

## Agenda for a meeting of the Environment and Waste Management Overview & Scrutiny Committee to be held on Tuesday, 28 March 2017 at 5.30 pm in Committee Room 1 - City Hall, Bradford

### Members of the Committee – Councillors

| CONSERVATIVE    | LABOUR                                 | LIBERAL DEMOCRAT | GREEN               |
|-----------------|--|------------------|---------------------|
| Gibbons<br>Riaz | A Ahmed<br>Berry<br>Thornton<br>Watson | Stubbs           | Love<br>Warnes (Ch) |

### Alternates:

| CONSERVATIVE     | LABOUR                            | LIBERAL DEMOCRAT | GREEN     |
|------------------|-----------------------------------|------------------|-----------|
| Ellis<br>Rickard | Duffy<br>Iqbal<br>H Khan<br>Nazir | R Sunderland     | H Hussain |

### NON VOTING CO-OPTED MEMBERS

Nicola Hoggart

Environment Agency

Julia Pearson

Bradford Environmental Forum

### Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

There will be a briefing for Members at 1700 in Committee Room 2

### From:

Parveen Akhtar

City Solicitor

Agenda Contact: Jane Lythgow/Tracey Sugden

Phone: 01274 432270/ 434287 E-Mail: jane.lythgow@bradford.gov.uk / tracey.sugden@bradford.gov.uk

### To:



## A. PROCEDURAL ITEMS

### 1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

### 2. DISCLOSURES OF INTEREST

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

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

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

*Notes:*

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

### 3. MINUTES

**Recommended –**

**That the minutes of the meetings held on 20 December 2016 and 31 January 2017 be signed as a correct record (previously circulated).**

(Jane Lythgow/Tracey Sugden – 01274 432270/434287)



#### 4. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

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

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

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

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

(Jane Lythgow/Tracey Sugden – 01274 432270/434287)

#### 5. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

None

### B. OVERVIEW AND SCRUTINY ACTIVITIES

#### 6. CALLED IN ITEM

##### **BRADFORD CITY CENTRE – PROPOSED AMENDMENTS TO ON-STREET VEHICLE CHARGES AND CHANGES TO SOME DESIGNATED PAY AND DISPLAY AND LIMITED WAITING BAYS**

At its meeting on 7 March 2017 the Executive received a report of the Strategic Director, Place (**Executive Document “BP”**) which considered objections received to the proposals to extend the hours of on-street parking charges to 8a.m – 6p.m on Monday to Saturday (currently 10a.m – 4.30p.m) and to introduce a fixed £1 charge on Sundays in pay and display bays within Bradford city centre.

The report also considered the objections received to introduce pay and display bays on Canal Road, Valley Road, Bolton Road and Mill Street, which were currently designated as limited waiting parking bays, and to a proposal to provide a bus bay on Upper Piccadilly.

The Executive resolved –

**(1) That the introduction of the revised on-street parking charges as described in Document “BP” be approved, with the exception of the implementation of a £1 Sunday flat rate charge to some**



**“top of town” streets, namely North Parade, Northgate, Rawson Road, Godwin Street and Darley Street, where regeneration proposals may affect on-street parking provision, as referred to in section 2.5 of Document “BP”. The proposed bus bay on Upper Piccadilly be approved.**

**(2) That all objectors be notified of the Executive’s decision.**

The decision of the Executive has been called in by Councillor Cooke. The reasons for the call in are:

- 1. The impact of the proposal, on City Centre retailers, especially those at the 'top of town', is obviously going to be detrimental, potentially undermining efforts to regenerate the City Centre.*
- 2. There is a specific failure to consider the predictable economic impact on the Oastler Centre.*
- 3. The Council purports to promote footfall in order to augment the regeneration and prosperity of the City Centre and new charges will foreseeably do the opposite.*
- 4. As a result of reasons numbered 1 to 3 above, the Council is encouraging the use of out of town shopping centres, at the cost of the City Centre.*

**In accordance with Paragraph 8.6.9 of Part 3E of the Constitution Members of the Overview and Scrutiny Committee can, following consideration of the matter, resolve to:**

- (1) Release the decision for implementation.**
- (2) Refer all or part of the decision back to the Executive to reconsider it in the light of any representations the Committee may make. The decision may not be implemented until the Executive has met to reconsider its earlier decision.**
- (3) Refer the decision to full Council for consideration, in which case the decision may not be implemented until the Council has met to consider the matter.**

**If the Committee makes no resolution, in accordance with paragraph 8.6.9 of the Constitution, the decision may be implemented.**

(Richard Gelder – 01274 437603)



## 7. **ILKLEY MOOR MANAGEMENT PLAN - UPDATE**

Previous reference: Minute 6 (2016/17)

The Strategic Director, Place will present a report (**Document “AD”**) which summarises the main comments arising from the public consultation which has taken place in respect of the draft Ilkley Moor Management Plan that the Committee considered in June 2016.

Members are advised that the Plan is currently being updated to respond to comments received and that a final draft will then be ready for consideration by the Committee.

**The views of the Committee on the options set out in Section 9 of Document “AD” are requested.**

(Danny Jackson – 01274 431230)

## 8. **BRADFORD DISTRICT RAIL UPDATE**

The Strategic Director, Place will present a report (**Document “AE”**) which provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives that will improve the provision of rail services within the District.

**Recommended –**

**(1) That the content of Document “AE” be noted.**

**(2) That the need for a Bradford City Centre station to be included as part of the proposed Northern Powerhouse Rail network, for the wider benefit of the North as well as the Bradford District, be endorsed.**

**(3) That a further report in relation to rail strategy be provided in spring 2018.**

(Neil Moore – 01274 437682)

## 9. **UPDATE OF THE PREVIOUS TWELVE MONTH REVIEW OF THE DISTRICT'S CASUALTY REDUCTION PROGRAMME**

**Document “AF”** provides an update to the previous recommendations around the management of the District's Killed and Serious Injuries (KSI's) on the highway.



The report also updates on the Inter-Departmental Agreements between Planning, Transportation & Highways Service and Public Health around the Road Safety Team and Active School Travel.

**Recommended –**

**That officers be requested to update the Committee in twelve months time to include casualty performance and a financial update.**

(Simon D'Vali – 01274 618375)

**10. WORK PROGRAMME 2016/17**

**Document “AG” presents the Committee’s work programme 2016/17.**

**Recommended –**

- (1) That Members consider and comment on the areas of work included in the 2016-17 work programme for the Committee.**
- (2) That Members consider any detailed scrutiny reviews that they may wish to conduct.**
- (3) That the work programme 2016-17 continues to be reviewed regularly during the year.**

(Mustansir Butt – 01274 432574)



## Report of the Strategic Director (Place) to the meeting of the Executive to be held on 7<sup>th</sup> March 2017

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**BP****Subject:**

Bradford City Centre - Proposed amendments to on-street vehicle parking charges and changes to some designated pay and display and limited waiting bays.

**Summary statement:**

This report considers the objections received to the proposals to extend the hours of on-street parking charges to 8a.m – 6p.m on Monday to Saturday (currently 10a.m – 4.30p.m) and to introduce a fixed £1 charge on Sundays in pay and display bays within Bradford city centre.

The report also considers the objections received to introduce pay and display bays on Canal Road, Valley Road, Bolton Road and Mill Street, which are currently designated as limited waiting parking bays, and to a proposal to provide a bus bay on Upper Piccadilly.

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Steve Hartley  
Strategic Director (Place)

**Portfolio:**

Regeneration, Planning and Transport

Report Contact: Richard Gelder  
Highway Services Manager  
Phone: (01274) 437603  
E-mail: richard.gelder@bradford.gov.uk

**Overview & Scrutiny Area:**

Environment and Waste Management

## 1. SUMMARY

- 1.1 This report considers the objections received to the proposals to extend the hours of on-street parking charges to 8a.m – 6p.m on Monday to Saturday (currently 10a.m – 4.30p.m) and to introduce a fixed £1 charge on Sundays in pay and display bays within Bradford city centre.
- 1.2 The report also considers the objections received to introduce Pay and Display bays on Canal Road, Valley Road, Bolton Road and Mill Street, which are currently designated as Limited Waiting parking bays, and to a proposal to provide a bus bay on Upper Piccadilly.

## 2. BACKGROUND

- 2.1 At its meeting of 25<sup>th</sup> February 2016 Full Council considered a report on Executive's budget for 2016/17 and 2017/18. At this meeting Council made the following resolution regarding the budget:

### **Resolved –**

- 1.1 (e) **That the Executive's amended service saving proposals for 2017/18 as detailed in the amended Appendix E to Council Document "R" be approved, requiring the Chief Executive, Strategic Directors and Directors to take necessary action during 2016/17 to ensure that these savings are fully achievable for 2017/18.**

Part of these proposals consisted of changes to on-street parking charges in Bradford city centre, comprising:

- The extension of on-street charging hours from 8a.m to 6p.m.
- The introduction of a Sunday flat rate charge of £1.

- 2.2 On-street parking charges in Bradford city centre currently operate between 10a.m and 4.30p.m Monday to Saturday. These charges were originally designed to encourage shoppers into the city centre either before or following the charging period. However, wardens have reported that many of the premium on-street spaces are being taken up by owners and workers at the adjacent businesses for convenience parking, effectively reducing parking availability to visitors for shopping purposes.
- 2.3 The current charging hours allow each pay and display space to be occupied until midday for a fee of £1.40 and all day for £4.90. The Council's off-street city centre car parks are currently charged at £4 per day, meaning that for an additional 90p per day, it is possible to park on-street outside businesses all day. It is felt that the proposed extension of on-street charging hours will encourage business owners and workers to use central off-street car parks, as the introduction of extended parking charges would result in a cost of £7 for all day parking, thereby freeing up spaces on-street for shoppers to park.



- 2.4 The proposal to increase the on-street charging hours would also achieve some consistency with other local authorities within West Yorkshire, as highlighted in the table below, which shows that all the other authorities operate on-street charges between the hours of 8a.m and 6p.m.

| <b>Authority</b> | <b>Charge per hour</b> | <b>Maximum stay</b> | <b>Operational hours</b>   | <b>Evening charge</b> | <b>Sunday charge</b>                      |
|------------------|------------------------|---------------------|----------------------------|-----------------------|---|
| Leeds            | £1.70 – £3.00          | 2hrs                | 8-6 Mon - Sun              | £2.00 Mon - Sun       | £1/4hrs - £4 over 4hrs. £2 evening charge |
| Wakefield        | 90p                    | 1hr                 | 8-6 Mon – Sat              | No                    | No  |
| Kirklees         | £1.00 for 45mins       | 90mins              | 8-6 Mon-Sat, Sun from 12pm | No                    | £1.00 per visit                           |
| Calderdale       | £1.00                  | 1/2/4hrs            | 8-6 Mon - Sat              | No                    | No  |
| Bradford         | 70p                    | 2hrs                | 10 – 4:30 Mon - Sat        | No                    | No  |

- 2.5 A streetscape regeneration scheme for the "top of town" is currently being developed which includes proposals for modifications to North Parade, Northgate, Rawson Road, James Street, John Street, Godwin Street and Darley Street. The nature of the regeneration proposals being considered may have implications for the revision to parking charges proposed within this report.
- 2.6 Following an initial informal consultation process, objections to the proposals were received from the Bradford District Chamber of Trade on 17 June 2016, and these are detailed in Appendix 2. Other objections were received following the advertisement of the Traffic Regulation Order, which was advertised between 25 January and 15 February 2017, and these are also detailed in Appendix 2.
- 2.7 A consultation on the parking review for the Canal Road area (to include Canal Road, Valley Road, Bolton Road and Mill Street) was also undertaken during July 2016. This initial review proposed that existing limited waiting bays on Bolton Road be changed to become pay and display bays between the hours of 8a.m - 8p.m Monday to Saturday (currently 10a.m - 4.30p.m), and 11a.m - 5p.m on Sunday, and

that existing limited waiting bays on Canal Road and Mill Street be amended to become pay and display bays with the same charging hours, but also allowing permit parking between 4.30p.m – 8p.m Monday to Friday and all day Saturday and Sunday. The reasoning behind the extension in charging hours on these streets was to mirror the opening times of The Broadway shopping centre, and to encourage shoppers to use the centre car park rather than parking on-street in a developing residential area.

- 2.8 The Canal Road parking review also included amendments to several specific parking bays within the city centre generally, to facilitate requests made by current occupiers of adjacent buildings. Included within these proposals was the introduction of a bus bay outside No.42 Piccadilly adjacent to Auburn House, which is now occupied by Hft, a national charity providing services for people with learning disabilities. The proposed bus bay would replace a length of existing pay and display parking, with the resultant loss of two spaces.
- 2.9 An objection to the Canal Road parking review was received from the Bradford District Chamber of Trade on 8<sup>th</sup> September 2016, and these are also detailed in Appendix 2.
- 2.10 A subsequent review of the initial proposals for the Canal Road area, taking into account the Bradford District Chamber of Trade's objections, amended the on-street parking charging hours so that they were consistent with the wider city centre area, whilst still allowing permit parking on both Canal Road and Mill Street. The amended proposals are shown on Dwg. No. TDG/TCHW/41112/CANAL RD AREA/TRO-5A in Appendix 1.

### **3. OTHER CONSIDERATIONS**

- 3.1 There are no other considerations at this time.

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

#### **4.1 Financial Appraisal**

- 4.1.1 The income received from on-street pay and display charges in Bradford city centre in the financial year 2015/16 was £435,365. The projected income if all the existing bays are extended to 8a.m to 6p.m will be an additional £100K and the projected income for the introduction of a £1 fixed Sunday charge will be an additional £40K, both these figures being based on surveys of current usage.
- 4.1.2 In the financial year 2015/16, £305,475 (70% of the total revenue) was derived from the streets that are the subject of the objection received from the Bradford District Chamber of Trade. If the objection is upheld, it is estimated that the Council will generate £42K of the £140K detailed in 4.1.1 above.
- 4.1.3 Estimated costs associated with the amendments to the city centre due to this on-street parking review will be £30K, comprising of £19K for new pay and display machines for Canal Road, Valley Road, Bolton Road and Mill Street, £3K for software alterations to existing pay and display machines and £8K for the replacement of sign plates, and these costs will be met from existing financial resources.

## **4.2 Resource Appraisal**

4.2.1 The scheme can be delivered through the use of existing resources.

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

5.1 There are no perceived risks arising out of the implementation of the proposed recommendation.

## **6. LEGAL APPRAISAL**

6.1 The City Solicitor has confirmed that there are no specific legal issues arising from this report. The course of action proposed is in general accordance with the Council's powers as Highway Authority.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

This review has considered the views of all people within the Community including those with special needs.

### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no direct implications arising from this report.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

There are no direct implications arising from this report.

### **7.5 HUMAN RIGHTS ACT**

There are no direct implications arising from this report.

### **7.6 TRADE UNION**

There are no direct implications arising from this report.

### **7.7 WARD IMPLICATIONS**

There are no Ward or area implications

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

8.1 None.

## **9. OPTIONS**

- 9.1 There are a number of options which Executive may wish to consider in relation to this matter, including:
- (a) Over ruling the objections received to the proposals and approving their introduction as proposed.
  - (b) Uphold the objections received from the Bradford District Chamber of Trade, whereby the shopping streets of Kirkgate, Westgate, Manor Row, Cheapside, North Parade, Sunbridge Road (from its junction with Godwin Street to City Park) and Bank Street (from its junction with Market Street to its junction with Hall Ings) continue as pay and display charging hours between 10a.m – 4.30p.m Monday - Saturday, with no charges on a Sunday. The limited waiting bays on Canal Road, Valley Road, Bolton Road and Mill Street remain as the existing restriction, but still allow for permit parking. The proposal to provide a bus bay on Upper Piccadilly be rejected.
  - (c) Uphold the objections received from the other objectors outlined in Appendix 2, whereby no changes are made to existing on-street parking charges to the streets at the “top of town”.
  - (d) Or to approve various elements of option 9.1(a), (b) and (c) above as the Executive determines is appropriate.

## **10. RECOMMENDATIONS**

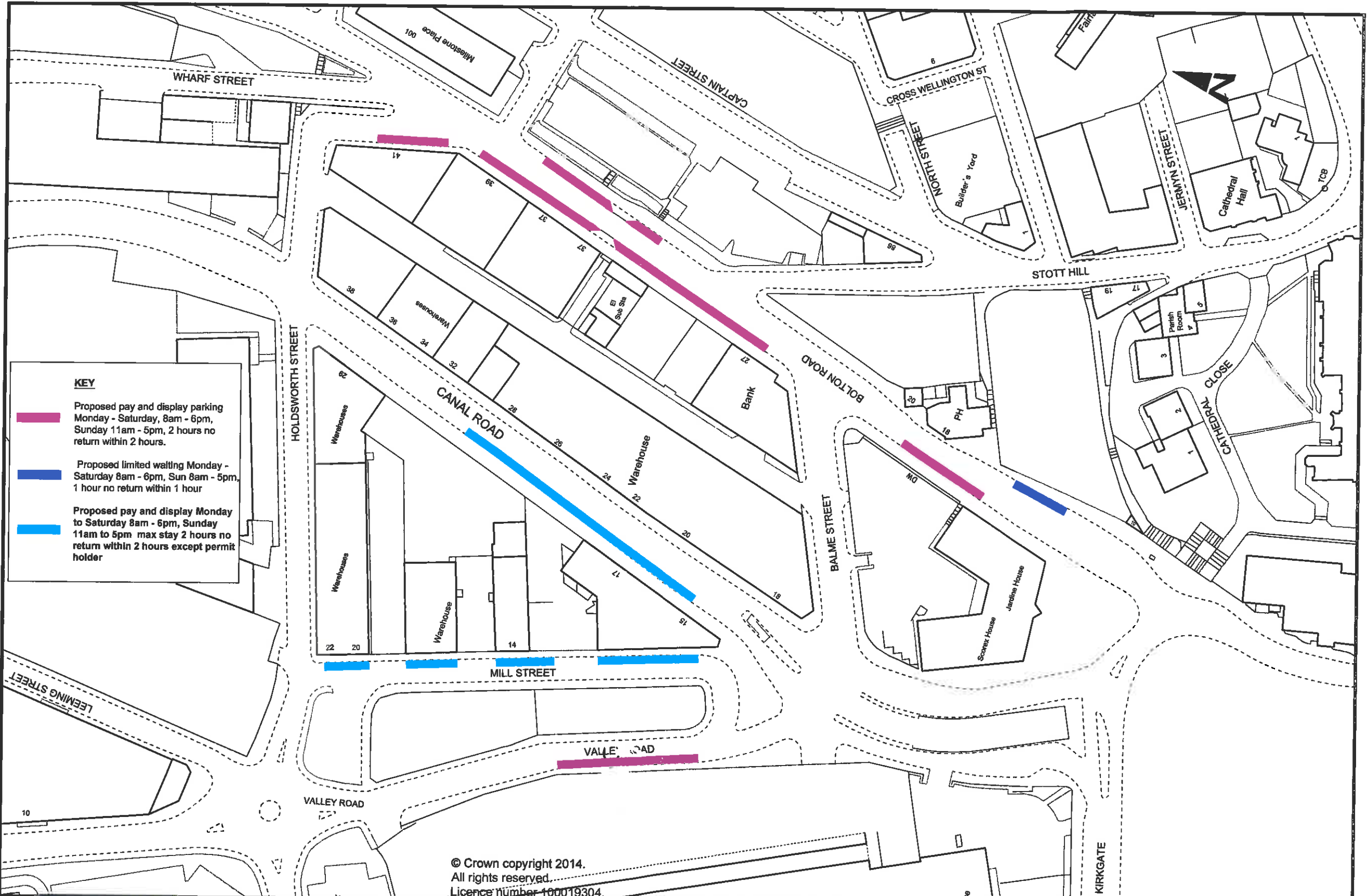
- 10.1 That Executive approves the introduction of the revised on-street parking charges as described in this report, with the exception of the implementation of a £1 Sunday flat rate charge to some “top of town” streets, namely North Parade, Northgate, Rawson Road, Godwin Street and Darley Street, where regeneration proposals may affect on-street parking provision, as referred to in section 2.5 of the report. The proposed bus bay on Upper Piccadilly be approved.
- 10.2 That all objectors be notified of the Executive’s decision.

## **11. APPENDICES**

Appendix 1: Dwg. No. TDG/TCHW/41112/CANAL RD AREA/TR0-5A  
Appendix 2: Table listing objections received and officer comments.

## **12. BACKGROUND DOCUMENTS**

- 12.1 Decision Sheet 53/16: Parking review of Bradford city centre to include amendments and hours of charging in pay and display bays.
- 12.2 Decision Sheet 49/15: Parking review of Little Germany and Wapping, Bradford to include amendments of on-street restrictions to take account of the adjacent Broadway Centre opening hours
- 12.3 Decision Sheet 48/15: Traffic Regulation Order – introduction of a bus bay parking space outside No.42 Piccadilly, Bradford.



**KEY**

- Proposed pay and display parking  
Monday - Saturday, 8am - 6pm,  
Sunday 11am - 5pm, 2 hours no  
return within 2 hours.
- Proposed limited waiting Monday -  
Saturday 8am - 6pm, Sun 8am - 5pm,  
1 hour no return within 1 hour
- Proposed pay and display Monday  
to Saturday 8am - 6pm, Sunday  
11am to 5pm max stay 2 hours no  
return within 2 hours except permit  
holder

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**City of Bradford MDC**  
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Department of Regeneration and Culture  
Strategic Director: Barra Mac Ruairi BBA FRSA

Design Office  
Transportation and Highways Service  
Traffic & Highways Unit  
4th Floor  
Britannia House  
Hall Ings  
Bradford  
BD1 1HX

Project  
**CANAL ROAD AREA, BRADFORD  
PROPOSED PARKING REVIEW**

Client

|                      |                     |          |     |         |       |          |    |
|----------------------|---------------------|----------|-----|---------|-------|----------|----|
| Design               | SJ                  | Drawn    | SJ  | Checked | CB    | Released | CB |
| Scale(s) @ A3        | 1:1000              | Approved | CB  | Date    | 07/15 |          |    |
| Engineer to Contract | C P LEACH CEng MICE |          |     |         |       |          |    |
| Revision             | Original            | Initials | MAG | Date    | 07/16 |          |    |

|                      |                     |          |    |         |       |          |    |
|----------------------|---------------------|----------|----|---------|-------|----------|----|
| Design               | SJ                  | Drawn    | SJ | Checked | CB    | Released | CB |
| Scale(s) @ A3        | 1:1000              | Approved | CB | Date    | 07/15 |          |    |
| Engineer to Contract | C P LEACH CEng MICE |          |    |         |       |          |    |

Drawing Title  
**TRAFFIC REGULATION ORDER PLAN**

Drawing No.  
**TDG/THCW/41112/CANAL RD AREA/TRO-5A**

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| Objectors Concerns   | Officer Comments  |
|--|---|
| <p><b>City Centre Parking Review</b></p>   |   |
| <p>The Bradford District Chamber of Trade objected to the charging hours being increased to pay and display bays on Darley Street, Godwin Street, James Street, Kirkgate, Westgate, Manor Row, Cheapside, North Parade, Sunbridge Road (from its junction with Godwin Street to its junction with City Park) and Bank Street (from its junction with Market Street to its junction with Hall Ings), as they class these streets as being of prime importance as quick turn around spaces for shoppers, and consequently they are crucial to encouraging shoppers into the top end of the city centre. The objection also stated that, in the opinion of the Bradford District Chamber of Trade, that this viewpoint was particularly important at this time, as Darley Street in particular is decimated by the influx of empty properties due to businesses re-locating into the new Broadway centre. Businesses currently located around the Kirkgate Centre and right up to North Parade and the Oastler Market are looking to all parties to maintain and increase footfall to those areas, and an increase in charging hours would create a further negative effect for them to contend with.</p> | <p>The proposals to increase on-street pay and display charging hours in Bradford city centre conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.</p> <p>.</p> <p>The streets listed in the objection comprise the majority of the city centre area, not just the top end of town. The only city centre streets not included within the objection where on-street pay and display parking exists are Vicar Lane, Bridge Street, Sharpe Street and small lengths of Bank Street, Broadway and Hall Ings.</p> |
| <p>The Bradford District Chamber of Trade also objected to the proposal to implement a Sunday flat rate charge of £1, as this would create a negative effect when shoppers are deciding where they choose to visit on a Sunday. This is particularly important when the Council (and others) have organised specific events taking place in the city centre on a Sunday, and the success of that event depends upon the support of visitors to the city centre (especially important on the build-up to Christmas when shoppers choose to visit an out of town facility where they would continue to enjoy free parking facilities).</p>   | <p>The proposals for a Sunday flat rate charge of £1 conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.</p>  |
| <p>The Bradford District Chamber of Trade suggested that, instead of justifying increasing the on-street parking hours to be consistent with other neighbouring local</p>  | <p>This is a suggestion rather than an objection to the subject matter of this report, so is noted only.</p>  |

authorities which offer a more attractive shopping offer, the Council should reduce or remove parking charges, which might result in the positive effect of increasing visitor footfall to Bradford, which every business could enjoy

Two objections have been received from businesses on North Parade with regard to both the extension of on-street parking charging hours to 8a.m-6p.m Monday to Saturday and the £1 flat rate charge on a Sunday. The objectors state that the proposals would affect post work trade during the week, which peaks between 5p.m and 6p.m, and customer feedback has indicated that customers would be less likely to visit their businesses should the charging hours be extended.

In addition, the £1 flat rate Sunday charge would also have an adverse effect, as this is the quietest day of the week on North Parade, with car parking spaces being freely available throughout the day, and a charge would prove to be a financial disincentive to customers, who will choose to drive past the street rather than park up and frequent the businesses.

The objectors state that the blanket imposition of the on-street parking charge proposals will punish traders generally at the “top of town”, and they have worked hard to establish their businesses during the past few years. The proposals will only dissuade customers from visiting and could potentially destroy their businesses.

The objectors suggest that the on-street parking charges to the “top of town” be deferred until the future of the markets area is decided, and footfall figures to the area show a significant increase.

An objection was received from the Bradford Civic Society to the implementation of extended parking restrictions to the “top of town”, which could potentially kill the burgeoning tea time, after-work and Sunday trade., which still needs careful nurturing after years of decline to encourage further growth.

The proposals to increase on-street pay and display charging hours in Bradford city centre conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.

The proposals to increase on-street pay and display charging hours in Bradford city centre conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.



Simes Street, signed by thirty petitioners, which objected to the proposals to extend the on-street parking hours, stating that The Bazaar already struggles to attract custom and the business survives on trade generated by customers who visit the premises whilst free parking is in operation i.e after 4.30p.m and on Sundays. As this is the only business in this part of the city that opens until 7p.m and on Sundays, they state that they would be the business most affected by the proposals.

**Canal Road Area Parking Review**

The Bradford District Chamber of Trade oppose any extension to the on-street parking charge hours on Canal Road, Valley Road, Bolton Road and Mill Street as it would have an adverse impact on commuters wishing to visit the city centre during both the daytime and early evening, thereby having a negative effect on the local economy. In addition, the Chamber of Trade were of the opinion that not everybody parking on these streets would be visiting The Broadway, and as such, a charging regime that finished at 8p.m would have a detrimental effect on any motorists wishing to visit their chosen venues in the evening which commenced before 8p.m.

The Bradford District Chamber of Trade also opposed the proposed bus bay on Piccadilly, stating that for most hours of the working day the bus bay would not be used, and preventing ordinary vehicles from using the pay and display bay would affect the efficiency of a much used on-street parking facility for people visiting businesses in the city centre.

display charging hours in Bradford city centre conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.

The parking review of the Canal Road area initially proposed to introduce pay and display parking in the limited waiting bays on Canal Road, Valley Road, Bolton Road and Mill Street between the hours of 8a.m – 8p.m Monday to Saturday and 11a.m – 5p.m on Sunday. Following the objection received from the Bradford District Chamber of Trade, an amendment was made to change the charging hours to 8a.m – 6p.m Monday to Saturday to bring consistency between the affected streets and the wider city centre area.

No.42 Piccadilly is currently occupied by Hft, a national charity that provides services for people with learning disabilities throughout England. The facility at Piccadilly provides day service for up to 27 people, Monday to Friday. The people that attend Piccadilly all use a wheelchair and have profound and complex health needs and require one to one support from staff. All of the people that are supported by Hft use PTS transport or specially adapted transport with tail lifts that can park as close as possible to the building. Currently the afore-mentioned vehicles have to double park in Piccadilly causing problems to other road users.

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## Report of the Strategic Director of Place to the meeting of Environment and Waste Management Overview and Scrutiny Committee to be held on 28<sup>th</sup> March 2017.

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**AD**

**Subject: Ilkley Moor Management Plan - update.**

### Summary statement:

The Environment and Waste Management and Scrutiny Committee considered the pre-consultation draft of a Management Plan for Ilkley Moor at its meeting in June 2016. Since then, a public consultation has taken place and comments received. The Plan is currently being updated to respond to these comments. The report summarises the main comments and how the amended Plan will reflect them.

Steve Hartley  
Strategic Director Place

**Portfolio:**

**Regeneration, Planning and Transport**

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**Overview & Scrutiny Area:**

**Environment and Waste Management**

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## 1. SUMMARY

The Environment and Waste Management and Scrutiny Committee considered the pre-consultation draft of a Management Plan for Ilkley Moor at its meeting in June 2016. Since then, a public consultation has taken place and comments received. The Plan is currently being updated to respond to these comments. The report summarises the main comments and how the amended Plan will reflect them.

## 2. BACKGROUND

- 2.1 A Management Plan for Ilkley Moor has been written to update the previous plan which has been in place since 2002. This sets out the main features of the moor:- habitats and species, recreational issues and heritage/archaeology. It describes these elements and proposes approaches to managing them to achieve the overall vision for the moor, which is also set out in the plan. It also identifies the Council's key partners in managing the moor.
- 2.2 A draft of the Management Plan was presented to Environment and Waste Management Overview and Scrutiny Committee in June 2016, with the intention of then releasing it for public consultation. The Committee made a number of helpful suggestions and sought clarification on some points to be incorporated into the draft, but overall were happy with the draft Plan and gave it their support. The Committee requested that the final post-consultation plan be brought back so they could appraise it before it is submitted to Natural England for their consent.
- 2.3 Having made some amendments to the plan in the light of the Committee's comments, the document was released for public consultation on 10<sup>th</sup> October 2016 for a period of 6 weeks, ending on 21<sup>st</sup> November 2016. The plan was made available principally via the Council's "Current Consultations" web-page and, as hard copy in libraries and Visitor Information Centres.
- 2.4 The consultation generated a limited amount of comment from "unaffiliated" members of the public, but all the key partner organisations responded. Details of who responded are set out in paragraph 2.5. A large number of comments (636) were also received from people who were opposed to the grouse shooting on the moor. These were in the form of a standard template letter, copied and submitted to the consultation web-page. Although the consultation was on the Management Plan, not the issue of grouse shooting, these responses did include comment on management practices commonly said to be associated with grouse shooting. Where those practices were relevant for Ilkley Moor and formed part of the draft plan, they have been, or will be considered in the re-drafting process.



2.5 The following organisations commented on the draft Management Plan:

Royal Society for the Protection of Birds  
Yorkshire Wildlife Trust  
Wharfedale Naturalists Society  
Friends of Ilkley Moor  
Ilkley Civic Society  
Bradford Urban Wildlife Group  
Ilkley Design Statement Group  
Ban Bloodsports on Ilkley Moor  
The Bingley Moor Partnership

In addition, 7 individuals sent in specific comments on the Plan and a further 636 sent in a copy letter relating to grouse shooting and the management practices commonly associated with it.

### 3. OTHER CONSIDERATIONS

3.1 There was a degree of consensus amongst most of those who commented, captured in the following:

- High levels of support for recognising the “eco-system services” that the moor provides (natural habitat/biodiversity, recreational opportunity, heritage, flood mitigation, carbon storage) and for setting out how these services will be optimised and managed.
- Particular support for seeking to maximise the flood mitigation and biodiversity opportunities that managing the blanket bog, re-wetting the moor and adopting natural flood management approaches present.
- Support for a clearer statement that the emphasis of habitat management is for a wider range of benefits, primarily but not exclusively, biodiversity (eg. allowing increased tree cover, re-wetting, less intensive bracken control, less intensive heather management with more emphasis on cutting than burning).
- The vision for the moor needed to set the above aspirations out more clearly and not try to be “all things to all people”.
- Particular praise was recorded for including sections on supporting habitat (ie. recognising the importance of areas off the moor which support bird species living on the moor) and for discussing the implications of climate change – indeed the Council was praised for showing “considerable foresight” in addressing this issue.
- In terms of recreational activity, the overall consensus was for adopting management approaches that accommodated access and public enjoyment in a sustainable manner without compromising the conservation status of



the moor and its habitats and species. More information and effort to influence visitor behaviour and understanding was recommended.

- On the specific issue of grouse shooting, apart from those who oppose it on principle, the “neutral” respondees commented that they had no real issue with it as long as it remained compatible with the overall vision for the moor as set out in the plan, and as long as the activity can be accommodated without detriment to those primary objectives.

3.2 In terms of the next steps with the Plan, it is proposed that the amendments to the draft will be completed by May 2017 so that a final draft is ready for consideration by E&WM O&S, sign-off by Natural England and adoption by the Council by late summer 2017.

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

4.1 None arising from the report although the Management Plan and Action Plan include details of future funding sources and available resources

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

5.1 The Council has a legal responsibility to manage Ilkley Moor under national and international environmental legislation. Setting out how this management is to be achieved over the long term, guards against the risk of non-compliance with this legislation.

#### **6. LEGAL APPRAISAL**

6.1 None arising from the report

#### **7. OTHER IMPLICATIONS**

##### **7.1 EQUALITY & DIVERSITY**

The principle of equality of access to Bradford’s countryside and open spaces, including Ilkley Moor, lies at the heart of the Council’s management. The moor is a District-wide, regional and national resource and as such attracts a range of visitors with varying backgrounds and abilities. The Management Plan attempts to recognise this and make appropriate provision to ensure that barriers to access are minimised and that responsible enjoyment of the site is encouraged.

##### **7.2 SUSTAINABILITY IMPLICATIONS**

The Management Plan sets out approaches for the sustainable management of this resource and whilst its focus is primarily environmental, it also touches on relevant social and economic aspects.



### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

The Environment & Climate Change Manager has contributed to the Management Plan most notably in setting out the effects of climate change and the moor's role in storing carbon. The plan includes proposals to maximise this and so reduce greenhouse gas emissions.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

None arising from the report

### **7.5 HUMAN RIGHTS ACT**

None arising from the report

### **7.6 TRADE UNION**

None arising from the report

### **7.7 WARD IMPLICATIONS**

The moor lies within the Ilkley Ward.

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

N/A

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

None

### **9. OPTIONS**

- 9.1 The Committee considers the consultation comments and proposed amendments to the Plan.
- 9.2 The Committee recommends additional or alternative amendments
- 9.3 Following the amendments and prior to sending to Natural England, the Committee may wish to consider the final version of the Management Plan.



## **10. RECOMMENDATIONS**

The views of the Committee on the options set out in Section 9 are requested.

## **11. APPENDICES**

## **12. BACKGROUND DOCUMENTS**





## Report of the Strategic Director (Place) to the meeting of Environment and Waste Management Overview & Scrutiny Committee to be held on 28 March 2017.

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**AE**

**Subject:**

Bradford District Rail Update.

**Summary statement:**

This report provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives that will improve the provision of rail services within the district.

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**Steve Hartley**

Strategic Director  
(Department of Place)

Report Contact: Neil Moore  
Senior Transport Planner  
(Transport Planning)  
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**Portfolio:**

**Regeneration, Planning and Transport**

**Overview & Scrutiny Area:**

**Environment and Waste Management**



## 1. SUMMARY

- 1.1 This report provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives that will improve the provision of rail services within the district.

## 2. BACKGROUND

- 2.1 The provision of a good quality rail service is a key component in improving connectivity and supporting increased economic activity across the district. The Council continues to lobby for better rail services with an emphasis on securing a Bradford city centre stop on the proposed Northern Powerhouse rail network and delivering improvements to local stations.

### **Rail Patronage -**

- 2.2 The number of people travelling by train continues to increase with 15.3 million journeys made to/from stations within the district in 2015/2016, an increase of 0.9% over the previous year. Across West Yorkshire 71.3 million journeys were made which is a 2.3% increase. The majority of stations in the district recorded passenger growth over the past year with the largest increases detailed below (appendix 1 provides station patronage):

- Baildon 10.3%
- Ben Rhydding 5%
- Burley in Wharfedale 4.9%

Passenger numbers fell at six stations in the district (top three below):

- Frizinghall -8.9%
- Steeton & Silsden -2.7%
- Shipley -2.1%

The new station at Apperley Bridge was used by 96,418 passengers in its first year of opening and may have abstracted some passengers away from Shipley. Over the past ten years passenger numbers are up 70.6% and have more than doubled at Saltaire and Crossflatts. Bradford Interchange is the busiest station in the district with 3 million passengers, followed by Bradford Forster Square 2.06 million and Shipley 1.7 million.

- 2.3 Rail accounted for 7.4% of all trips made into Bradford city centre in 2015 in the morning peak, which is a 0.1% improvement on 2014. The majority of journeys in this peak period are made by car (70.7%) and bus (17.2%).

### **Rail Franchise Update -**

- 2.4 Rail services across the district are provided by three different train operating companies. These are Virgin Trains East Coast, Northern (Arriva Rail North) and Grand Central. Both Virgin Trains East Coast and Northern are operated as rail franchises. This means that they have been awarded a contract by the Department for Transport to provide specific rail services and in Northern's case receive subsidy for doing so. Both franchise operators are investing in new trains and adding extra services over the next few years which will fundamentally improve the rail offer across Bradford. Grand Central are an open access operator which means they have a licence to operate rail services but do so at their own financial risk.



- 2.5 Virgin Trains East Coast will launch additional services from both Bradford Forster Square and Shipley to London using state-of-the-art 'Azuma' trains. These will run every 2 hours, providing additional direct services to/from the capital by 2019.
- 2.6 Grand Central are refurbishing their rolling stock and leasing additional vehicles. They continue to be one of the top rail operators in terms of customer satisfaction.
- 2.7 The Northern franchise includes commitments to provide services to new destinations, increase capacity on trains, introduce new rolling stock and improve station facilities. In addition all existing trains will be refurbished as new, all pacer units will be withdrawn by October 2019 and there will be improved ticketing including automatic compensation in the case of delays for season and advanced purchase ticket holders:

**Airedale & Wharfedale Lines:**

- New 100mph electric trains formed of 6 carriages at peak times (2018-19)
- Extra evening peak and Sunday services (Sundays from December 2017)
- Saltaire, Steeton & Silsden, Crossflatts, Frizinghall, Burley in Wharfedale, Baildon and Ben Rhydding will be staffed for part of the day (2019)

**Calder Valley Line:**

- Off-peak (all day Sunday) Manchester Victoria services extended to Manchester Oxford Road (1 train per hour from December 2017)
- New 100mph diesel trains (2018-19)
- New destinations including Manchester Airport (2019), Sheffield (2019), Nottingham (2019), Liverpool (2019) and Chester / Warrington (from May 2018)
- An increased train service frequency to Leeds, Halifax, Rochdale and Manchester Victoria (all by 2019).
- The faster/limited-stop services will be branded as 'Northern Connect' offering an enhanced service such as seat reservations, air conditioning, tables and free Wi-Fi.

A new morning peak service to Leeds from Bradford Interchange began in July 2016 using Grand Central rolling stock. This five carriage train provides additional capacity and compensates for the reduction in seating on other services in the morning peak.

Over the next two years Northern are investing £38m in station improvements across their whole network. All will get new LED lighting and many others improved seating, shelters, help points and ticket machines (see appendix 2). Automatic ticket gates have recently been installed at Bradford Forster Square.

**New Rail stations -**

- 2.8 The new station at Apperley Bridge which opened in December 2015 has been a big success with passenger numbers exceeding all expectations and as result the 297 space car park is full in the morning rush hour. The Council would like to see extra parking provided and train services to/from Keighley and Skipton also



stopping at the station. Leeds Bradford Airport is only 2.5 miles away and the station could be developed as a parkway station for the airport linked by a shuttle bus. This would provide sustainable access for both travellers and workers and provide access from the airport to/from the Yorkshire Dales and beyond. This would complement Leeds City Council plans for a similar station on the Harrogate line.

- 2.9 Construction of the new station in Low Moor is reaching completion with only relatively minor items of works remaining. The next few weeks will see the final testing and commissioning works to ensure that the new buildings and equipment are ready to operate. During this time, the essential statutory paperwork and safety sign off process will be completed and the final highway works (including new traffic regulation orders to New Works Road and Cleckheaton Road) will be implemented. The station is expected to open ahead of target and trains could begin to stop in early April. The new station will be served by hourly trains to Bradford Interchange, Leeds, Halifax and Huddersfield by Northern. Grand Central which operates services to Wakefield, Doncaster and London has applied to the rail regulator to also stop at the station.

#### **West Yorkshire plus Transport Fund Schemes -**

- 2.10 The Transport Fund is being used to underpin economic growth by improving the region's roads and railways by connecting people to jobs and goods to markets. The fund is targeted at reducing congestion, improving the flow of freight and making it easier for people to commute. A number of the transport fund schemes are targeted at improving the experience for those who travel by rail. This includes improving the station environment, providing additional parking for rail commuters and reducing journey times on certain routes.
- 2.11 The Council commissioned the development of master plans for both Bradford Interchange and Forster Square stations to provide a long term vision for future development. The aim is to create high quality station gateways to support the regeneration of the city centre, create schemes that are ambitious but deliverable and improve the visibility and connectivity of the stations to the city centre.
- 2.12 Plans for the Bradford Forster Square station are more advanced than those for the Interchange and consultants Arup and AHR have been appointed to produce an outline station design. This will be used to seek funding from the West Yorkshire Transport fund. The proposed design includes a fully enclosed station, the provision of new lifts, a café, toilets and pods that sit within the existing station arches offering facilities such as cycle storage and retail provision.. The scheme will cost in the region of £15m and should be completed by 2021 at the latest. The Council is currently working with its partners WYCA, Network Rail, Northern and Virgin East Coast to develop the proposals.
- 2.13 Further master planning work on Bradford Interchange is being undertaken by consultants SYSTRA and BDP. It is recognised that the redevelopment of both the bus and rail station will complement other key public sector regeneration projects in the city including Jacobs Well and No1 City Park. The consultants are considering these and looking at how a station serving the Northern Powerhouse Rail network could be incorporated into the site.



- 2.14 As part of the West Yorkshire Plus Transport fund, it is proposed to increase car park capacity at a number of rail stations. The package includes the provision of a raised parking deck at Shipley and Steeton & Silsden train stations. Detailed design is underway and providing the schemes prove to be affordable and approved by Network Rail then they will be delivered later this year. WYCA are undertaking further work to identify additional locations for new station parking across the district.

### **3. OTHER CONSIDERATIONS**

#### **Calder Valley Line**

- 3.1 Network Rail will be making considerable improvements to signalling (reducing the headway or gap between trains from seven to four minutes) and a renewal and strengthening of other infrastructure along the Calder Valley line in the near future. This will deliver small improvements in journey times, improved reliability, allow a greater frequency of train services and provide improved resilience in bad weather.
- 3.2 The Council and WYCA continue to lobby for further investment in the Calder Valley line services with the emphasis on quicker journey times to Leeds and Manchester. At present the average speed to Leeds is 33 mph and 42 mph to Manchester and therefore Calder Valley services do not provide an attractive alternative to the congested M62. The Council is keen to work with rail industry partners to improve journey times and frequencies and has met with a number of partners to press the case for improved outcomes on this line. Previous work has suggested a strong case for electrification of the Calder Valley Line and we continue to make the case in the longer term. However, we are also focussed on improvements that are deliverable in the short-to-medium term, building on the enhancements Northern / Network Rail are delivering over the next two years and we continue to work with partners on what form these measures could take.

#### **Northern Powerhouse Rail**

- 3.3 Northern Powerhouse Rail (NPR) will be a network of new and / or upgraded railway lines linking the 'core' cities (Liverpool, Manchester, Leeds, Sheffield, Hull, Newcastle) and Manchester Airport. The network will provide fast and frequent direct connectivity between the cities. Transport for the North (TfN) has commissioned Network Rail and HS2 Ltd to develop the proposals, working to a set of conditional outputs to improve capacity, frequency and journey time between the core cities. In addition to this TfN are also assessing the relative cost and benefits of including Other Strategic Economic Centres (OSECs) such as Bradford on the NPR network. Initial modelling by Network Rail indicates that Bradford could be served by either a city centre or a parkway station (to the South of the city) and still achieve the conditional output of a 30 minute journey time between Leeds and Manchester.
- 3.4 WYCA commissioned a piece of work which considered the impacts of additional NPR stations on economic output, land use and regeneration, and the local labour



market. The study concluded that there is a strong case for a NPR station located in the centre of Bradford based on regeneration opportunities and benefits to the economy and the labour market. This information has been passed to TfN as an input to the analytical work that they are undertaking on NPR benefits. TfN is considering the technical and cost implications of serving Bradford and other OSECs. Extensive tunnelling across the Pennines, including underneath Bradford itself, will be required to enable a city centre stop. This could be at a considerable cost. A parkway station serving Bradford, sited close to the M62, would require less costly infrastructure but would not deliver the same economic benefits.

- 3.5 A report looking at high level costs and benefits of serving the OSECs (including a Bradford city centre and parkway option) will be considered by TfN over the next month. Promising options will be developed further over the next 18 months and a final decision made on the actual NPR route and OSECs served in early 2019
- 3.6 The Council with the support of the local Chamber of Commerce has been making the case for a Bradford NPR stop with key decision makers. This has included the Secretary of State for Transport Chris Grayling MP, Minister for the Northern Powerhouse Andrew Percy MP and John Cridland CBE chair of TfN. Local MP's have been briefed and questions asked in the House of Commons to ensure that the Government is aware of Bradford's aspirations regarding an NPR stop. A brochure entitled 'Next Stop Bradford' has been produced and sent to key stakeholders (see Appendix 3) to raise awareness regarding NPR.

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

- 4.1 Actions relating to the delivery of the Rail strategy are the responsibility of Rail North and / or the West Yorkshire Combined Authority.

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

- 5.1 Both the Council and WYCA have well developed performance management processes to manage risk in a timely and effective manner.

#### **6. LEGAL APPRAISAL**

- 6.1 Not applicable.

#### **7. OTHER IMPLICATIONS**

##### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 There are no equality and diversity implications.

##### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 Improving rail services and enhanced connectivity will provide a more attractive alternative to using the car which will therefore reduce carbon emissions.





### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 Providing an attractive alternative to the car for commuting and other longer journeys will contribute to reducing greenhouse gas emissions.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 Providing improved station environments will improve passenger's perception of safety.

### **7.5 HUMAN RIGHTS ACT**

7.5.1 There are no human right implications.

### **7.6 TRADE UNION**

7.6.1 There are no trade union implications.

### **7.7 WARD IMPLICATIONS**

7.7.1 None specific.

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

8.1 None.

## **9. OPTIONS**

9.1 This report is provided for information with views of the Committee being taken to inform ongoing Council planning in respect to rail strategy.

## **10. RECOMMENDATIONS**

10.1 That the committee notes the content of this report.

10.2 That the committee fully endorses the need for a Bradford City Centre station to be included as part of the proposed Northern Powerhouse Rail network, for the wider benefit of the North as well as the Bradford district.

10.3 That a further report in relation to rail strategy is provided in spring 2018.

## **11. APPENDICES**

11.1 Appendix 1 – Rail Station Patronage

11.2 Appendix 2 – Proposed Station Improvements

11.3 Appendix 3 – 'Next Stop Bradford' brochure.



## 12. BACKGROUND DOCUMENTS

- 12.1 Rail North Spring Report -  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/505705/northern-transport-strategy-spring-2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/505705/northern-transport-strategy-spring-2016.pdf)
- 12.2 Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 5th April 2016
- 12.3 Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 25<sup>th</sup> November 2014
- 12.4 Rail North – Long Term Rail Strategy for the North of England - report presented to Environment and Waste Management Scrutiny Committee 5<sup>th</sup> November 2013
- 12.5 Rail Plan 7 – report presented to Environment and Waste Management Scrutiny Committee 28<sup>th</sup> June 2012





## Appendix 1: Rail Station Patronage (2015/2016)

| Station                 | Patronage         | % change on previous year |
|-------------------------|-------------------|---------------------------|
| Bradford Interchange    | 2,993,340         | 2.4%                      |
| Bradford Forster Square | 2,065,658         | -0.7%                     |
| Apperley Bridge         | 96,418            | n/a                       |
| Frizinghall             | 376,850           | -8.9%                     |
| Shipley                 | 1,739,258         | -2.1%                     |
| Saltaire                | 880,348           | 2.4%                      |
| Bingley                 | 1,219,714         | -0.4%                     |
| Crossflatts             | 524,846           | 2.5%                      |
| Keighley                | 1,702,720         | -1.1%                     |
| Steeton & Silsden       | 838,874           | -2.7%                     |
| Baildon                 | 276,716           | 10.3%                     |
| Menston                 | 636,016           | -1.3%                     |
| Burley in Wharfedale    | 487,484           | 4.9%                      |
| Ben Rhydding            | 220,770           | 5.0%                      |
| Ilkley                  | 1,303,810         | 0.3%                      |
| <b>Total</b>            | <b>15,362,822</b> | <b>0.9%</b>               |

## Appendix 2: Station Improvements (proposed)

| Station                 | Waiting Shelter | Waiting Room | Seats | Ticket Office | CCTV | Ticket Machine |
|-------------------------|-----------------|--------------|-------|---------------|------|----------------|
| Bradford Interchange    |                 |              |       |               |      |                |
| Bradford Forster Square |                 |              |       |               |      |                |
| Apperley Bridge         |                 |              |       |               |      |                |
| Frizinghall             |                 |              | X     | X             |      |                |
| Shipley                 |                 |              | X     |               |      | 1              |
| Saltaire                |                 |              |       | X             |      | 1              |
| Bingley                 |                 | X            | X     |               |      | 1              |
| Crossflatts             | X               |              |       | X             |      | 1              |
| Keighley                |                 | X            |       |               |      | 1              |
| Steeton & Silsden       | X               |              | X     |               |      | 1              |
| Baildon                 | X               |              | X     | X             | X    | 1              |
| Menston                 |                 |              | X     | X             |      | 1              |
| Burley in Wharfedale    |                 |              |       | X             |      | 1              |
| Ben Rhydding            | X               |              | X     | X             | X    | 2              |
| Ilkley                  |                 |              | X     |               |      | 1              |

Waiting shelters / waiting rooms either renovated or replaced.



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## *Next Stop Bradford*

Bringing Northern Powerhouse Rail to Bradford City Centre



“The guiding principle of the Northern Powerhouse is that only by combining the different, complementary strengths of our major cities can we fulfil our collective potential and bring transformational positive economic change to the North. Transport connectivity is fundamental to this. And as the fifth largest city in the UK, with one of the fastest growing economies in the UK, which is already the North’s fifth biggest (£9.5bn), Bradford – like Liverpool, Manchester, Leeds, York, Sheffield, Hull and Newcastle – quite simply must be directly connected to Northern Powerhouse Rail (NPR).

Our city is home to market-leading companies such as Yorkshire Building Society, Santander, Provident Financial, Morrisons and Hallmark. Our University is soaring in the league tables, jumping twenty places in this year’s Guardian University rankings. The North cannot be successful without Bradford being successful.

We are the youngest city in the UK with nearly 25% of our population under 16 and there will be an extra 24,000 people of working age expected to be living in Bradford by 2024. Bradford is a young, entrepreneurial, digital city – and with a direct connection to NPR we will be able to contribute so much more.

This booklet outlines Bradford’s case for a City Centre Station to be included within the Northern Powerhouse Rail network. I know it’s a case you will support.”

Councillor Susan Hinchcliffe,  
Leader, Bradford Metropolitan District Council



# Bradford's economic impact on the Northern Powerhouse

Building a Northern Powerhouse Rail station in Bradford City Centre would be one of the boldest and most economically beneficial moves the Government and Transport for the North (TfN) could make. TfN has identified four prime economic capabilities where the North performs well – Advanced Manufacturing, Energy, Health and Innovation and Digital. Bradford has real strength in all four of these economic sectors, and, if better connected to the rest of the Northern Powerhouse, will contribute even more.

Bradford's economic potential doesn't just come from its businesses though – Bradford's strength comes from its rapidly growing population. Bradford is one of the fastest growing cities in the UK, with 24,000

extra residents of working age expected to be living in the city by 2024. Bradford's young, growing workforce will support not just the local economy, but potentially other city region economies in the North. For example, Greater Manchester will have an extra 180,000 jobs by 2040 – and Bradford has the potential to provide a significant number of this workforce.

As a combined economic area, Leeds-Bradford is part of the Leeds City Region which has a population of nearly three million. However when compared to European city regions of similar sizes, its economy lags behind. An NPR station in Bradford City Centre will lead to £1.3bn of economic benefits, a massive boost to the whole Northern Powerhouse economy.

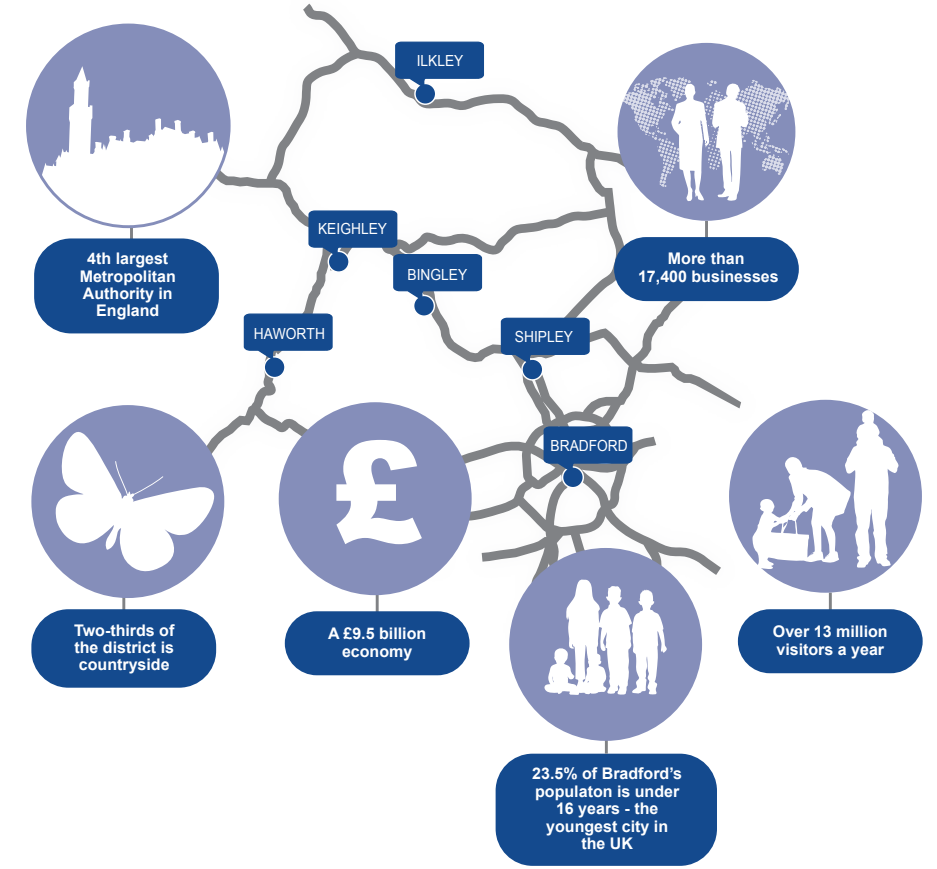
Bradford is home to over 17,000 businesses.

Bradford businesses have the highest rate of international trading in the UK.

Bradford has more FTSE 100 companies than any other city in the North of England.

## £1.3bn

predicted economic benefits of including Bradford on the NPR network





# Fulfilling the potential of the Leeds City Region


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With its population of three million and a £60.5bn economy, Leeds City Region is the UK's largest economic area outside of London. At the centre, Leeds and Bradford have the largest daily commuter flows between two cities anywhere in the UK. The potential of these two cities to work more closely together to drive the future economic success of the Northern Powerhouse is huge.

Bradford and Leeds currently contribute a combined £29.2bn in GVA. Already, Leeds and Bradford combined are contributing a larger GVA than the UK's second largest

city, Birmingham. Connecting both Bradford and Leeds city centres to the NPR network will transform how the Leeds City Region performs. And with NPR, other conurbations in the City Region's North and West will enjoy faster, better connections across the NPR network and beyond.

With over 119,000 businesses, Leeds City Region is already helping to drive the Northern Powerhouse economy. Closely connecting the economies of Bradford and Leeds will help the City Region fulfil its huge potential.



**“Linking Bradford and Leeds with Northern Powerhouse Rail will transform connectivity between two of the largest and fastest growing cities in the UK.”**

**Councillor Judith Blake,  
Leader of Leeds City Council**

# The opportunity of improved connectivity

Bradford sits at the heart of the Northern Powerhouse, between the two biggest economies in the North – Manchester 28 miles to the west, Leeds nine miles to the east. The city is in a prime location and plays a leading role in the Northern Powerhouse economy.

However Bradford faces its challenges. The M62 is congested and unpredictable. Trains to Leeds from Bradford are regularly overcrowded and rarely break 30mph. The thirty mile railway journey to central Manchester often takes over an hour. Only by improving its connectivity with cities east and west will Bradford fulfil its major economic potential.

Connecting Bradford to Northern Powerhouse Rail with a city centre station will transform the economic and cultural contribution of the city, amplifying the

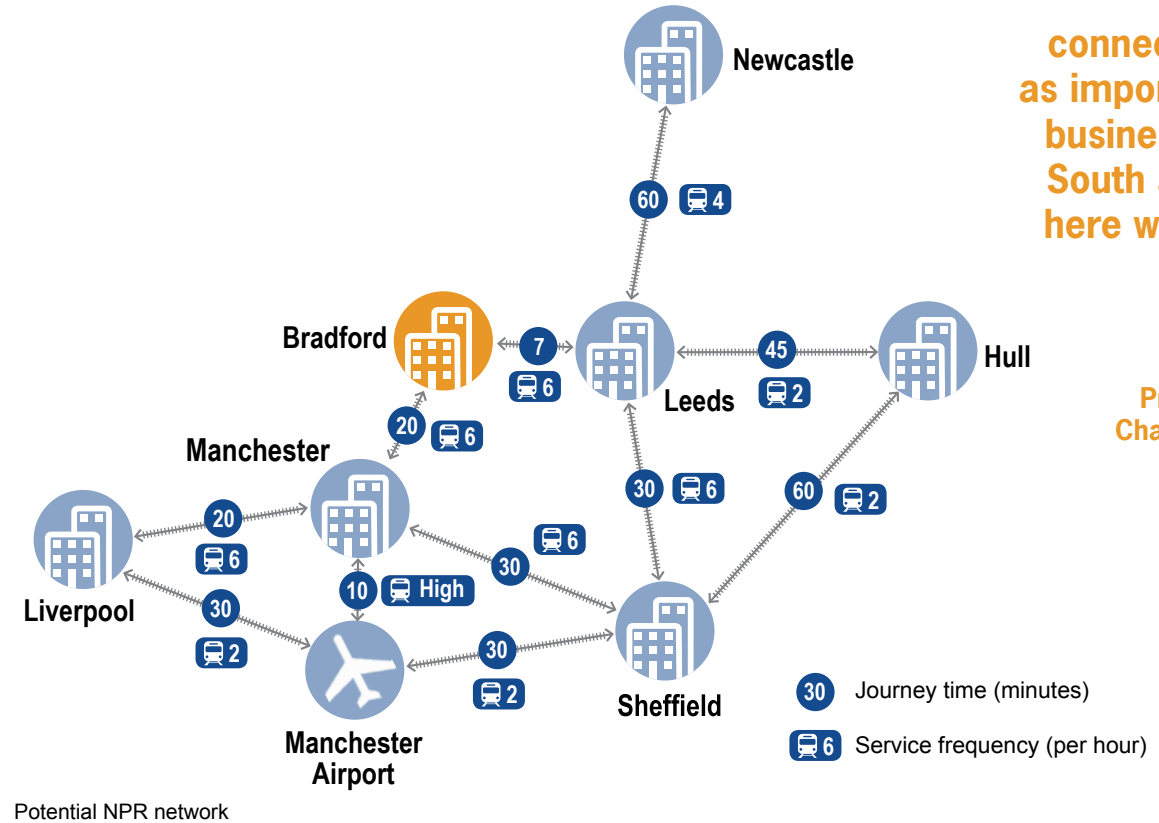
effectiveness of the Northern Powerhouse and accelerating the growth of the North's economy.

**45,000**

commuters between Bradford and Leeds each day, the largest flow between any two cities in the UK

**74%**

daily commuters between Leeds and Bradford who choose to travel by car



“East-West connectivity remains as important for many businesses as North-South and a new line here would be widely welcomed.”

Andy Caton,  
President of Bradford  
Chamber of Commerce



# Transforming Bradford and the North

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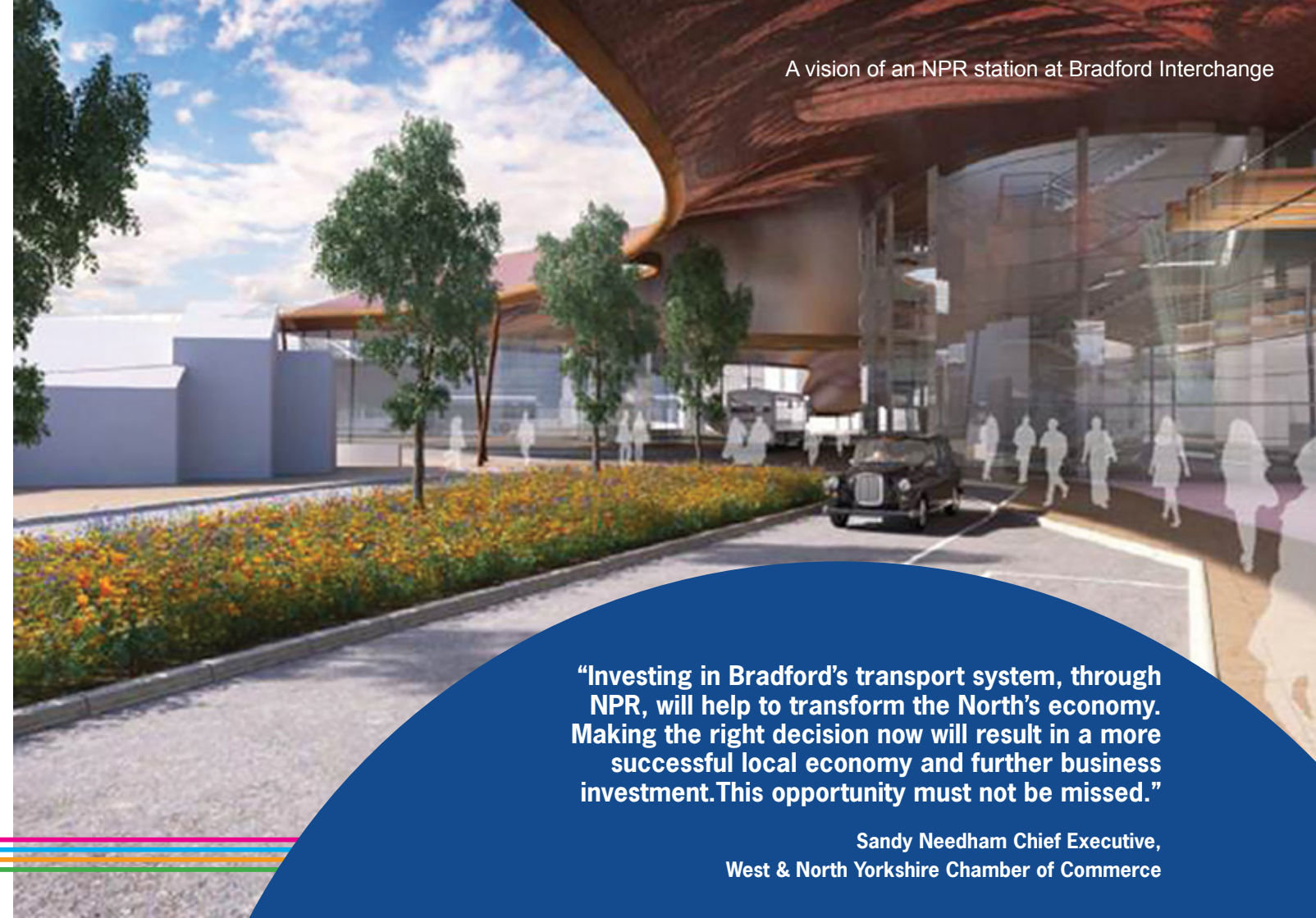
A Northern Powerhouse Rail station in Bradford City Centre isn't just about connectivity. A vision exists to truly transform Bradford, but to realise this transformational vision, Bradford needs to be better connected to the rest of the Northern Powerhouse.

A City Centre NPR station will help kick-start the regeneration of much of the city centre, coming on the back of the award winning £260m Broadway retail development. However these benefits, including the creation of thousands of jobs

and the multi-million pound investment in Bradford Interchange Railway Station, would be part of a wider city story.

This vision for Bradford requires real improvements in our transport system to connect its businesses, but also outstanding education to support our growing population and a world class city centre to welcome visitors from across the world. Northern Powerhouse Rail provides a unique opportunity for Bradford and the North, an opportunity that must not be missed.

A vision of an NPR station at Bradford Interchange



**“Investing in Bradford’s transport system, through NPR, will help to transform the North’s economy. Making the right decision now will result in a more successful local economy and further business investment. This opportunity must not be missed.”**

Sandy Needham Chief Executive,  
West & North Yorkshire Chamber of Commerce



For further information, and to support Bradford's case, contact:

Julian Jackson

Director of Planning, Transportation and Highways

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## Report of the Strategic Director, Place to the meeting of Environment and Waste Management Overview and Scrutiny Committee to be held on 28<sup>th</sup> March 2017.

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**AF**

**Subject:** Update of the previous 12 month review of the districts Casualty Reduction programme

**Summary statement:** This report provides an update to the previous recommendations around the management of the district's Killed and Serious Injuries (KSI's) on the highway. The report also updates on the Inter-Departmental Agreements between Planning, Transportation & Highways Service and Public Health around the Road Safety Team and Active School Travel.

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Steve Hartley  
Strategic Director – Place

**Portfolio:**

Regeneration, Planning and Transport

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E-mail: [simon.dvali@bradford.gov.uk](mailto:simon.dvali@bradford.gov.uk)

**Overview & Scrutiny Area:** Environment and Waste management



## 1. SUMMARY

- 1.1 Following the budget announcement, the current Inter-Departmental Agreement between PT&H and Public Health, financially supporting the districts road safety team will be reduced by 50% over a two year period commencing in 2018/19.
- 1.2 Following the budget announcement, the current Inter-Departmental Agreement between PT&H and Public Health, financially supporting the districts Active School Travel Programme will be subject to cessation over a two year period commencing 2018/19.
- 1.3 The Safer Roads element of the West Yorkshire Single Transport Plan appears to be in a healthy position, having an interim suggestion of £4M in year one from a total indicative budget of £13.2M.
- 1.4 The West Yorkshire Combined Authority has agreed to include carry over from the existing Safer Roads programme into the Single Transport Plan.

## 2. BACKGROUND

### Road Safety IDA

- 2.1 Currently the Road Safety Team revenue funding is derived from the Public Health Grant following a report on the synergies between Casualty Reduction and Health Priorities three years ago.
- 2.2 Following the council's budget announcement, this IDA will be managed over a two year period commencing in 2018/19 and is as follows:
  - £62,500 cut for the financial year 18/19
  - A further £62,500 cut for the financial year 19/20
- 2.3 This managed approach allows time to source the shortfall for the road safety team.
- 2.4 Road Safety ET&P has been instrumental in child pedestrian kerbside training and young cycle training. Pedestrian child casualties make up the largest proportion of child injuries and the training offered to primary and secondary schools provides a strong natural awareness base for children developing life skills. This allows a demonstrable change in child behaviour on the highway network for the better. This in turn assists to keep casualty levels down.
- 2.5 The activities promoted by the Road Safety Team link directly with many health agendas such as Cardio Vascular (Non-movement issues), obesity agenda, injury minimisation, premature death and green/alternate travel modes.



## Active School Travel Programme

- 2.6 The resource offered by this primary schools based programme has allowed CBMDC to help thousands of children and their families to live a more active lifestyle with the promotion of walking and cycling. Levels of regular cycling amongst participating schools have risen from 1.8% to 13.4% and regular walking from 3.5% to 21.9%. The programme has focused in Bradford's most deprived areas and where issues of children's obesity are at their most acute and with significant increases in participation, has proven benefits for those children in the district most at risk from physical activity related health issues.
- 2.7 Following the council's budget announcement, this IDA will be managed over a two year period, commencing in 2018/19 and is as follows:
- £28,000 cut for the financial year 18/19
  - The residual £28,000 budget being cut for the financial year 19/20.
- 2.8 This managed approach allows time to source the shortfall for the Active School Travel Programme.

## Safer Roads element of the Single Transport Plan

- 2.9 Following discussions around transport priorities for the Single Transport Plan, the Safer Roads element will be receiving circa £4M for West Yorkshire in the first year. This means Bradford's allocation will be around £980,000 based on the old formulaic approach. This figure is more or less the year on year allocation throughout Implementation Plan 2 of the Local Transport Plan.

## WYCA and Implementation Plan 3

- 2.10 The West Yorkshire Combined Authority has agreed to carry over outstanding finance from IP2 to IP3. A previous discussion with WYCA had pointed out this finance was at risk. The consequence of no carry over would have resulted in the Year 1 monies for IP3 financing existing programmed work from IP2.
- 2.11 The Safer Roads capital programme has been the principle source of funding available to the Council to deal with reducing road injury casualty levels in West Yorkshire. In Bradford, under the governance of the Area Committees, elected members have been able to direct monies to deliver significant local road safety benefits which not only make our roads safer for all our residents but also improve their quality of life.

## 3. OTHER CONSIDERATIONS

- 3.1 There are no other considerations.

## 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Without sourcing extra finance, the IDA cuts could result in the down sizing of the



Road Safety Team and the Active School Travel Programme.

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

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

## **6. LEGAL APPRAISAL**

6.1 There are no legal issues arising.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

7.1.1 If the shortfall in the IDA is not sourced, there is a risk to delivery around education, training and publicity to more vulnerable groups in areas of high risk, given there is a link between casualty levels and deprivation.

7.1.2 As part of the budget consultation process detail Equalities Impact Assessments were undertaken of both IDA proposals, copies of which are included in Appendix 1 of this report

### **7.2 SUSTAINABILITY IMPLICATIONS**

7.2.1 There are no sustainability issues.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 There are no Greenhouse gas emission impact issues.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 Refer to 7.1.1

### **7.5 HUMAN RIGHTS ACT**

7.5.1 There are no Human Rights Act implications.

### **7.6 TRADE UNION**

7.6.1 Delivery of the Active Travel programme is currently outsourced to Sustrans and therefore there are no associated trade union implications associated with this proposal.

7.6.2 If the shortfall in the public health IDA funding is not replaced in relation to the activities of the Road Safety team the loss of approximately 1.6FTE's has been identified through the budget setting process. Were this necessary the trade unions



would be informed.

## **7.7 WARD IMPLICATIONS**

7.7.1 Refer to 7.1.1

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

7.8.1 Under the devolved process, the Road Safety Team currently report to each Area Committee on performance in each Parliamentary Constituency on an annual basis. The Area Committees are able to comment and request detailed information on ET&P and guide the direction of the team based on local knowledge. A reduction in staffing could impact on the deliverables in each Parliamentary Constituency.

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

8.1 None.

## **9. OPTIONS**

9.1 None.

## **10. RECOMMENDATIONS**

10.1 That officers are requested to update the Committee in 12 months time to include Casualty performance and a financial update.

## **11. APPENDICES**

11.1 Appendix 1 – Equalities Impact Assessments for IDA Budget proposals

## **12. BACKGROUND DOCUMENTS**

12.1 None.



## Equality Impact Assessment Form

Reference – 4R20

|                       |                |                        |            |
|-----------------------|----------------|------------------------|------------|
| <b>Department</b>     | Regeneration   | <b>Version no</b>      | 1.0        |
| <b>Assessed by</b>    | Richard Gelder | <b>Date created</b>    | 22/11/2016 |
| <b>Approved by</b>    | Julian Jackson | <b>Date approved</b>   |            |
| <b>Updated by</b>     |                | <b>Date updated</b>    |            |
| <b>Final approval</b> |                | <b>Date signed off</b> |            |

The Equality Act 2010 requires the Council to have due regard to the need to

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and
- foster good relations between different groups

## Section 1: What is being assessed?

### 1.1 Name of proposal to be assessed.

Removal of Public Health funding to operate the Sustrans - promoting young people travelling to school actively and/or sustainability programme in Bradford district.

### 1.2 Describe the proposal under assessment and what change it would result in if implemented.

The Active Travel programme targets young children in the District's schools with activities and programmes designed to encourage a more active lifestyle. Funding for this programme is currently provided by Public Health through an Inter-Departmental Agreement (IDA). The budget proposal under consideration is to remove this funding by 2020 and therefore cease provision of the Active Travel programme.

The Active School Travel programme has two key aspects:

- The first is the intensive engagement of schools to get their children more active. The selected schools are those that are viewed as public health priorities in Public Health due to high levels of childhood obesity and/or poverty. These schools are engaged over a three year programme where in the first year they receive nine full days of officer, in school engagement in a variety of activities. Activities include group rides/sessions, teaching





teachers to lead group sessions, Bike Weeks, charity events, one-to-one and group training assemblies, Dr Bike sessions (where bikes are repaired, very popular in deprived areas) parent and child activities and activity days. The engagement decreases through years two (six days) and three (three days) where the school is expected to continue the activity.

- The second critical role that that programme has had is in the creation of a Balance Bikes programme for the district. Balance Bikes are a proven and highly effective way for children to get an introduction to cycling at the earliest years of school such that they progress to the adoption of cycling with more confidence, without the need for stabilisers and therefore as more competent participants in the Bikeability programme (also offered through exterior funding in Bradford District, mostly to years 5 and 6).

## Section 2: What the impact of the proposal is likely to be

**2.1 Will this proposal advance equality of opportunity for people who share a protected characteristic and/or foster good relations between people who share a protected characteristic and those that do not? If yes, please explain further.**

No.

**2.2 Will this proposal have a positive impact and help to eliminate discrimination and harassment against, or the victimisation of people who share a protected characteristic? If yes, please explain further.**

No.

**2.3 Will this proposal potentially have a negative or disproportionate impact on people who share a protected characteristic? If yes, please explain further.**

The nature of the Active School Travel programme is such that its cessation would effectively adversely affect the young children and adolescents which the programme targets (Age protected characteristic) through removal of the opportunities afforded under the programme to embed health lifestyle choices.

Similarly, as children with a sedentary lifestyle are predominantly found in areas of deprivation and low incomes the cessation of this programme would likewise have an impact on this protected characteristic (Low Income / Wage).

**2.4 Please indicate the level of negative impact on each of the protected characteristics?**

(Please indicate high (H), medium (M), low (L), no effect (N) for each)

| Protected Characteristics: | Impact<br>(H, M, L, N) |
|----------------------------|------------------------|
|----------------------------|------------------------|



|                                  |   |
|----------------------------------|---|
| Age                              | H |
| Disability                       | N |
| Gender reassignment              | N |
| Race                             | N |
| Religion/Belief                  | N |
| Pregnancy and maternity          | N |
| Sexual Orientation               | N |
| Sex                              | N |
| Marriage and civil partnership   | N |
| <b>Additional Consideration:</b> |   |
| Low income/low wage              | Y |

**2.5 How could the disproportionate negative impacts be mitigated or eliminated?**  
 (Note: Legislation and best practice require mitigations to be considered, but need only be put in place if it is possible.)

Working with schools it may be possible to introduce aspects of the programme into the school curriculum, however given the demands on pupil contact time created by the national curriculum this may not be a significant mitigation proposition.

## Section 3: Dependencies from other proposals

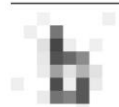
**3.1 Please consider which other services would need to know about your proposal and the impacts you have identified. Identify below which services you have consulted, and any consequent additional equality impacts that have been identified.**

The contribution of this programme to delivery of performance targets in both the Bradford Cycle Strategy and Sport and Physical Activity Strategy together with the wider West Yorkshire Cycle Prospectus, Low Emission Strategy and emerging Single Transport Plan indicate that further consultation on this proposal would be beneficial with the Sports & Leisure Service and wider West Yorkshire LTP Board representatives.

## Section 4: What evidence you have used?

**4.1 What evidence do you hold to back up this assessment?**

- Active Travel Programme Strategy
- Bradford Cycle Strategy



- Sport and Physical Activity Strategy
- West Yorkshire Cycle Prospectus
- Low Emission Strategy
- Single Transport Plan
- Healthy people, healthy places briefing “Obesity and the environment: increasing physical activity and active travel”

#### **4.2 Do you need further evidence?**

No.

### **Section 5: Consultation Feedback**

#### **5.1 Results from any previous consultations prior to the proposal development.**

There have been no previous consultations on this proposal prior to its development.

#### **5.2 The departmental feedback you provided on the previous consultation (as at 5.1).**

See above.

#### **5.3 Feedback from current consultation following the proposal development (e.g. following approval by Executive for budget consultation).**

#### **5.4 Your departmental response to the feedback on the current consultation (as at 5.3) – include any changes made to the proposal as a result of the feedback.**



## Equality Impact Assessment Form

Reference – 4R21

|                       |                              |                        |            |
|-----------------------|------------------------------|------------------------|------------|
| <b>Department</b>     | Regeneration                 | <b>Version no</b>      | 1.0        |
| <b>Assessed by</b>    | Richard Gelder / Chris Eaton | <b>Date created</b>    | 21/11/2016 |
| <b>Approved by</b>    | Julian Jackson               | <b>Date approved</b>   |            |
| <b>Updated by</b>     |                              | <b>Date updated</b>    |            |
| <b>Final approval</b> |                              | <b>Date signed off</b> |            |

The Equality Act 2010 requires the Council to have due regard to the need to

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and
- foster good relations between different groups

## Section 1: What is being assessed?

### 1.1 Name of proposal to be assessed.

Reduction in the contribution to the operation of the Casualty Reduction & Road Safety Team from Public Health by 50% by 2020.

### 1.2 Describe the proposal under assessment and what change it would result in if implemented.

Under the current inter-departmental agreement (IDA) Public Health currently provide funding of £257,000 to fund the Council's Road Safety Education team comprising a team of 6 FTE providing a statutory role to investigate and develop strategies to reduce road traffic accidents and based on 3 'E's approach - Enforcement, Education and Engineering - in Bradford and West Yorkshire.

The Road Safety Team is critical to Educational element in nurseries, day care centres schools, and colleges etc. as well as general public campaigns such as 'don't drink and drive'. In terms of outputs, the Road Safety train in excess of 9,000 Key Stage 1 & 2 pupils per year. The team is critical to achieving KSI (Killed and Seriously injured) reduction targets, which Bradford is best performing in West Yorkshire.

This proposal would reduce the funding for the team by 50% by 2020 effectively reducing the exposure of road safety training and support to local children of both pre- and school age.



## Section 2: What the impact of the proposal is likely to be

**2.3 Will this proposal advance equality of opportunity for people who share a protected characteristic and/or foster good relations between people who share a protected characteristic and those that do not? If yes, please explain further.**

No.

**2.4 Will this proposal have a positive impact and help to eliminate discrimination and harassment against, or the victimisation of people who share a protected characteristic? If yes, please explain further.**

No.

**2.4 Will this proposal potentially have a negative or disproportionate impact on people who share a protected characteristic? If yes, please explain further.**

This proposal will adversely affect the younger sections of society, or those from wards with a particular road safety problem (which tend to be predominantly low income inner city wards) who will not be able to access the same level of training and awareness activities as are currently provided by the Road Safety Team.

Other disproportionate impacts on protected characteristic groups could include:

- Reductions to programmes to provide training for children attending madrassas.
- Reductions to programmes to support new parents / expectant mothers (e.g. car child safety seat checks).
- Reductions to publicity and media campaigns targeted during Child Safety week and drink drive campaigns.

**2.4 Please indicate the level of negative impact on each of the protected characteristics?**

(Please indicate high (H), medium (M), low (L), no effect (N) for each)

| Protected Characteristics: | Impact<br>(H, M, L, N) |
|----------------------------|------------------------|
| Age                        | M                      |
| Disability                 | N                      |



|                                  |   |
|----------------------------------|---|
| Gender reassignment              | N |
| Race                             | M |
| Religion/Belief                  | M |
| Pregnancy and maternity          | L |
| Sexual Orientation               | N |
| Sex                              | N |
| Marriage and civil partnership   | N |
| <b>Additional Consideration:</b> |   |
| Low income/low wage              | L |

## 2.5 How could the disproportionate negative impacts be mitigated or eliminated?

(Note: Legislation and best practice require mitigations to be considered, but need only be put in place if it is possible.)

- Nominal charges for provision of training programmes could be introduced however these have historically been seen as barriers to ensuring take up of the training provided and therefore may have a counter effect to that anticipated.
- Programmes of training interventions may need to be targeted to Key Wards in each year due to reduced resources. This would ensure that those wards with an identified road safety issue receive some training but may mean that some areas of the district similarly are not offered any training in future.
- Alternative funding sources for the provision of this service could be explored within West Yorkshire to offset the 50% cut.

## Section 3: Dependencies from other proposals

**3.1 Please consider which other services would need to know about your proposal and the impacts you have identified. Identify below which services you have consulted, and any consequent additional equality impacts that have been identified.**

- Consultation with wider West Yorkshire Road Safety Group (WYRSG), and Yorkshire & Humber Road Safety Group (YHRSG) to identify alternative strategies for delivery of road safety training programmes.
- Consultation with users of the service to identify which courses/activities they believe deliver the greatest benefits to their audience.
- Consultation with West Yorkshire Combined Authority



## **Section 4: What evidence you have used?**

### **4.1 What evidence do you hold to back up this assessment?**

- Road Safety Plan 2015-18
- Performance reports to Environment & Waste Overview & Scrutiny Committee on delivery of the Killed and Seriously Injured accidents in Bradford District.
- Annual performance reports to area committees on the performance of the Road Safety Team.

### **4.2 Do you need further evidence?**

See consultation section above for additional sources of evidence identified.

## **Section 5: Consultation Feedback**

### **5.1 Results from any previous consultations prior to the proposal development.**

There have currently been no previous applications on this proposal prior to its development.

### **5.2 The departmental feedback you provided on the previous consultation (as at 5.1).**

Not applicable.

### **5.3 Feedback from current consultation following the proposal development (e.g. following approval by Executive for budget consultation).**

### **5.4 Your departmental response to the feedback on the current consultation (as at 5.3) – include any changes made to the proposal as a result of the feedback.**



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## Report of the Chair of the Environment and Waste Management Overview and Scrutiny Committee to be held on Tuesday 28 March 2017.

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**AG**

**Subject:**

**Environment and Waste Management Overview and Scrutiny Committee – Work Programme 2016/17**

**Summary statement:**

**This report presents the Committee’s Work Programme 2016-17**

Cllr Kevin Warnes  
Chair – Environment and Waste Management  
Overview and Scrutiny Committee

**Portfolio:**

**Environment.  
Transport.**

Report Contact: Mustansir Butt  
Overview and Scrutiny Lead  
Phone: (01274) 432574  
Email: [mustansir.butt@bradford.gov.uk](mailto:mustansir.butt@bradford.gov.uk)

**Overview & Scrutiny Area:**

**Environment and Waste Management.**

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## **1. SUMMARY**

This report presents the Environment and Waste Management Overview and Scrutiny Committees work programme for 2016/17.

## **2. BACKGROUND**

- 2.1 Each Overview and Scrutiny Committee is required by the Constitution of the Council to prepare a work programme (Part 3E – Overview and Scrutiny Procedure Rules, Para 1.1).

## **3. OTHER CONSIDERATIONS**

- 3.1 The Environment and Waste Management Overview and Scrutiny Committee has responsibility for “the strategies, plans, policies, functions and services directly relevant to the corporate priority about improving waste management and the environment.” (Council Constitution, Part 2, 6.2.1).
- 3.2 The remit of this Committee also includes the strategies, plans, functions and services directly relevant to the corporate priorities about reducing carbon emissions, transport and highways, creating a greener and more sustainable environment and positively affecting climate change.
- 3.3 Best practice published by the Centre for Public Scrutiny suggests that “work programming should be a continuous process”. It is important to review work programmes, so that important or urgent issues that arise during the year are able to be scrutinised. Furthermore, at a time of limited resources, it should also be possible to remove areas of work which have become less relevant or timely. For this reason, it is proposed that the Committee’s work programme be regularly reviewed by members of the committee throughout the municipal year.
- 3.4 The work programme as agreed by the Committee will form the basis for the Committee’s work during the year, but will be amended as issues arise during the year.

## **4. OPTIONS**

- 4.1 The Committee may choose to add to or amend the proposed items to be included in the 2016-17 work programme for the committee.
- 4.2 Members may wish to consider any detailed scrutiny reviews that it may wish to conduct.

## **5. FINANCIAL & RESOURCE APPRAISAL**

- 5.1 None.

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

6.1 None.

## **7. LEGAL APPRAISAL**

7.1 None.

## **8. OTHER IMPLICATIONS**

### **8.1 EQUALITY & DIVERSITY**

Community Cohesion and Equalities related issues are part of the work remit for this Committee.

### **8.2 SUSTAINABILITY IMPLICATIONS**

This is a key work area for the Committee.

### **8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

This is a key work area for the Committee.

### **8.4 COMMUNITY SAFETY IMPLICATIONS**

A key area of work for the Committee will be to consider the area of those killed or seriously injured on roads.

### **8.5 HUMAN RIGHTS IMPLICATIONS**

None.

### **8.6 TRADE UNION**

None.

### **8.7 WARD IMPLICATIONS**

Work of this Overview and Scrutiny Committee has ward implications, but this depends on that nature of the topic.

## **9. Not For Publications Items**

None.

## **10. RECOMMENDATIONS**

10.1 That members consider and comment on the areas of work included in the 2016-17 Work Programme for the Committee.

10.2 That members consider any detailed scrutiny reviews that they may wish to conduct.

10.3 That the work programme 2016-17 continues to be reviewed regularly during the year.

## **11. APPENDICES**

Appendix One – 2016-17 Work Programme for the Environment and Waste Management Overview and Scrutiny Committee.

Appendix Two – List of unscheduled topics.

## **12. BACKGROUND DOCUMENTS**

Council Constitution.

# Democratic Services - Overview and Scrutiny

## Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

### Work Programme

| Agenda   | Description  | Report                                 | Comments   |
|--|--|--|--|
| <b>Tuesday, 28th June 2016 at City Hall, Bradford.</b>   |  |  |  |
| Chair's briefing 07/06/2016. Report deadline 15/06/2016. |  |  |  |
| 1) Adoption of Co-opted Members.                         | Co-opted members - Julia Pearson, (Bradford Environment Forum) and Nicola Hoggart, (Environment Agency).   | Mustansir Butt.                        | Constitutional requirement - recommendation to Council.  |
| 2) Management Plan for Ilkley Moor.                      |  | Danny Jackson.                         | Environment and Waste Management Overview and Scrutiny recommendation from Tuesday Tuesday 28 July 2016 and Tuesday 3 November 2016. |
| 3) Food Safety Service Plan.                             |  | Angela Brindle.                        | Member request.  |
| 4) Environment Agency Annual Report.                     |  | Nicola Hoggart..                       |  |
| 5) Bradford Environment Forum Report.                    |  | Julia Pearson.                         |  |
| 6) DRAFT Work Programme 2016-17.                         | Discussion and agreement over the areas of work to focus on in this Muncipal Year.   | Mustansir Butt.                        |  |
| <b>Tuesday, 26th July 2016 at City Hall, Bradford.</b>   |  |  |  |
| Chair's briefing 28/06/2016. Report deadline 06/07/2016. |  |  |  |
| 1) Procurement of Waste Treatment arrangements.          | Update on progress relating to the procurement of waste treatment arrangements at appropriate key stages in the procurement process to be agreed in consultation with the Chair. | Steve Hartley/Richard Longcake.        | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 July 2015.                           |
| 2) Water Management Scrutiny Review.                     | Setting the Scene.   | Julian Jackson/Tony Poole/Chris Eaton. |  |
| 3) Work Planning.  | There is a need to regularly review the work programme, in order to prioritise and manage resources.   | Mustansir Butt.                        |  |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda  | Description   | Report              | Comments  |
|---|---|---------------------|---|
| <b>Tuesday, 20th September 2016 at City Hall, Bradford.</b><br>Chair's briefing 30/08/2016. Report deadline 07/09/2016. |   |                     |   |
| 1) Performance Outturn for Waste Management.  |   | Steve Hartley.      | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015. |
| 2) Verbal Update on Flooding Scrutiny Review being undertaken by the Corporate Overview and Scrutiny Committee.         |   | Mustansir Butt.     |   |
| 3) Work Planning.   | There is a need to regularly review the work programme, in order to prioritise and manage resources.                      | Mustansir Butt.     |   |
| <b>Tuesday, 25th October 2016 at City Hall, Bradford.</b><br>Chair's briefing 04/10/2016. Report deadline 12/10/2016.   |   |                     |   |
| 1) Management of Waste and Recycling Activities.  | Progress report in 12 months.   | Steve Hartley.      | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 July 2015.      |
| 2) Leeds City Region Green Deal Contract.   | To include details of the first annual review of the contract, along with performance against key Performance Indicators. | Richard Williamson. | Environment and Waste Management Overview and Scrutiny Committee recommendation for Tuesday 6 October 2015.     |
| 3) Fuel Poverty Framework for Action.   |   | Richard Williamson. | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015. |
| 4) Work Planning.   | There is a need to regularly review the work programme, in order to prioritise and manage resources.                      | Mustansir Butt.     |   |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda   | Description   | Report                         | Comments  |
|--|---|--------------------------------|---|
| <b>Tuesday, 29th November 2016 at City Hall, Bradford.</b> |   |                                |   |
| Chair's briefing 11/11/2016. Report deadline 16/11/2016.   |   |                                |   |
| 1) Bradford District Cycling Strategy.                     | Updated Strategy to be considered, prior to it being considered by the Executive.   | Tom Jones.                     | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 3 November 2015.              |
| 2) West Yorkshire LTP3 Implementation Plan.                | Progress report.  | Andrew Marshall.               | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 1 December 2015.   |
| 3) Performance Outturn for Transport and Highways.         |   | Julian Jackson.                | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 15 September 2015. |
| 4) West Yorkshire Combined Authority.                      | Focus is on the Transport related schemes.  | Julian Jackson/Jamie Saunders. | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.              |
| 5) Work Planning.  | There is a need to regularly review the work programme, in order to prioritise and manage resources.                      | Mustansir Butt.                |   |
| <b>Tuesday, 20th December 2016 at City Hall, Bradford.</b> |   |                                |   |
| Chair's briefing 02/12/2016. Report deadline 07/12/2016.   |   |                                |   |
| 1) Air Quality Emissions.                                  |   | Ruth Lees.                     | Member request.   |
| 2) Bradford's Casualty Reduction Performance.              | Information to be categorised by age demographic.   | Simon D'Vali.                  | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.              |
| 3) Safer Roads.  | Progress of the Safer Roads element of the Single Transport Plan and continued existence of Safer Roads within that Plan. | Simon D'Vali.                  | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015.              |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda   | Description  | Report  | Comments   |
|--|--|---|--|
| <b>Tuesday, 20th December 2016 at City Hall, Bradford.</b>               |  |   |  |
| Chair's briefing 02/12/2016. Report deadline 07/12/2016.                 |  |   |  |
| 4) Strategy for the Roads Safety Team.                                   | Strategy to underwrite the continued existence of the Road Safety Team and provide a report back to Committee. | Simon D'Vali.                                       | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 1 December 2015. |
| 5) Work Planning.  | There is a need to regularly review the work programme, in order to prioritise and manage resources.           | Mustansir Butt.                                     |  |
| <b>Tuesday, 24th January 2017 at City Hall, Bradford.</b>                |  |   |  |
| 1) Water Management Scrutiny Review.                                     | Information gathering session.   | Mustansir Butt.                                     |  |
| <b>Tuesday, 31st January 2017 at City Hall, Bradford.</b>                |  |   |  |
| Chair's briefing 06/01/2017. Report deadline 18/01/2017.                 |  |   |  |
| 1) Call-In.  | White Rose Energy.   | Richard Williamson.                                 |  |
| 2) Budget setting for Environment and Waste Management.                  |  | Steve Hartley/Mike Cowlam/Julian Jackson.           |  |
| 3) Transportation and Rendering of Animal By-Products by Omega Proteins. | Update on activities.  | John Major/Ruth Lees/Brian Robinson/Julian Jackson. | Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 21 April 2015.  |
| 4) Work Planning.  | There is a need to regularly review the work programme, in order to prioritise and manage resources.           | Mustansir Butt.                                     |  |
| <b>Tuesday, 7th February 2017 at City Hall, Bradford.</b>                |  |   |  |
| 1) Water Management Scrutiny Review.                                     | Information gathering session.   | Mustansir Butt.                                     |  |

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# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda   | Description  | Report                                     | Comments   |
|--|--|--|--|
| <b>Tuesday, 28th February 2017 at City Hall, Bradford.</b><br>Chair's briefing 10/02/2017. Report deadline 15/02/2017. |  |  |  |
| 1) Bradford Civic Quarter District Heat Network.   | Report to include details relating to the next key milestones.   | Richard Williamson.                        | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 3 November 2015.         |
| 2) Woodlands Strategy.   |  | Bob Thorp.                                 | Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 16 February 2016.       |
| 3) Bulky Waste Refuse Collections.   | Considering approaches to the current collection arrangements.   | Steve Hartley/Ian Day.                     | Environment and Waste Management Overview and Scrutiny recommendation for Tuesday 5 April 2016.            |
| 4) Trade Waste Update.   |  | Richard Longcake.                          |  |
| 5) The procurement of the new waste treatment contract for the treatment of kerbside residual waste.                   |  | Steve Hartley/John Major/Richard Longcake. | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 26 July 2016.           |
| 6) Alternate weekly bin collection trial in Wyke.  | Verbal Update on the results of the trial.   | John Major.                                | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 25 October 2016.        |
| 7) Work Planning.  | There is a need to regularly review the work programme, in order to prioritise and manage resources.             | Mustansir Butt.                            |  |
| <b>Tuesday, 28th March 2017 at City Hall, Bradford.</b><br>Chair's briefing 10/03/2017. Report deadline 15/03/2017.    |  |  |  |
| 1) Ilkley Moor Management Plan.  | Final version of the Management Plan to be presented to the Committee, prior to its approval by Natural England. | Danny Jackson.                             | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 June 2016. |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda  | Description  | Report                     | Comments   |
|---|--|----------------------------|--|
| <b>Tuesday, 28th March 2017 at City Hall, Bradford.</b><br>Chair's briefing 10/03/2017. Report deadline 15/03/2017. |  |                            |  |
| 2) Rail Strategy Update.  |  | Neil Moore.                | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 5 April 2016. |
| 3) Water Management Scrutiny Review.  | DRAFT Report - Key findings and recommendations.   | Mustansir Butt.            |  |
| 4) Progress against the Safer Roads element of the Single Transport Plan.   |  | Simon D'Vali.              | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 20 December 2016.       |
| 5) Work Planning.   | There is a need to regularly review the work programme, in order to prioritise and manage resources. | Mustansir Butt.            |  |
| <b>Tuesday, 18th April 2017 at City Hall, Bradford.</b><br>Chair's briefing 31/03/2017. Report deadline 04/04/2017. |  |                            |  |
| 1) Bradford Beck Pilot Study Rivers Trust.  | Progress on the Bradford Beck Pilot Study.   | Chris Eaton/Barney Lerner. | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 5 April 2016. |
| 2) Environment Agency Annual Report.  |  | Nicola Hoggart.            |  |
| 3) Bradford Environment Forum Annual Report.  |  | Julia Pearson.             |  |
| 4) Energy efficiency of Private Sector Rented Housing and legislative impacts.                                      |  | Richard Williamson.        | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 25 October 2016.        |
| 5) Bradford District Cycling Strategy.  |  | Tom Jones.                 | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 29 November 2016.       |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

| Agenda  | Description   | Report                            | Comments  |
|---|---|-----------------------------------|---|
| <b>Tuesday, 18th April 2017 at City Hall, Bradford.</b><br>Chair's briefing 31/03/2017. Report deadline 04/04/2017.<br>6) Work Planning.              | There is a need to regularly review the work programme, in order to prioritise and manage resources.  | Mustansir Butt.                   |   |
| <b>Tuesday, 2nd May 2017 at City Hall, Bradford.</b><br>Chair's briefing 07/04/2017. Report deadline 18/04/2017.<br>1) Private Rented Housing Sector. | The scale and scope of private rented housing sector in the Bradford District and the impact of legislative changes that sector particularly with reference to energy performance certifications and enforcement.   | Julie Rhodes/Richard Williamson.  | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 25 October 2016. |
| 2) Environmental Enforcement Strategy.  |   | Steve Hartley/Ian Day.            | Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 5 April 2016.              |
| 3) Renewables Future for Bradford Council.  | Update report.  | Richard Williamson.               | Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 6 October 2015.            |
| 4) Air Quality Update.  |   | Ruth Lees/Ralph Saunders.         | Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 20 December 2016           |
| 5) Public Health Outcomes Framework.  | More in-depth reports on the two indicators entitled utilisation of outdoor spaces for health reasons and the fraction of mortality attributable to particulate air pollution, to be presented in the next municipal year, following a discussion among the Ove | Shirley Brierly/Sarah Possingham. | Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 8 March 2016.    |
| 6) Water Management Scrutiny Review.  | Key findings and review recommendations.  | Mustansir Butt.                   |   |

# Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

## Work Programme

### Agenda

**Tuesday, 2nd May 2017 at City Hall, Bradford.**

Chair's briefing 07/04/2017. Report deadline 18/04/2017.

7) Resolution Tracking.

### Description

Progress made against the recommendations made by the Committee.

### Report

Mustansir Butt.

### Comments

# Democratic Services - Overview and Scrutiny

## Scrutiny Committees Forward Plan

### Unscheduled Items

#### Environment & Waste Management O&S Committee

| Agenda item  | Item description   | Author  | Management |
|--|--|---|------------|
| 1 Equality Action Plan.  | On a regular basis, the Equality Action Plan should be considered by each Overview and Scrutiny Committee and focuses on areas that are within their remit.  | Sue Dunkley.  |            |
| 2 West Yorkshire+ Transport Fund - Future report in advance of the Gateway 2 submission to the West Yorkshire Combined Authority. Hard Ings Road Improvement Scheme. |  | Richard Gelder.   |            |
| 3 Street Trading.  | The Strategic Director be requested to undertake work to investigate the impact of the increase in mobile street traders on local business in the District.  | Mike Cowlam.  |            |
| 4 Council owned land.  | That the Strategic Director Regeneration be requested to make available a register of areas of Council owned neglected land across the District on a ward basis and report back to the Committee by the end of 2016. | Mike Cowlam/Ben Middleton/Belinda Gaynor.                                 |            |
| 5 Management of Waste and Recycling activities with the Bradford District.   | 12 month progress report.  | Richard Longcake/John Major.  |            |
| 6 Fuel Poverty Framework for action for the Bradford District and the better homes Yorkshire Programme.  |  | 12 month progress report. Richard Williamson/Pete Betts/Sarah Possingham. |            |
| 7 Road Safety and Casualty Reduction. Parkin/Steve Hartley.  | Regeneration be requested to update this Committee on the budget outcome and any impact on the Road Safety Team and the Active School Travel programme.  | That the Director of Public Health and the Strategic Director,            | Anita      |
| 8 Role of Council Wardens.   | To consider undertaking a review of the role of Council Wardens.   | Mustansir Butt.   |            |
| 9 Transportation and Highways - Performance.   | Progress against the Council's Corporate and supporting Performance Indicators and targets related to Transportation and Highways issues.  | Steve Hartley.  |            |

# Environment & Waste Management O&S Committee

| Agenda item  | Item description                                 | Author         | Management  |
|--|--|----------------|---|
| 10 Delivery of the West Yorkshire Local Implementation Plan 2 be Transport Plan 3.   | Richard Gelder. submitted in Autumn/Winter 2017. |                | Progress against the final year of the West Yorkshire Local Transport Plan 3, |
| 11 West Yorkshire Combined Authority. Richard Gelder,  |  |                | To be considered in Autumn 2017 and focus on the Transport elements.          |
| 12 The Management of Waste and Recycling activities within the Bradford District.  | Progress in 12 months.                           | Steve Hartley. |   |
| 13 Fuel Poverty Framework for action and the Better Homes Yorkshire Programme.   |  | Pete Betts.    |   |
| 14 The scale and scope of Private Rented Housing Sector in Bradford District and the impact of legislative changes on that sector particularly with reference to energy performance certification and enforcement. |  | Pete Betts.    |   |





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