituency.

EQUALITY & DIVERSITY:

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

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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

Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

- 1.1. This report considers seek approval for the 2024/25 Safe Roads programme for the Bradford South Constituency.

2.0 BACKGROUND

- 2.1. The West Yorkshire Transport Strategy 2040 was approved by the West Yorkshire Combined Authority (WYCA) in August 2017. In conjunction with the Strategic Economic Plan, the overarching aim of the strategy is “...for Leeds City Region to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone
- 2.2. The key objectives of the strategy are:
 - Economy:** Create a more reliable, less congested, better connected transport network.
 - Environment:** Have a positive impact on our built and natural environment.
 - People and place:** Put people first to create a strong sense of place.
- 2.3. In terms of the Safe Roads element of the Strategy, it states ‘We will work through our Safe Roads Partnership to deliver evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to ‘zero tolerance’ of transport-related deaths.
- 2.4. The Council is now also committed to ‘Vision Zero’, a whole systems approach to Safer Roads utilising multi-disciplinary partnership work and data sharing that reduces serious injury and death on the road network with the ultimate aim of removal of road death. West Yorkshire including the Combined Authority has collectively agreed the principle of the approach which includes aligning the safer roads capital investment from the Department for Transport with Vision Zero principles.
- 2.5. Following completion of the last Local Transport Plan Implementation plan programme funding for Safe Roads projects from the 2022/23 financial year onwards is now provided via the (Leeds) City Region Sustainable Transport Settlement (CRSTS).

3.0 OTHER CONSIDERATIONS

- 3.1. It is recommended that the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works by again including budgets for these within the 2024/25 programme. The cost of any traffic surveys required to assess requests for traffic management measures and assist in determining future schemes programmes will also need to be met from this budget as these are now generally externally procured to maximise resources.

- 3.2. It is also suggested that the successful exercise of promoting a constituency-wide Traffic Regulation Order (TRO), to include a number of sites where minor amendments to waiting restrictions have been requested, be repeated in 2024/25. (Due to the more extensive processes involved, it would not be feasible to include any larger schemes or Residents Permit Parking Schemes within the constituency-wide Order).

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £100,000 is available for 2024/25. Suggested schemes programmes are detailed in Appendices 1 and 2.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. In line with other sectors of the UK economy construction price inflation is now running at significantly higher rates than previously. Inflationary pressure has seen suppliers, and in turn contractors, being unable to sustain previously quoted prices or maintain price certainty for protracted periods as materials costs fluctuate to reflect demand in the market. Consequently, there is a significant risk to the full delivery of the projects in the 2024/25 programme should inflationary pressures continue their upward trajectory. Whilst every effort has been taken to account for such pressures in developing this years' programme there remains a possibility that costs will rise more significantly than anticipated meaning that not all projects approved will be deliverable from the 2024/25 funding allocation.
- 5.2. CRSTS funding has a new oversight and governance arrangement implemented by WYCA to meet the requirements of central government.

6.0 LEGAL APPRAISAL

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

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

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

7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

Any reduction in car-borne journeys resulting from these schemes will contribute to reducing greenhouse gas emissions.

7.3. COMMUNITY SAFETY IMPLICATIONS

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

7.4. HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.5. TRADE UNION

None.

7.6. WARD IMPLICATIONS

Elected members will be consulted on individual schemes within their wards

7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

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

10.0 RECOMMENDATIONS

10.1. That the Bradford South Area Committee approves the programmes of Safe Roads schemes for 2024/25 listed in Appendices 1 and 2.

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

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

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

11.0 APPENDICES

- 11.1. Appendix 1 – proposed Bradford South Safe Roads schemes programme for 2024/25
- 11.2. Appendix 2 – proposed Bradford South Traffic Regulation Order programme for 2024/25
- 11.3. Appendix 3 – list of outstanding requests for minor Traffic Regulation Orders in Bradford South.
- 11.4. Appendix 4 – list of outstanding requests for Traffic Management Measures in Bradford South.

12.0 BACKGROUND DOCUMENTS

- 12.1. None

APPENDIX 1

PROPOSED BRADFORD SOUTH SAFE ROADS SCHEMES PROGRAMME 2024/25

Location	Proposed Scheme	Last 5-yr Collisions	Last 5-yr Casualties	Estimated Cost (£)
Various	Bfd South constituency-wide TRO			20,000
Various	Kerbing and mobility access works			15,000
Various	Blue Badge Parking Places			7,000
Various	Traffic Surveys			3,000
Rooley lane - southbound approach to Bierley Lane roundabout	Anti-skid or Resurface	7	8	15,000
Hutton Road/Southfield Road	Banned turn, extended island (previous commitment from 2023/24 programme)	9	11	15,000
St Helena/Reevy Road	Delflection, Slow Markings, improved signing/lining, anti-skid	7	9	25,000

APPENDIX 2

PROPOSED BRADFORD SOUTH TRAFFIC REGULATION ORDER PROGRAMME 2024/25

Gt Horton Ward 11

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Coach House Close	Vehicles parking at it's junction with Great Horton Road	23/24	Resident	NWAAT.
Holly Bank Road	Vehicles parking on the blind bend.	23/24	Resident	NWAAT.
Westcroft Road (Northeastern Leg)	Vehicles/coaches parking on the northern side mostly on a Sunday from Cannon Mills	23/24	Resident/Cllr	Single yellow line.

Queensbury Ward 20

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Harrowins Farm Drive	Vehicles park on the junction with the A644	23/24	Cllr	NWAAT.
Brighthouse Road	Yellow lines not covered by a TRO	23/24	Highway Development Control	Existing NWAAT to be backed by a TRO.
Small Page Fold	Vehicles blocking access to property	23/24	Cllr/Resident	NWAAT.
19 Sunny Bank	No alternative parking	23/24	Parking Services	Include address within the Permit scheme.
15 Sunny Bank	No alternative parking	23/24	Parking Services	Include address within the Permit scheme.
End of Union House Lane at junction with A647	Revoke disabled bay	23/24	Officer	Revoke disabled bay.
High Street	No specific provision for Blue Badge holders	23/24	Cllr	Disabled Bay
Scarlet Heights/Park Lane	Parking affects visibility	23/24	Cllr/officer	NWAAT

Royds Ward 21

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Beacon Road	Vehicles parking on side of the road where there is a Solid White Line system	23/24	Cllr/Resident	NWAAT
Junction of Reeve Ave/Grove	Vehicles obstructing sight lines by parking on the corners on a regular basis.	23/24	Resident/Cllr	NWAAT.
Victoria Road	Vehicles parking at the junction of Victoria Road/Wibsey Park Ave.	23/24	Cllr/Resident	NWAAT.

Tong Ward 25

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Newhall Park Drive	Excess parking causing problems for emergency services	23/24	Resident	Extend double yellow lines
Arkwright Street	Excess Parking	23/24	Cllr	NWAAT
Miles Hill Drive	Excess Parking	23/24	Cllr	NWAAT
Hopkinson Drive	Corner parking	23/24	Cllr	NWAAT
Bierley Hall Grove Jcn with Spen Valley lane	Corner Parking	23/24	Cllr	NWAAT
Armada Avenue all Jcns	Corner Parking	23/24	Cllr	NWAAT

Wibsey Ward 27

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Chartwell Drive	Vans park on either side of the Jcn of Beacon Road obstructing sight lines	23/24	Resident	NWAAT on the corners.
Oakdale Ave	Narrow road vehicles park on existing white lines. There is also an existing TRO on the southern side of Chapel Fold but nothing on the ground.(unadopted).	23/24	Officer/Children Services	NWAAT.
Jcn Beechwood Ave/St Enoch's Road	Vehicles parking on footway just before double yellow lines	23/24	Cllr	Extend NWAAT at this Junction.

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Moore Avenue/Enfield Parade	Parking affects sightlines and access	23/24	Officer	NWAAT

Wyke Ward 30

ROAD/JUNCTION	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Wyke Lane	Parking on a blind bend on same side and just after No 248 causing wagons and cars to cause congestion and creating road safety issues.	23/24	Resident	NWAAT.
Bowling Green Close	NWAAT to be introduced at the junction with Worthing Head Road	23/24	Resident	NWAAT.
Junction of Mayfield Ave/Mayfield Place	Parking on the 3 corners of this junction when especially when rugby club are playing making almost impossible to use this junction.	23/24	Cllr/Resident	NWAAT.
Gannerthorpe Close	Currently there is gap between the single yellow lines on the bend so when a vehicle parks it causes issues with sight lines – it is proposed to join up the single yellow line.	23/24	Resident	No waiting 8am -6pm.
Trinity Walk	Double parking towards the end of Trinity Walk/Wesley Drive	23/24	Enforcement Officer/Residents	NWAAT on the corner of Trinity Walk (10m in) Wesley Drive.
Carr Lane	Parking on the footpath all the time needs double yellows to protect this.	23/24	Enforcement Officer/Cllr	NWAAT.

NWAAT = No Waiting At Any Time (Double yellow lines)

APPENDIX 3

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

Gt Horton Ward 11

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Necropolis Road	Turner Avenue, Cemetery Road and Wyvern Close	23/24	Officer	Revised waiting restrictions
Norland Street	Off Great Horton Road	20/21	Residents /Cllrs	Proposed NWAAT and echelon parking spaces.

Queensbury Ward 20

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Pit Lane	A629 to residential	19/20	Cllrs	NWAAT restrictions one side of the road and the junctions
A647 Halifax Road	Sightlines restricted	20/21	Public	NWAAT
Back Lane	junction with McMahon Drive and Brow of hill.	20/21	Public	NWAAT

Royds Ward 21

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Harbour Road*	Parking at junction with St Helena Road	20/21	Residents	Suggest NWAAT but, impact on parking needs consideration. Ward boundary down centre of St Helena Road. All affected properties within Royds Ward but, restrictions on the opposite side – in Wibsey Ward – need to be considered. Cllrs of both wards aware of issue and support further investigation.
Manorley Lane	Narrow road. Parking on footway and blocking access	20/21	Residents	NWAAT
Wibsey Park Avenue*	Parking by visitors to Wibsey Park obstructing road and	21/22	Residents	Falls into two wards. Affected properties are in Royds, opposite side of road and park are in

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
	footway and causing parking problems for nos. 89 to 163.			Wibsey. NWAAT required – to be explored with possible permit parking (On list in Appendix 4)

Tong Ward 25

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

Wibsey Ward 27

ROAD NAME	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Wibsey Park Avenue, Reevy Avenue, Reevylands Drive.*	All junctions and access points as well as driveways.	20/21	Residents	Concerns raised by residents of this area that the gym on Wibsey Park Avenue is causing long term access problems to private drives. Week day, evening and weekends.
Oakroyd Road	To include No.8 property	19/20	Resident	Extend resident permit parking zone so it includes this property.

Wyke Ward 30

ROAD/JUNCTION	Junction/Problem	YEAR RECEIVED	Problems identified by	OFFICER RECOMMENDATIONS
Carr Lane/Markfield Avenue/New Works Road and Markfield Crescent.	Residential area close to industrial estate.	20/21	Cllrs/Engineer	Prohibition of waiting of heavy goods vehicles over 5 tonnes 24/7.
Carr Lane	Residential area close to industrial estate.	19/20	Resident	Relax waiting restriction to accommodate 2 additional vehicles.
Wyke Lane (Chemical plant)	Around double bend	20/21	Business	Lot of inconsiderate parking from long stay HGV's and vehicles picking up staff. NWAAT
Huddersfield Road/ Bluebell Drive	From Green Lane to Bluebell Drive, new development junction	19/20	Cllr	Recommend NWAAT restrictions

* Falls into 2 Wards. NWAAT = No Waiting At Any time (double yellow lines)

APPENDIX 4

LIST OF OUTSTANDING REQUESTS FOR TRAFFIC MANAGEMENT MEASURES IN BRADFORD SOUTH

Great Horton Ward 11

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Aberdeen Place	Parking Lay-bys	14/15	0	20,000	Removal of GIA junction Features
Ashton Avenue	Traffic Calming	08/09	0	10,000	Mean speeds 19 mph, low volumes.
Bartle Lane/Hollybank Road	Mini-roundabout	06/07	1	17,000	Gives equal priority to all road users, help to reduce vehicle speeds and an option to Traffic Calming each street.
Bartle Lane/Gt Horton Road	Pedestrian island in junction mouth	14/15	2	10,000	High volumes of pedestrians along Gt Horton Road and at school times.
Bartle Lane 2/3 done	Traffic Calming remaining length	14/15	0	20,000	Through traffic daily 2,600. Average speeds 28 mph (66% exceeding 30 mph speed limit)
Birks Fold & Robinson Court	Permit Parking	20/21	n/a	10,000	Only suitable measure to prevent indiscriminate school and cemetery parking
Cumberland Road	Parking Lay-by	14/15	0	70,000	Removal of G.I.A Junction Features
Great Horton Road	Crossing facility adjacent to 742 Gt Horton Road.	14/15	5	40,000	Justifies zebra crossing with 2 build outs PV2 0.858X10_8. 106 metres to nearest pedestrian island and 120 metres to signals. Possible section 278 associated with Development.
Harlow Road	Parking Lay-by	14/15	0	70,000	Removal of G.I.A Junction Features
Hartington Terrace	Parking Lay-bys	14/15	0	70,000	Removal of GIA junction Features
Haycliffe Lane *	Modify sub-standard traffic calming features	18/19	0	10,000	Remove cushions and replace with thermoplastic humps or single cushion.
Haycliffe Lane *	Width restriction or HGV Ban	16/17	0	10,000	Measures to stop hgv's going through it is un-suitable, evidence of the problem and a traffic count
Hollingwood Lane/Chelsea Road and Croydon Road	Footway improvement and new pedestrian island	12/13 & 19/20	2	15,000	Large vehicles unable to negotiate sharp manoeuvre, cut across damaging footway. Additional island required.

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Holly Bank Road	Traffic Calming	06/07 & 18/19	1	25,000	Through traffic daily 8,183 Average speeds 27.6 mph
Hudson Avenue	Convert zebra to puffin	20/21	0	50,000	Half in Little Horton ward so possible East match funding
Kingswood Street (220m)	Traffic Calming	22/23	0	24,000	Average speeds 16mph low volume 414 vehicles in 12 hours
Legrans Avenue, Scholemoor	Traffic Calming	08/09	0	10,000	Mean Speeds 22 mph
Northside Road	Traffic Calming	22/23	3	30,000	
Northside Road	Residential Permit Parking	23/23	n/a	10,000	
Perseverance Lane	Traffic Calming, 20mph or Closure	19/20	0	10,000	
Pickles Lane/Gt Horton Road *	Access junction & pedestrian network improvement	17/18	1	20,000	Sight line visibility problems for pedestrian, no defined safe route, vehicles signalling late problems for pedestrians.
Poplar Grove	Traffic Calming	04/05	1	45,000	Non-residential through traffic
Scholemoor Lane	Traffic Calming	08/09	0	18,000	Mean speeds 17 to 19mph.
Scholemoor Road (260m)	Traffic Calming	01/02	0	40,000	Mean Speeds 21 mph
Smith Road	Traffic Calming	07/08	0	20,000	Low volumes, average speeds 24.6 to 29.8 mph.
Rear of Southfield Lane (back alley way)	Closure TRO and bollards	07/07 & 15/16	0	6,000	Route signed as no through route and unsuitable for traffic, but abused. Children at risk when playing.
Southmere Ter/Drive, Cragg St & Pannal St.	Traffic Calming – Thermoplastic Humps	14/15	0	15,000	Low speeds Low volumes, no collisions.
Springfield Avenue, Scholemoor	Traffic Calming	08/09	0	12,000	Mean Speeds 21 to 23 mph
Footpath between St Wilfrid's Crescent and Spencer Road	Motor Cycle Barrier	08/09	0	3,000	Concern raised by Rights of Way, Police and Residents.
Wheater Road	Parking Lay-bys	13/14	0	70,000	Removal of GIA junction Features
Spencer Road (Between Aberdeen Place and Becksie Road)	Permit Parking	08/2021	0 (Between Aberdeen Place and	10,000	To turn existing laybys into permit parking only plus one loading bay due to yellow lines implemented by Bfd West which on the north side of Spencer Road, also

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
			Beckside Road)		garage parks on the north side now parks vehicles in the laybys.
Hollingwood Lane	Convert existing Zebra to a Puffin	04/2023	0	70,000	Convert existing Zebra to a Puffin.

Queensbury Ward 20

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISION LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Westwood Park (Housing Estate)	20mph Zone	2021	2	10,000	
A644 Brighouse & Denholme Road	Widen Footway to Fox Hill Primary School.	2021	0	10,000	Widen footway outside Foxhill Primary School. Footway is 0.8m wide.
A647 Ford Hill	Traffic Calming and improved Pedestrian Facilities	22/23	3	50,000	E-petition was completed on the 30/11/22. Signed by 455 respondents.

Royds Ward 21

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
A6036 Halifax Road/Tesco's	Pedestrian Island with dropped crossing.	19/20	5	10,000	Mobility access problems for disabled motorised wheelchair users, pedestrian network ceases here.
A6036 Halifax Road/Bowman Road	Pedestrian Island	16/17	0	8,000	Maintain safe route to school for most vulnerable road users.
Abb Scott Lane in between 2 existing pedestrian islands 120 metres apart	Additional pedestrian island at junction of Moor Top Lane	16/17	0	8,000	
Bilsdale Grange	Request Closure	19/20	2	8,000	AADT 625, Ave Speed 23.2, 85% 29.4 mph.

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Bilsdale Grange/Reevy Crescent (600m)	Traffic Calming	01/02	2	40,000	Average Speeds/Average volumes
Cooper Lane/Stainbeck Gardens	Pedestrian link 20 metres.	15/16	0	6,000	Lack of pedestrian routes from residential area to main road.
Farfield Grove (320m)	Upgrade Existing Traffic Calming	06/07	0	30,000	Average speeds 19 mph, vehicles 2367 24DT
Fenwick Drive	2 bus borders at bus stops to help disabled.	18/19	4	£3,000	Existing kerbs too low for hydraulic bus up/down mechanism.
Meadway	Closures	14/15	0 15/4/2020	15,000	Access only abused, no significant evidence following count in 2017.
Old Road (bus route)	Traffic Calming	14/15	2 15/4/2020	30,000 May need strengthening (plus 10,000)	Upper 2,663 AADT, 24.3mph average speeds. Lower 1,646 AADT, 25.9mph average speeds.
Pickles Lane/Gt Horton Road *	Access junction and pedestrian network improvement	17/18	1	20,000	Sight line visibility problems for pedestrian, no defined safe route, vehicles signalling late problems for pedestrians.
Reevy Road	Traffic Calming	09/10	5	43,000	Average Speeds 31 mph.
Ridings Way	Traffic Calming	06/07	1	25,000	Average speeds 15 mph, 497 vehicles 24T.
Speeton Avenue (335m)	Traffic Calming	06/07 16/17	1	40,000	Average speeds 28 mph, vehicles 1070, 7am – 7pm.
Woodside estate investigation	20 mph	15/16	3	10,000	
Halifax Road	Puffin Crossing	22/23	4	£70,000	No formal crossing facilities nearby
Horsfall Stadium area	Permit parking zone	22/23	n/a	£20,000	Conflict with residential parking on match days
Wibsey Park Avenue, Victoria Road, Reevy Avenue, Reevylands Drive.	Permit parking zone	21/22	n/a	10,000	

Tong Ward 25

ROAD NAME	REQUEST	YEAR Rec'D	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Denbrook Avenue + surrounding streets	Traffic Calming/20mph	21/22	0	10,000	low volumes, average speeds 24 to 25 mph. Petition
Stirling Crescent	Traffic Calming	20/21	3	20,000	Traffic Calming – request on list subject to new speed survey (Mean speed both directions is 28.5 mph)
Toftshaw Lane	Traffic Calming	21/22	2	20,000	Traffic calm Toftshaw Lane to discourage through traffic.
Wharfedale Road	Traffic Measures	21/22	2	25,000	To prevent car meets
Tong Street (Conservative Club)	Vehicles driving through closure point	23/24	0	10,000	Increase kerb height.
Mill Carr Hill Road	HGV issues	23/24	3	10,000	Enhanced signing system
Dawson Lane	Issues with speeding vehicles	23/24	1	30,000	Traffic Calming, northbound average speed was 27.8 mph and southbound was 27.5mph.
Newall Park Drive	Permit Parking	19/20	n/a	10,000	Introduce residents permit parking 28 metres of unrestricted parking. HGV companies who do not have an operator's licence are parking during day and evening.

Wibsey Ward 27

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISION LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS AND INVESTIGATION INFORMATION
Haycliffe Lane *	Modify sub-standard traffic calming features	18/19	0	10,000	Remove cushions and replace with thermoplastic humps or single cushion.
Wibsey Park Ave *	Residential/Permit Parking	2021	n/a	10,000	Parking in the existing parking bays from businesses at the top of Wibsey Park Ave and visitors to Wibsey Park also lots of footway parking. Recommended.
Wibsey Primary School	20mph Zone	2022	1	10,000	School request for 20 mph zone.
Beacon Road	New Crossing (Zebra)	23/24	2	40,000	New Crossing (Zebra)

Wyke Ward 30

ROAD NAME	REQUEST	YEAR RECEIVED	INJURY COLLISIONS LAST 5 YRS	TRAFFIC BUDGET ESTIMATE £	OFFICER COMMENTS, & INVESTIGATION INFO
New Works Road	Extend footway between Carr Lane and Markfield Avenue	19/20	1	50,000	Footway link missing 145 Metres.
Town Gate	Number of accidents on the Zebra Crossing	23/24	3, (2 on the crossing)	70,000	Convert zebra to puffin

* split between more than 1 ward.



Report of the Strategic Director, Place to the meeting of the Bradford South Area Committee to be held on 15 February 2024

X

Subject:

Investments within Bradford South from the Council's Playable Spaces and Sports Pitches Investment Programmes

Summary statement:

This report provides a progress update on delivery of the Council's Playable Spaces and Sports Pitches Investment Programmes within Bradford South.

EQUALITY & DIVERSITY:

The Playable Spaces and Sports Pitches Investment Programmes aim to deliver the objectives of the Council's Organisational Equalities Culture by ensuring that the facilities provided are fit for purpose, sustainable and fair and inclusive in their offer. The programme recognises and supports equality of opportunity between different groups through provision of relevant, accessible and in some cases bespoke playable spaces and/or sports pitches.

David Shepherd – Strategic Director,
Place

Portfolio:

Healthy People and Places

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

This report provides a progress update on delivery of the Councils Playable Spaces and Sports Pitches Investment Programmes within Bradford South.

2. BACKGROUND

The Council's Parks & Green Spaces Services provides multiple opportunities for people from all backgrounds to enjoy recreational activity. Playable spaces and sports pitches are maintained to allow children, young people and adults to participate in either formal or informal physical activity. The Council Executive in June 2019 recognised the value of these facilities and their contribution to its Better Health, Better Lives outcome through the allocation of £20m capital funding to deliver the improvement and refurbishment works identified within the two Strategies.

2.1 Playable Spaces Strategy

£5m of the £20m was identified to fund the delivery programme of the Playable Spaces Strategy together with the available Capital Section 106 monies already received together with Community Investment Levy (CIL) monies totalling £1.329m allocated by the Executive to determine an original overall budget of £6.396m.

The Authority currently manages and maintains 292 play facilities across 163 sites through its Parks and Greenspaces Services. This number is predominantly made up of fixed play equipment facilities (150 total), skate parks, Multi Use Games Areas (MUGA's), single goal/ ball sports walls, 5-aside pitch goals and outdoor fitness trails/gyms.

The play stock is of mixed age and condition with many in a condition that requires heavy maintenance expenditure whilst a significant number of others require substantial 'capital' investment to refurbish or replace to meet current standards.

The Playable Spaces Strategy continues to be developed alongside the Investment Programme and provides a strategic policy against which requests for new play facilities or proposals for housing development can be measured and assessed in an objective manner to ensure a needs based and proportionate distribution of facilities across all parts of the District. The key principles together with the involvement of key partners for the strategy were approved by the Executive on 7 January 2020 and remain core to the delivery programme.

To create confidence in achieving best value from the significant level of corporate capital investment required to refurbish the District's play areas and play facilities, the funding programme seeks to provide a network of refurbished/improved spaces and facilities that are sustainable in terms of maintenance together with:

- a. A dramatic reduction in the numbers of individual items of equipment being decommissioned for long periods of time or, in future permanently removed and not replaced.
- b. Reduction in the level of potential litigious claims for compensation in the event of an accident and/or injury on outdated or un-maintainable equipment.
- c. Provides a detailed refurbishment plan for the District that is financially sustainable within existing revenue maintenance budgets

2.2 Playing Pitch Strategy (PPS)

The current PPS, agreed and adopted by the Council in 2019 provides a clear, strategic framework for the future maintenance and improvement of existing playing pitches and ancillary facilities up to 2030 (in line with the Bradford Local Plan period).

The PPS incorporates the aspirations and outcomes for each of the individual National Governing Bodies of Sport (NGB's): football, cricket, rugby league, rugby union, tennis, and athletics) in concert with Sport England. There are three key aims:

- To protect the existing supply of sports facilities where needed for meeting current or future needs.
- To enhance outdoor sports facilities through improving quality, capacity and management of sites.
- To provide new outdoor sports facilities where there is current or future demand to do so.

The Strategy also delivers on the Council's priority outcome for Better Health, Better Lives by helping people from all backgrounds to lead long, happy and productive lives by improving their health through recreational and physical activity.

To fund the delivery plan of the PPS the council previously approved an investment programme Sports Pitch Investment Programme (SPIP) with an indicative project spend of £15m. Grant funding and asset sales are projected at £5m leaving a net capital funding requirement of £10m from the Councils Capital Programme.

2.2.1 Sports hub sites – delivery model

The PPS identifies the provision of 'District and potentially neighbourhood hub sites' as a key component to meet and deliver the objectives of the PPS. The principle of creating hub sites is based on:

- improving the quality, quantity and management of outdoor sport provision
- significantly increasing access and opportunities for wider community engagement whilst reducing the level of revenue subsidy required through maximizing pitch/facility use
- providing at least one all-weather pitch in each district-wide hub.

The Bradford main sports hub sites have since been named as priority sites within the District's Local Football Facilities Plan (LFFP) developed by the Football Foundation and FA. This is important, as it relates to their ten-year funding investment programme.

- Three district-wide multi-sports hub sites:
 - Wyke Community Sports Village
 - Myra Shay Recreation Ground
 - Marley Activities and Coaching Centre
- Five local multi-sports hub sites, where possible one in each of the five distinct district administrative areas. Each site will have improved or replacement changing facilities with improved and where possible increased quality pitch (majority grass) provision.

- A yet unconfirmed number of single pitch and individual pitch site improvement projects. These will consist, in the majority, of refurbishment and/or upgrading of both existing grass pitches and changing facilities or in several cases the provision of ancillary changing facilities.

3 PROGRESS

3.1 Playable Spaces Investment Programme (PSIP)

The first phase of the programme completed with the opening of the refurbished play area at Lister Park £650k in July 2021. A series of consultations with ward members, key internal and external stakeholders and community groups on a District area by area basis completed in Autumn 2021. This was followed by individual ward area consultations with ward members, completed Summer 2022, to agree the future refurbishment programmes for the play areas and play facilities in their wards.

A second phase of refurbishments included the remainder of the larger play areas across the District, together with a proportion of accelerated sites that required more urgent refurbishment, at a total cost of £1.828m, was recommended by the Council's Project Appraisal Group (PAG) and approved by the Executive on 2 November 2021; the works completed in Easter last year.

The original proposed 5-year Investment Programme (ending January 2025) has been extended largely owing to the capacity restriction experienced from the pandemic lockdowns and the subsequent recovery period. The pandemic also led to far higher footfalls (when allowed) within play areas and play facilities across the District and in some cases increased and at times sustained Anti-Social Behavior incidents leading to damage to both equipment and safety surfacing.

The ambition of the third and final phase is to deliver the last stage of the previously agreed investment programme, together with an additional 29 equipped play areas that have been recently identified as requiring some refurbishment. In total, phase 3 works will include an element of refurbishment to 99 equipped play areas subject to the additional funding required being identified as part of the future budget discussion.

- 3.1.1 The list below shows investment in Bradford South from Phase 2 of the programme and the schemes identified within Phase 3.

**Playable Spaces Investment Programme.
Total spend to date £ 352,000**

Site	Funding	£	Project		Completed
Playable Spaces Strategy (PSS) Phase 2					
Russell Hall Park	CBMDC Corporate Capital & S106 & CIL	42000	Play Area	2023	X
Eversley Drive Play Area		45000	Play Area	2023	X
Woodlands Play Area		25000	Play Area	2023	X
Brackenhill Park		70000	Play Area	2023	X

Harold Park		90000	Play Area	2022	x
Playable Spaces Strategy (PSS) Phase 3					
Victoria Park, Oakenshaw	CBMDC Corporate Capital & S106 & CIL	tbc	Play area	2024	
Upper Wyke Rec. Ground		tbc	Play area	2024	
Knowles Park		80000	Play area	2024	
Penrose Drive, Bartle Lane Play Area		tbc	Play Area	2025/26	
Scholemoor Play Area		tbc	Play Area	2025/26	

3.2 Sports Pitch Improvement Programme (SPIP)

3.2.1 Wyke Community Sports Village (WCSV) Phase 1

The Wyke Community Sports Village (WCSV) project is the first multi-sport hub and was completed in May 2022. The facility has been operating for over 12 months now and has received plaudits from the funders (Football Foundation and British Cycling), user groups and the local community. This project served to demonstrate that key elements of the Investment Programme funding can work. The facilities delivered on site included:

- 1.7km Closed Loop Cycle Track with a learn to ride and a Cycle Skills Training area
- A full size 3G Pitch compliant for both football and Rugby (Rugby training and junior play only.)
- 3 x Winter Sports Pitches
- Changing Pavilion with Team Sports & Cycle changing and Café Servery
- Car and Cycle Parking

3.2.2 Football Foundation Investment

Following positive engagement and timely delivery of projects within the investment programme to date, the Football Foundation have identified Bradford as one of just 6 authorities across the country to be offered opportunity for funding from the Foundations Hubs Programme. The Football Foundation is making available £14m of funding to Bradford to deliver a joint funded £21.6m programme which has at its heart the major hub projects originally identified within the Districts Playing Pitch Strategy together with significant improvement to the quality and thereby capacity of grass pitches across a number of other sports.

This will include Phase 2 works at WCSV which will provide a sustainable business model and encourage an operating partner onto the site through construction of a second 3G pitch to increase and maximise the capacity of the site. There will also be several minor modifications to improve the functionality, and maximise use of the changing pavilion.

One of the proposed schemes within the FF investment programme is the creation of PlayZones across the district. Playzones are strategically aligned alongside sports pitches and All-Weather Pitches to create a network of complementary activity in a single location, offering safe, free and accessible outdoor facilities available for use

24/7 365 days a year. They will be based around existing community either based on an existing multi use games area or as a brand new facility. They bring communities together through recreational forms of football and a range of other sports. The investment is aimed at tackling inequalities in physical activity in the communities that have the greatest need allowing the priority groups identified by the FF to be more active.

3.2.3 England and Wales Cricket Board (ECB)

The Council's Parks Development Service has a recent history of co-delivering significant investment into cricket facilities across the District with two new Non Turf Pitches were installed at Wibsey Park and Horsfall Playing Fields in 2022. Based on this successful partnership the Council has been chosen as one of only two local Authorities across the Country to pioneer two new innovative pilot projects.

The first, is a £1.2 million investment to replace the existing practice wickets at Park Avenue Cricket Ground with a state of the art covered, heated and lit facility that allows practice throughout the year maintenance. This also included a machinery bank project that is aimed at allowing clubs to maintain their own facilities leading to increased participation and a reduction in cancelled matches. These were completed late last year.

The second is the Grass Pitch Pilot to improve the grass pitches across the District on both council and club sites which will run from Autumn 2024 until the end of 2027.

3.2.5 Summary list of projects within Bradford South from the Playing Pitch Investment Programme.

Sports Pitch Improvement Programme (SPIP) Total investment to date £7,239,680

Site	Funding	£	Project		Completed
Wyke Community Sports Village	CBMDC Corporate Capital and external funding	7.11m	Phase 1 - AGP, 1.7km Cycle Circuit, Learn to Ride area, 3 improved grass pitches, Community pavilion with changing facilities	2022	X
Wyke Community Sports Village	CBMDC SPIP Corporate Capital and Football Foundation	tbc	Phase 2 - 2nd AGP	2024	
ARCH, Queensbury	SPIP	100,000	Roof	2024	
Upper Wyke Recreation Ground	Site specific Section 106 monies	24,000	Improve drainage	2024	
Wibsey Park and Horsfall Playing Fields	ECB Non Turf Pitch (NTP)	15,680	Installation of 2 x NTP's at each site	2022	X

	Programme funding				
Various tbc	ECB	tbc	Grass pitch Improvements to existing wickets	2024-27	
Various tbc	Football Foundation	tbc	Playzones (MUGA)	2024	
Various tbc	CBMDC SPIP Corporate Capital and Football Foundation	tbc	Grass pitch improvements	2024-27	

3.3 Parks and Green Spaces Investment

The Park and Green Spaces Development Service has also worked closely with local councillors and communities to deliver other projects as listed below.

Total Investment to date £3,339,720

Site	Funding	£	Project		Completed
Brackenhill Park Master Plan	Sale of Lodge £225k & Park Dev Fund	70,000	Phase 1 New Multi Games Area, Bike track & play markings, picnic benches	2023	X
Brackenhill Park Master Plan	Sale of Lodge	40,000	Phase 2 Trim trail, zip wire, Contribution to PSS play area project	2023	X
Brackenhill Park Master Plan	Sale of Lodge	5,220	Phase 2 Bowling Green fence	2023	X
Brackenhill Park Master Plan	Sale of Lodge	50,000	Phase 3 - drainage – swale, outdoor gym, walking route	2024	
Harold Park	Parks Development Fund	20,000	Outdoor Gym	2023	X
Brafferton Arbor	Neighbourhoods	5,000	Memorial garden	2022	X
Asa Briggs	Parks & Greenspaces Tech & Dev	1,000	Planting for community food provision	2023	X
Russell Hall Park	Section 106	15,000	Outdoor Gym	2021	X
Russell Hall Park	Section 106	19,500	Teen Shelter	2020	X
Albert Road Rec	Section 106	9,000	Entrance Improvements	2019	X

Wibsey Park	Section 106	13,000	Outdoor Gym	2019	X
	Lodge Sale	32,000	Nature Trail, path improvements, seating and orchard	2019	X
Yateholme Drive	S106	60,000	Improve play provision	2020	X

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Playable Spaces.

The successful delivery of phases 1 and 2 has cost £2.478m leaving £3.918m of the original budget remaining.

The inclusion of an additional 29 play areas that have been identified as requiring urgent refurbishment works, together with mitigation of recent inflationary pressures will require additional funding to complete the entire programme.

The Executive made the following decisions in line with recommendations from the Council's Project Appraisal Group (PAG):-

- To release the balance of the original approved budget (£3.918m) identified as a reserve within the Capital Investment Plan (CIP)
- To consider the approval of additional funding requirements as part of the 24/25 CIP budget discussion.

4.2 Playing Pitches

The potential total investment opportunity within the District through Phase 1 and Phase 2 of the Playing Pitch Strategy, including the Football Foundation opportunity, is now £32.482m (originally £15m).

The Council capital contribution, as part of the overall £32.482m investment, is £11.071m. (originally £10m) This commitment from external funders to provide £14m will require a further £1.071m of Council capital above that currently approved.

The proposal for the Council to engage with the FF grant funding opportunity together with the funding for Phase 3 of the programme has been reported to the Project Appraisal Group (PAG). PAG recommended the following which was duly approved by the Executive last September: -

- Include £1.071m in the Capital Investment Plan (CIP)
- Consider inclusion of a further capital investment within the CIP as part of the 24/25 budget discussion

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Any significant and lengthy failure in the provision of playable spaces and facilities will cause reputational damage to the Council and damage to the health and well-being of its citizens.
- 5.2 The current revenue budget for play equipment repair is not sufficient to carry out the level of refurbishment required to the current playable spaces. A major increase in annual revenue budgets would be required, in the absence of capital investment, to prevent the need to isolate and/or remove a significant number of individual items of equipment that fail prematurely, come to the end of their viable lifespan or are vandalised.
- 5.3 Any significant deterioration of or failure to meet current or future projected demand of sports pitches and their ancillary facilities in the District would cause both reputational, material and also financial damage to the Council.
- 5.4 Mindful of the current financial position of the Council the projected spend within the Playing Pitch programme has been profiled over the coming 5-year period. This will not only assist with removing a significant financial imposition from a single year but will also assist in the practical delivery of the required works. The profiling of the spend has also been aligned with the funding timescales of the Football Foundation.
- 5.5 There is a reputational risk to the Council if the FF funding programme is not approved as the sport's National Governing Bodies and Sport England investment programmes are produced in conjunction with the outcomes and deliverability of the PPS's agreed Action Plan which references and includes the proposed Councils Sports Pitches Investment Programme.

6. LEGAL APPRAISAL

- 6.1 All procurement activity will be undertaken in accordance with Council's Contract Standing Orders and in line with internal governance requirements.
- 6.2 The Council has a duty of care to visitors of premises and users of Council services under various legislation which may be applicable to visitors to parks and users of play equipment, including the Occupiers Liability Act 1957 which requires the Council to take reasonable care to ensure the safety of visitors.
- 6.3 Playable spaces equipment and associated facilities are required to be kept up to date and safe to minimise harm to users and ensure compliance with external public liability insurance.
- 6.4 Any disposals of land will have to be in accordance with appropriate legislative requirements, including (but not limited to) should the disposal of land be at less than best consideration, disposals of open space land or any disposal that might constitute a subsidy under the Subsidy Control Act 2022.
- 6.5 The Council will be required to enter into grant funding agreements for grant funding

and will need to comply with the terms and conditions for the grant funding to mitigate risks of clawbac

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The strategies and investment programmes seek to deliver the most sustainable facility provision achievable over a 10 year period and beyond through the capital investment programme.

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

Refurbishment of existing equipment and infrastructure rather than replacement will reduce the carbon footprint of this investment programme. The intention to develop doorstep and local playable spaces will reduce car/bus travel and further reduce the Council's carbon footprint.

Creating multi-sports sites which share ancillary facilities will replace existing outdated high energy use facilities. The proposed new-build sports hubs and where possible the refurbished hubs will be designed to include energy reduction systems and be more efficient reducing both fuel use and their carbon footprint in both build and operation.

7.3 COMMUNITY SAFETY IMPLICATIONS

Safe, well maintained, quality playing pitches and playable spaces provide a resource for engaging people in positive activity which can act as a diversion from crime and anti-social behaviour.

The provision of well-maintained playable spaces and facilities limits the exposure of the community to potential injury or harm.

7.4 HUMAN RIGHTS ACT

There are no known Human Rights Implications arising from this report.

7.5 TRADE UNION

There are no significant staffing implications arising from this report although the Trade Unions will be consulted as required through the Council's IR Framework.

7.6 WARD IMPLICATIONS

There have been area and ward-based consultations with members to allow play area delivery programmes for each ward to be developed. Extensive local and ward consultation was carried out prior to the final design and construction of Wyke Community Sports Village.

7.7 AREA COMMITTEE WARD PLAN IMPLICATIONS

Playable spaces and sports pitches are maintained to allow children, young people and adults to participate in either formal or informal physical activity. The value of these facilities and their contribution to Better Health, Better Lives outcomes are recognised within the current Bradford South Locality Plan and help to reduce obesity, deliver wellbeing activities and prevent ill health.

The Brackenhill Park master plan is also quoted as a Better Health, Better Lives exemplar case study in line with the ward plan priorities of supporting healthy lifestyles and encouraging use of local green spaces and parks.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

The Playable Spaces Investment Programme contributes to the Council's wider partnership ambition of creating a more child-friendly District. Article 31 of the United Nation Convention on the Rights of the Child includes: "Parties recognize the right of the child to rest and leisure, to engage in play and recreational activities appropriate to the age of the child".

Research has also shown that low levels of physical activity during childhood and adolescence can have a negative impact on children and young people's academic achievements, social abilities, and life skills, as well as their health. Born in Bradford data has shown that 77% of 5-11 year olds don't do the recommended 60 minutes of moderate to vigorous activity each day.

Being active does not only improve children's physical health, but also their emotional wellbeing, meaning that active children are more confident and happier. It is now widely recognised that being inactive is the fourth biggest cause of early mortality in the UK and physical activity patterns are established in childhood.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

That the Bradford South Area Committee notes the content of this report and welcomes the significant capital investment into parks and green spaces facilities within the area.

10. RECOMMENDATIONS

10.1 That the Bradford South Area Committee notes the content of this report and welcomes the significant capital investment into parks and green spaces facilities within the area.

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

- Bradford District's Playing Pitch Strategy:
<https://www.bradford.gov.uk/sport-and-activities/policies/playing-pitch-strategy/>
- Sports Pitches Investment Programme Update 2023
<https://bradford.moderngov.co.uk/documents/s42989/Doc%20M.pdf>
- The District's evolving Playable Spaces Strategy (PSS)
<https://bradford.moderngov.co.uk/documents/s28276/Doc%20AO.pdf>
- Bradford District's Playable Spaces Investment Programme (PSIP) Update 2023
<https://bradford.moderngov.co.uk/documents/s42984/Doc%20N.pdf>



Report of the Strategic Director – Place to the meeting of Bradford South Area Committee to be held on 15 February 2024

Y

Subject:

Report on the development of proposals for a Park and Ride site in South Bradford

Summary statement:

This report covers the history and context of proposals to develop the South Bradford Park and Ride scheme. It covers historic and recent developments.

EQUALITY & DIVERSITY:

Equality assessments - Please consider and comment on the equality impacts of any new, review, or removal of policies, practices, strategies, services or functions. In some instances this may require the completion of an equality impact assessment form. Full guidance is available on BradNet.

Equality objectives – if the work presented contributes to one of the Council’s equality objectives a statement must be provided to explain what and how (more detail available in the report guide).

David Shepherd
Strategic Director - Place

Portfolio:

Regeneration, Planning & Transport

Report Contact: Darren Badrock
Principal Engineer Network Management
Phone: 07582 101408
E-mail: darren.badrock@bradford.gov.uk

Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 This report details the background and continued development of the Park and Ride proposals in South Bradford as part of the Transforming Cities Fund programme.

2. BACKGROUND

- 2.1 Park and Ride proposals were first put forward for South Bradford in 1999-2000
- 2.2 The original scheme allowed for a continual guided bus link from a site to the rear of Bradford Bulls Stadium through to the City Centre via Manchester Road.
- 2.3 The initial scheme was only partially completed at the time, with the guided busway being constructed from the City Centre through to Odsal Interchange.
- 2.4 Plans for the development of a parking area as part of the original scheme were subsequently put in abeyance due to cost constraints at the time, following the redesign of the Staithgate Interchange.
- 2.5 The announcement of the Transforming Cities Fund (TCF) in 2019 enabled the Planning, Transportation and Highways team to develop a coordinated package of projects to regenerate Bradford City Centre. These projects were designed to complement each other, with a view to reducing congestion within the centre area and contribute to the clean air strategy in areas of worst exceedance.
- 2.6 The Park and Ride project was subsequently revisited and proposed for inclusion in the TCF programme and following a successful expression of interest, development funding was awarded in September 2020, however progress on the scheme stalled during the pandemic period across 2020-2021
- 2.7 The initial TCF proposal was to build on previous plans to develop the former Odsal waste tip site at the rear of the Bradford Bulls stadium, utilising a vehicle entrance fed from M606 Junction 2 (via Staithgate Lane), with bus services running across Rooley Lane and via a newly constructed bus corridor around the edge of the Richard Dunn site to connect onto Manchester Road at the start of the existing bus guideway.
- 2.8 Transport modelling and demand assessments suggested that a 750-space car park be designed, and subsequently due diligence on the proposal was undertaken through the Strategic Outline Business Case process.
- 2.9 This process undertook extensive research into the area including survey elements that had not been part of the original proposal, to determine the viability of the site.
- 2.10 At this point it became apparent via geotechnical surveys and ground bearing assessments that the former Odsal Tip site required remediation in terms of general compaction before any construction could take place – in context, the tip site is fill ground some 80m deep through to the valley floor and the weight of construction of the car park surface terminal structures and other facilities, and subsequent earthworks would need to have been supported on the fill ground.

- 2.11 These assessments also revealed the presence of abandoned mine workings on the valley floor prior to the area's use as a tip that were subject to incomplete capping records.
- 2.12 These two factors led to a revised risk assessment for the scheme that ultimately led to the decision to abandon the originally chosen site as the cost of remediation ground works would have been prohibited.
- 2.13 Subsequently, other sites were then sought for a potential parking area large enough to meet the identified demand. However, vacant plots within the area close to the motorway were not of sufficient size or immediately accessible.
- 2.14 Given the vacant status of the former Richard Dunn site, and the existing use of the hardcourt area within that site for match day parking at the Bradford Bulls stadium and other event parking. It was determined that there was potential for redevelopment of the area into a park a ride facility of similar size to the original demand assessment.
- 2.15 Approval to proceed with the development of designs for the Park and Ride scheme incorporating the Richard Dunne site was given by Executive in September 2022
- 2.16 As such, initial design feasibility and due diligence was subsequently carried out on the Richard Dunn site, which has resulted in the current proposal for a parking area linked to the M606 via the existing Rooley Lane dual carriageway.
- 2.17 A geotechnical study was undertaken on the centre site during 2023, and a Heritage Impact Assessment was carried out to determine the feasibility of wider developments on the site.
- 2.18 The parking area proposal was developed parallel to considerations for the relocation of St. James Market, a Levelling Up Fund (LUF) bid for the wider development of the Odsal area, ongoing marketing of the site for future development by the Authority's Estates Team and other operational Authority considerations.
- 2.19 The proposals included in paragraph 17 above, were further complicated by the listing of the Richard Dunn Centre, which had previously been set for demolition but is now to be preserved. As such the commercial scope for the site has decreased and options for development are limited.
- 2.20 Given the limited development options for the site it was determined that a public consultation be undertaken relating to the wider Transforming Cities Fund Park and Ride Project.
- 2.21 The Park and Ride project consultation commenced the Summer of 2021 and then again most recently on Thursday 9th November and Thursday 21st December 2023, the consultation was subsequently extended until Monday 15 January 2024 to allow for an additional drop-in event to be held and to give people more time to fill in the survey over the Christmas period.

2.22 The Consultation package for the scheme has been as follows :

Method	Number	Dates
Website and Survey	A total of 1.84k website views. A total of 458 visitors who viewed an image or a document, visited the FAQ page or started the survey and dropped off. A total of 213 survey submissions	Between 2 November and 29 December 2023
Consultation Postcards	7,044	
Stakeholder Emails – Ward Councillors (Wyke, Little Horton, Royds, Wibsey)	4	
Stakeholder Emails - Heritage groups. The District Mobility Planning Group, Cycling Groups, Community Groups, local businesses	130	
Press releases (Two press releases were sent out as part of the consultation with both being picked up and published in the Telegraph & Argus)	2	14 th November 2023 9 th December 2023
Councillor Briefings via Teams	3	18 th October 2023 1 st November 2023 6 th December 2023
Stakeholder Briefings – 25 invites	3 briefings (Sustrans, Mobility Planning	

	Group and Bradford Bulls)	
Community Access Points (CAP sites)	21 invitations, 8 sites hosted consultation posters and post cards	
Public Drop in Session invitations by direct letter to 6,855 addresses	4	<p>23rd November 2023 between 2-6pm at the Sedbergh Sports Centre</p> <p>30th November 2023 between 1-5pm at Bradford City Hall</p> <p>12th December 2023 between 4-7pm at the Mayfield Centre</p> <p>9th January 2024 between 4-7:30pm at St Matthews School.</p>
Door-to-door business engagement along Manchester Road		12th December 2023

A summation of the results of the consultation can be found in Appendix A

3. OTHER CONSIDERATIONS

3.1 The outcome of the public consultation will determine the approach to be taken with regard to the wider park and ride scheme.

Options exist to split the scheme in to three unique elements which can be mixed/matched as follows;

- Targeted bus improvements along the Manchester Road corridor.
- Development of the Parking Area on Richard Dunn.
- Development of Active travel options and improvements to National Cycle Route 66 which passes through the southern portion of the City.

- 3.2 The above options will be included in an Outline Business Case submission to West Yorkshire Combined Authority, together with a recommendation on a way forward to proceed. This submission has not yet been finalised.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Transforming Cities Fund scheme work is funded externally via DFT via a capital grant monitored by West Yorkshire Combined Authority.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

- 6.1 Any works undertaken are to be carried out utilising statutory improvement powers granted to the Highway Authority under the Highways Act 1980

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

Park and Ride sites are a sustainable option in managing the influx of commuters and visitors into City Centres – numerous examples of such sites exist nationwide.

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

The development of a Park and Ride site contributes to the Authority's climate emergency response by reducing congestion within the City Centre and creating a cleaner and more sustainable 'last mile' journey via green transport methods.

7.3 COMMUNITY SAFETY IMPLICATIONS

The conversion of the Richard Dunn site to a park and ride facility will enhance the general security of the immediate area via improved lighting and CCTV

7.4 HUMAN RIGHTS ACT

No impact

7.5 TRADE UNION

No impact

7.6 WARD IMPLICATIONS

- 7.6.1 The creation of a Park and Ride site would result in the redistribution of traffic in the immediate area of the former Richard Dunne Sports Centre.

- 7.6.2 The parking area would be in use for extended hours over and above the current site usage as a temporary car park.
- 7.6.3 The creation of a park and ride facility may have future benefits should patronage at Odsal Stadium increase, or in terms of use for wider city events.
- 7.6.4 The adoption of the targeted bus improvements and active travel options will have a positive impact on modal shift away from the use of private vehicles together with ancillary benefits in term of sustainable travel options, cleaner air and associated public health benefits.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

7.7.1 Better Skills, Moor Good Jobs and a Growing Economy

The development of the Park and Ride site may open up travel opportunities within the community, attract further business to the area and increase access to the area for employment purposes.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

The provision of a park and ride site may have a positive impact on the travel choices children and young people which would be considered during any future development of the project.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

The committee is asked to note the above information.

10. RECOMMENDATIONS

That the committee notes the contents of this report.

11. APPENDICES

Appendix A – Consultation Response summary.

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Executive by the Strategic Director – Place – September 2022
“Bradford Transforming Cities Fund Programme – Document P”

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Project Report

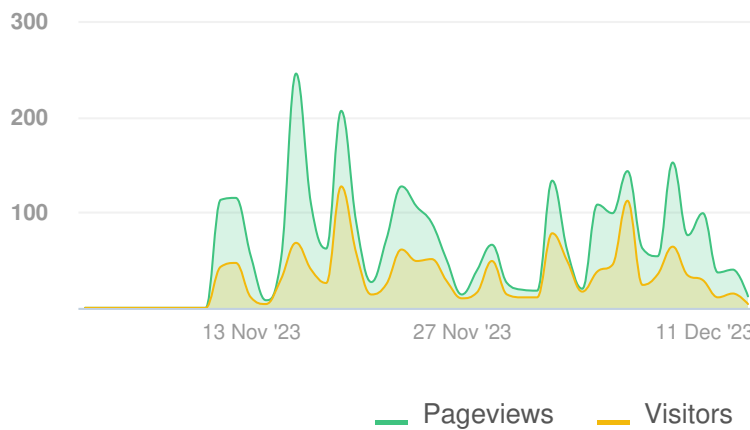
19 October 2023 - 14 December 2023

Your Voice

South Bradford Park and Ride Scheme



Visitors Summary

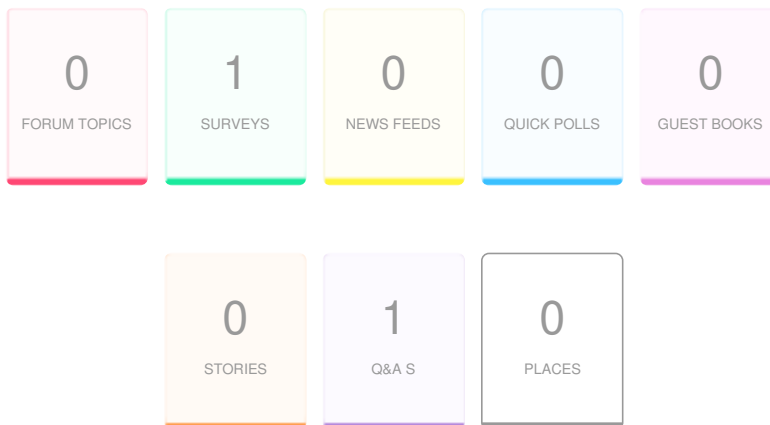


Highlights



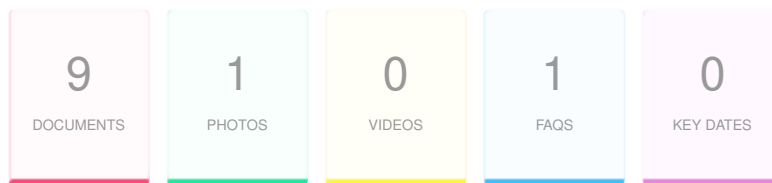
Aware Participants	1,163	Engaged Participants	183		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,163				
Informed Participants	395	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	0	0	183
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	41	Participated in Quick Polls	0	0	0
Downloaded a document	103	Posted on Guestbooks	0	0	0
Visited the Key Dates page	3	Contributed to Stories	0	0	0
Visited an FAQ list Page	28	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	215	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	183				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Qanda	Do you have any questions?	Published	7	0	0	0
Survey Tool	South Bradford Park and Ride Survey	Published	380	0	0	183

INFORMATION WIDGET SUMMARY



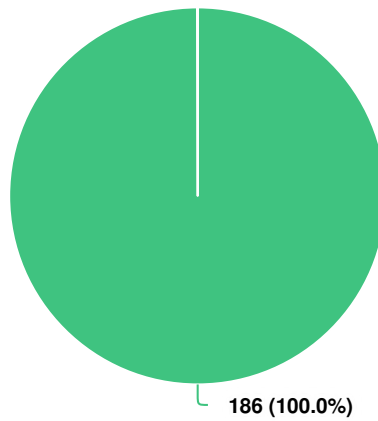
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	SBP&R Richard Dunn Site Map.pdf	60	66
Document	Active Travel Maps.pdf	52	60
Document	Bus Improvement Maps.pdf	48	53
Document	Scheme Overview Map.pdf	34	39
Document	Bus Overview Map.pdf	30	33
Document	Active Travel Overview Map.pdf	24	28
Document	SouthBradfordP&R PN.pdf	8	8
Document	Simplified SouthBradfordP&R PN.pdf	5	5
Document	South Bradford Park & Ride Survey 2023.docx	2	6
Photo	BradfordP&R Overview.jpg	41	46
Faqs	faqs	28	31
Key Dates	Key Date	3	3

ENGAGEMENT TOOL: SURVEY TOOL

South Bradford Park and Ride Survey

Visitors 380	Contributors 183	CONTRIBUTIONS 192
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Please tick to confirm that you have read and understood our privacy notice which can be viewed here.



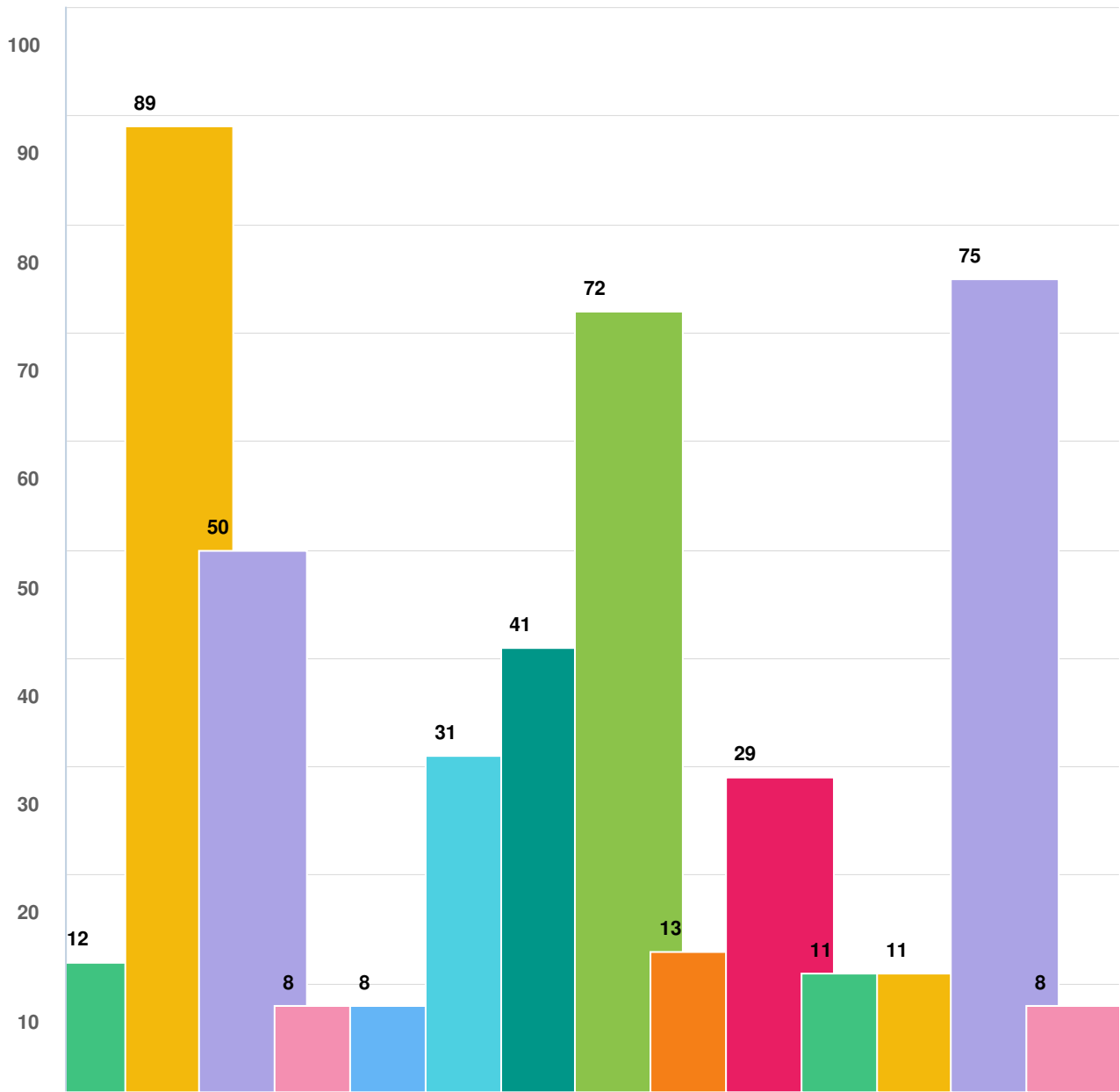
Question options

- Yes

Optional question (186 response(s), 6 skipped)

Question type: Radio Button Question

What is your reason for travelling along the Manchester Road corridor between the south of Bradford and the city centre? (Please tick all that apply)



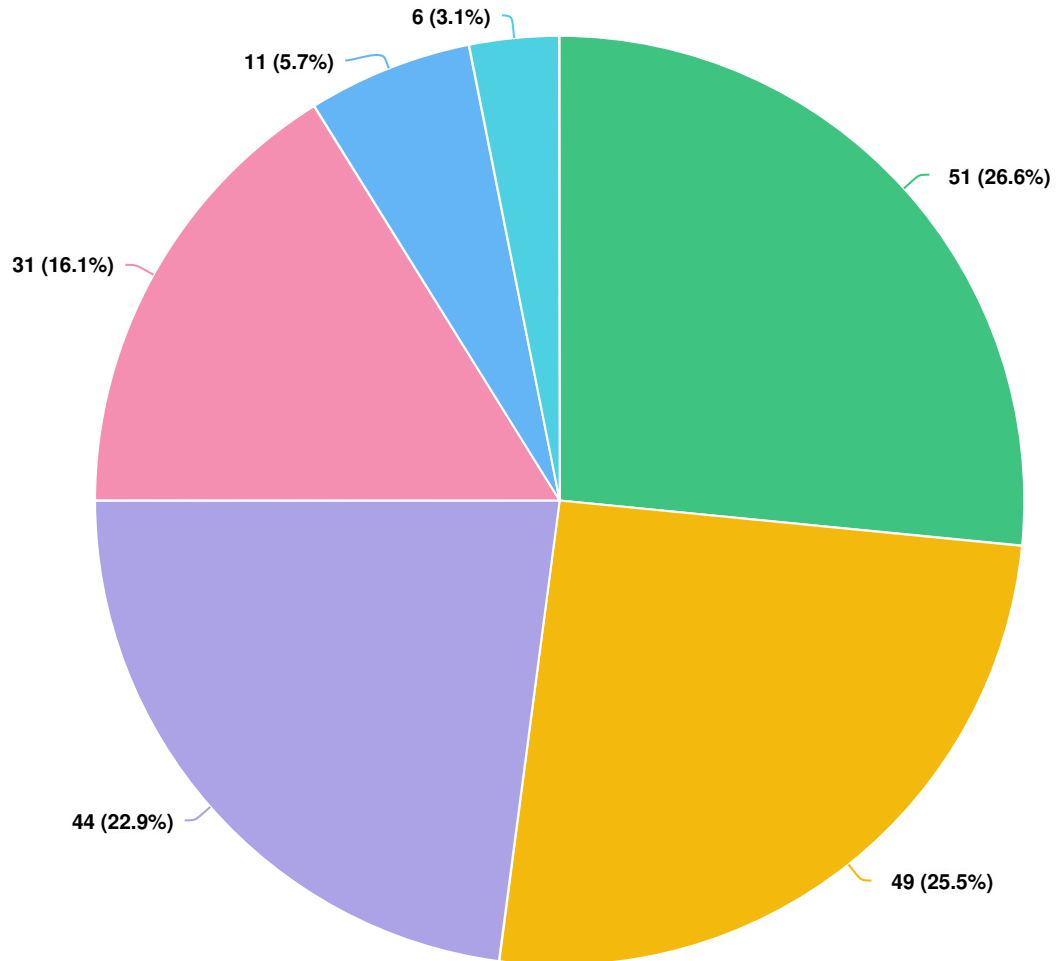
Question options

- I live in the city centre ● I live in the wider Bradford area ● I work in the city centre
- I own a business in the city centre ● I own a business in south Bradford ● I commute on Manchester Road from M606
- To visit family and/or friends in the area ● To visit the area for shopping, leisure, culture or a night out
- To get to school, training or other type of education (e.g. college or university)
- Accessing services, e.g. health facilities / the bank ● Volunteering
- I do not travel between the south of Bradford and the city centre ● I travel through the area
- Something else, please state:

Optional question (192 response(s), 0 skipped)

Question type: Checkbox Question

How often do you make the journey along the Manchester Road corridor between the south of Bradford and the city centre? (Please tick one option)



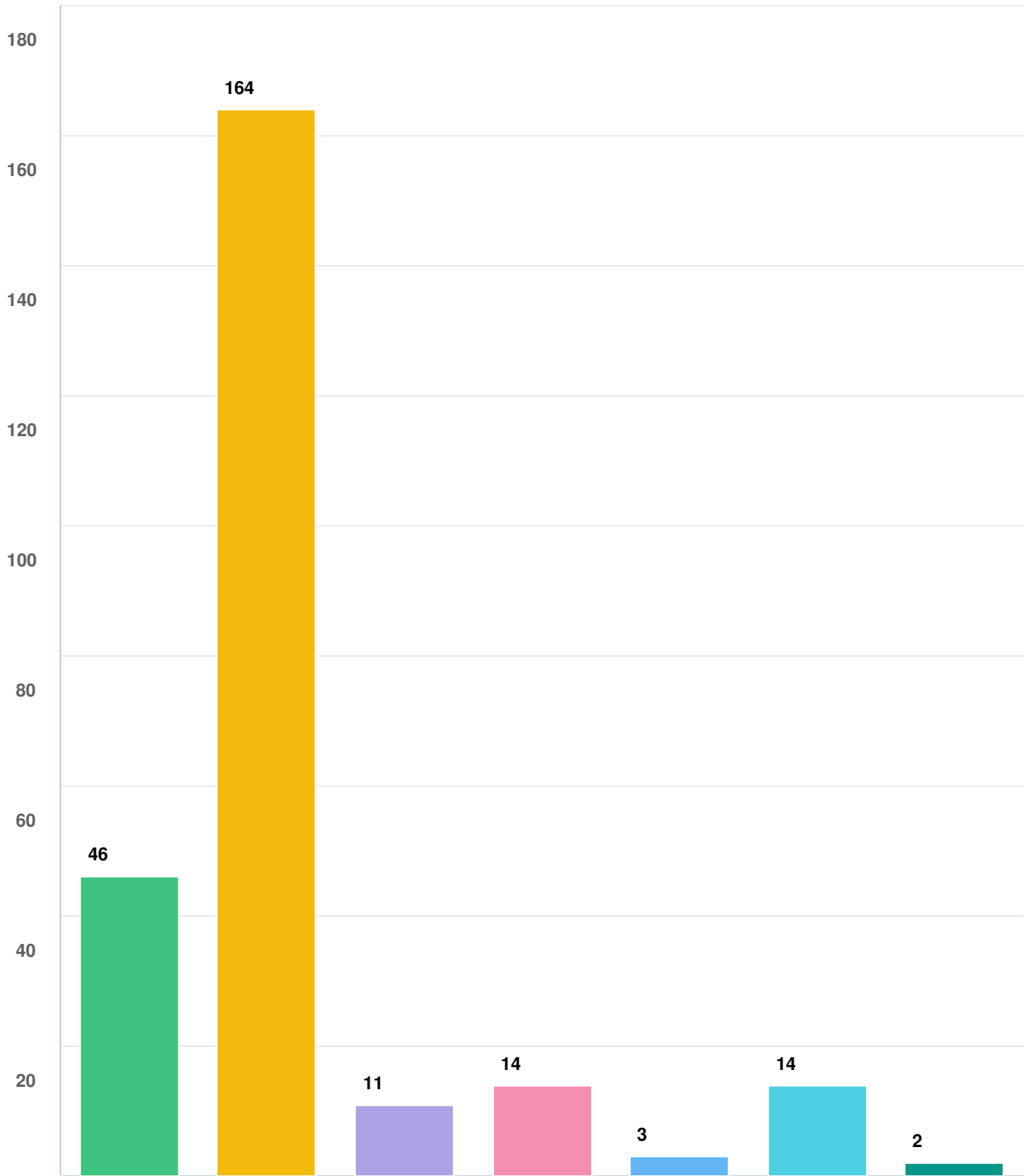
Question options

- 5 days a week or more
- 2-4 days a week
- At least once a week
- At least once a month
- A couple of times a year
- Hardly ever / never

Optional question (192 response(s), 0 skipped)

Question type: Radio Button Question

How do you currently travel along the Manchester Road corridor between the south of Bradford and the city centre? (Please tick all that apply)



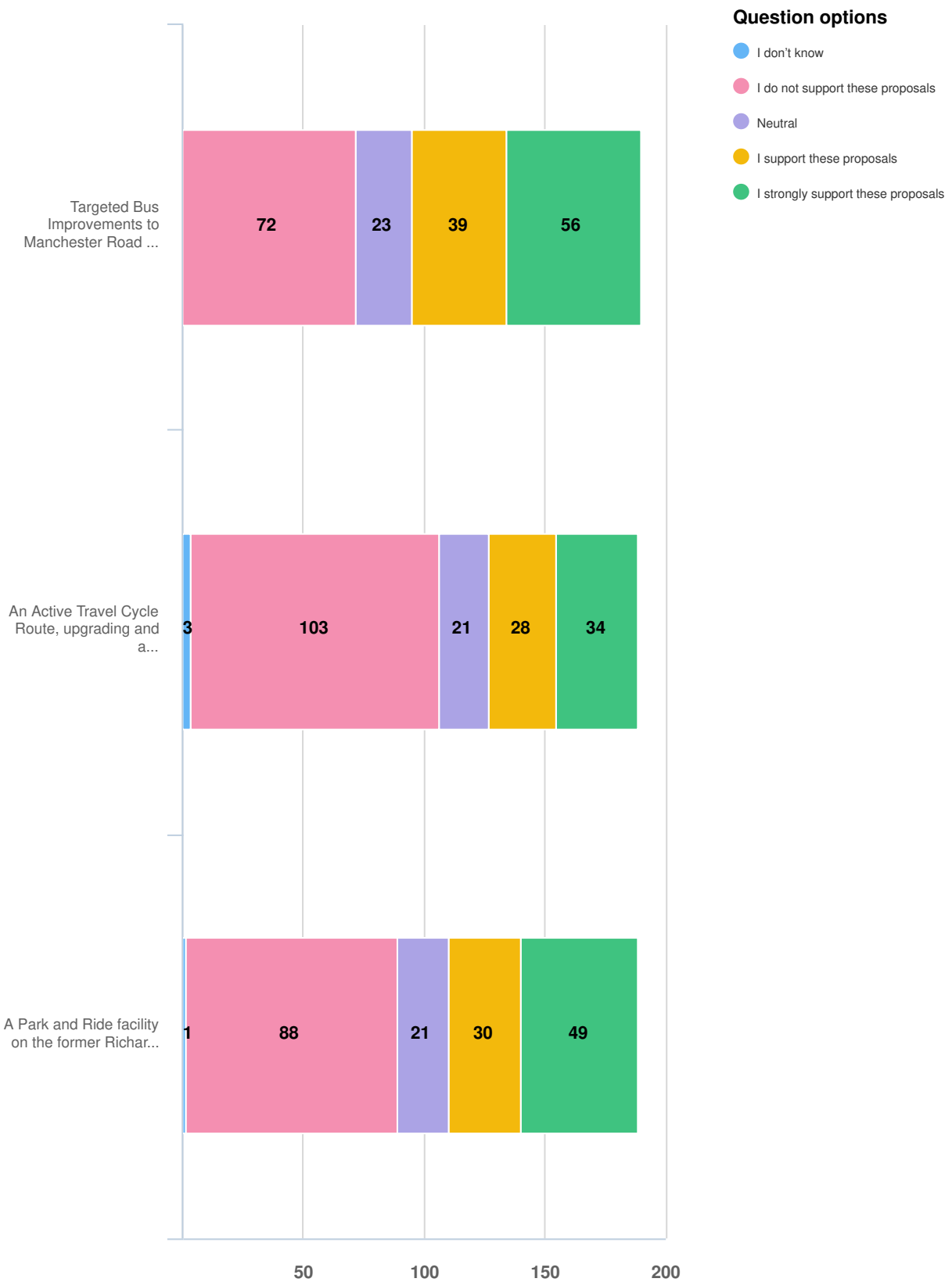
Question options

- Bus
- Car / van as a driver or passenger
- Cycle
- Taxi
- Train
- Walk
- Other (please specify)

Optional question (192 response(s), 0 skipped)

Question type: Checkbox Question

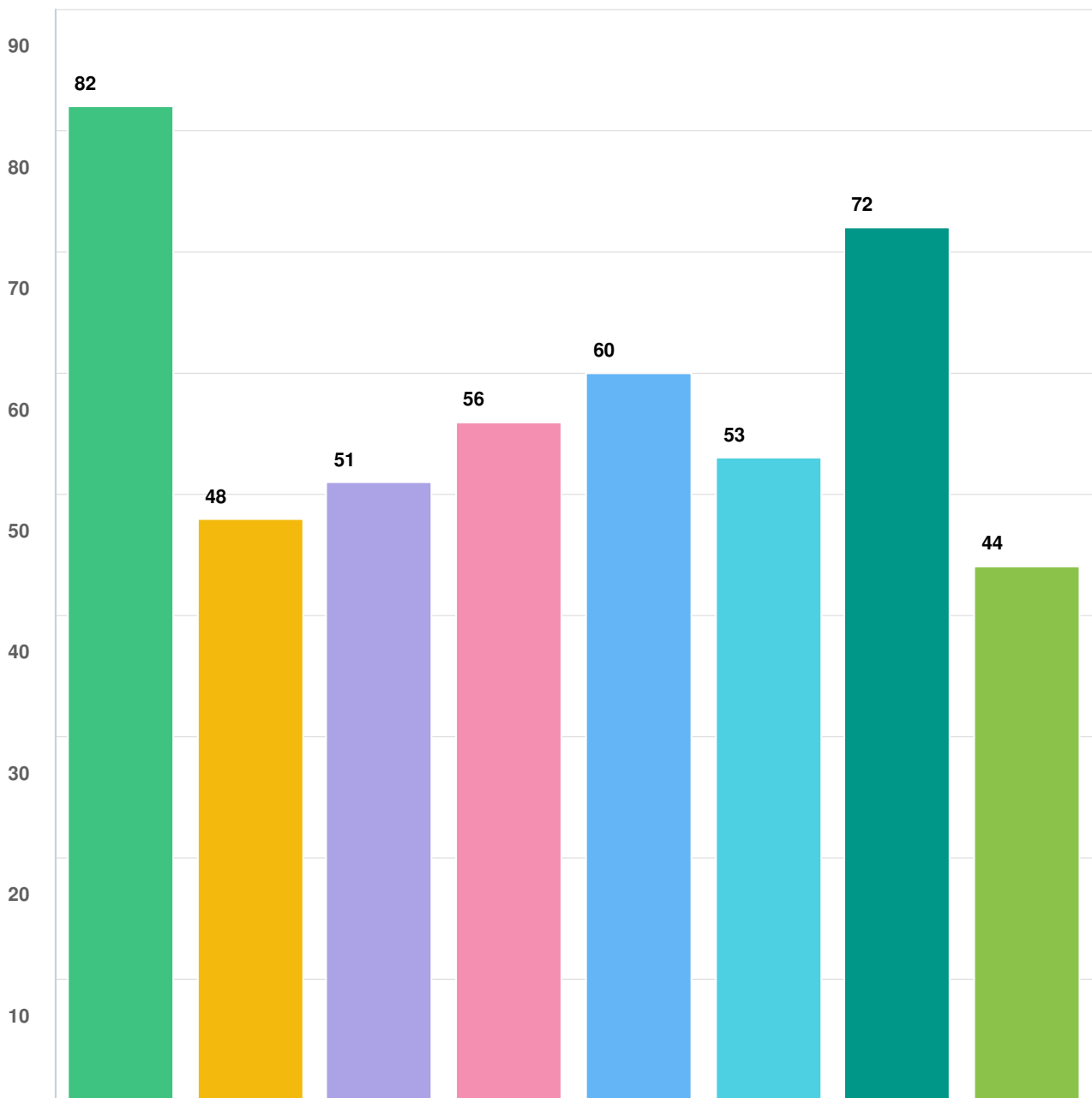
How strongly do you support the following proposed changes? (Please tick one box on each row)



Optional question (191 response(s), 1 skipped)

Question type: Likert Question

What do you like about these proposals? (Please tick all that apply)



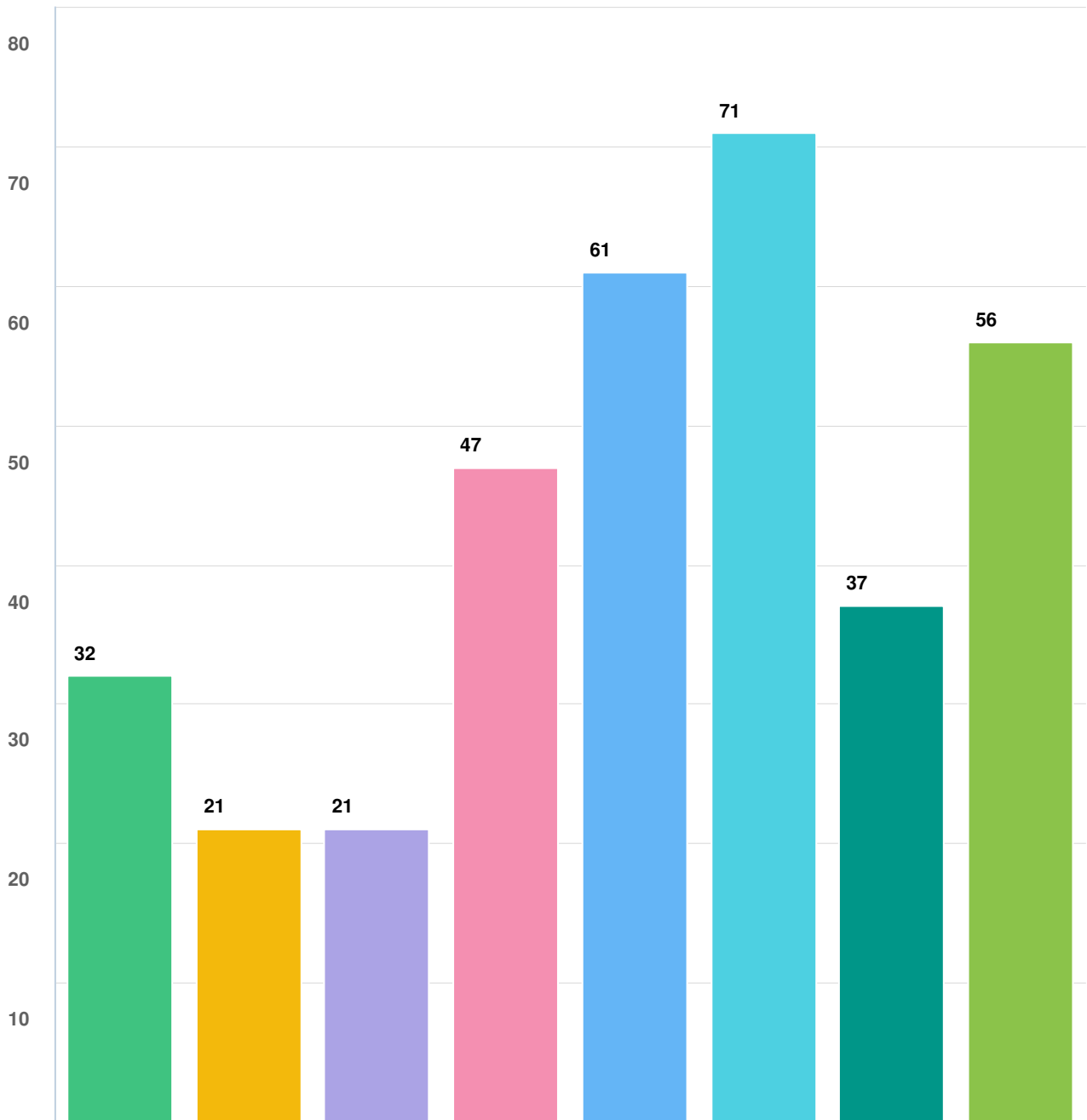
Question options

- Other (please specify)
- Less congestion
- The potential reduction in air pollution as a result of more people walking, cycling and using public transport
- More greenery along Manchester Road
- More options for travelling between south Bradford and the city centre
- An upgraded surface car park with potential for a Park & Ride facility at the former Richard Dunn site
- Better and safer route for those on cycles between south Bradford and the city centre
- Quicker and more frequent bus services

Optional question (167 response(s), 25 skipped)

Question type: Checkbox Question

What do you dislike about these proposals? (Please tick all that apply)



Question options

- Other (please specify)
- Changes to parking arrangements along the route
- Impact on the area surrounding the former Richard Dunn sports centre
- Harder to reach homes around Manchester Road / Changes to road layout
- Harder to access businesses
- Not enough improvements for people who cycle
- Not enough improvements for people who walk
- Not enough improvements for public transport

Optional question (171 response(s), 21 skipped)

Question type: Checkbox Question

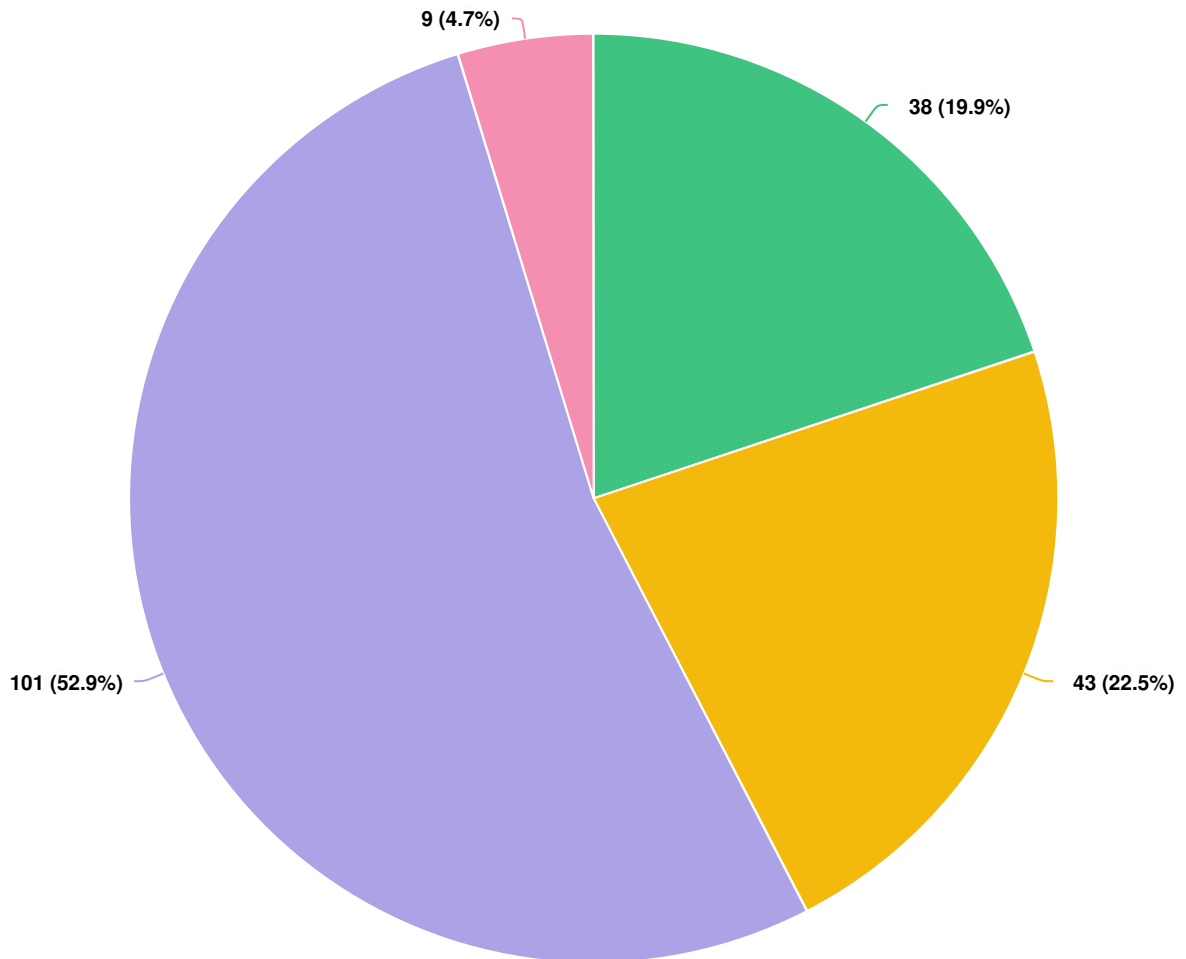
To what extent do you agree with these statements? (Please choose one option for each of the statements)



Optional question (192 response(s), 0 skipped)

Question type: Likert Question

Do you see yourself using public transport more along Manchester Road once this scheme is completed? (Please tick one box)



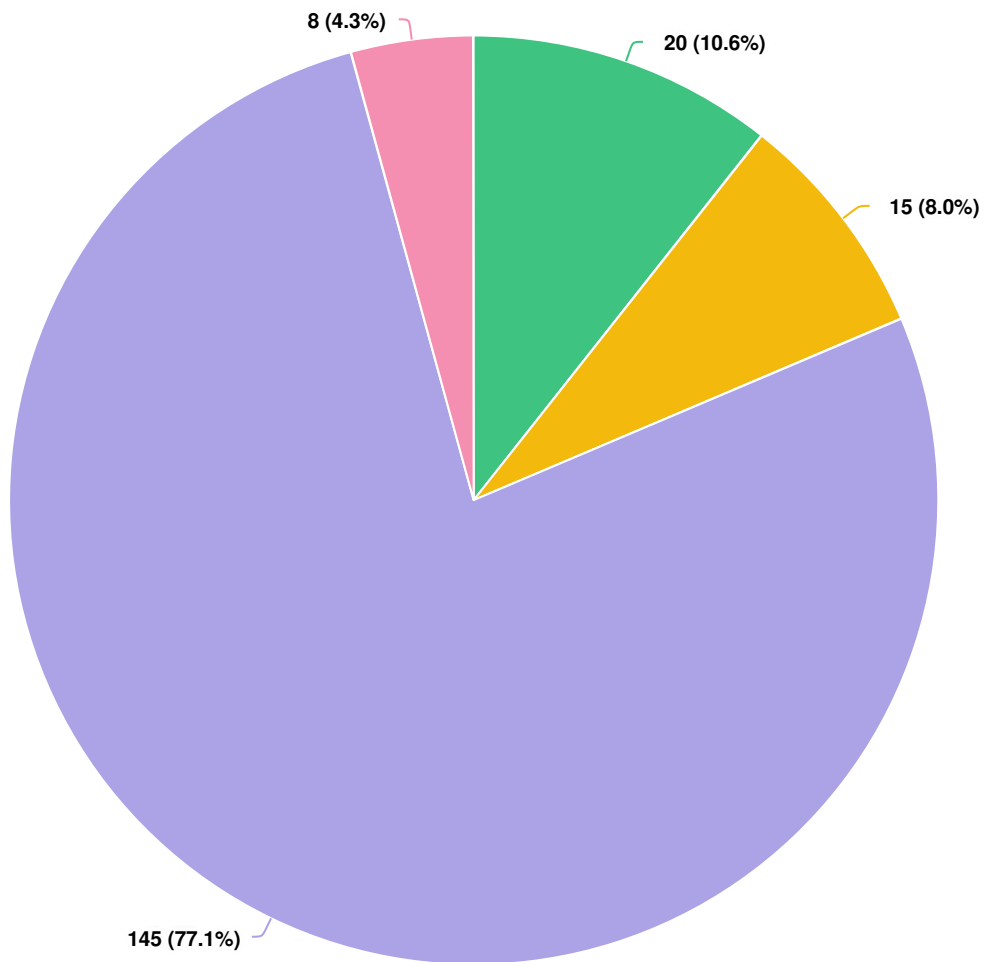
Question options

- I don't know
- No
- Probably no different to now
- Yes

Optional question (191 response(s), 1 skipped)

Question type: Radio Button Question

Do you see yourself cycling more between south Bradford and the city centre, along the Manchester Road corridor, once this scheme is completed? (Please tick one box)



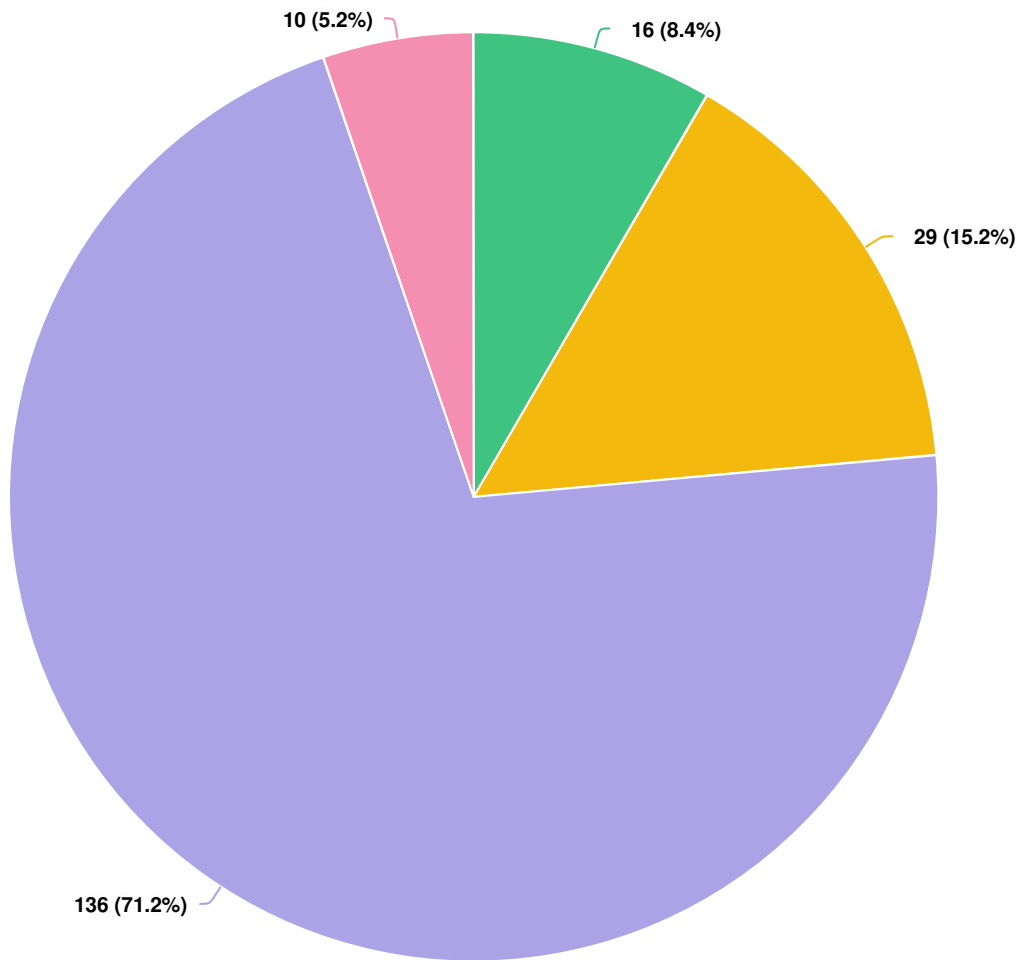
Question options

- I don't know No Probably no different to now Yes

Optional question (188 response(s), 4 skipped)

Question type: Radio Button Question

Do you see yourself walking more between south Bradford and the city centre, along the Manchester Road corridor, once this scheme is completed? (Please tick one box)



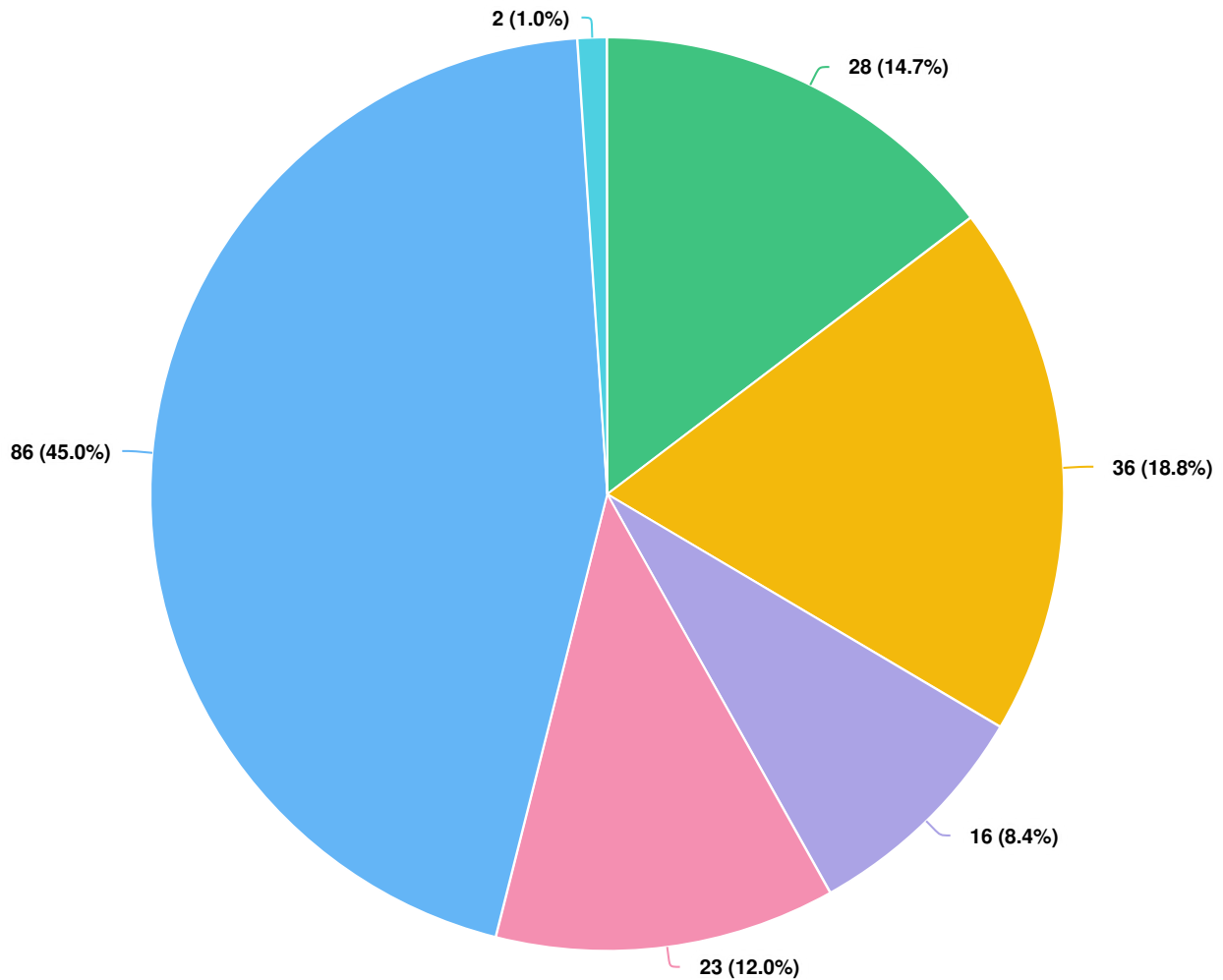
Question options

I don't know No Probably no different to now Yes

Optional question (191 response(s), 1 skipped)

Question type: Radio Button Question

Overall, how do you feel about this scheme? (Please tick one option)



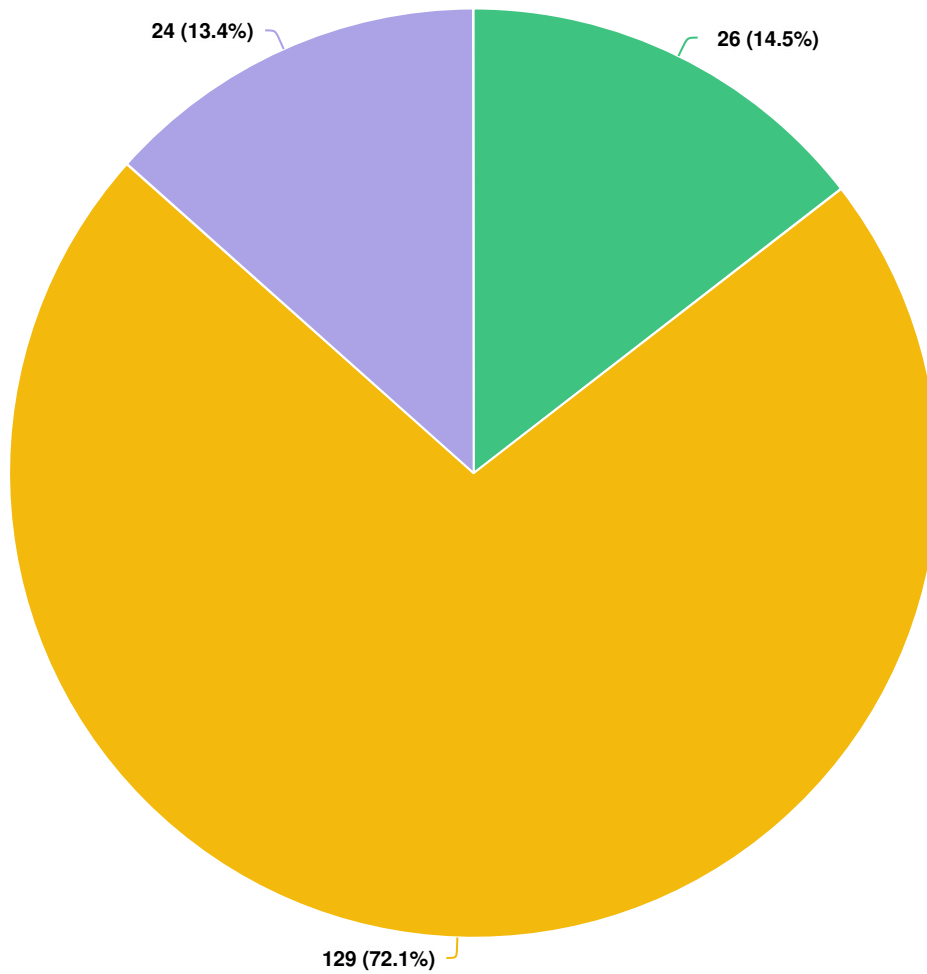
Question options

I don't know Very negative Negative Neutral Positive Very Positive

Optional question (191 response(s), 1 skipped)

Question type: Radio Button Question

Have you responded to the previous consultation on this scheme before?(The first round of consultation was held between July and September 2021)



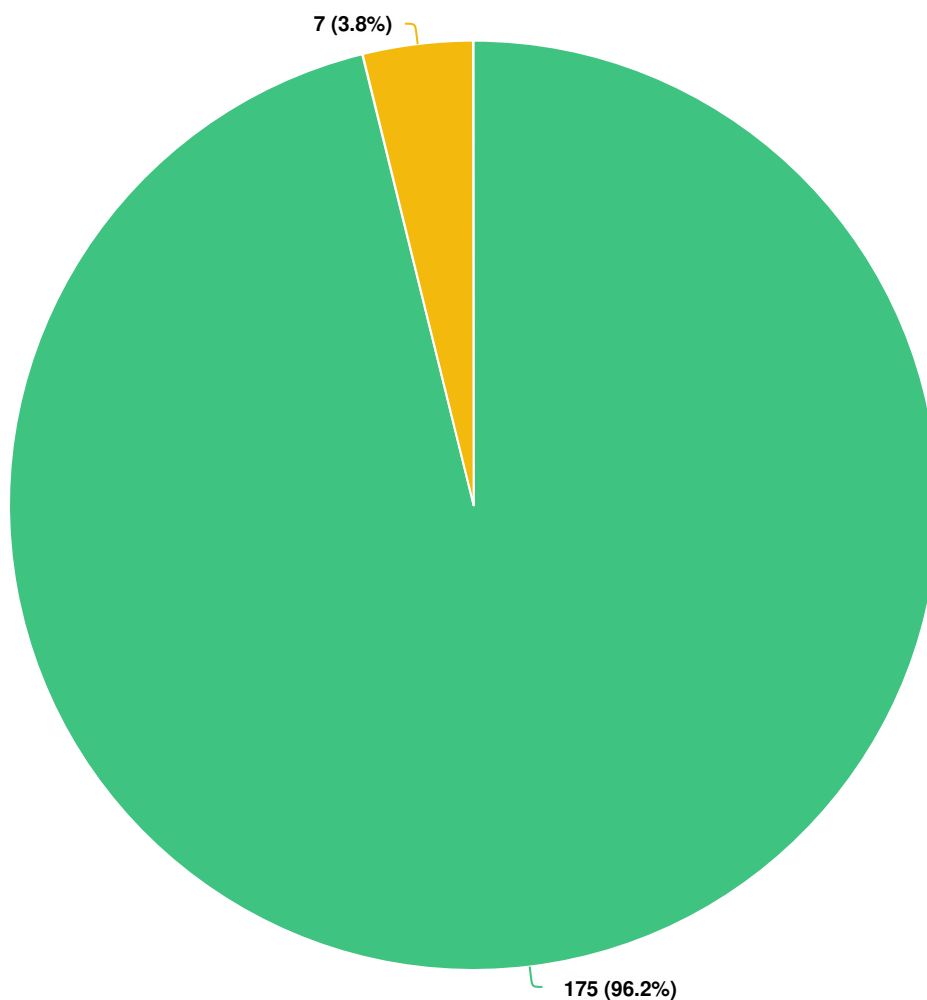
Question options

- I don't know
- No
- Yes

Optional question (179 response(s), 13 skipped)

Question type: Radio Button Question

Are you responding as an individual or as a business/organisation?



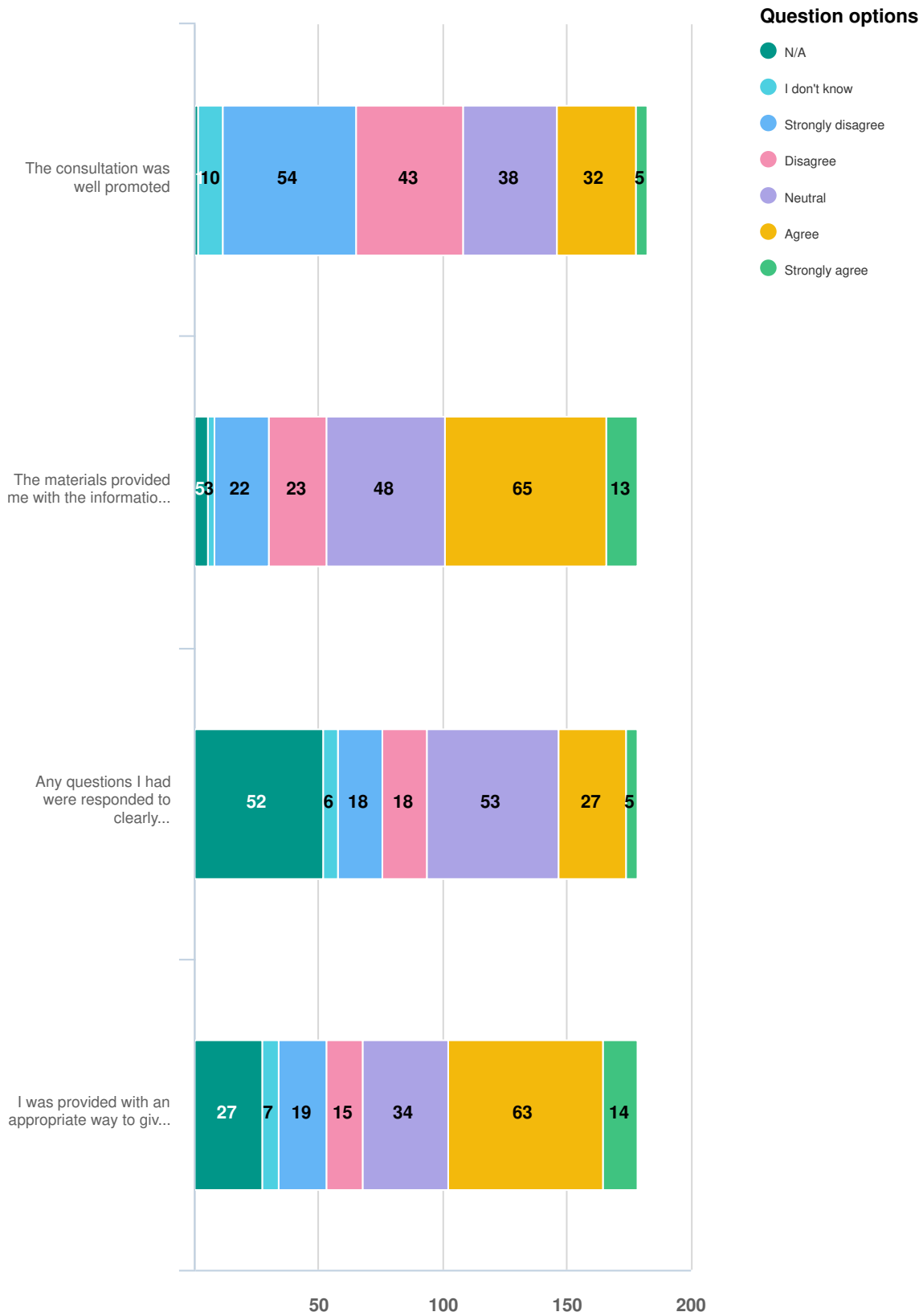
Question options

- A business / organisation
- An individual

Optional question (182 response(s), 10 skipped)

Question type: Radio Button Question

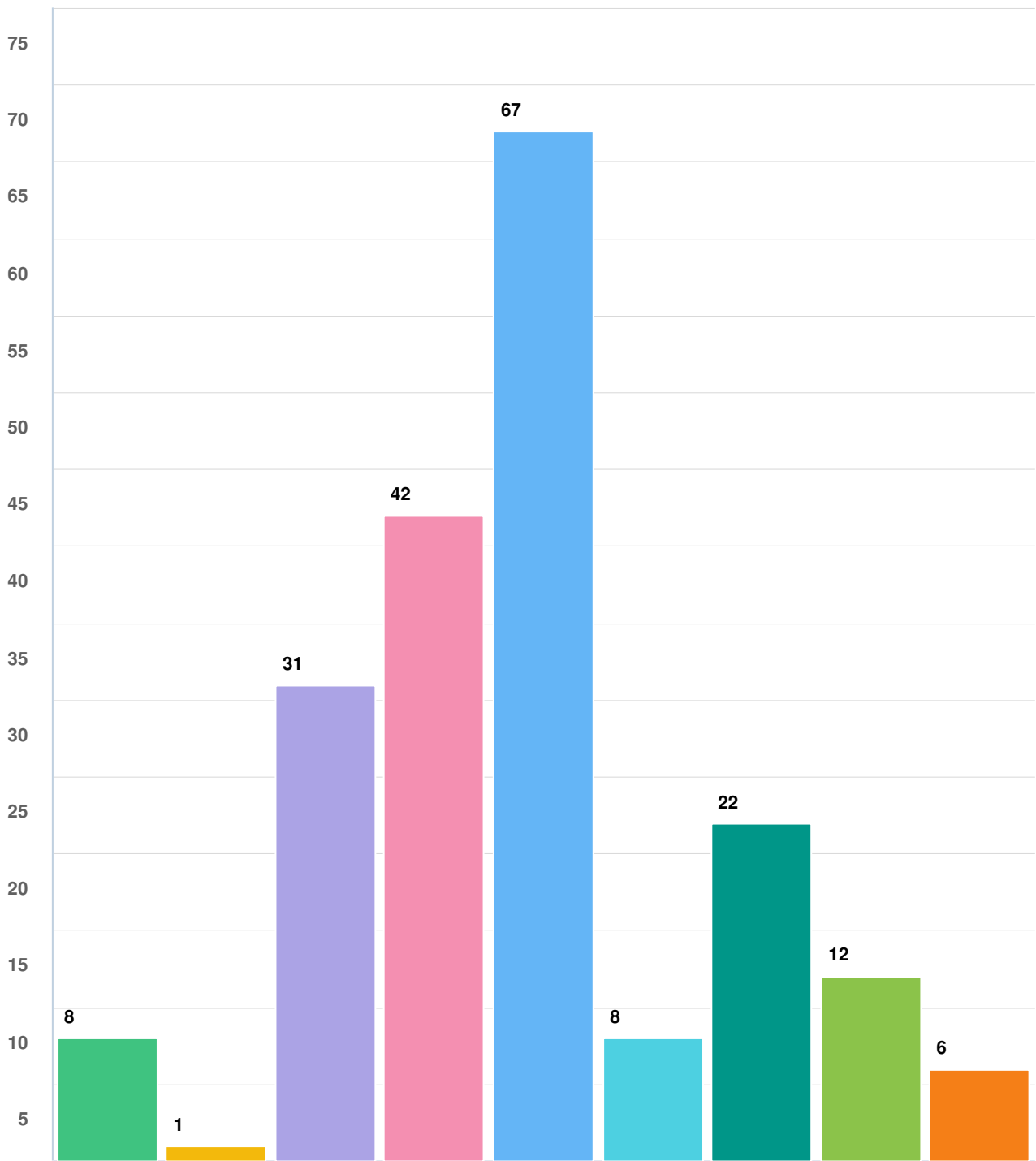
How far would you agree with the following statements on the consultation? (Please tick one box on each row)



Optional question (184 response(s), 8 skipped)

Question type: Likert Question

How did you find out about this engagement?(Please tick all that apply)



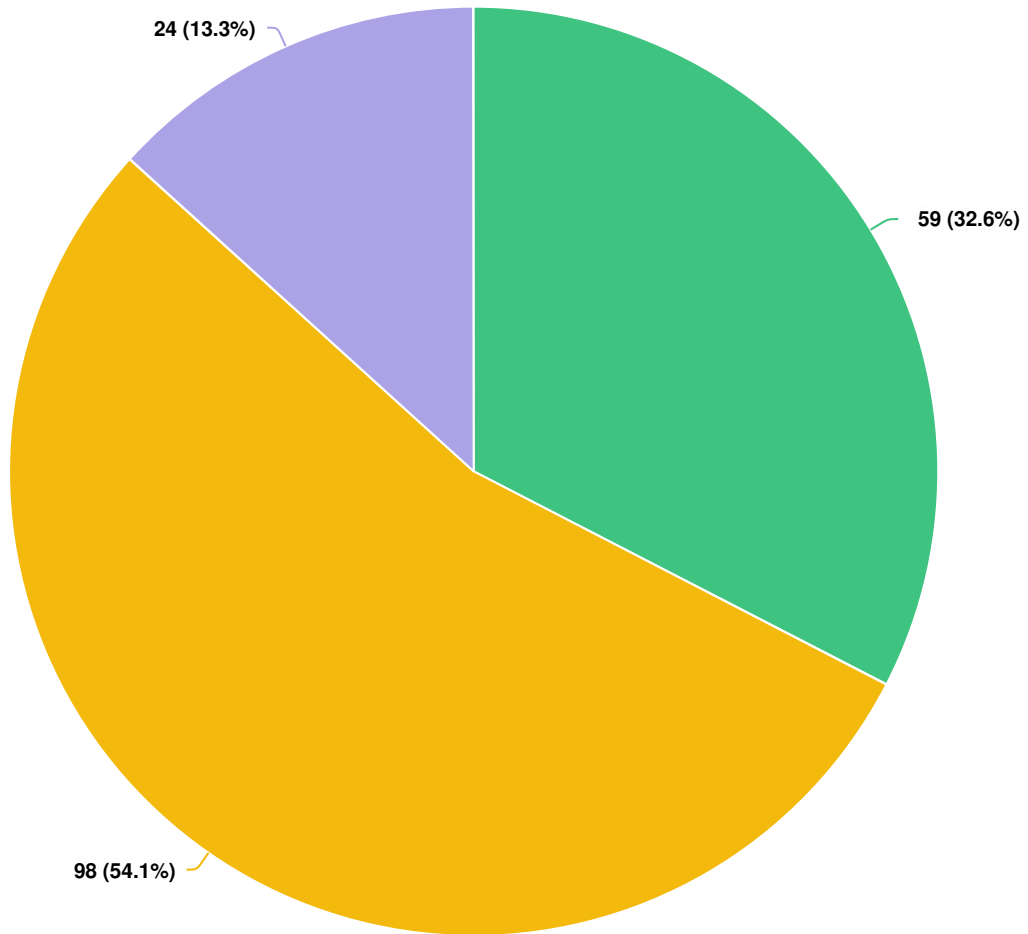
Question options

- Other (please specify)
- From family / friends
- Internet
- Poster / flyer
- Social media
- Email
- Newspaper / news / radio
- Real time display at bus stops
- From your Local Ward Councillor

Optional question (183 response(s), 9 skipped)

Question type: Checkbox Question

What is your sex?



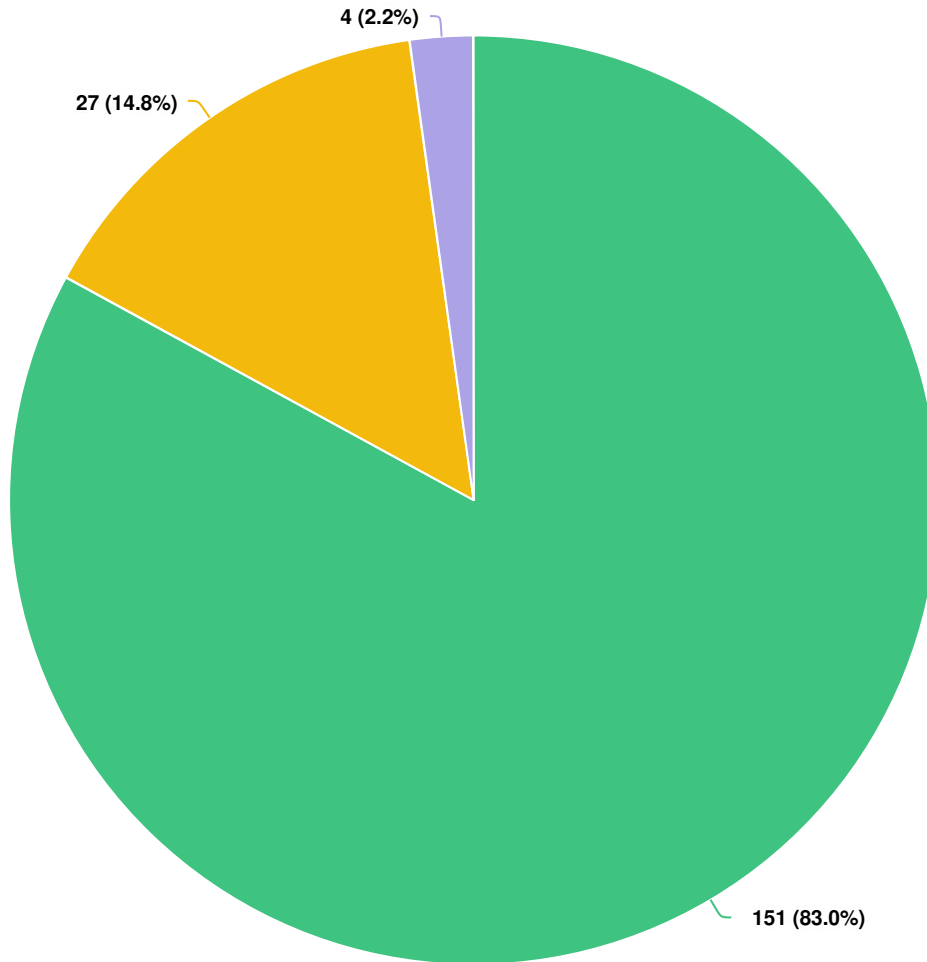
Question options

- Prefer not to say
- Male/ man
- Female/ woman

Optional question (181 response(s), 11 skipped)

Question type: Radio Button Question

Is the gender you identify with the same as your sex registered at birth?



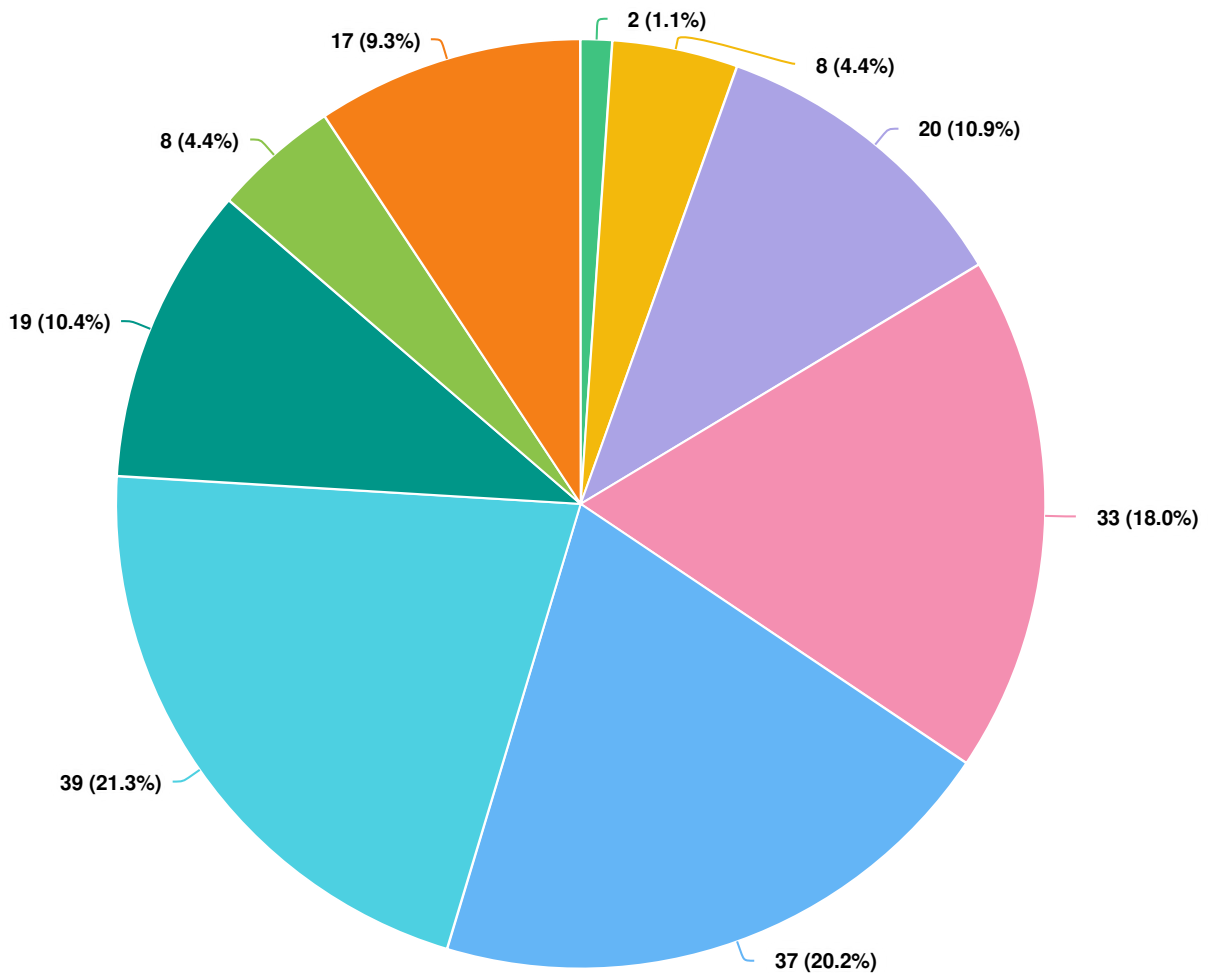
Question options

- I self-describe my gender identity as:
- Prefer not to say
- Yes

Optional question (182 response(s), 10 skipped)

Question type: Radio Button Question

How old are you?



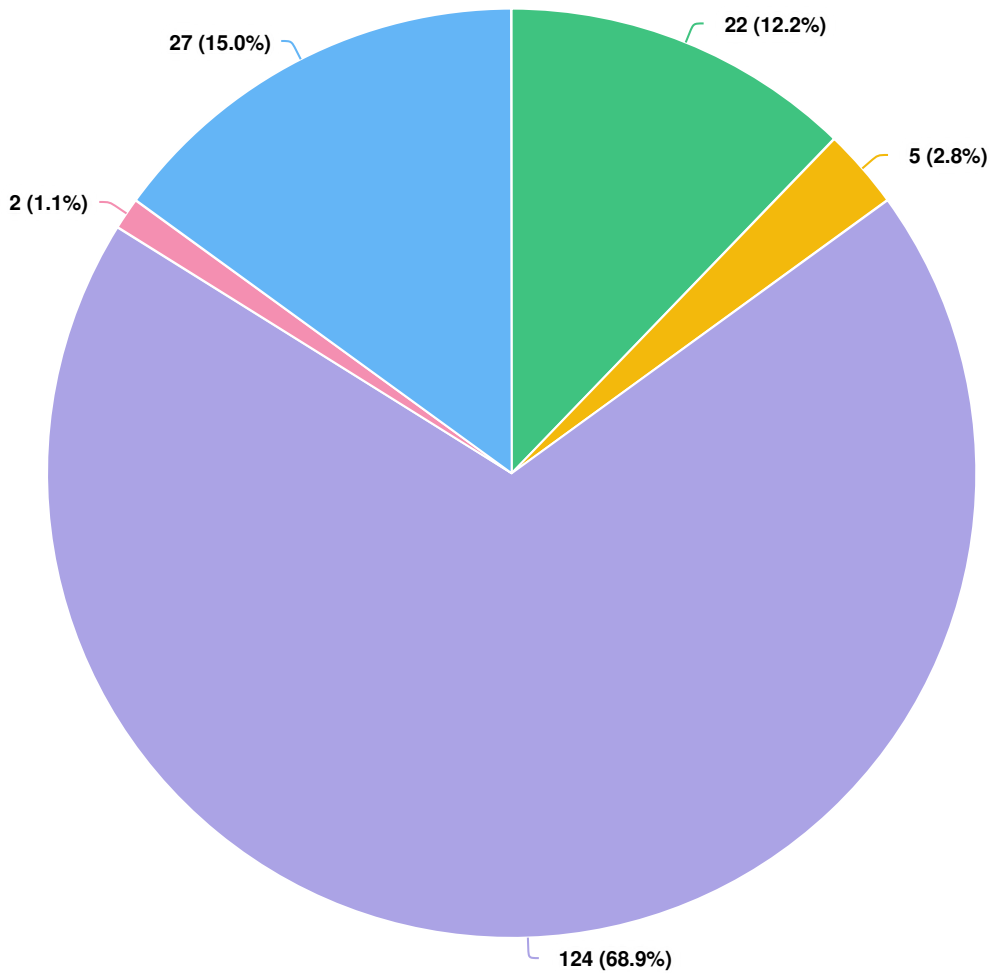
Question options

- Prefer not to say
- 75-84
- 65-74
- 55-64
- 45-54
- 35-44
- 25-34
- 16-24
- Under 15

Optional question (183 response(s), 9 skipped)

Question type: Radio Button Question

What is your ethnic group identity?



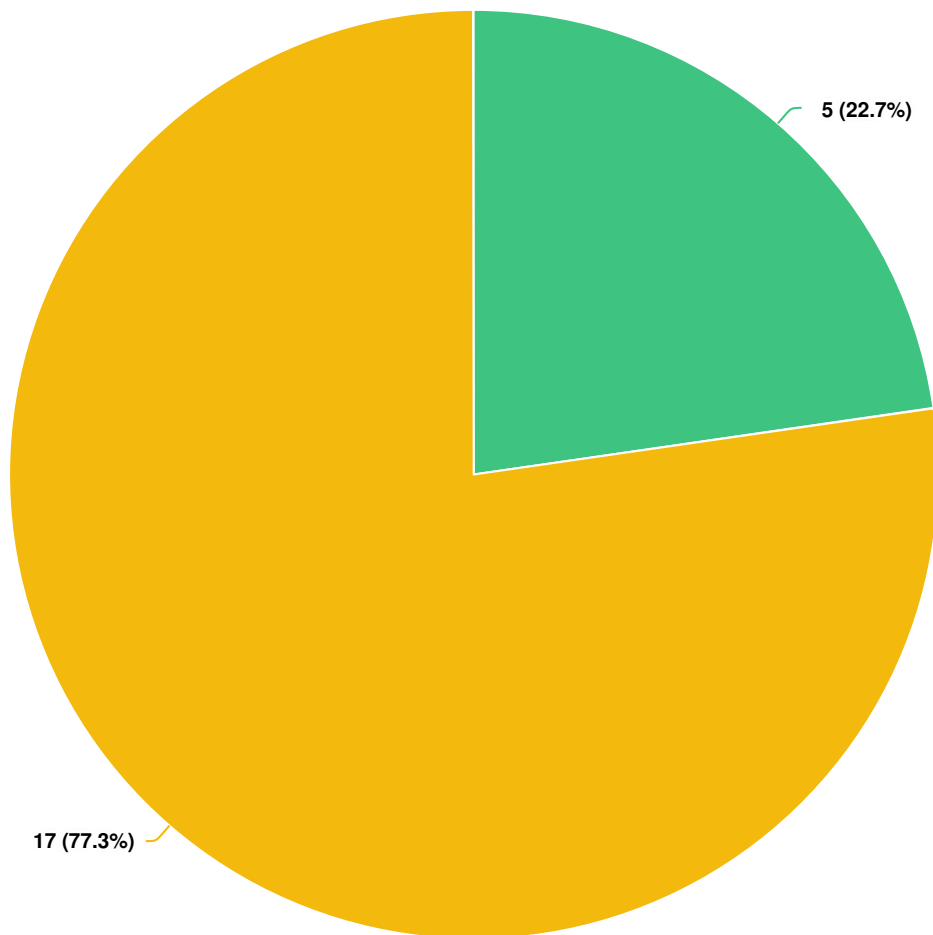
Question options

- Prefer not to say
- Other ethnic group
- White/ White British
- Mixed/ Multiple ethnic groups
- Asian/ Asian British

Optional question (180 response(s), 12 skipped)

Question type: Radio Button Question

Asian/Asian British



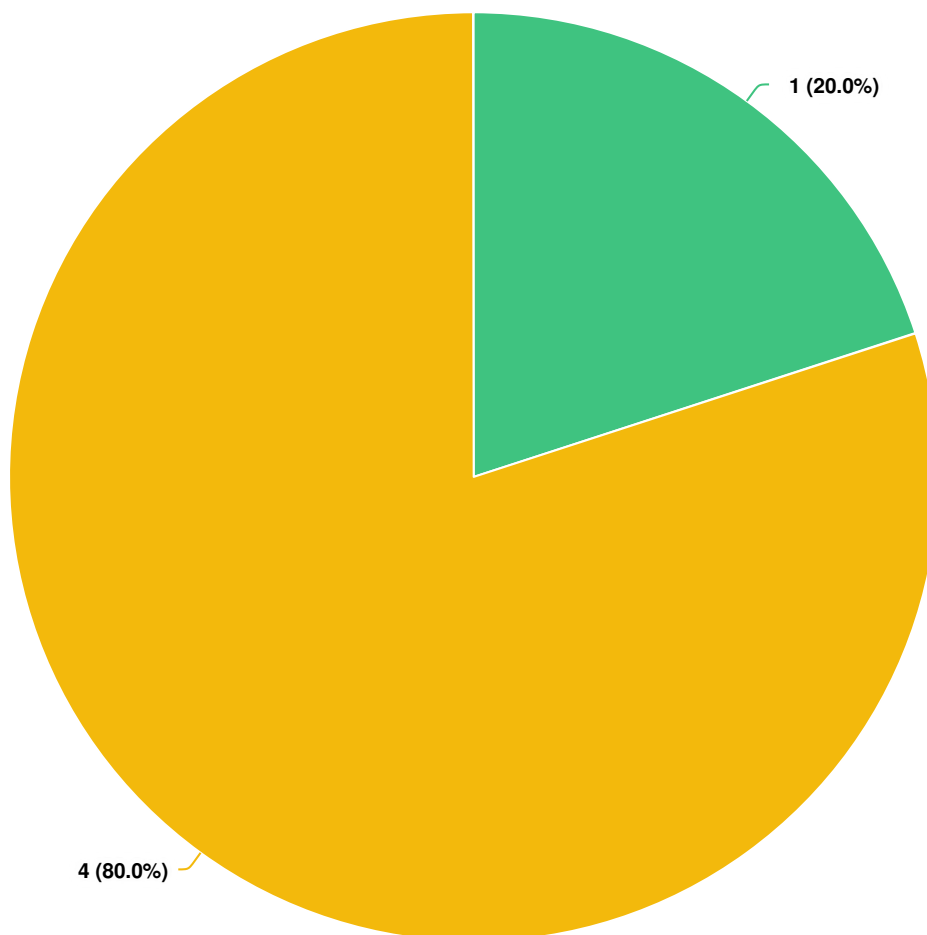
Question options

- Pakistani
- Indian

Optional question (22 response(s), 170 skipped)

Question type: Radio Button Question

Mixed/Multiple ethnic groups



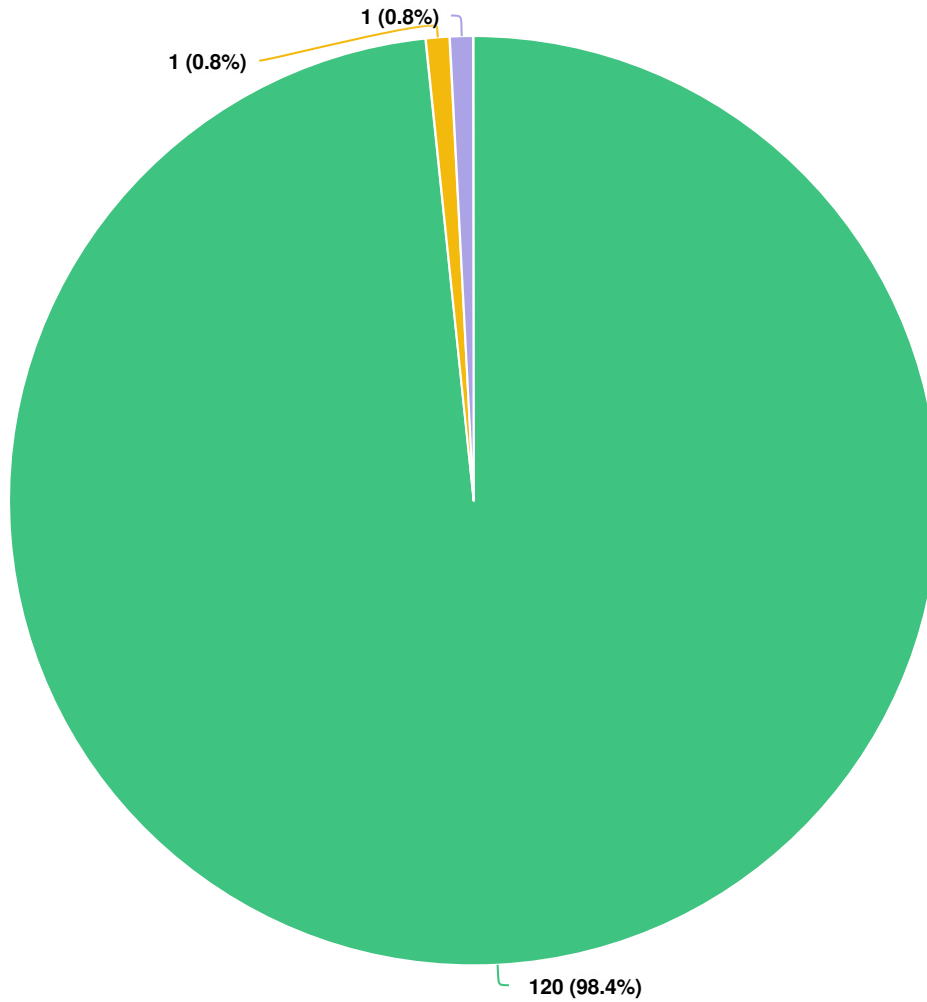
Question options

- Any other Mixed or Multiple ethnic background, please state:
- White and Asian

Optional question (5 response(s), 187 skipped)

Question type: Radio Button Question

White/White British



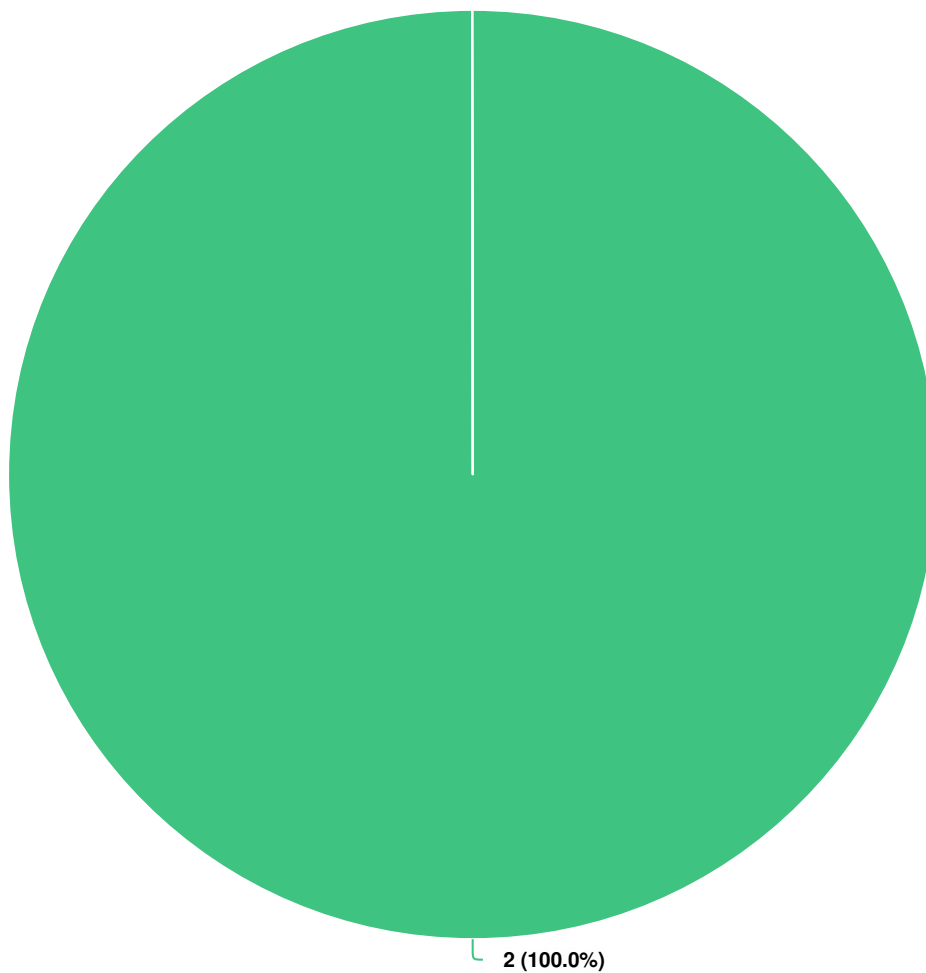
Question options

- Any other White background, please state:
- Irish
- English, Welsh, Scottish. Northern Irish or British

Optional question (122 response(s), 70 skipped)

Question type: Radio Button Question

Other ethnic group



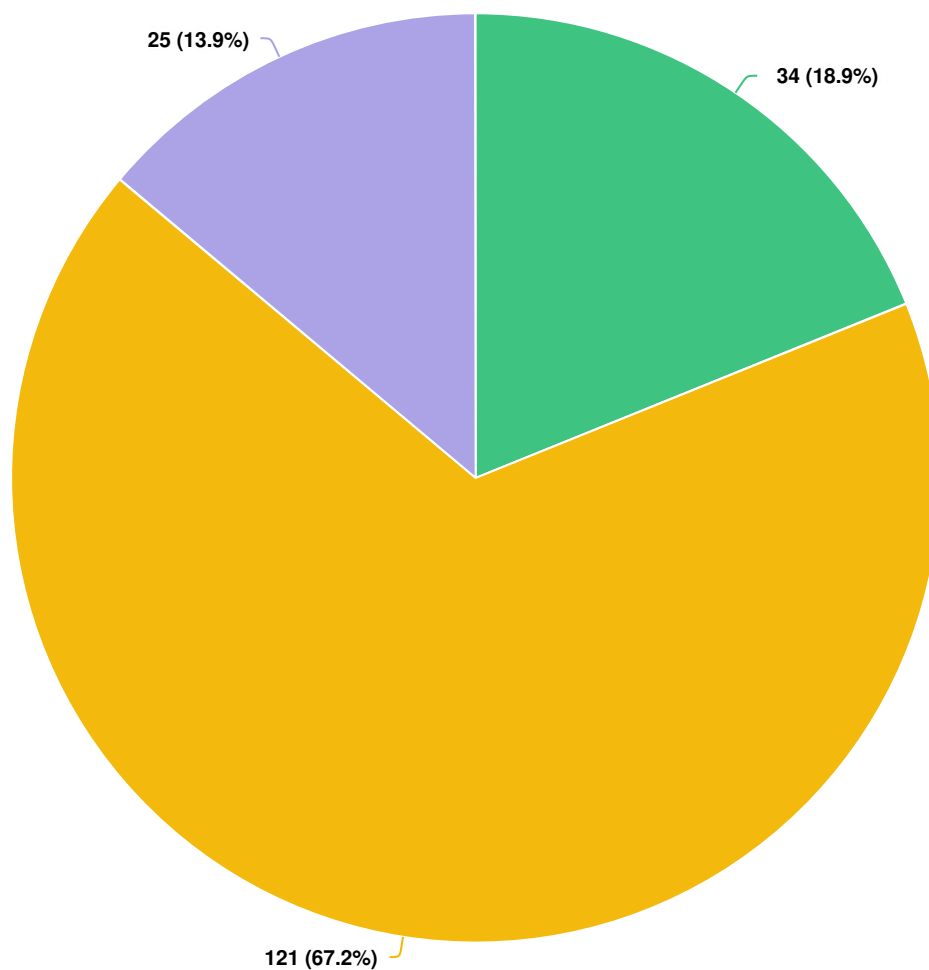
Question options

- Any other ethnic group, please state:

Optional question (2 response(s), 190 skipped)

Question type: Radio Button Question

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?



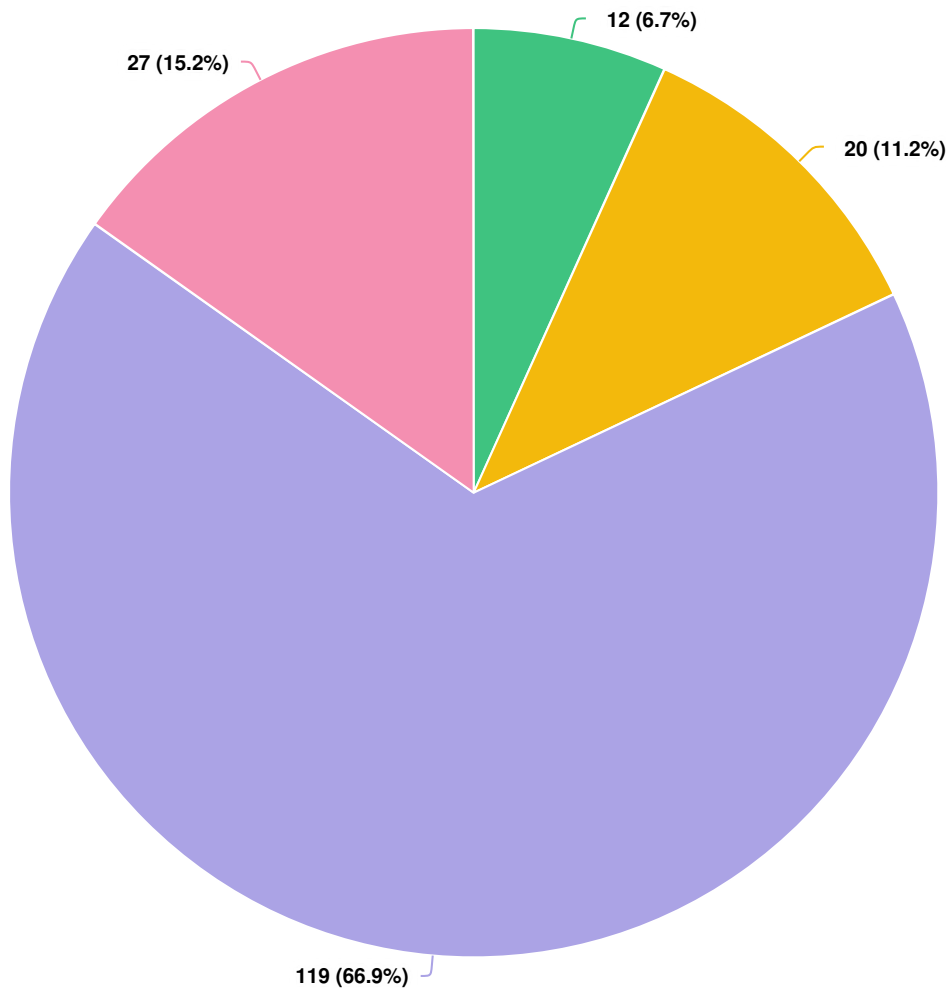
Question options

- Prefer not to say
- No
- Yes

Optional question (180 response(s), 12 skipped)

Question type: Radio Button Question

Do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?



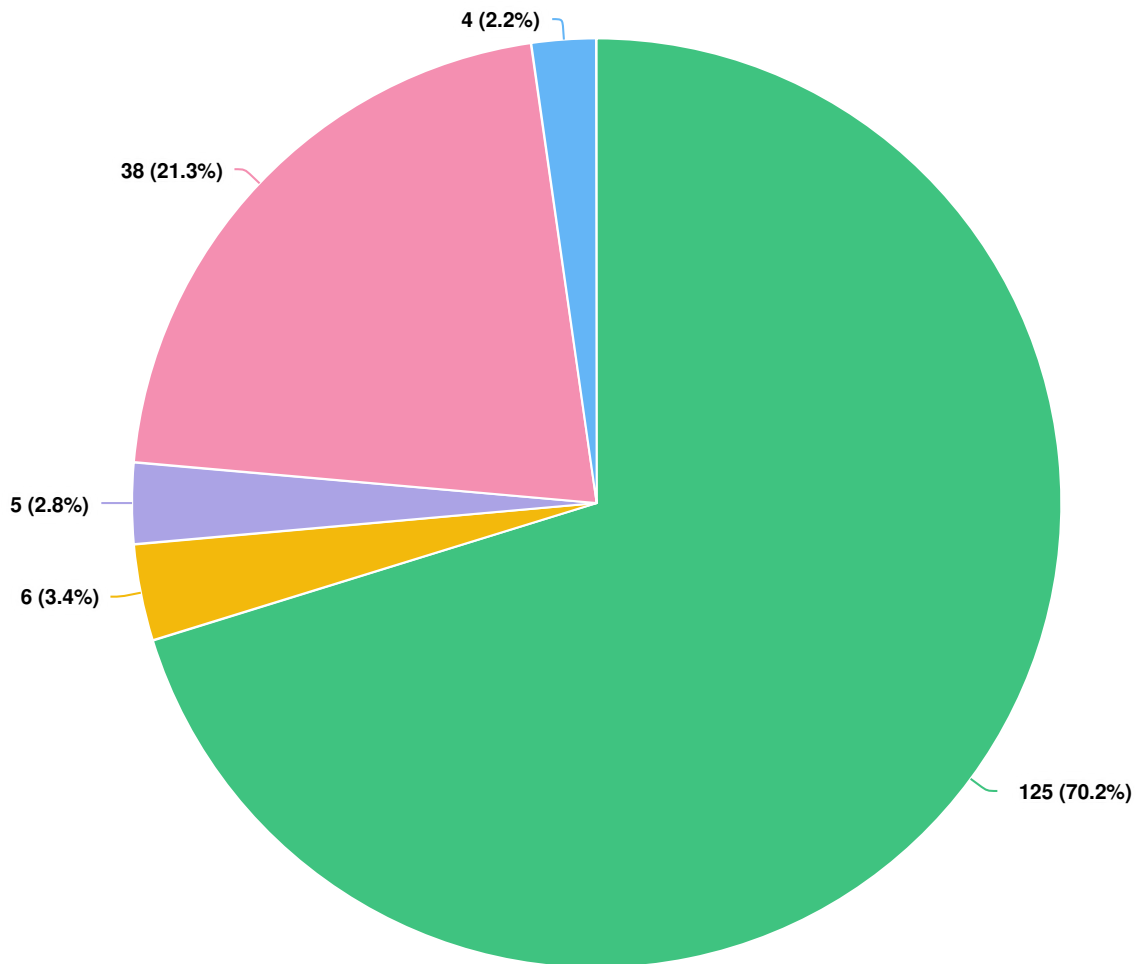
Question options

- Prefer not to say
- No
- Yes, limited a little
- Yes, limited a lot

Optional question (178 response(s), 14 skipped)

Question type: Radio Button Question

How would you describe your sexual orientation?



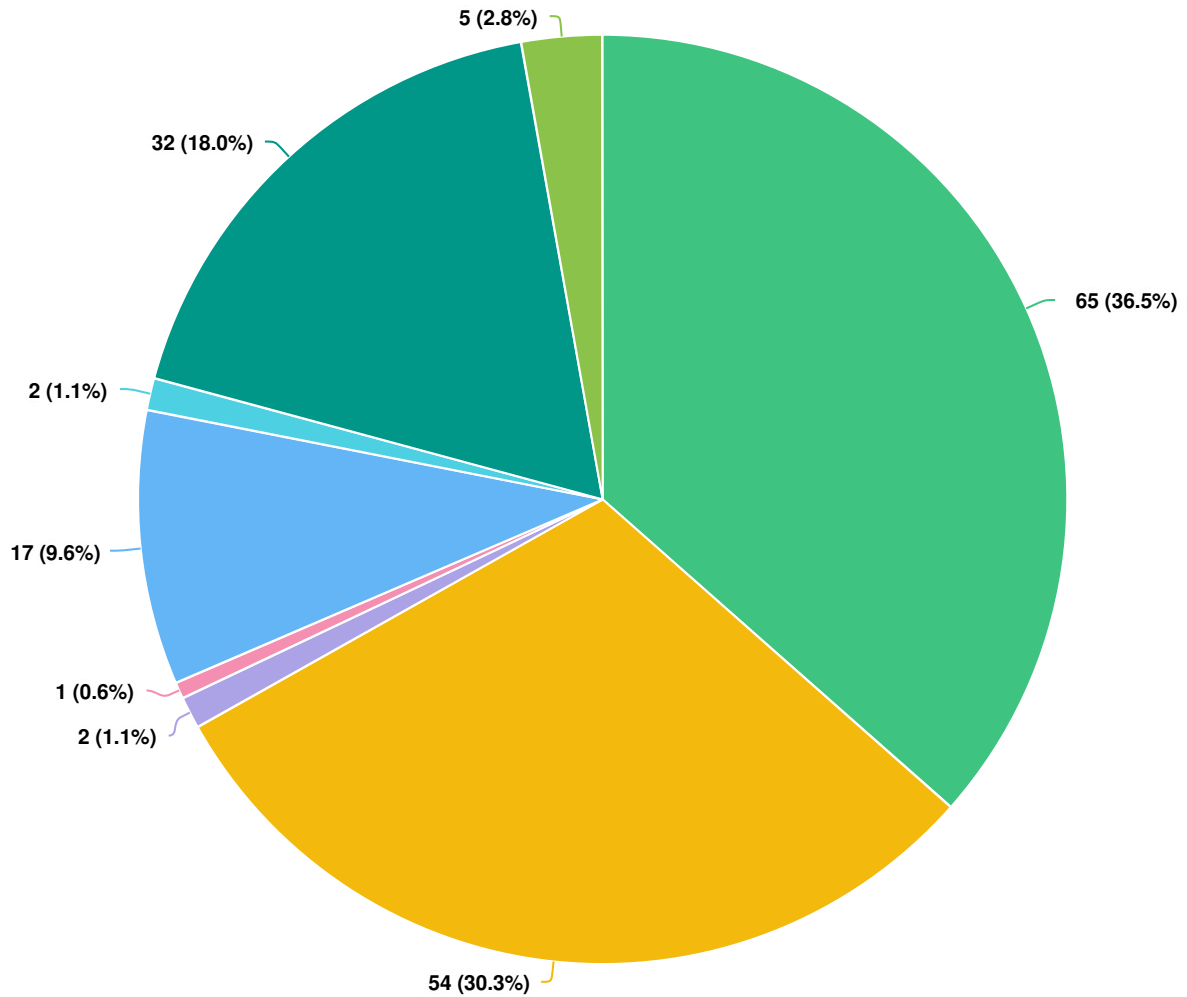
Question options

- I self-describe my sexual orientation as:
- Prefer not to say
- Bisexual
- Gay man or gay woman / lesbian
- Heterosexual or straight

Optional question (178 response(s), 14 skipped)

Question type: Radio Button Question

What is your religion or belief?



Question options

- Other (please specify)
- Prefer not to say
- Sikh
- Muslim
- Hindu
- Buddhist
- Christian (including Church of England, Catholic, Protestant, and all other Christian denominations)
- No religion (including atheist)

Optional question (178 response(s), 14 skipped)

Question type: Radio Button Question

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Report of the Strategic Director of Place to the meeting of the Bradford South Area Committee to be held on 15th February 2024

Z

Subject:

SMART STREET LIGHTING – UPDATE ON PROJECT PROGRESS

Summary statement:

The following report seeks to provide Members with a progress on the Smart Street Lighting Project and the work undertaken to date in the Bradford South constituency.

EQUALITY & DIVERSITY:

There are no equality and diversity issues.

David Shepherd
Strategic Director - Place

Report Contact: Allun Preece
Principal Engineer – Street Lighting
Phone: (01274) 434019
E-mail: allun.preece@bradford.gov.uk

Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- This report provides Members with an update on progress of the Smart Street Lighting project, specifically, the work completed in the Bradford South constituency replacing old street lighting luminaires, life expired columns and the installation of the Central Management system and LoRaWAN network.

2. BACKGROUND

- The Council approved an invest to save project in 2018 of £45m to update its current lighting stock, of approximately 56,500 assets, with the aim of significantly reducing energy consumption, maintenance costs and reducing CO² emissions. The project will replace the existing inefficient lighting with energy efficient LED's whilst retaining most of the existing lighting columns. It is envisaged that there will be a need for the replacement of approximately 15,600 life expired lighting columns which were identified during a survey of all existing assets (carried out in 2019-20). The new lighting solution will be controlled using a Central Management System (CMS) to control the lighting via a Low power wide area network (LoRaWAN) platform to facilitate Internet of Things (IoT) connectivity for a variety of sensors and devices.
- The project has been split into two work streams "In Scope" works around 48,300 assets which are the standard column replacements, connections and luminaire replacements on the majority of streets across the district and "Out of Scope" works around 8,200 which are the more challenging assets such as heritage and decorative assets, pole mounted and wall mounted luminaires, columns in back streets, overhead cabled columns etc.
- The "In Scope" works is being undertaken by the external contractor Amey OW Ltd. and the "Out of Scope" works will be a mix of the Councils in house delivery teams for the luminaire replacements and a further contract resource for the remaining column replacements and connections due to be tendered around the end of February 2024.

3. OTHER CONSIDERATIONS

- The project has been broken down into several work types which are referred to in the appendices, these are:

LC - Lantern Change - this is the installation of a new LED lantern with a CMS node on an existing column which has been identified as structurally sound, these are predominantly relatively new steel columns.

LCS – Lantern Change and Sleeve – this is the installation of a sheet steel bracket on an existing concrete to extend the life and anew LED lantern and CMS node, there are very few of these as there was sufficient funding to replace a large number of these concrete columns.

CR – Column Replacement – this is the installation of a new steel lighting column to replace the existing concrete or steel column that the survey deemed to be life

expired, again this includes a new LED lantern and CMS node

OS/LC – Out of Scope Lantern Change – this is where the existing asset has been excluded from the main contractors work, in the main these are heritage and decorative assets, pole mounted, wall mounted, units in conservation areas etc. These will be either lantern replacements with decorative or heritage units, again LED with CMS nodes or retrofit LED gear trays. These will be completed by the in house street lighting teams.

OS/CR – Out of Scope Column Replacements – this is where the existing columns are replaced with new columns with an LED lantern and CMS node, many of these columns have access issues, are in back streets, footpaths or cast iron columns being retained/replaced with heritage embellished columns at the request of the conservation team.

- All the new lighting installations have been designed in accordance with the British Standards where possible to improve the lighting of the carriageway and footways.
- The table below shows the number of assets in each ward that require replacement, the number that have been completed up to receipt of the last payment application (early December 2023) and the percentage completion.

Ward	Total number of assets	Total complete in App 43	% Complete
Tong Ward	3537	1664	47.05%
Queensbury Ward	1818	1329	73.10%
Royds Ward	2095	1718	82.00%
Wyke Ward	2074	1584	76.37%
Wibsey Ward	1658	1311	79.07%
Great Horton Ward	1508	1063	70.49%
Total	12690	8669	68.31%

4. FINANCIAL & RESOURCE APPRAISAL

- There are no financial issues arising from the project to date. The funding was agreed by the PAG and is split as follows;
£25,893,509 Prudential Borrowing
£19,084,597 SALIX interest free Government Funding for carbon reduction projects.
- Upon completion of the project, it is projected that the Council will have reduced the annual energy consumption in Bradford South as outlined in the table in Appendix A.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- Due to the size and nature of the project there are several risks in delivering the works, these are being effectively managed through the NEC contract with Amey OW Ltd. as well as the whole project being overseen by a governance framework and monthly project board meetings to ensure that risks are managed and mitigated effectively.
- The Smart Street Lighting Project Board reviews the risk register at each meeting and assesses whether escalation is required or whether the Project Executive is satisfied that the risks are being managed effectively.

6. LEGAL APPRAISAL

- There are no current legal issues.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

- The Smart Street Lighting project forms part of the Council Plan in helping to deliver the priority area “A Sustainable District”. By replacing the old street lighting units with energy efficient LED’s this will reduce the Councils energy consumption for street lighting by at least 65% whilst providing lower maintenance requirements and costs.
- The installation of the Central Management System facilitates the dynamic control of the lighting enabling dimming and switching off lights, automatic fault reporting which saves on physical night inspections of lights to identify failures as well as pseudo energy metering so that the actual consumption of the units can be monitored and provided for billing purposes.
- The specification for all new lighting columns has been developed to provide a useful life of 50 years rather than 30 years offered with standard specification columns, reducing the necessity to replace as frequently. Also, the LED luminaires are projected to have a 20-year life, again reducing the need for frequent replacement as opposed to the old lamps which had a 4 – 6-year life

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

- By reducing the energy consumption of the street lighting assets this provides a significant reduction in CO² emissions. It is anticipated that the savings will be around 6000 tonnes of CO² per annum when the project is complete. In addition to this by specifying materials with longer life this also reduces the Councils carbon footprint.
- The provision of the CMS and the LoRaWAN network enables the Council to control the lighting and provide connectivity of a plethora of sensors which could assist in providing data to support the Councils response to the Climate

Emergency. Refer to Appendix A for carbon reduction figures.

7.3 COMMUNITY SAFETY IMPLICATIONS

- The first phase of the project was to survey every asset in the District to ascertain both electrical and structural safety, this included non-destructive testing of all steel lighting columns. During the survey, columns were identified for replacement based on the results of the testing with many concrete columns proposed for replacement. Overall, the column replacements identified are in the region of 30% of the stock.
- Inevitably, during the survey around 700 columns were found to be structurally unsafe requiring immediate action. These units were cut down to just above the shoulder around 1.2m above ground level and made safe. Risk assessments were undertaken to identify those requiring urgent replacement based upon whether they were the only light in the street or multiple lights in the same street. The vast majority of these have been replaced with around 15 outstanding across the District.
- The provision of a safe, modernised, fit for purpose streetlighting infrastructure is an important service for ongoing community safety.

7.4 HUMAN RIGHTS ACT

- There are no human rights implications.

7.5 TRADE UNION

- There are no trade union implications.

7.6 WARD IMPLICATIONS

- As an all-District project, all wards in the Bradford South Constituency are affected by the project. This includes installation works resulting in traffic management measures, barriers on pavements and limited time disruptions in all streets as work is carried out.
- Ward specific data regarding the number of assets and completed works can be found in Appendix B.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

- The project supports outcomes for safer neighbourhoods in all the Ward plans for the constituency by providing better street lighting, reducing carbon emissions and reducing lighting faults through more reliable LED lighting.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

- There are no implications for children and young people.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

No issues arising.

8. NOT FOR PUBLICATION DOCUMENTS

➤ None

9. OPTIONS

➤ This report provides information on the progress of the Smart Street Lighting Project and therefore there are no options requiring a decision.

10. RECOMMENDATIONS

➤ That Members acknowledge the progress of the Smart Street Lighting project in Bradford South and welcome future updates.

➤ That Members endorse the project and the positive impact for the Bradford South constituency and its wards.

11. APPENDICES

➤ **Appendix A** – Charts outlining Load Reduction, Energy Savings and CO2 savings by ward.

➤ **Appendix B** – Charts identifying Smart Street Lighting works, by work type and completed works by ward to date.

12. BACKGROUND DOCUMENTS

➤ None

Appendix A

Chart 1

The chart below compares the load of the old equipment against the load of the new equipment – as an example consider it like changing a light bulb in your house from the old 100 watt bulb to a 35 watt LED bulb, a saving of 65%. Obviously kW (killowatts -1000 watts) are used as the load is for all the lighting that has been replaced in each ward.

The figures in this table only include the units that have been replaced up to the latest payment application from the contractor that informs the project team which assets have been completed.

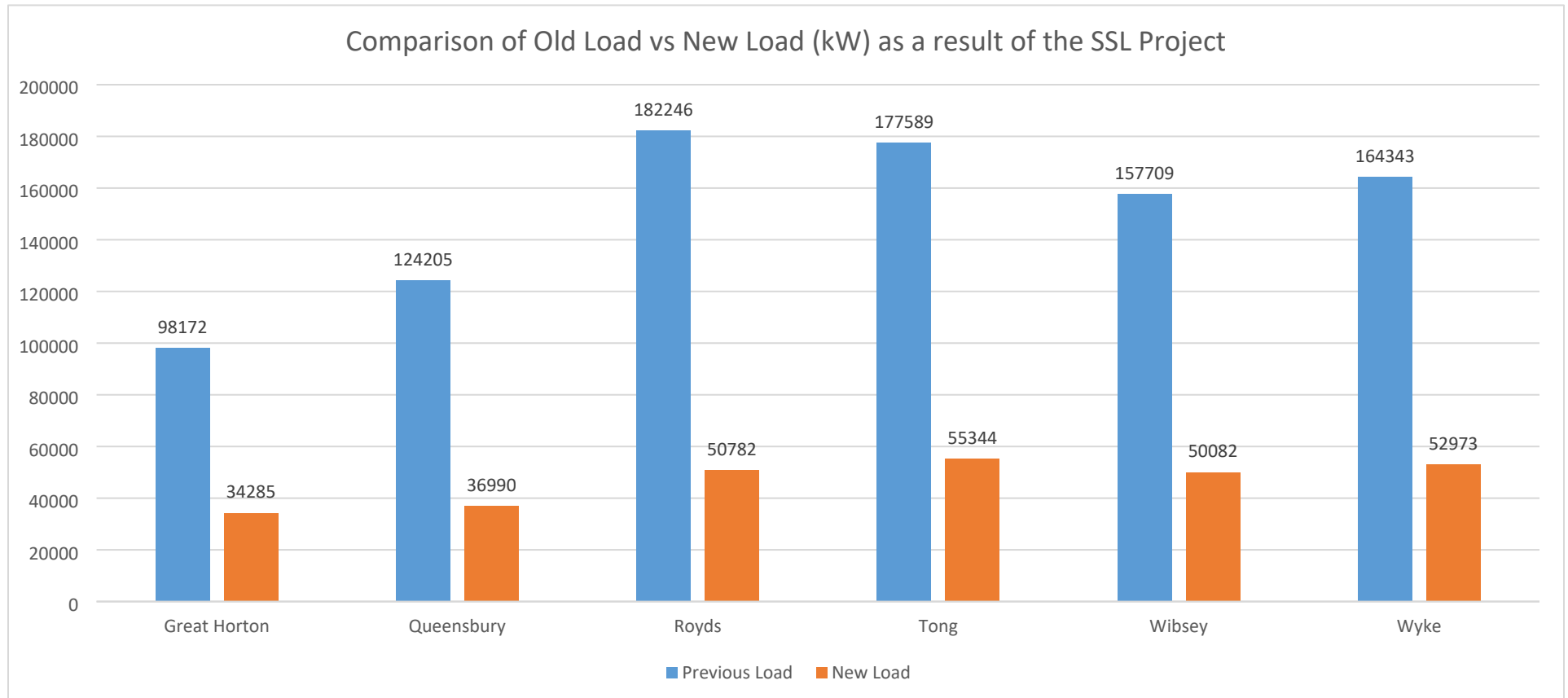


Chart 2

The chart below shows the **estimated** energy consumption of the old equipment compared with the new LED units, this is measured in kWh (kilowatt hours). The values in this table are calculated based on a 12 month period and are therefore indicative of the annual energy consumption.

To calculate the **estimated** consumption the average burn hours (the duration the lights are on) for 12 months have been used, in the case of the old equipment controlled by photocells the burn hours are 4,125 hours per annum multiplied by the load of the old equipment.

In terms of the new LED lights, these are controlled by the CMS which includes a dimming profile which effectively reduces the burn hours to 3,105 hours per annum – this is then multiplied by the load of the new LED units.

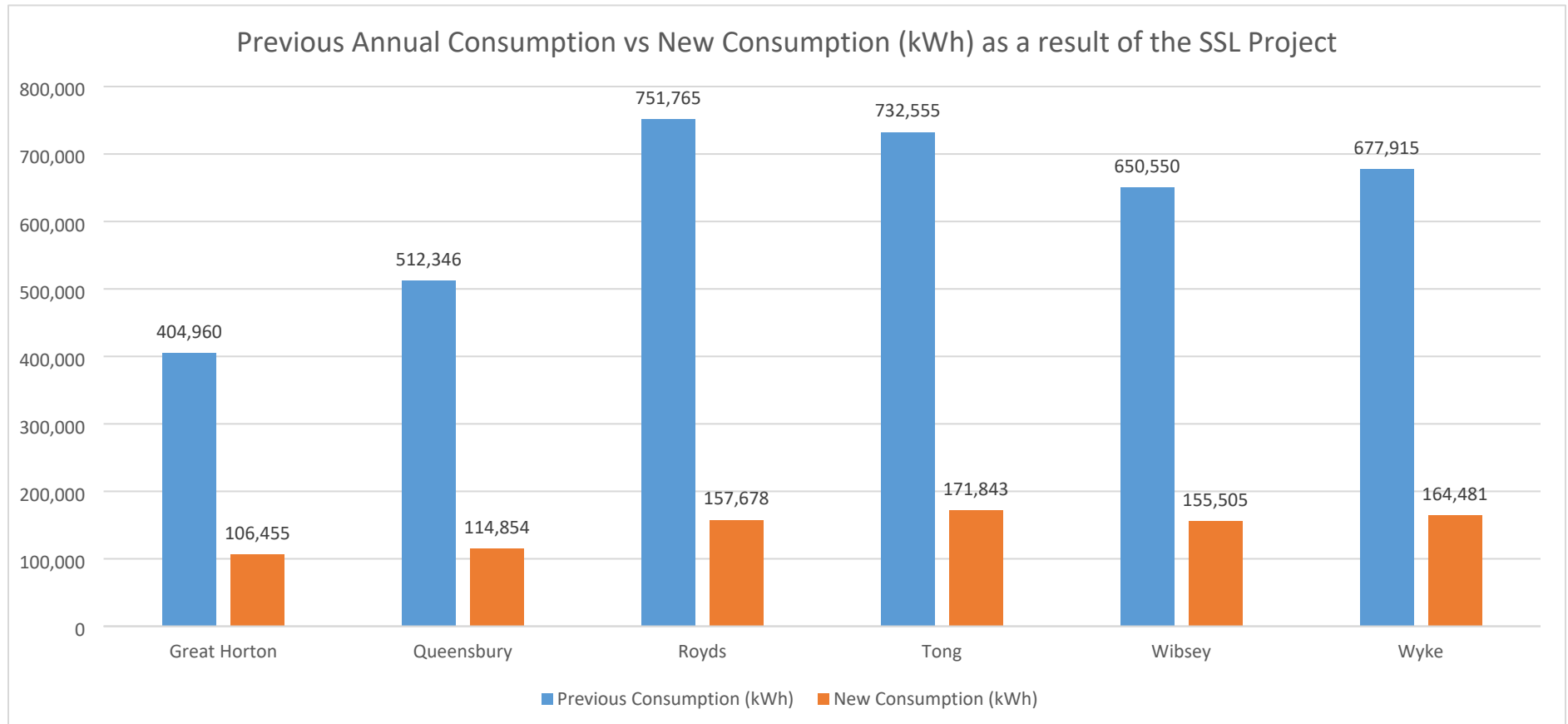


Chart 3

This chart provides a comparison of the **projected** reduction in the annual energy cost – again, this is based on the annual energy consumption estimated as shown in Chart 2 multiplied by the per unit rate of 31.5 pence per kWh.

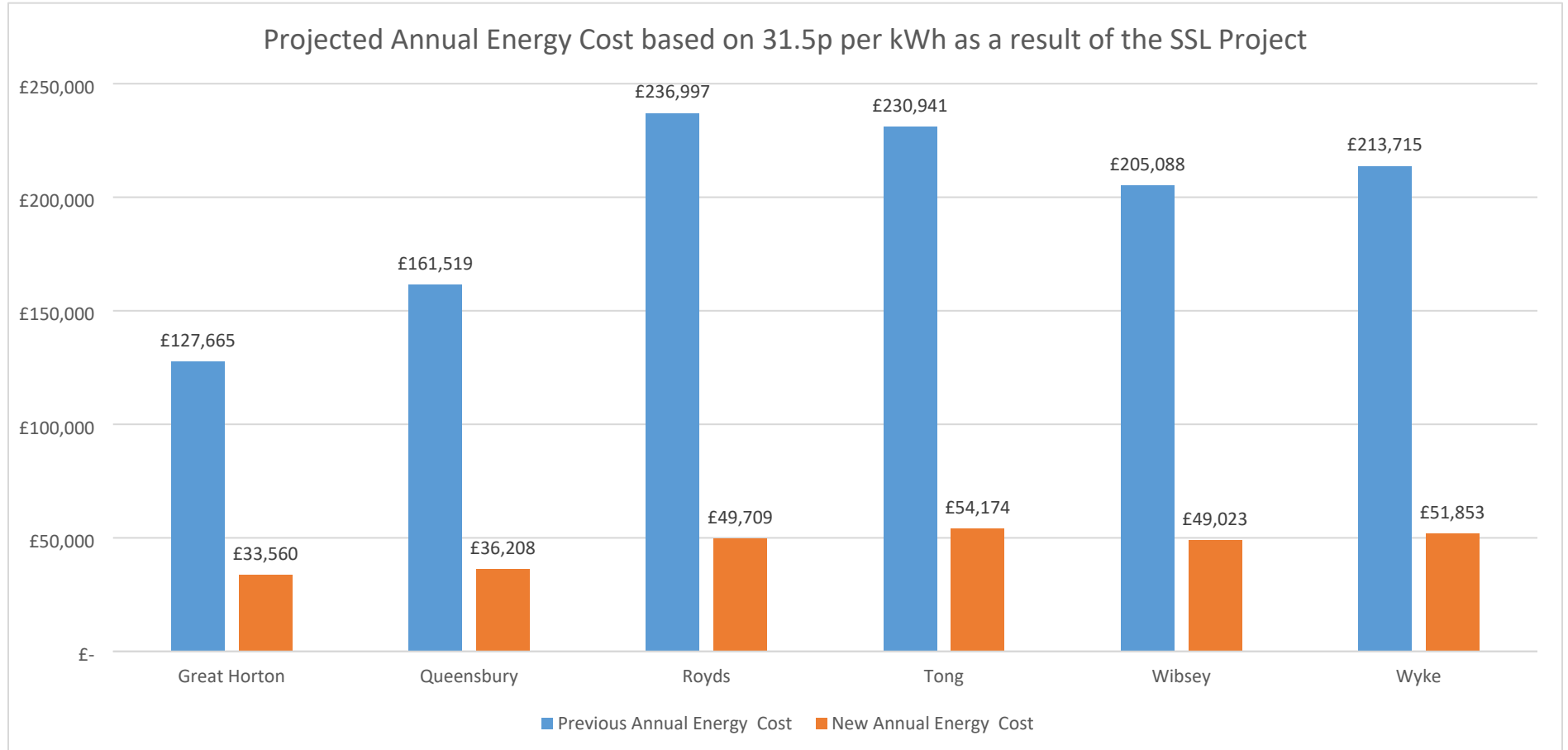


Chart 4

This chart provides the percentage load reduction as a result of the work carried out by ward, the reason for the fluctuation between wards is down to the quantities of units replaced and also the type of equipment in each ward, for example, where there are busy traffic routes higher wattage equipment is used.

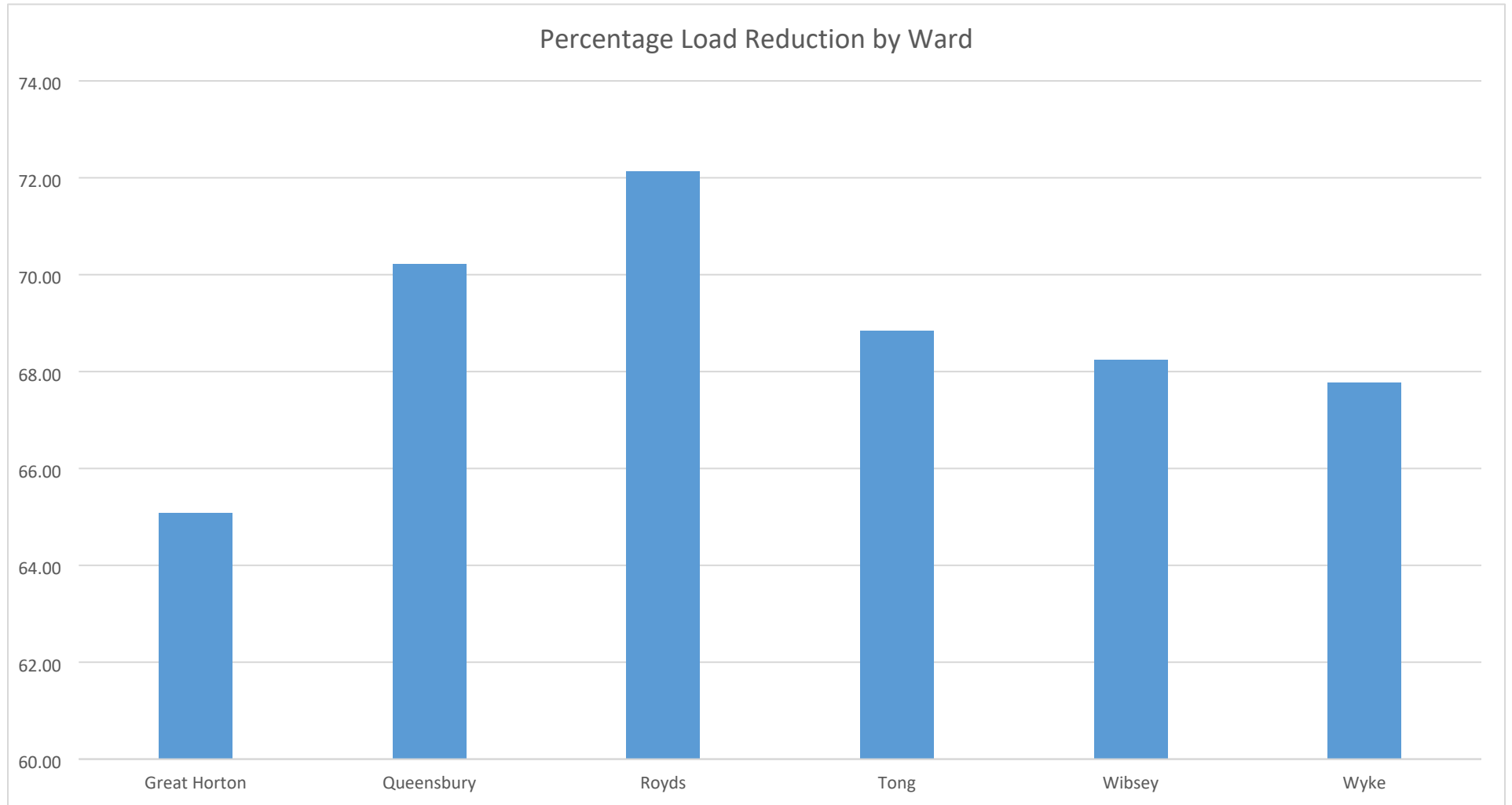
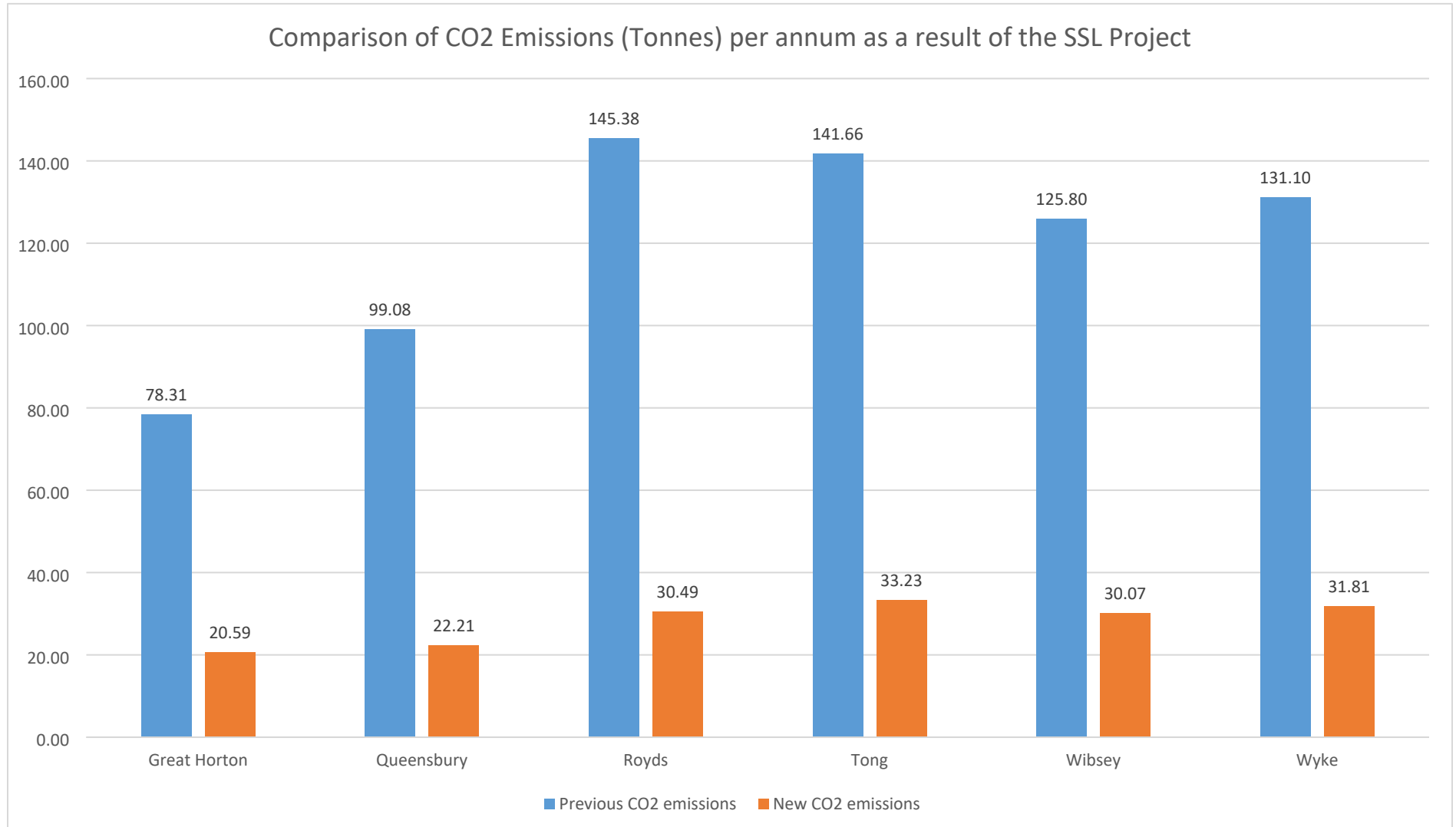


Chart 5

This chart provides the reduction in CO² emissions from the old equipment to the new equipment.



Appendix B

Chart 6

Based on the latest payment application detailing the work completed by the contractor this chart indicated the number of Lantern Changes to be carried out in each ward along with the quantities that have been completed.

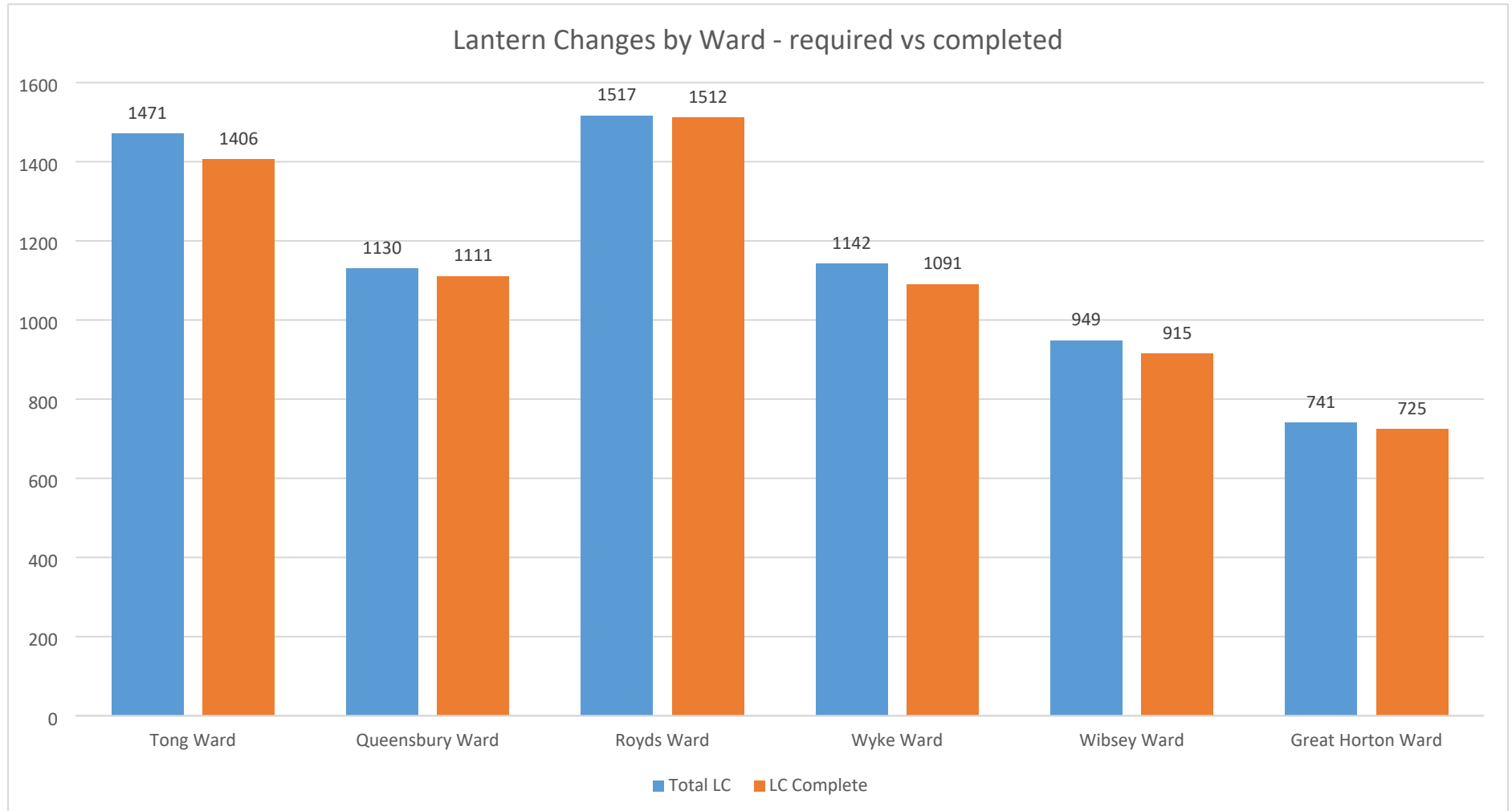


Chart 7

This chart provides the comparison between the number of Lantern Changes and Sleeves required and the number that the contractor has completed.

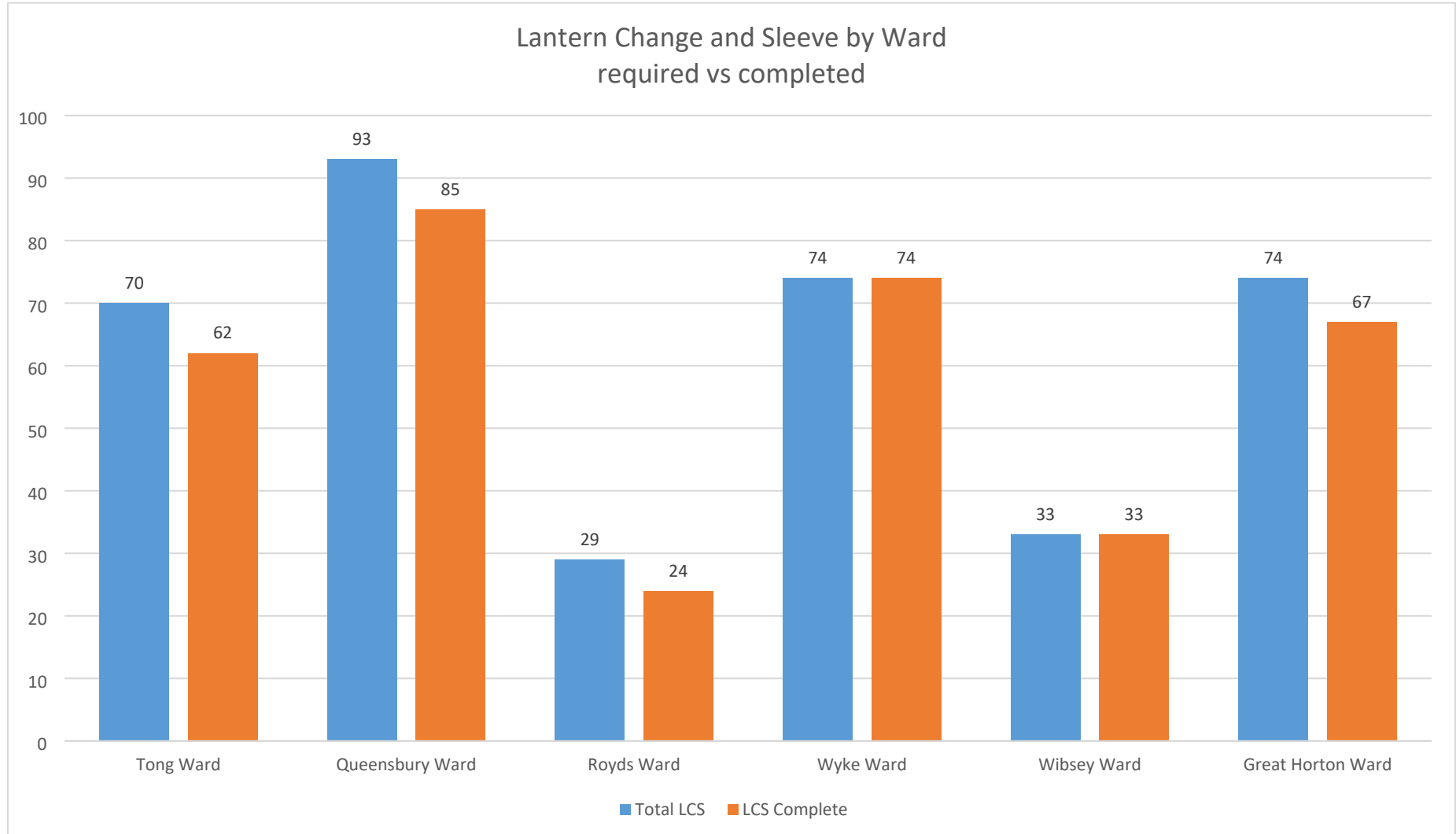


Chart 8

The chart below shows the number of Column Replacements (including new LED lantern) required to be undertaken by the contractor and the number completed.

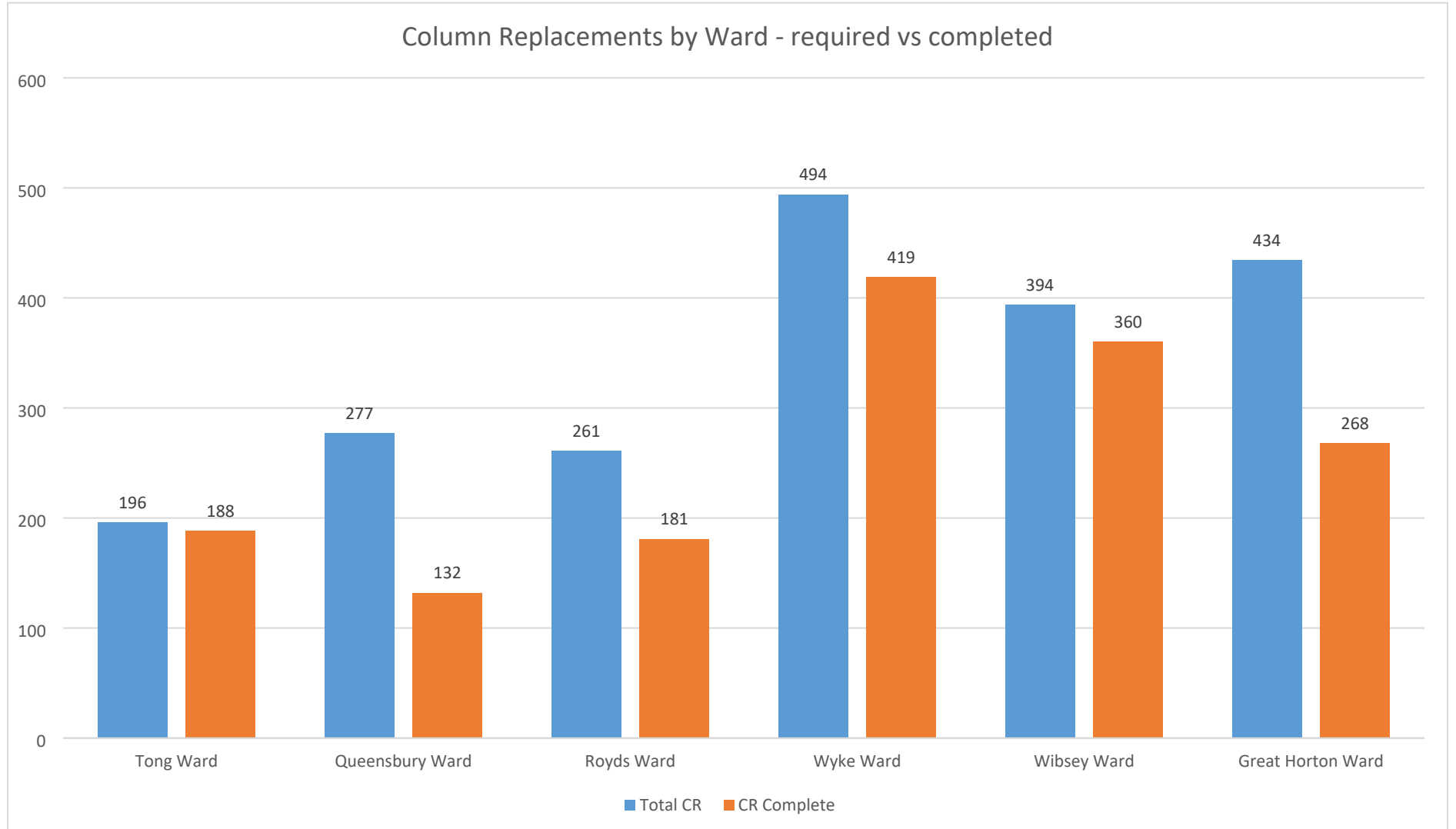


Chart 9

This chart details the number of Out of Scope Lantern Changes required for each ward. This work has not yet commenced but will do over the next month or so and will be carried out by the in house operational teams. It is clear that Tong has a significant number of this work type, this is due to the decorative equipment installed in Holme Wood, where there are decorative brackets on existing columns the lanterns for these will be retrofitted with LED gear trays.

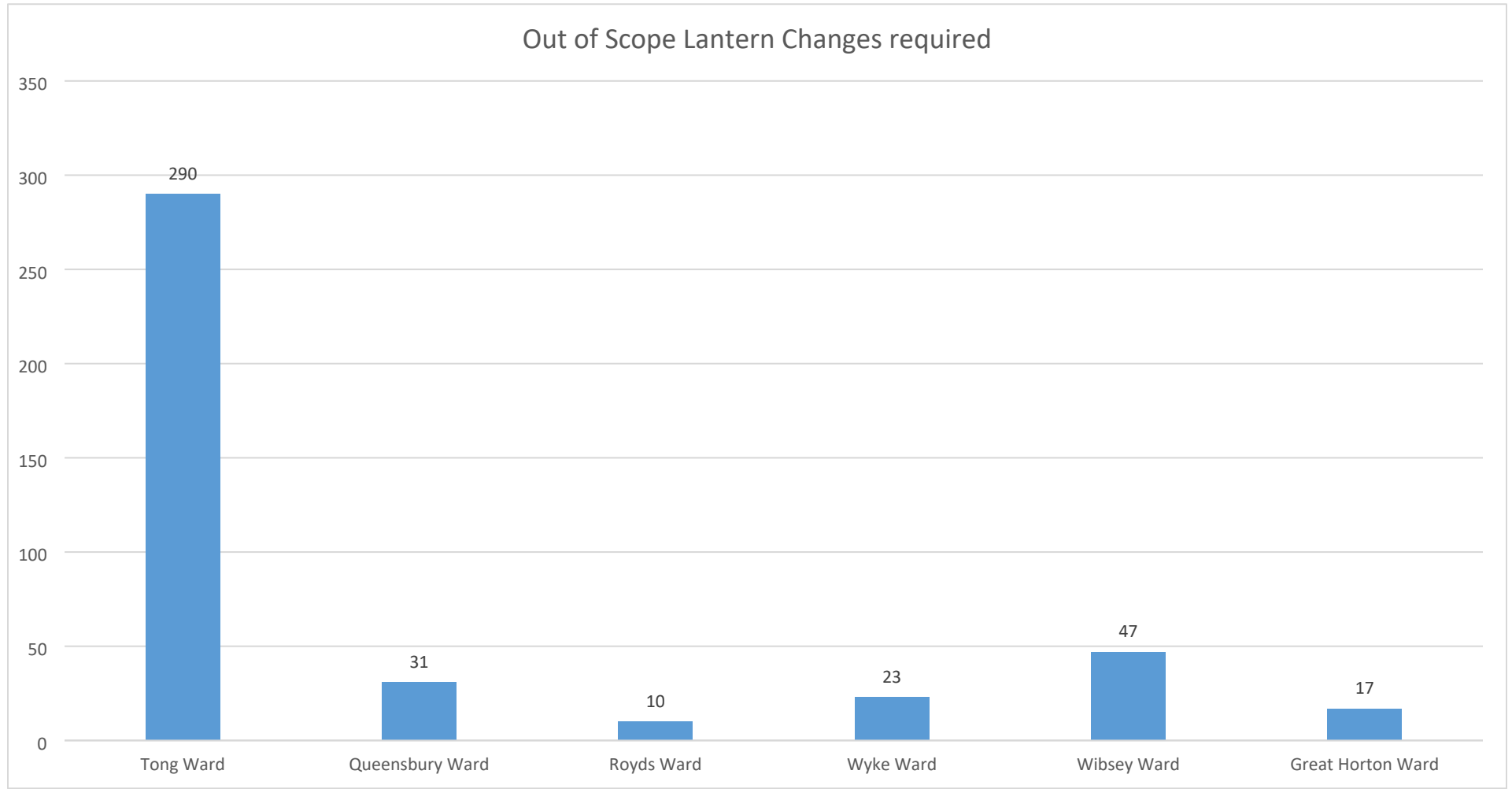
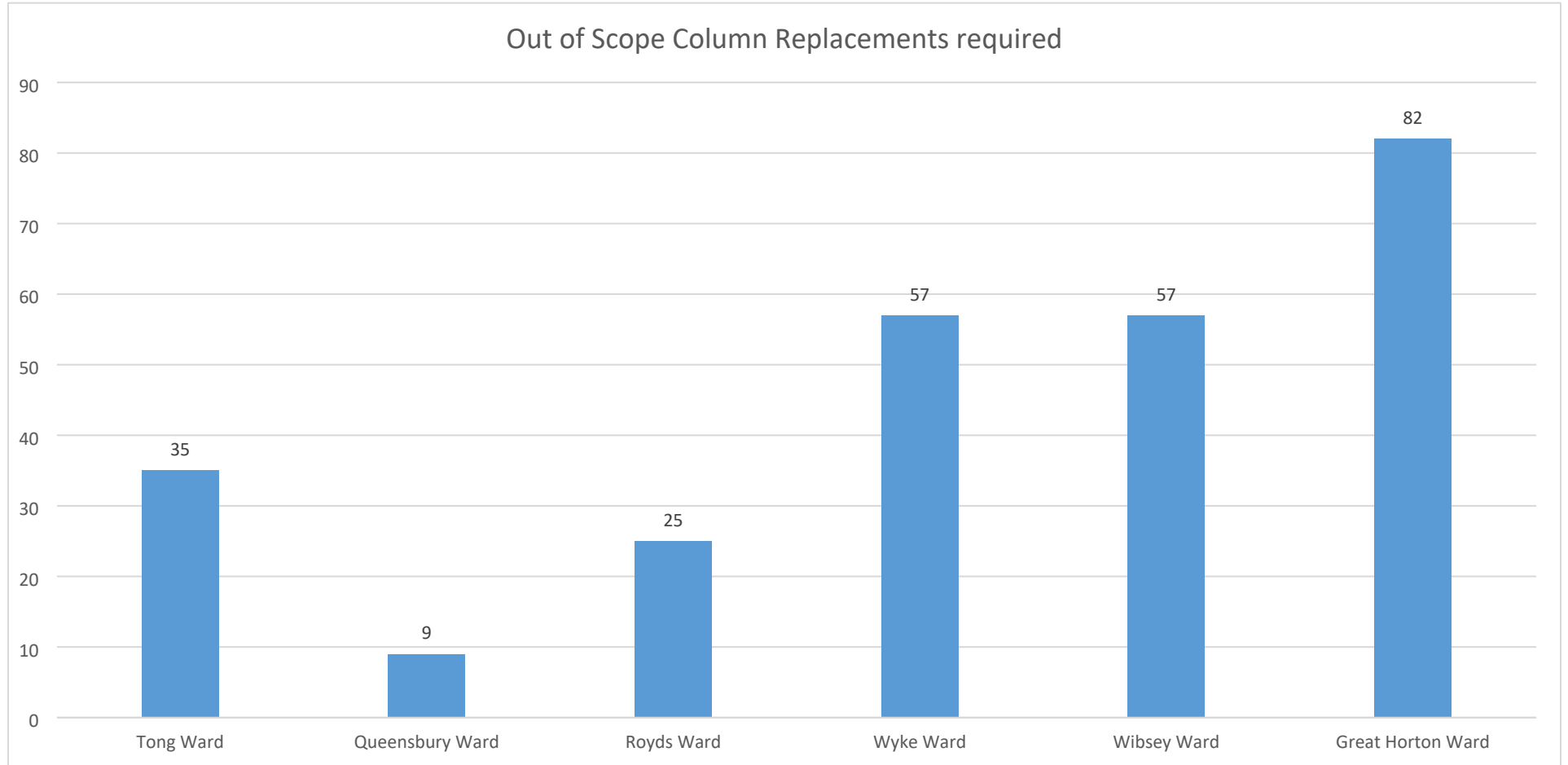


Chart 10

This chart shows the quantity of Out of Scope Column Replacements in each ward, again this work has not commenced and a separate tender for a contractor to complete this work is due to go out towards the end of February 2024.





Report of the Bradford South Area Co-ordinator to the meeting of Bradford South Area Committee to be held on 15th February 2024

AA

Subject:

Request for reallocation of Combined Funding 2023-2024 Bradford South.

Summary statement:

This report requests members to consider the reallocation of Combined Funds returned from a Bradford South organisation from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF) for Round 2.

EQUALITY & DIVERSITY:

Decisions will need to be made in line with Equal Rights legislation. This will require Area Committees to assess the potential equality impact of any decisions they make. The District Plan and Locality Plans are underpinned by a cross cutting principle of tackling inequality in our communities. These combined funds will set out a program of activity that supports this as a core outcome. 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, we will support this approach, address inequality and improve opportunities for communities across Bradford South.

David Shepherd
Strategic Director Place
Phone: 01274 434748/433761
E-mail: david.shepherd@bradford.gov.uk

Portfolio: Abdul Jabar
Neighbourhoods and Community Services

Report Contact: Ishaq Shafiq
Bradford South Area Co-ordinator
Phone: (01274) 431155
E-mail: ishaq.shafiq@bradford.gov.uk

Overview & Scrutiny Area: Corporate

1. SUMMARY

- 1.1 This report requests members to consider the reallocation of Combined Funds returned from a Bradford South organisation from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF) for Round 2.

2. BACKGROUND

- 2.1 The City of Bradford Metropolitan District Council (CBMDC) via its Constituency Area Offices invited applications from eligible local organisations to apply for funding available from The West Yorkshire Mayor's Cost of Living Fund (WYCA CoLF) £287,000, Household Support Fund (HSF) £172,000 and United Kingdom Share Prosperity Fund, UKSPF £135,000. These are actual sums for community grants once £120,000 has been transferred from the Cost of Living Fund to Bradford Credit Union for affordable loans and support for school uniforms.

- 2.2 The UKSPF Programme replaces the European Structural and Investment Fund following Brexit. The UK government released the UKSPF prospectus in April 2022 as part of its central mission to level up the whole of the United Kingdom. The allocation for West Yorkshire is £80,486,557 over a 3-year period, with £7,578 million allocated for the Bradford District. It is a three-pillar framework for allocating this funding:

Pillar 1 - Communities and Place

Pillar 2 - Supporting Local Business

Pillar 3 - People and Skills

- 2.3 Applications from eligible local organisations across the Bradford South constituency were invited to apply from the total funding of £130,840.00. The funds from CoLF, HSF and UKPSF were combined to provide emergency local services and support during the cost-of-living crisis, specifically for food banks/parcels, warm places debt advice and support for mental health.

Examples of support can be (not an exhaustive list):

- Food (or other such as hygiene, clothes) parcels
- Establishing new or extending existing warm places
- Support and advice
- Measures to improve energy efficiency for households
- Tangible items for vulnerable groups (slow cookers, hot water bottles, flasks, blankets)

- 2.4 All grants will be distributed via the Area Co-ordinator's Neighbourhood Teams who cover the 5 Parliamentary Constituencies in the district, which are Bradford South, Bradford East, Bradford West, Shipley and Keighley.

- 2.5 The a single application process and criteria was developed and adopted district wide for the combined funding. The funding went live in September 2023 with a closing date for receipt of applications of 30 September 2023.

- 2.6 At its meeting in October 2023, the Area Committee allocated £60,170 from the initial funding that was available and the amount of £3,580 was returned by an organisation previously funded from the UKSPF funding. The table below provides further details:-

Bradford South Allocation	£130,840.00
Returned unspent UKSPF funding	£ 3,580.00
Total available	£134,420.00
Amount allocated at October 2023	£ 60,170.00
Total amount available for Round 2	£ 74,250.00

- 2.7 At its meeting in November 2023, the Area Committee allocated the remaining funds of £74,250.00. However, an organisation in Bradford South has returned an amount of £3,900 and a request is being submitted for this funding to be used towards purchasing electrical blankets and other resources for eligible individuals and families.

3. OTHER CONSIDERATIONS

- 3.1 If any funding is left unallocated which arises to seek support from the Area Committee to use funds as detailed within 2.7.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Each area was offered a baseline budget of £50,000 and the remaining balance of £344,000 was shared by applying the deprivation index formula. See section 2.6 of this report for more information on the financial context. Management of the administration sits centrally within the Stronger Team.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no risk management or governance issues.

6. LEGAL APPRAISAL

- 6.1 There are no legal appraisal issues to highlight.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The District Plan and Locality 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 community

groups on decarbonisation and supporting households with the costs of living crisis all support their agenda.

7.3 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from this report.

7.4 HUMAN RIGHTS ACT

There are no human rights implications arising from this report.

7.5 TRADE UNION

There are no trade union implications arising from this report.

7.6 WARD IMPLICATIONS

This is detailed within the main body of the report and is key to the successful delivery of the grants allocated, to improve quality of life for residents across the Bradford South constituency, to support the Bradford South Ward Plans.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

As above in 7.6 and to support the delivery of priorities in the Bradford South Constituency Locality Plan.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

The District, Locality and Ward plans contain specific outcomes that relate to children and young people. Grants allocated from these funding pots will bring direct and indirect benefit to them, addressing local priorities of need and deprivation.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

There are no issues arising from this report.

8. NOT FOR PUBLICATION DOCUMENTS

There are no not for publication items.

9. OPTIONS

9.1 To agree the proposals for the reallocation of the Combined Fund as detailed within section 2.7 and section 3.1 of this report.

9.2 To amend the proposals for the allocation of funding.

10. RECOMMENDATIONS

10.1 That the Area Committee agree the proposals for the funding allocations as outlined. Within section 2.7 and 3.1 of this report.

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

Reports to Bradford South Area Committee October 2023, November 2023 and December 2023.

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