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Agenda for a meeting of the Bradford South Area Committee to be held on Wednesday, 13 March 2024 at 6.00 pm in Committee Room 4 - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	GREEN	BRADFORD SOUTH INDEPENDENTS
D Green (Chair) 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
Agenda Contact: Yusuf Patel
Phone: 01274 434579
E-Mail: yusuf.patel@bradford.gov.uk

To:

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

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

2. 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 if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects)</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</i>

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

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. 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 Monday 11 March 2024.

(Yusuf Patel – 01274 434579)

B. BUSINESS ITEMS

5. OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD SOUTH CONSTITUENCY 1 - 12

The Strategic Director Place will submit a report (**Document “AB”**) which sets out objections to the proposed Traffic Regulation Order on various roads in the Bradford South Constituency.

Recommended –

- (1) That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.**
- (2) That the objectors be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

6. PETITION - BACK LANE, QUEENSBURY 13 - 18

The Strategic Director Place will submit a report (**Document “AC”**) which sets out a petition requesting traffic safety measures on Back Lane, Queensbury.

Recommended –

- (1) That the Bradford South Area Committee notes the petition.**
- (2) That based on the findings in Appendix 1 to Document “AC”, no further action be taken in respect of the request for additional safety measures on Back Lane.**
- (3) That the petitioners be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

7. **OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR A RIGHT-TURN BAN FROM HUTTON ROAD TO SOUTHFIELD ROAD** 19 - 26

The Strategic Director Place will submit a report (**Document “AD”**) which sets out objections to the proposed right-turn ban from Hutton Road to Southfield Road, Bradford.

Recommended –

- (1) That the objections to the proposed right-turn ban from Hutton Road to Southfield Road have been taken into account and determined not to outweigh the benefits of the proposed scheme and therefore that the Order be sealed and scheme implemented as advertised.**
- (2) That the objectors be informed accordingly.**

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Smith – 01274 434674)

8. **HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING ALLOCATION FOR BRADFORD SOUTH - 2024/25** 27 - 34

The Strategic Director Place will submit a report (**Document “AE”**) which provides information on Capital Highway Maintenance funding and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites.

Recommended –

That the Bradford South Area Committee approves the proposed programme of works as shown in Appendix 1 and 2 to Document “AE”

Overview and Scrutiny Area: Regeneration & Environment

(Andrew Whelan – 01274 434409)

9. 2023 / 2024 - BRADFORD SOUTH GRANTS

35 - 46

The Bradford South Area Co-ordinator will submit a report (**Document “AF”**) which summarises the grants that have been awarded in the Bradford South Constituency between 1st of April 2023 to 31 March 2024.

Recommended –

- (1) That the wide range of applications from groups and organisations across Bradford South are noted and welcomed.**
- (2) That the Grants Advisory Group is thanked for their work in allocating all of the grants from the past financial year – 2023/2024.**

Overview and Scrutiny Area: Corporate

(Ishaq Shafiq – 01274 431155)



Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 13 March 2024

AB

Subject:

OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD SOUTH CONSTITUENCY

Summary statement:

This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford South Constituency.

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

Report Contact: Andrew Smith
Principal Engineer - Traffic & Road
Safety South
Phone: (01274) 434674

Overview & Scrutiny Area:

Regeneration & Environment

E-mail: andrew.smith@bradford.gov.uk

EQUALITY & DIVERSITY:

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

1.0 SUMMARY

1.1. This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford South Constituency.

2.0 BACKGROUND

2.1. At its meeting on the 22 June 2023 this committee approved as part of its Safe Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford South Constituency.

2.2. The Order has been promoted to resolve several requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests to resolve various traffic management issues have been raised by ward members, officers or local residents and businesses.

2.3. The Traffic Regulation Order was formally advertised between the 25 January and 22 February 2024.

2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objections	Officer’s Comments
<p>Rook Lane (drawing No HS/TRSS/105639/CON-8) <u>First Objection</u> I write to object to the proposed changes to Rook Lane, Bradford and the introduction of no waiting at any time restrictions. We have recently relocated from Pudsey to Rook Lane Bradford and have spent [redacted] on improvements to the offices and workshop space in that time. The only place for our work force to park is Rook Lane.</p> <p>We have grown the staffing levels considerably and employed local people to give a boost to the local area – so removal of parking is going to cause serious issue with the workforce and also with our business for client meetings etc.</p> <p>.</p> <p><u>Second Objection (Same Company)</u> I am really hoping you can help here.</p> <p>This is an objection email regarding Rook lane’s proposed change to ‘no stopping at any time’ and the extensive issues we</p>	<p>The waiting restrictions have been proposed as a result of ongoing complaints from local residents over a number of years about parking issues on Rook Lane. The proposals are designed to stop any parking of HGV’s from business’s in the adjacent commercial site.</p> <p>The waiting restrictions have been</p>

<p>would face having just moved here. Rook lane is the only entry point to our offices we recently moved into and would have huge repercussions not being able to park there. Not to mention we have vulnerable staff including a pregnant member of the team that would have nowhere to park near the office.</p> <p>We have invested heavily into this move to Bradford and can only be a positive for the city having us manufacturing here and having our head office in Bradford.</p> <p>I would be eternally grateful if this objection to Rook lane could be upheld to allow us to continue working and growing our business to the benefit of Bradford and the local community. I am happy to discuss this further if possible to try and get some help here. Please can we avoid this change of road from happening.</p>	<p>proposed as a result of ongoing complaints from local residents over a number of years about parking issues on Rook Lane. The proposals are designed to stop any parking of HGV's from business's in the adjacent commercial site.</p> <p>A Highways officer has discussed the matter with a senior representative of the business that is the source of the objections; a compromise in the form of reduced parking was offered but rejected. The business's concern is that any remaining on-street parking spaces in close proximity will be occupied by resident's vehicles; it is claimed that they do not generate any on-street HGV parking as all their deliveries take place within their grounds - however local residents have photographic evidence showing ongoing HGV parking issues.</p> <p>Other free on-street parking is evident on Rook Lane and the surrounding area of Dudley Hill.</p>
<p><u>Third Objection</u> Hello. My name is [REDACTED] I live on [REDACTED] rook lane. I have noticed there is going to be no waiting on the rook lane. Which side of the street is it going to be? Is it a right side or is it on the left side or is it both The problem with parking on rock lane on Milford street. It's quite congested with owners having 2 to 3 cars, and they parked their cars on rook lane Sometimes we struggle parking outside of own house. The biggest problem on rock lane is not the parking, it's people use it as a Rice track So after five o'clock on the right side of rook land as you're going towards home street, there is only a few cars So could you please consider not to put any parking restrictions on reply.</p>	<p>The proposed restriction will be on the southern side of Rook Lane (Plan sent to objector).</p> <p>The waiting restrictions have been proposed as a result of ongoing complaints from local residents over a number of years about parking issues on Rook Lane. The proposals are designed to stop any parking of HGV's from business's in the adjacent commercial site.</p> <p>Other free on-street parking is evident on Rook Lane and the surrounding area of Dudley Hill.</p>
<p>Knowles Street (drawing No HS/TRSS/105639/CON-9) <u>First Objection</u> I am [REDACTED] of [REDACTED] [REDACTED] and today we noticed one of your notices on one of the posts on or</p>	<p>Knowles Street is a narrow road and the traffic measure are designed to stop vehicles being parked at its termination</p>

<p>street , refference above. We are situated on Knowles street and we are very concerned about the proposal of additional no parking / double yellow lines as this may have a huge negative affect on our company.</p> <p>I have tried to find the PDF file that will show us where the proposed work will be carried out but I am struggling to find this information if you can forward this information I would highly appreciate this.</p> <p>Also any information or advice on how this matter can be resolved I would also highly appreciate as this a major concern to the future of our company at this address.</p>	<p>point, which causes an obstruction. Wardens have observed such issues. The restrictions further up Knowles Street are designed to help HGV's (40min stay maximum) to load and unload, the proposed restrictions would stop vehicles parking. At the moment HGV's have to park opposite, partially or wholly blocking the footway and making deliveries to industrial premises problematic.</p> <p>A drawing was sent to the objector outlining the proposals along with an explanation of why we proposing to introduce them.</p>
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3.0 OTHER CONSIDERATIONS

3.1. Informal consultation was carried out on Northside Road/Terrace and Glendare Road/Terrace and Avenue with regards to changing the existing resident permit parking restrictions at certain times to resident parking all the time with supportive correspondence been received from residents except one who objected to it. The resident parking permit restrictions at all times are shown on drawing HS/TRSS/105639/CON-16 (Appendix 3) these are being promoted because of complaints have been made about vehicles parking in and around these streets out of the existing restriction times due to funerals taking place at the cemetery which is nearby. No objections were submitted when the Order was formally advertised.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1. A budget of £15,000 has been allocated from the Safer Roads Budget. The project can be delivered within budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1. There are no significant risks arising from this report.

6.0 LEGAL APPRAISAL

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

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

There are no significant Sustainability implications arising from this report.

7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.3. COMMUNITY SAFETY IMPLICATIONS

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

7.4. HUMAN RIGHTS ACT

None

7.5. TRADE UNION

None

7.6. WARD IMPLICATIONS

Ward members have been consulted on the advertised Traffic Regulation Order.

7.7. AREA COMMITTEE LOCALITIES PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None.

9.0 OPTIONS

9.1. That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

9.2. That the proposals on Rook Lane be amended as shown on drawing No. HS/TRSS/105639/CON-8A (Appendix 2) to allow for extra parking. Otherwise that the Order be sealed and implemented as proposed subject to this amendment.

9.3. That the objections to the introduction of waiting restrictions on Rook Lane be upheld.

- 9.4. Members may propose alternative courses of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

- 10.1 That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

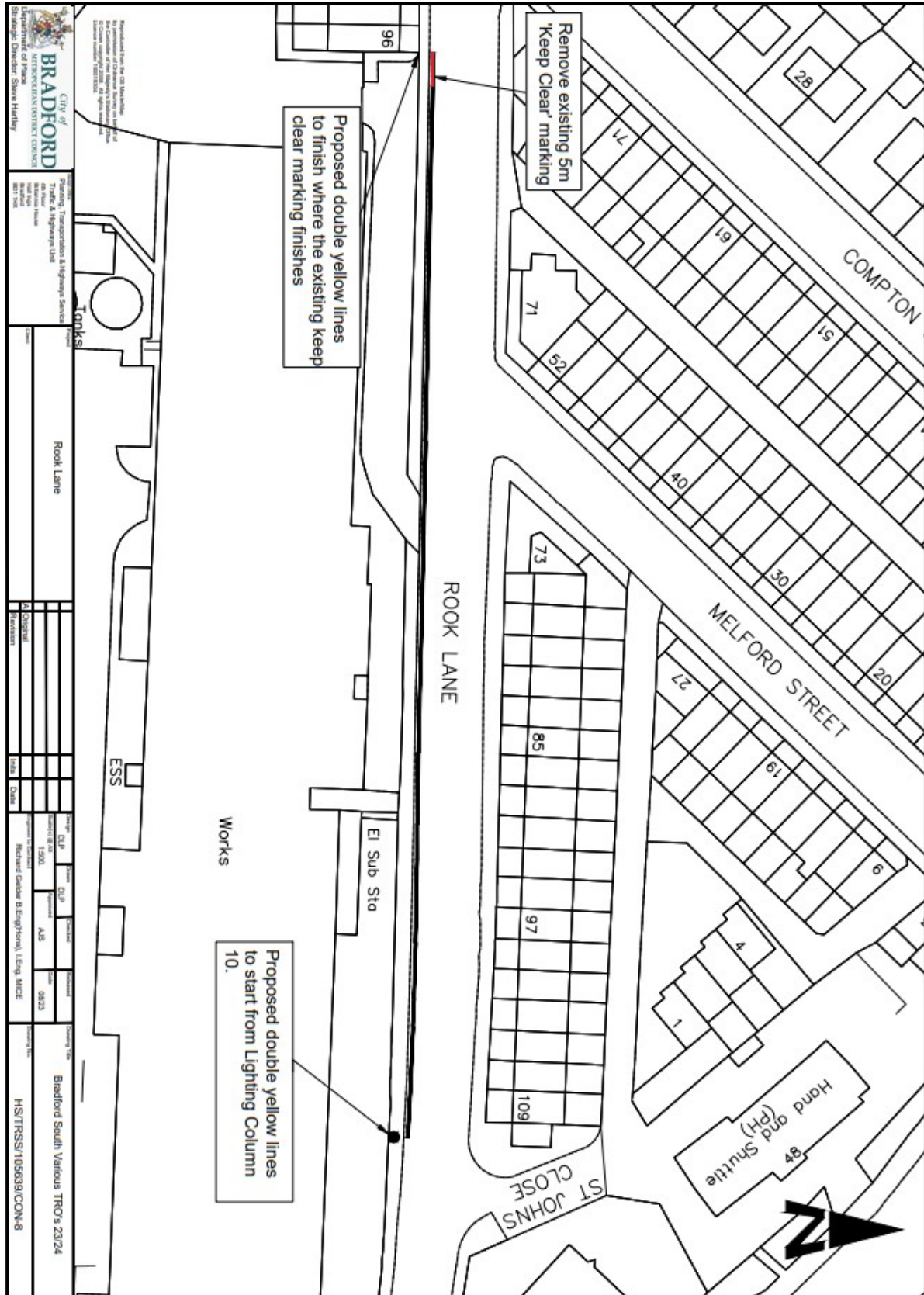
- 10.2 That the objectors be informed accordingly.

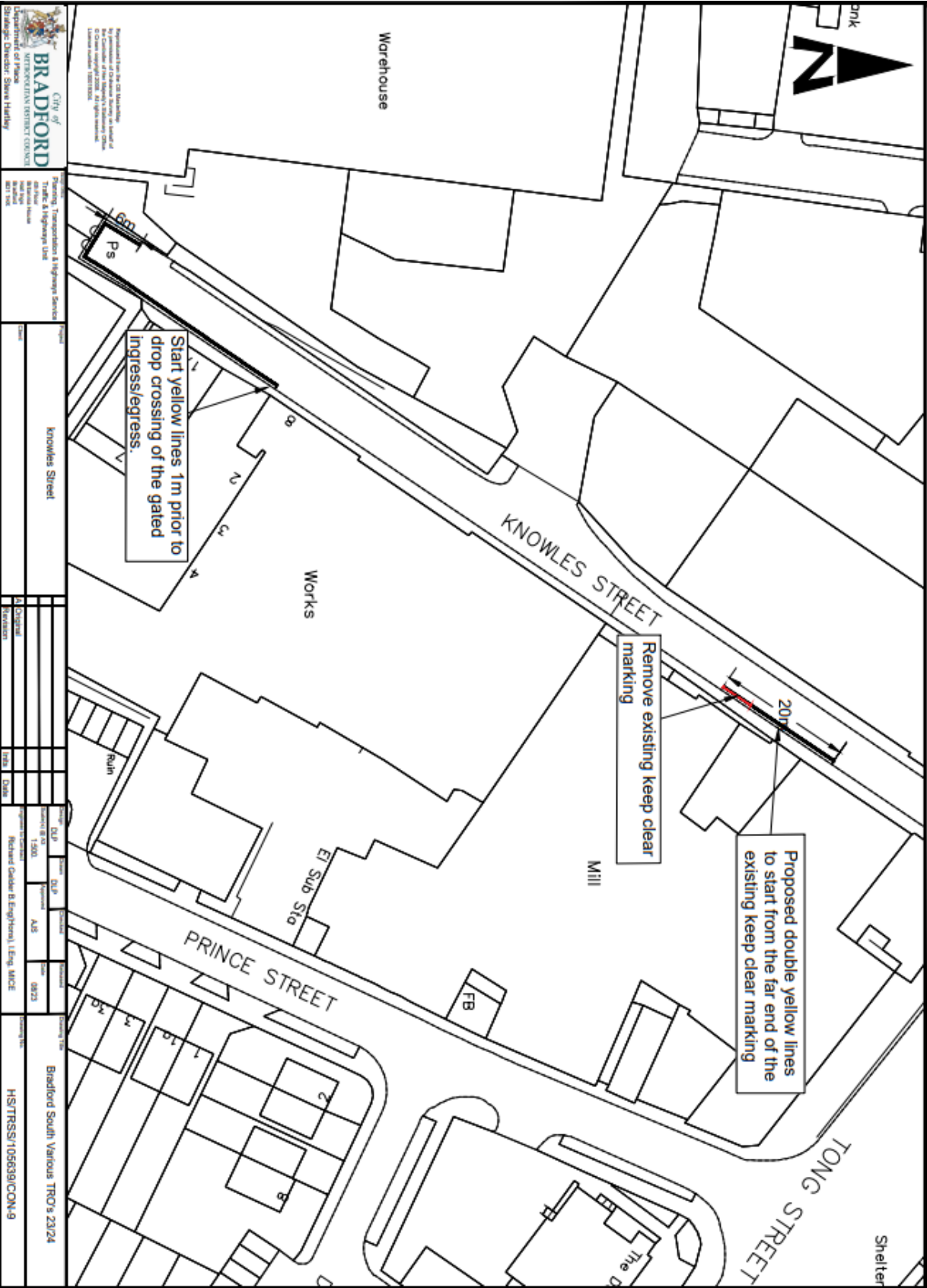
11.0 APPENDICES

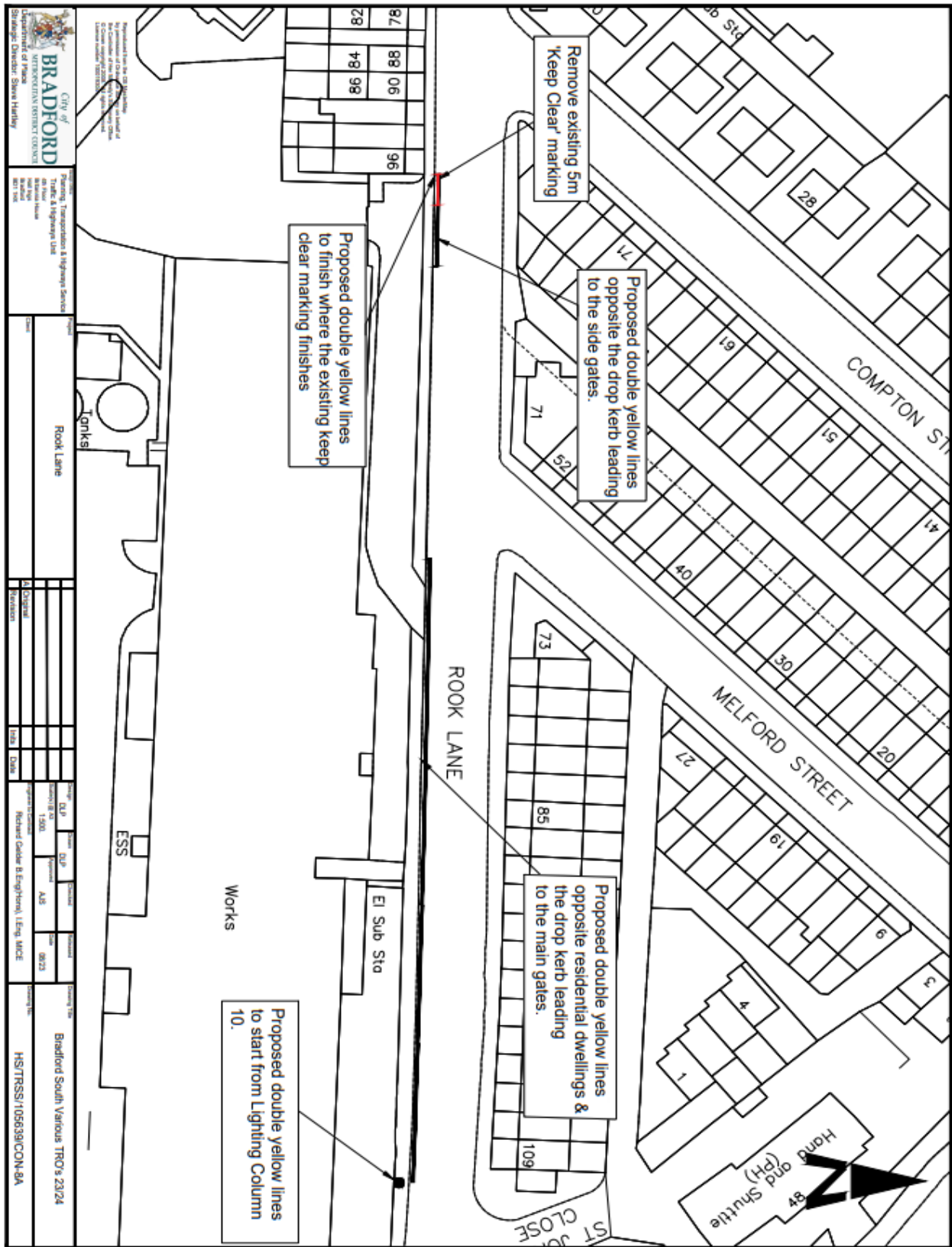
- 11.1. Appendix 1 – Drawings

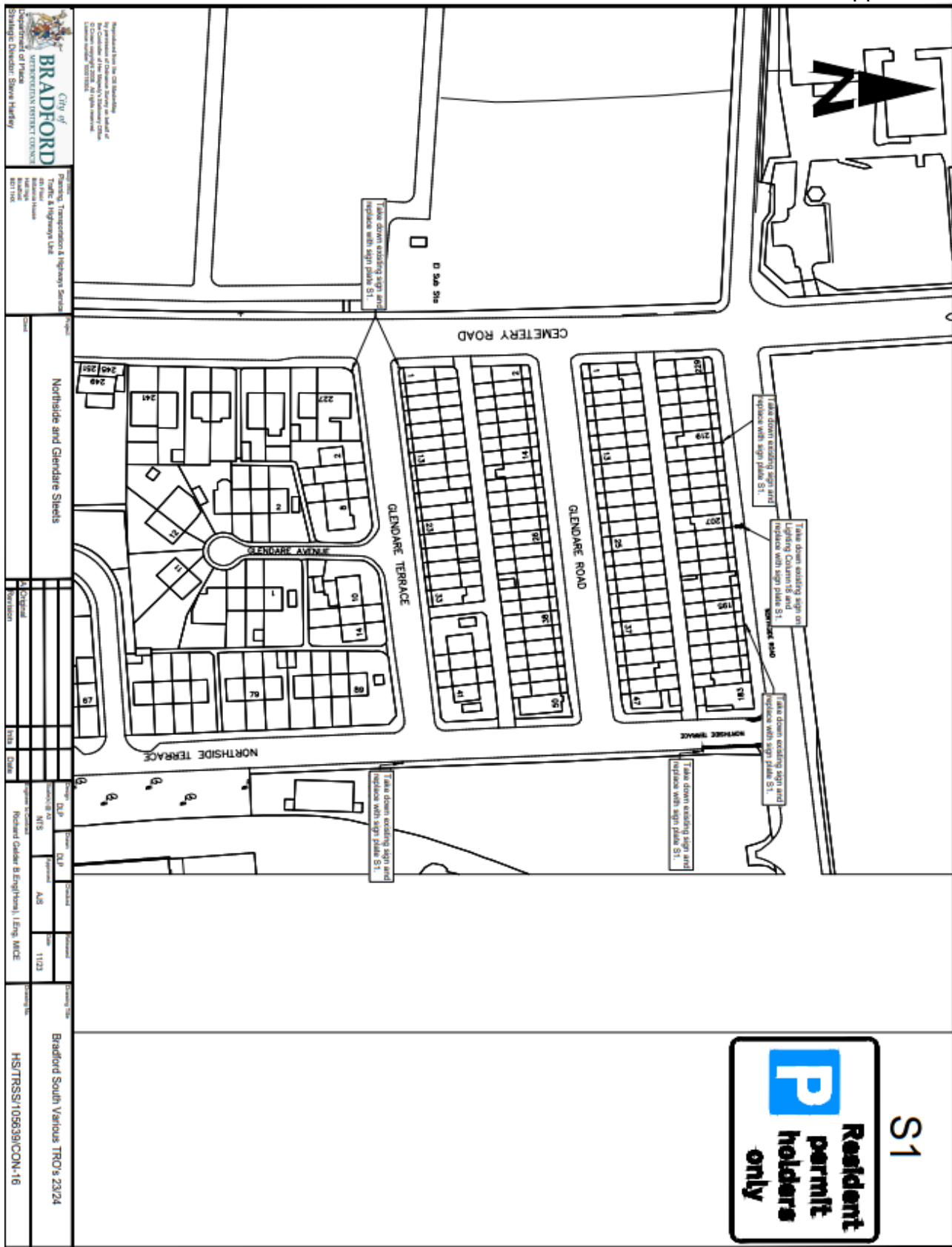
12.0 BACKGROUND DOCUMENTS

- 12.1. None.









City of BRADFORD
 METROPOLITAN DISTRICT COUNCIL
 Strategic Director - Steve Hawley
 Planning, Transportation & Highways Services
 Traffic & Highways Unit
 Planning Services
 8071 116

Northside and Glendare Steets

Project Name	Project Number	Project Location	Project Status	Project Date
Original				
Revised				

Bradford South Various TR0's 23/24
 HS/TRSS/105839/CON-18

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Report of the Strategic Director Place to the meeting of the Bradford South Area Committee to be held on 13 March 2024

AC

Subject:

PETITION – BACK LANE, QUEENSBURY

Summary statement:

This report considers a petition requesting traffic safety measures on Back Lane, Queensbury.

EQUALITY & DIVERSITY:

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

Ward: Queensbury

David Shepherd
Strategic Director - Place

Portfolio:

Regeneration, Planning & Transport

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

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers a petition requesting traffic safety measures on Back Lane, Queensbury.

2. BACKGROUND

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

3. OTHER CONSIDERATIONS

- 3.1 Local ward members have been consulted.

4. FINANCIAL & RESOURCE APPRAISAL

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

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

- 7.1.1 None

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

- 7.2.1 None

7.3 COMMUNITY SAFETY IMPLICATIONS

- 7.3.1 Back Lane has had a good safety record (no collisions) since the implementation of traffic calming measures over 10 years ago. Vehicle speeds are low and well within the posted speed limit.

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 and updated on the latest traffic survey outputs.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

7.7.1 There are no relevant priorities within the Bradford South Locality Plan.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

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

10. RECOMMENDATIONS

10.1 That the Bradford South Area Committee notes the petition.

10.2 That based on the findings in Appendix 1, no further action be taken in respect of the request for additional safety measures on Back Lane.

10.2 That the petitioners be informed accordingly.

11. APPENDICES

11.1 Appendix 1 - Petition Back Lane, Queensbury

12. BACKGROUND DOCUMENTS

None

APPENDIX 1

Back Lane, Queensbury (172 signatures)

Background Information

The petition

'We the undersigned, request that Bradford South Area Committee support our request for traffic safety measures to be considered on Back Lane, Queensbury.'

The petition was originally presented to the meeting of the Bradford South Area Committee in March 2023 where it was resolved that a new traffic survey be undertaken and also that engagement with ward members and local residents should be undertaken with a view to an update report being brought to the Area Committee.

Officer comments

Back Lane is a residential distributor road that links Highgate Road with Baldwin Lane and is approximately ½ a mile long. The route becomes increasingly rural towards its western end.

There are existing road humps on Back Lane that have been in more for in excess of 10 years. Our records show no history of injury road collisions since the implementation of the traffic calming.

A traffic survey was undertaken in 2019. This showed average speeds of 20mph and 85%ile speeds of 24mph. Both are well within the posted 30mph speed limit.

In accordance with the previous committee resolution further surveys have been conducted on Back Lane. These were carried out from 9 – 15 January 2024 inclusive; the road was temporarily closed for roadworks on 15 January.

In comparison to the previous survey (2019) traffic levels are up slightly from 4100 vehicles a day (total for both directions) to 4600, which is to be expected with general traffic growth over the 5 years; however speeds are comparable if not slightly lower in the most recent survey. On the survey day that the road was closed for the full day, the volume dropped to 980 (to be expected) but the speeds were virtually the same (only 0.2mph lower).

A summary of the comparative results is shown in the table below.

BACK LANE - SURVEY DATA SUMMARY						
	2019 SURVEY (LC 10)		2024 SURVEY (LC 6)		2024 SURVEY (LC 9)	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Average Speed	20.3	18.7	20.1	19.6	19.6	19.6
85%ile speed	24.4	21.6	23	22.5	22.2	22.1

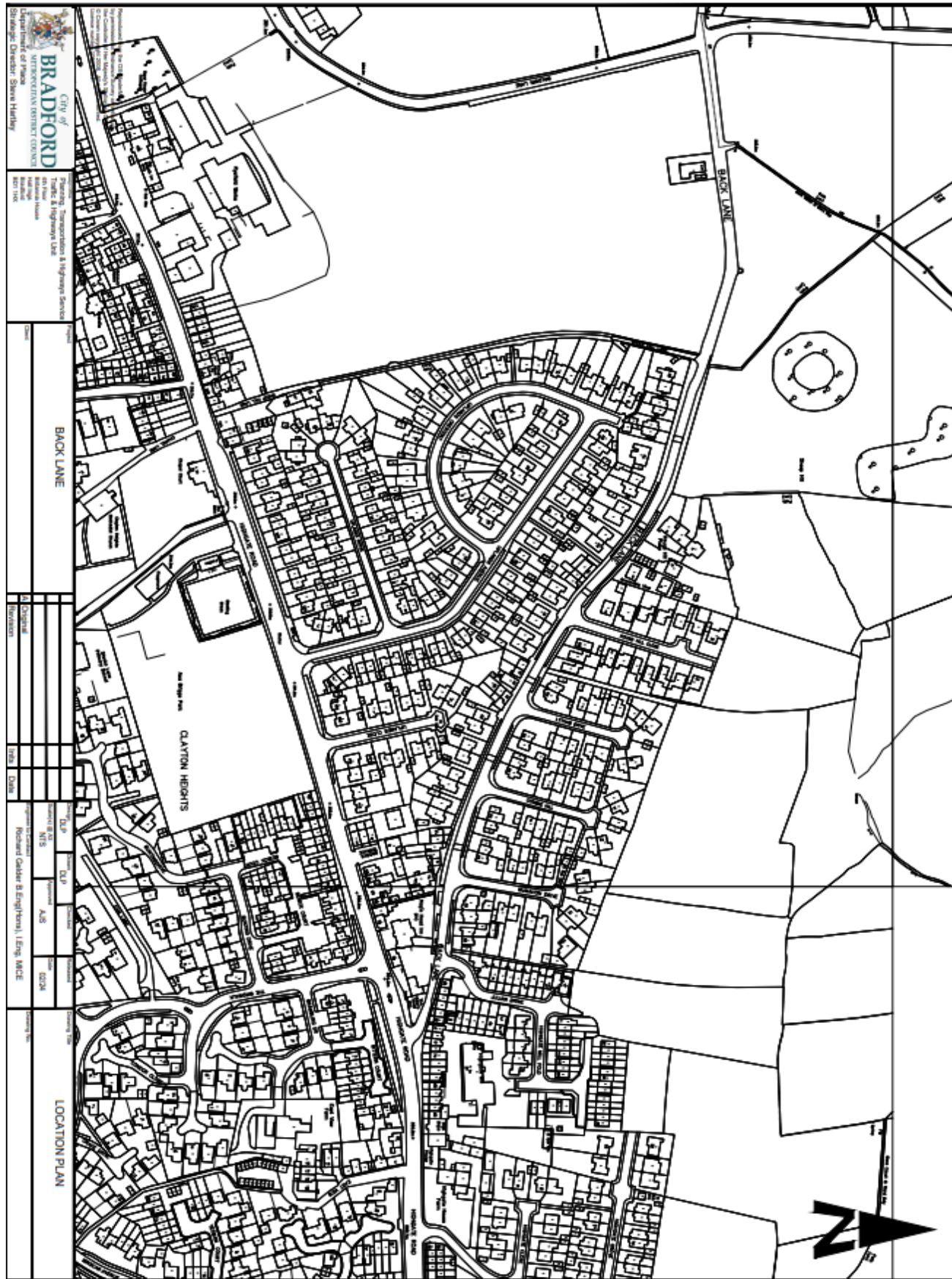
The latest results lead to the following conclusions:

1. The recent survey data validates the previous survey.
2. Speeds are generally low with only around 2% of vehicles reaching speeds of greater than 25mph and less than ½% exceeding the 30mph speed limit.
3. A road closure would significantly reduce the volume of traffic (by 75%) but wouldn't necessarily have an impact of vehicle speeds.

Ward members have been updated on the latest survey results and it is understood that they have in turn conveyed information to local residents.

Recommendations

Given the presence of existing traffic calming features and their apparent positive impact on managing vehicle speeds and preventing road traffic collisions this location would not be recommended as a priority for further interventions.





Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 13 March 2024

AD

Subject:

OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR A RIGHT-TURN BAN FROM HUTTON ROAD TO SOUTHFIELD ROAD.

Summary statement:

This report considers objections to the proposed right-turn ban from Hutton Road to Southfield Road, Bradford.

EQUALITY & DIVERSITY:

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

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 objections to the proposed right-turn ban from Hutton Road to Southfield Road, Bradford.

2.0 BACKGROUND

2.1. At its meeting on the 22 June 2023 this committee approved as part of its Safe Roads Programme, a scheme to introduce a right-turn ban from Hutton Road to Southfield Road. The scheme was prioritised on the basis of the poor casualty record at the junction.

2.2. The Traffic Regulation Order, as shown on the plan attached as Appendix 1, was formally advertised between the 1 February and 23 February 2024 and letters were sent to Hutton Road and surrounding streets.

2.3. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objections	Officer's Comments
<p>Hutton Road/Southfield Raod (drawing No HS/TRSS/HUTTON ROAD/CON-1) <u>First Objection</u></p> <p>I trust this correspondence finds you well. I am writing to express my concerns regarding the proposed alterations to traffic regulations on Hutton Road, specifically the suggested implementation of a right turn ban.</p> <p>Upon receiving the official notification outlining the proposed changes, I feel compelled to voice my objection, particularly in light of the information provided in the accompanying letter. The letter mentioned 10 reported incidents over the course of 10 years; however, local residents can attest to a significantly higher frequency of incidents at the junction in question.</p> <p>My apprehension lies in the belief that the introduction of a right turn ban may not address the underlying issues but, instead, could potentially exacerbate the current traffic problems. If the ban were to be</p>	<p>The 10 reported accidents is over 5 years and not 10 years. The council understand that for every reported accident recorded by the Police there could more unreported accidents, but the Council must rely on verified data from the Police.</p> <p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p> <p>The Council recognise that a 'U turn' manoeuvre maybe made and would monitor this after implementation, there could be number of measures the council could take in the future to prevent this.</p> <p>The over riding factor is to address the number of accidents at this junction in which the objector agrees has happened at this location.</p>

enforced, drivers would be presented with two primary options:

1. **Navigate across the**

road: Attempting a right turn during peak traffic conditions, merging into an already congested section of road leading to Smiddles Lane – often obstructed by parked vehicles, particularly in proximity to Awami Foods. Compounded by the presence of a nearby Primary school and the usual congestion on Hutton Road during peak hours, this option poses an increased risk of incidents, potentially causing traffic to back up onto Southfield Road.

Take a left onto Southfield

Road: This alternative would necessitate drivers, at some point, executing a 'U' turn.

In either scenario, the proposed ban introduces challenges that may not effectively address the concerns raised by residents. Additionally, crossing Southfield Road poses its own set of challenges, requiring drivers to assess distances and speeds of oncoming traffic, whether proceeding straight or making a right turn.

It is our hope that the council, in its pursuit of resolving the reported traffic problems, could explore alternative options that prioritise both safety and efficiency. The current proposal, in its simplicity, may inadvertently overlook more comprehensive and effective solutions. We seek clarification on whether the council has considered and can offer alternative measures to address the safety concerns at this junction.

Your attention to this matter is greatly appreciated, and I look forward to

<p>receiving further information on potential alternatives to the proposed right turn ban.</p> <p>Thank you for your understanding and consideration.</p> <p><u>Second Objection</u></p> <p>I am writing to object to the proposed banning of the right hand turn from Hutton Road into Southfield Lane.</p> <p>I use this manoeuvre on almost a daily basis whilst visiting my elderly father and cannot see what improvement in traffic flow or safety will be obtained by this ban as traffic will still be allowed to cross Southfield Lane from Hutton Road to Hutton Road before it becomes Thornton Lane.</p> <p>Can you please expand on the history considered in you making this proposal as the is no history according to the information on your consultation website.</p> <p>As I presume your team have observed the traffic flow around this area can you explain why a right turn ban is considered the best solution.</p> <p>I would also ask you to describe your advised route for traffic aiming to travel to Odsal Top from Hutton Road which will not add further congestion to already congested areas if this ban is carried through.</p>	<p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p> <p>There have been 10 reported accidents over 5 years at this location mostly from right turning vehicles and vehicles travelling over Southfield Road to the northern part of Hutton Road.</p> <p>The advised route if heading towards Odsal Top would be to travel on Hawes Road or Carrbottom Road which would lead onto Brownroyd Hill Road then St Enoch's, and onto Fair Road, Wibsey through to Odsal Top.</p>
<p><u>Third Objection</u></p> <p>Thank you for looking into Hutton Rd/Southfield road junction situation. I know a lot of people who have in an accident this junction so something has to be done for sure.</p> <p>However, I believe the proposal to not being able to turn right from Hutton Rd to</p>	<p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p>

<p>Southfield Road is not enough. The danger is equally bad when going straight, perhaps even worse. I believe, a different approach is needed such as additional traffic lights.</p>	
<p><u>Forth/fifth/sixth Objections</u> The main points from the above objectors are the following:</p> <ul style="list-style-type: none"> • That implementing a no right turn ban from Hutton Road to Southfield Road will push traffic down Northdale Mount making it more unsafe with speeding drivers. • The Council should implement Traffic Lights or a mini-roundabout. 	<p>Implementing the proposed right turn ban from Hutton Road to Southfield Road may push some traffic down Northdale Mount but the layout of this road should naturally restrict vehicle speeds (i.e. cars parked either side and the hairpin bend within the road). The 'T' junction with Northdale Mount/Southfield Road is a much safer junction to turn right than that of Hutton Road to Southfield Road with only two lanes of traffic to negotiate rather than three unlike that of the 4-way junction of Hutton Road/Southfield Road. The accidents data shows no recorded accidents over the last 5 years at the junction with Northdale Mount/Southfield Road. Double yellow lines are proposed at this junction 10m either side to protect it sight lines from parked cars.</p> <p>To introduce a traffic light system at the junction of Hutton Road/Huddersfield Road would cost considerably more than the proposed right turn ban. The right turn ban will eliminate right turn/straight forward collisions.</p> <p>The introduction of a mini-roundabout can cause congestion especially on the arms where there is less traffic volume with the arms with the majority volume of traffic taking precedence over the other arms, this then can lead to collisions such as rear end shunts. The Pedestrian crossing on the existing island could cause traffic to back up over the mini-roundabout making manoeuvres at the mini-roundabout problematic.</p>

3.0 OTHER CONSIDERATIONS

- 3.1 Ward members and emergency services have been consulted and there have no adverse comments to the advertised proposals.
- 3.2 Ward members are supportive of the Council's proposals to introduce the waiting restrictions.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A total budget of £20,000 has been allocated as part of the 2023/24 and 2024/25 Safe Roads programmes. The project can be delivered within budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. There are no significant risks arising from this report.

6.0 LEGAL APPRAISAL

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

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

There are no significant Sustainability implications arising from this report.

7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.3. COMMUNITY SAFETY IMPLICATIONS

The restriction of some turning manoeuvres at the Southfield Road/Hutton Road junction is expected to have a positive impact on local and wider communities.

7.4. HUMAN RIGHTS ACT

None

7.5. TRADE UNION

None

7.6. WARD IMPLICATIONS

Ward members have been consulted on the advertised Traffic Regulation Order.

7.7. AREA COMMITTEE LOCALITIES PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None.

9.0 OPTIONS

9.1. That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

9.2. That the objections to the proposed right-turn ban from Hutton Road/Southfield Road be upheld.

9.3. Members may propose alternative courses of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

10.1 That the objections to the proposed right-turn ban from Hutton Road to Southfield Road have been taken into account and determined not to outweigh the benefits of the proposed scheme and therefore that the Order be sealed and scheme implemented as advertised.

10.2 That the objectors be informed accordingly.

11.0 APPENDICES

11.1. Appendix 1 – Scheme plan

12.0 BACKGROUND DOCUMENTS

12.1. None.





Report of the Strategic Director, Place to the meeting of Bradford South Area Committee to be held on 13th March 2024.

AE

Subject:

**HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING
ALLOCATION FOR BRADFORD SOUTH - 2024/25**

Summary statement:

This report provides information on Capital Highway Maintenance funding and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites.

EQUALITY & DIVERSITY:

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

David Shepherd
Strategic Director
Place

Portfolio:

Regeneration, Planning & Transport

Report Contact: Andrew Whelan
Principal Engineer Highway
Maintenance
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Overview & Scrutiny Area:

Regeneration and Environment

1.0. SUMMARY

- 1.1. This report details the allocation of the capital highway maintenance budget to the Non-Classified road network and Surface Dressing sites for 2024/25 in Bradford South.

2.0. BACKGROUND

- 2.1. The capital highway maintenance element of the Local Transport Plan for all classification of road for Bradford in 2024/25 is anticipated to be £6,000,000.
- 2.2. It is essential that local highway maintenance continues to be prioritised, reflecting the economic and social importance to communities and the need to safeguard the largest single local public asset. As such the allocation is to be prioritised on those roads in most need of maintenance.
- 2.3. The varying types and classifications of roads are routinely monitored by standardised survey equipment. The sites chosen for inclusion are those that have been shown to be in the most need of repair on the most recent survey. This is supplemented by those roads that are known to have suffered increased deterioration due to the ageing process and recent winter weather.
- 2.4. An initial recommended selection of Non-Classified and Surface Dressing sites is included in Appendices 1 and 2 (respectively) attached.
- 2.5. The list of Non-Classified resurfacing sites (Appendix 1) shows an initially recommended priority programme, based on overall condition to the value of £750,000. This is anticipated to be the budget available for Bradford South. A reserve list is also presented within Appendix 1. Members may seek to substitute schemes from the recommended programme for those on the reserve list as is deemed necessary to meet local highway maintenance concerns. Also, if it transpires that it is not feasible to progress any of the originally selected schemes, these will be substituted with alternatives from the reserve lists.
- 2.6. The suggested programme of Surface Dressing sites, totalling 109,641m² (approx. £361,815) is attached as Appendix 2.
- 2.7. In order that programme delivery can be achieved within the appropriate financial year it is imperative that the committee approves a works programme at this stage.

3.0. OTHER CONSIDERATIONS

- 3.1. None.

4.0. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The total value of schemes on the Appendix 1 list exceeds the likely allocated spend on Non-Classified roads for this financial year. This is in the region of £3.75 million for the whole of the Bradford Metropolitan District, which would equate to around £750,000 for Bradford South.
- 4.2. Indicative funding has been identified for each scheme but the actual cost will be determined through the scheme development process. The identification of a reserve list of works is necessary in order to offset schemes that inevitably will be delayed as a consequence of unforeseen circumstances such as work by statutory bodies and conflicts with other major schemes etc. There may also need to be further adjustment to the programme following the more detailed costing process. Any sites that are deferred for whatever reason will roll over to the following years list.
- 4.3. The total value of the schemes identified in Appendix 2 does not exceed the capital allocation for Surface Dressing, consequently it is the intention that work will be completed on all of those sites listed, however it is possible that some of the schemes may need to be deferred, again likely due to conflicts with works by other bodies, statutory undertakers etc. Any schemes that are deferred for whatever reason will roll over to the following years programme.

5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. A failure to prioritise highway maintenance schemes based upon condition and safety survey data will result in an increased requirement for reactive maintenance and lead to a reduction in road safety conditions and an associated increase in successful insurance claims against the Council.

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

None.

7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.3. COMMUNITY SAFETY IMPLICATIONS

Effective maintenance of the highway network is essential to ensure the safe passage of pedestrians and road users alike.

7.4. HUMAN RIGHTS ACT

In formatting the proposals, due regard has been given to the Human Rights Act and there are no implications which have been identified.

7.5. TRADE UNION

None.

7.6. WARD IMPLICATIONS

The suggested programmes have been determined on the basis of condition surveys, hence the proposed level of funding may differ from ward to ward for the programme year. However, it is considered that, over a number of years, monies expended on maintenance works within each Area Committee will even out (proportionate to the length, nature and condition of highways).

7.7. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Bradford South Area Committee Ward Plans.

7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8.0. NOT FOR PUBLICATION DOCUMENTS

8.1. None.

9.0. OPTIONS

9.1. That the Bradford South Area Committee adopts the recommended schemes detailed in Appendix 1 and 2.

9.2. That the Bradford South Area Committee adopts the recommended schemes detailed in Appendix 1 and 2, with any substitutions (to a similar value) from the reserve list in Appendix 1.

10.0. RECOMMENDATIONS

10.1. That the Bradford South Area Committee approves the proposed programme of works as shown in Appendix 1 and 2.

11.0. APPENDICES

11.1 Appendix 1 – Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads).

11.2 Appendix 2 – Proposed Programme for Surface Dressing.

12.0. BACKGROUND DOCUMENTS

12.1. None.

Appendix 1 - Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads)

Road Name	Ward	From	To	Length	Budget
<u>Priority Sites</u>					
Dealburn Road	Wyke	Full Length		600	£102,000
New Works Road	Wyke	Nr 249	Mini rdb't Carr Lane	140	£30,000
Roydsdale Way	Tong	Full Length		450	£85,000
Huddersfield Road	Wyke	Storr Hill	Carr House Ln	270	£50,000
Rockhill Lane	Tong	Wharfedale Road	Cul-de-sac	240	£28,000
St Marys Avenue	Wyke	Full Length		180	£25,000
St Marys Close	Wyke	Full Length		140	£17,000
Broadstone Way	Tong	Dorchester Cres	Stirling Cres	130	£18,000
Wavertree Park Gardens	Wyke	Full Length	(M)	60	£2,000
Rookes Avenue	Wibsey	Full Length		240	£15,000
Arctic Parade/Sellars Fold	Great Horton	Full Length	inc parking area 19 to 31	100	£10,000
Havelock Street	Great Horton	Full Length		215	£40,000
Poplar Grove	Great Horton	Moore Ave	Haycliffe Ln	350	£55,000
Deanstones Lane	Queensbury	Greenland Ave	Long Lane	300	£44,000
Albert Crescent	Queensbury	Full Length		90	£15,000
Long Lane	Queensbury	Micklethwaite Dr	Hazelhurst Road	450	£42,000
New House Lane	Queensbury	Full Length		540	£60,000
Fenwick Drive	Royds	Lingdale Rd	Meadway	370	£60,000
Saxton Avenue	Royds	Reevy Ave	Ashford Green	360	£52,000
				Total	£750,000
<u>Reserve Sites</u>					
Bank Drive	Wibsey	Full Length	(M)	50	£4,000
Barden Avenue	Royds	Full Length		420	£55,000
Bartle Lane	Great Horton	Full Length		380	£80,000
Beacon Brow	Queensbury	Full Length		130	£7,000
Benn Avenue/Crescent	Great Horton	Full Length		140	£8,000
Bierley Lane	Tong	Section Curren Avenue		100	£20,000
Birch Grove	Wibsey	Full Length	(M)	100	£8,000

Carr House Lane	Wyke	S/o 396	Point closure (M)	60	£5,000
Collingham Avenue	Royds	Full Length		280	£40,000
Edgehill Close	Queensbury	Full Length		80	£12,000
Eltham Grove	Royds	Full Length	(M)	80	£5,000
Griffe Road	Wyke	Whitehall Road	Griffe Head Road	360	£55,000
Green Lane	Queensbury	Roper Ln	Boundary	350	£45,000
Heysham Drive	Tong	Full Length	inc sections 142 72 10	490	£75,000
Hill End Lane	Queensbury	Ford Hill	Depot entrance	70	£11,000
Landscope Avenue	Tong	Sections		140	£45,000
Lower Wyke Green (Ancient Highway)	Wyke	Full Length		225	£18,000
Mickledore Ridge	Great Horton	Hollingwood Lane	End	100	£10,000
Ramsden Avenue	Great Horton	Odd numbers		45	£7,000
Ramsden Avenue	Great Horton	Even numbers		80	£10,000
Reevy Drive	Royds	Harbour Road	3 Mostyn Grove (M)	70	£8,000
Reevy Drive	Royds	Reevylands Drive	Verdun Gr inc junction (M)	90	£9,000
Reevy Rd/St Helena Rd	Wibsey/Royds	Roundabout/approaches		100	£10,000
Reynolds Avenue	Great Horton	Top Section	No 1 to 23	50	£7,000
Royds Hall Avenue	Wibsey	Full Length		214	£27,000
Speeton Avenue	Royds	Full Length		330	£54,000
St Pauls Grove	Wibsey	Full Length	(M)	80	£6,000
Torre Road	Queensbury	Full Length		240	£42,000
Tyersal Lane / Ned Lane	Tong	Broadstone Way	Eversley Drive	350	£60,000
Verdun Road	Royds	Harbour Road	Reevy Drive	125	£16,000
Westbury Road	Queensbury	Full Length		380	£65,000
Windy Bank Lane	Queensbury	Crooked Lane	School Cote Brow	280	£25,000

Appendix 2 – Proposed Programme for Surface Dressing

Site	Ward	Area	From	To	Post Code
St Margarets Avenue	Tong	3600	Full length		BD4 9AG
St Margarets Ave access road	Tong	272	No 84	No 96	BD4 9BD
St Margarets Ave access road	Tong	169	No 104	No 112	BD4 9BD
St Margarets Ave access road	Tong	49	side of No 122		BD4 9BD
Denbury Mount	Tong	1724	Full length		BD4 9AU
Rushmoor Road	Tong	1759	Full length		BD4 9BA
Somerton Drive	Tong	1159	Full length		BD4 9AY
Lulworth Grove	Tong	382	Full length		BD4 9AN
Knowles View	Tong	1242	Full length		BD4 9AH
Knowles Ave	Tong	1073	Full length		BD4 9AJ
Knowles Lane	Tong	3915	Broadstone Way	No 36	BD4 9AE
Muirhead Drive	Tong	1257	Full length		BD4 0HL
Horsham Road	Tong	315	Full length		BD4 0HH
Haslemere Close incl parking bay	Tong	573	Full length		BD4 9EB
Holme Lane	Tong	6172	Tong Street	Royd Moor Road	BD4 0PX
Thorndene Way	Tong	2025	Full length		BD4 0SW
Denbrook Avenue	Tong	2904	Full length		BD4 0QH
Denbrook Crescent	Tong	976	Full length		BD4 0QL
Denbrook Way	Tong	1370	Full length		BD4 0QP
Denbrook Close	Tong	411	Full length		BD4 0QR
Denbrook Walk	Tong	1251	Full length		BD4 0QS
Montserrat Road	Tong	1842	Full length		BD4 0QB
Toftshaw Lane	Tong	2832	Tong Street	boundary, near 220	BD4 6RB
Carr Bottom Grove	Wibsey	1561	Brownroyd Hill Road	Carr Bottom Ave	BD5 9AL
Carr Bottom Avenue	Wibsey	650	Brownroyd Hill Road	Carr Bottom Grove	BD5 9BE
Wibsey Bank	Wibsey	2205	Full length		BD6 1AN
Smith Ave	Wibsey	3052	High Street	Dawson Ave	BD6 1HA
Smith Avenue	Wibsey	1275	Halifax Road	No 19	BD6 1JD
Richardson Avenue	Wibsey	679	Full length		BD6 1HF
Donald Avenue	Wibsey	1041	Full length		BD6 1HU
Brentwood Gardens (adopted section)	Wibsey	618	Crawford Ave	1/3 & 10/12	BD6 1JP
Brownroyd Hill Road	Wibsey	4446	Full length		BD6 1RY
Stainbeck Gardens	Royds	645	Full length		BD6 2AX

Braine Croft	Royds	1297	Full length		BD6 2JF
Angerton Way	Royds	420	Full length		BD6 2PX
Watty Hall Road	Wibsey	4168	Full length		BD6 3AP
Beechwood Road	Wibsey	506	Watty Hall Road	Briggs Ave	BD6 3AQ
Beacon Grove	Royds	473	Full length		BD6 3EB
Churn Drive	Royds	1408	Full length		BD6 3LN
Skylark Avenue	Queensbury	846	Full length		BD6 3YH
Bradbeck Road	Great Horton	842	Full length		BD7 2NX
Glenlee Road	Great Horton	1587	Full length		BD7 2QA
Glendare Terrace	Great Horton	1033	Full length		BD7 2QH
Glendare Road	Great Horton	1092	Full length		BD7 2QL
Paternoster Lane	Great Horton	599	Kingswood Terrace	Mansion Terrace	BD7 3DS
Tanner Hill Road	Great Horton	1707	Hollingwood Lane	50	BD7 4BQ
Bowler Close	Royds	364	Full length		BD12 0AP
Cheviot Gate	Royds	1295	Full length		BD12 0EA
Cambrian Bar	Royds	1009	Full length		BD12 0EB
Mendip Way	Royds	845	Full length		BD12 0ED
Wesley Avenue	Wyke	3205	Full length		BD12 0NX
Park House Walk	Wyke	1344	Full length		BD12 0PL
Park House Crescent	Wyke	557	Full length		BD12 0PY
Wyke Lane	Wyke	5565	No. 675	No 248	BD12 9EL
Silver Birch Close	Wyke	716	Full length		BD12 9ER
Silver Birch Grove	Wyke	951	Full length		BD12 9ET
Greenacre Close	Wyke	367	Full length		BD12 9DQ
Sellerdale Avenue	Wyke	1740	Full length		BD12 9LJ
Sellerdale Rise	Wyke	787	Full length		BD12 9LL
Hanson Fold	Wyke	316	Full length		BD12 8JA
Pit Lane	Queensbury	1499	Brig & Den Rd	Law Hill (No 13)	BD13 1NB
C584 Roper Lane	Queensbury	9076	Cross Lane	Green Lane	BD13 2DQ
Ashbourne Crescent	Queensbury	1656	Full length		BD13 2HN
Coniston Avenue	Queensbury	2769	Full length		BD13 2JD
Windy Bank Lane	Queensbury	4399	Full length		BD13 2NW
A6177 Chase Way	Wibsey	1762	Top of M606	HRA bed	BD5 8HW



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL

Report of the Bradford South Area Co-ordinator to the meeting of Bradford South Area Committee to be held on 13th March 2023

AF

Subject:

2023 / 2024 - BRADFORD SOUTH GRANTS

Summary statement:

This report summarises the grants that have been awarded in the Bradford South Constituency between 1st of April 2023 to 31 March 2024.

Equality & Diversity:

All of the funding opportunities are open to, and actively promoted to, groups, organisations and individuals working in and with all the communities in the Bradford South Area.

David Shepherd
Strategic Director Place

Portfolio:

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 summarises the grants that have been awarded in the Bradford South Constituency between 1st of April 2023 to 31 March 2024.

2. BACKGROUND

- 2.1 The Youth and Community Chest Budget exists to support and enable a wide range of community based projects and activities to be developed to benefit communities across Bradford South.
- 2.2 The Kings Coronation Community Grant was to celebrates the Coronation of the new Monarch, His Majesty King Charles III. Small grants, of up to £250, for communities to come together to join with the national celebrations that took place between Sunday, 6th May to Monday, 8th May 2023.
- 2.3 The Youth and Community Chest Grant, Bradford South Area Co-ordinator's Office, assessed the received applications and prepared Officer Recommendations. The applications from each Ward were sent to the individual Ward Councillors with a request for comments, which informed the decision making process.
- 2.4 The Area Co-ordinator, under delegated powers, is responsible for making decisions on the received applications. These decisions are made following guidance received from the Grants Advisory Group, whose membership is the Chair, Deputy Chair and Opposition Spokesperson of the Area Committee.
- 2.5 It is also possible, when decisions need to be taken outside the formal process, that the Area Co-ordinator can decide on an application having consulted individually the Members of the Grants Advisory Group.

3. OTHER CONSIDERATIONS

- 3.1 32 applications for Youth and Community Chest Grants were awarded to community groups during the financial year of 2023/2024, a breakdown of which is shown in Appendix A.
- 3.2 42 applications for The Kings Coronation Community Grant were awarded to community groups/organisations during the financial year of 2023/2024, a breakdown of which is shown in Appendix B.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Youth and Community Chest budget for the Bradford South Constituency was £11,500.
- 4.2 The Kings Coronation Community Grant budget was £8,202.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no issues.

6. LEGAL APPRAISAL

6.1 There are no issues.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 In awarding Youth and Community Chest Grants, special consideration is given to particular disadvantaged groups including the elderly, people with disabilities, youth, ethnic minorities and people who are unemployed. In addition, special consideration is given to particular areas i.e. inner city areas and social housing estates.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 None.

7.3 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

7.3.1 None.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 A number of the projects supported are either directly or indirectly concerned with improving community safety within local communities.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no implications.

7.6 TRADE UNION

7.6.1 There are no implications.

7.7 WARD IMPLICATIONS

7.7.1 Projects are undertaken in all wards of the Bradford South area.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 None.

10. RECOMMENDATIONS

- 10.1 That the wide range of applications from groups and organisations across Bradford South are noted and welcomed.
- 10.2 That the Grants Advisory Group is thanked for their work in allocating all of the grants from the past financial year – 2023/2024.

11. APPENDICES

APPENDIX A Breakdown of Youth and Community Chest Grants from 2023/2024 and the Criteria.

APPENDIX B Breakdown of The Kings Coronation Community Grant from 2023/2024 and the Scheme Guidance notes.

12. BACKGROUND DOCUMENTS

None.

Breakdown of Youth and Community Chest Grants in 2023 / 2024

WARD	ROUND	GROUP / ORGNATISATON	AMOUNT
Wibsey	May	Wibsey Events Group	£300
Royds	May	Buttershaw Christian Family Centre Ltd	£200
Royds	May	Sandale Community Development Centre	£200
Tong	May	Bierley Community Association	£350
GH, Queensbury, Royds, Wibsey, Wyke	May	Bradford South Scouts	£300
Royds	May	70th Woodside Bradford South Scout Group	£250
Wyke	May	Sedbergh Youth & Community Centre	£340
Wyke	May	Oakenshaw Residents Association	£250
Tong	May	Bierley Community AFC	£250
Great Horton	May	Friends of Brackenhill Park	£300
Great Horton	May	The Youth Association	£250
Royds	May	Shoulder 2 Shoulder	£300
Wyke, Royds, Wibsey	May	Royds Community Association	£150
Wibsey	May	Wibsey Community Friendship Group	£200
Queensbury	May	Friends of Littlemoor Park	£250
Tong, Wibsey and Royds	May	Step 2 Young People's Health	£250
Great Horton	August	113th Bradford Brownies	£350
Wibsey	August	Bradford Model Engineering Society	£250
Queensbury	August	St Therasas Stay and Play	£305.15
Great Horton	October	Gujarati Community Centre	£250
Great Horton	October	European Drom CIC	£400
Royds	October	Friends of Harold Park	£430
Tong	October	Outloud	£400
Wibsey	January	Wibsey Warriors & Juniors	£500

Great Horton	January	Brackenhill Friendship Group	£500
Tong	January	Holmewood Community Association	£500
Royds	January	Shoulder 2 Shoulder	£500
Tong	January	Emerge	£350
Wibsey	January	Marshfield Odsal Bankfoot Enterprise	£500
Wibsey	January	BOCS	£348.53
Wibsey/Royds	January	Muff Field Cricket Club	£250
All Areas	January	Environmental Initiative	£1,526.32
		TOTAL	£11,500

Breakdown of Youth and Community Chest Grants in 2023 / 2024**CRITERIA FOR APPLICATIONS**

1. Applications will only be considered from groups/organisations that either operate in, or benefit people who live in, the Bradford South Constituency area.
2. Applications will be considered to assist community-based activities that will be of benefit to the community, and where the activity could not go ahead without financial assistance.
3. Special consideration will be given to particular target groups including the elderly, disabled, youth, ethnic minorities, unemployed and to particular communities (eg inner city areas, estates, etc.) and to new starts and innovatory schemes.
4. Bids from new groups or previously unfunded groups will be positively encouraged.
5. Grants may be used to complement other sources of funding. Bradford South Area Co-ordinator's Office expects organisations to make every effort to be self-supporting and will favour grants where other money has been secured.
6. The maximum allocation from the Youth and Community Chest would not exceed £350 for any individual project. Projects that cross boundaries can be considered by a number of Area Co-ordinator's Offices, but the total grant will not exceed £500.
7. Projects should not contravene Equality Legislation (ie, no discrimination of membership on grounds of gender, race, religion, sexual orientation, pregnancy, disability, age or gender reassignment).
8. The organisation should be a non-profit making voluntary organisation where membership is open.
9. Grant funding cannot be applied retrospectively. This means grant awards cannot be made for any spending / event / service which have taken place before you have received confirmation that your application has been considered and approved. Please contact the team to clarify the date of the grant allocation panel before you apply if this is not clear.
10. No group that has applied for and received funding in consecutive years should automatically assume that funding will continue. Each application will be treated on its merits.
11. Groups/organisations should normally expect only one grant per financial year.
12. Youth and Community Chest cannot be used in support of religious or political activities, or capital expenditure exclusively connected with such activities.
13. Youth and Community Chest is not normally used to enable fundraising for a secondary body, unless within the terms of a loss guarantee.
14. Groups/organisations must ensure that all statutory (and/or legal) Health and Safety requirements are complied with and, where appropriate, advice must be obtained and followed.

Breakdown of The Kings Coronation Grants in 2023 / 2024

GROUP / ORGNATISATON	AMOUNT
113th Bradford Brownies (part of Girlguiding Bradford South Division)	£200
36th Bradford South (Wibsey Methodist) Scout Group	£84
68th St. Mary's Wyke Bradford South Scout Group	£200
69th Bradford South (Buttershaw) Scout Group	£84
70th Woodside Bradford South Scout Group	£84
Anand Milan Centre	£200
Avery Tulip Social Committee	£200
Bamboo Connect Community Café. (Part of Rock Church)	£200
BHT Early Education & Training	£200
Bradford (Park Avenue)	£200
Buttershaw Baptist Church	£200
Delph Hill Community Centre, Royds Community Association	£200
Earlswood Community Group	£200
European Drom C.I.C	£200
Friends of Westwood Park and NHW	£200
Goodwinners & Co	£200
Great Horton Park Chapel Cricket Club	£200
Horton Bank Top Community Foodbank	£200
Lidget Green Healthy Living Centre	£200
Lower Wyke Moravian Church	£200
Muff field Cricket Club	£200
Norman Lodge	£150
Oakenshaw Residents Association	£200
Parish of Mary, Mother of God	£200
Queensbury Community Programme	£200
QUEENSBURY CRICKET CLUB	£200
Queensbury Support Centre	£200
Residents of Queenshead Park	£200
Russell Hall Primary School	£200
SAIF SPACE CIC	£200
Salthorn Club	£200

Sandale Community Development Trust	£200
SHAPE-UK LTD	£200
South Bradford Sports Pavilion Club	£200
St John the Evangelist Church	£200
St Michael's shelf with St Aidan's, Buttershaw	£200
The Friends Of Harold Park	£200
Tong Village Community Association	£200
Wagtails Tenants Association	£200
Wibsey Methodist Church	£200
Woodside Village Centre, Royds Community Association	£200
Wyke Community and Children's Centre	£200
Total	£8,202

Scheme Guidance notes

This May marks the Coronation of a new Monarch, His Majesty King Charles III. It is the first coronation since Her Late Majesty Queen Elizabeth II in 1953. It will be celebrated across the country and The Commonwealth and marked with a three-day bank holiday weekend from Saturday 6 May to Monday 8 May 2023.

Bradford Council will be encouraging people from across the district to get involved in organising and attending events and taking part in activities to celebrate.

Bradford Council is offering small grants, of up to £250, for communities to come together to get involved in organizing and attending events to join with the national celebrations that will take place.

People all over the country are being invited to come together with friends, neighbours and others they don't yet know for street parties, picnics or barbeques.

The weekend will be an opportunity to celebrate all that Britain's diverse communities hold in common.

An event can be anything from a small gathering in a garden, park or driveway, to a larger party with trestle tables down the middle of your street.

Many neighbours and groups will be able to organise without any additional funding. For those who will need a little help we have some funding to help as many people take part as possible.

We are able to award small grants of up to £250 to support local Coronation activities and events across the Bradford district. This can include any of the following:

- A Street Party
- Community Barbeque
- A Picnic

Eligibility

- We will prioritise applications that are being especially organised to celebrate the Coronation, as opposed to regular or annual events that are merely being re-branded as Coronation events
- All events and activities ideally take place between Saturday 6th May and Monday 8th May 2023
- Grants need to be made via registered community or voluntary groups or other organisations with a constitution and **bank account** (we will accept applications from Parish Councils and other similar bodies)

We understand that groups of local residents may want to come together to organise a street party. We would ask that you either find a local registered community group or organisation that is willing to accept and manage the grant on your behalf, **or** that you provide us with details of an appropriate referee to contact – e.g. Ward Officer, Youth Worker, Warden Community Worker, someone from West Yorkshire Police, your local head teacher etc.

A condition of the grant is that you are willing to display the official logos prominently on all

marketing and publicity material, and that you give permission for the event to be more widely publicised if appropriate via our social media and through sharing your information with the Telegraph & Argus. In addition, for this Fund, we will not pay for the cost of purchasing alcohol or fireworks.

Deadlines

The closing date for applications is **Sunday 2nd April 2023**. No applications will be accepted after this date. Decisions will be taken by an independent grants panel by the Friday 14th April 2023. All applicants will be notified of the results of the grants panel.

More information about celebrations in the district can be found:

For further information and helpful hints and ideas about the King's Coronation please go to:

Any Queries / completed applications please email: Stronger.communities@bradford.gov.uk

