

Agenda for a meeting of the Environment and Waste Management Overview & Scrutiny Committee to be held on Tuesday, 18 April 2017 at 5.30 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Gibbons Riaz	A Ahmed Berry Thornton Watson	Stubbs	Love Warnes

Alternates:

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Ellis Rickard	Duffy Iqbal H Khan Nazir	R Sunderland	H Hussain

NON VOTING CO-OPTED MEMBERS

Nicola Hoggart
Julia Pearson

Environment Agency
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 Mmembers of the Committee at 5.00pm in Committee Room 2

From:

Parveen Akhtar
City Solicitor
Agenda Contact: Tracey Sugden
Phone: 01274 434287
E-Mail: 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 meeting held on 28 February 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. BRADFORD BECK PILOT STUDY

1 - 16

Previous Reference: Minute 69 (2015/16)

The Strategic Director, Place will present a report (**Document “AH”**) which outlines progress made in respect of Bradford Beck in the current financial year (2016-17).

Recommended –

- 1. That Yorkshire Water and the Environment Agency be recommended to undertake a full investigation of sewage related pollution sources in the Bradford Beck catchment in the next investment cycle.**
- 2. That the Friends of Bradford’s Becks and the Strategic Director, Place be requested to work jointly on studies and proposals for the Canal Road Area.**
- 3. That the Friends of Bradford’s Becks be invited to report back in a year’s time.**
- 4. That Document AH be noted and that the ongoing collaboration between officers and the Friends of Bradford’s Becks be supported.**

(Edward Norfolk – 01274 433905)



7. UPDATE ON THE PRIVATE RENTED SECTOR IN THE BRADFORD DISTRICT 17 - 26

Previous Reference: Minute 28 (2016/17)

The report of the Strategic Director, Place (**Document “AI”**) provides an update for Members on conditions in the Private Rented Sector in the Bradford District and the impact of legislative changes on the sector, including those in relation to energy performance certification.

Recommended –

That the report be noted and a further update on energy efficiency in the private rented sector be requested in twelve months.

(Julie Rhodes/Pete Betts – 01274 431163/432497)

8. BRADFORD DISTRICT CYCLE STRATEGY 27 - 62

Previous Reference: Minute 35 (2015/16)

The Strategic Director, Place will present a report (**Document “AJ”**) which includes the proposed final draft Cycle Strategy and presents the key content of the associated action plan with the top ten issues highlighted for Members’ attention along with this report are the Key Performance Indicators of the strategy.

Recommended –

(1) That the report, Cycle Strategy and Action Plan be noted.

(2) That a progress report on the key performance indicators and Action Plan be presented in twelve months.

(Tom Jones – 01274 434983) .

9. WORK PROGRAMME 2016-17 63 - 78

The report of the Chair of the Committee (**Document “AK”**) presents the Committee’s Work Programme for 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)

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



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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 18 April 2017.

AH

Subject:

Bradford Beck Pilot Study

Summary statement:

The Bradford Beck Pilot Study was first discussed by members in April 2013 and again in subsequent committees. It was resolved that the ongoing collaboration between officers and Friends of Bradford Beck be supported; also that the Friends of Bradford Beck be congratulated for the work they have undertaken throughout the years. This report outlines progress made in the current financial year 2017-2018.

Strategic Director:

Steve Hartley
Strategic Director of Place

Portfolio:

Regeneration, Planning & Transport

Report Contact:

Edward Norfolk
Senior Drainage Engineer
Phone: (01274) 433905
E-mail: edward.norfolk@bradford.gov.uk

Overview & Scrutiny Area:

Environment & Waste Management.



1. SUMMARY

Since the Committee meeting of 5th April 2016 there have been a number of meetings and developments between Council Officers in various sections and Friends of Bradford's Becks (FOBB). This report outlines the work carried out over the last year in collaboration to the catchment plan produced by FOBB that was supported by the Environment and Waste O&S Committee in 2013.

2. BACKGROUND

During the course of the year there have been numerous meetings and developments involving FOBB and Council Officers in relation to Bradford Beck. These are listed below:

- I. Following the devastating floods of Decemeber 2015 it was recognised that there was a need need for a long term strategic approach to managing flood risk and associated envionmental impacts across the Bradford district. In idenitifyng this need the Council have worked with the Environment Agency to scope and develop a Bradford Flood Programme Board. The board agreed that, alongside ongoing scheme development, it is a priority to focus on identifying and delivering cost-beneficial solutions to areas within the district that are at risk of flooding. The Programme Board were able to secure local levy funding to help deliver aspirations and the following work has been funded through this govenernece structure.
 - In collabaoration with FOBB and the Aires River Turst, funding was secured to carry out River Stewardhip works such as litter picking, vegetation removal and bank maintainence within the River Aire and is tributaries. The first clean up day took place on the 25th March 2017 and consentrated on the reach of Bradford Beck between Poplars Road and Briggate.
 - Working towards a beck naturalisation project, funding has been secured to prepare a flood risk alleviation strategy along the Bradford Beck catchment. The purpose of the study is to investigate the multiple benefits that flood risk schemes could deliver in improving flood risk, providing environmental benefits, assisting in maintaining and achieving Water Framework Directive objectives, enhancing the transport links to and from the city centre, provide biological enhancements and creating open space to encourage social community benefits within the Shipley and Canal Road Corridor alongside Bradford Beck. One aspect of this study is continuing the good work by FOBB in developing a re-naturalisation scheme on Bradford Beck between Poplars Road and Briggate.
- II. The re-naturalisation works also form part of the successful funding bid to the EU North Sea Interreg Vb programme project BEGIN (Blue / Green infrastructure through social innovation) which was approved in early September 2016 to EU North Sea Region Secretariat; The Lead Partner being the Municipality of Dordrecht in the Netherlands. The scheme is in its early development but will help support the aspirations of the Councils Green Infrastructure Study. The emerging approach in respect of Green Infrastructure and flood risk is based on the creation of a Linear Park along the length of Bradford Beck, restoring the natural character of the beck,



retaining areas of natural floodplain, introducing new areas and enhancing existing areas of greenspace whilst incorporating sustainable drainage within new developments. The BEGIN project also has linkages to the West Yorkshire Combined Authority Transport plan and the Leeds City Region Environmental Programme.

- III. The Bradford District Local Flood Risk Management Strategy (LFRMS) has been before this committee and is due to be published shortly. The LFRMS gives consideration to the wider environmental objectives of Flood Risk Management (Section 10) and the LFRMS is to be used to promote the opportunities of managing catchments in an environmentally sensitive way. For example, using blue and green corridors for flood flow pathways, upstream attenuation and land management can deliver other environmental amenity and economic benefits. To ensure that the LFRMS contributes to wider environmental objectives required under the Water Framework Directive (WFD) and the Strategic Environmental (SEA) Directive, the LFRMS was produced to align with the Sustainability Appraisal of the Bradford Core Strategy (Draft) and a Strategic Environmental Assessment (SEA) of the LFRMS was undertaken.
- IV. To help achieve these objectives Bradford Council is developing a strategy to deliver Natural Flood Management (NFM). NFM schemes offer multiple benefits in catchments upstream of problem locations through upland attenuation, small wetlands, farmland management, large scale upstream wetlands and attenuation basins. Bradford Council will work towards the whole catchment based approach in regard to flood risk management and in specific regard to NFM, will identify areas within the District where NFM projects could be developed and implemented to contribute towards the NFM evidence base on a river catchment level whilst working to reduce flood risk on a local level. Several areas known as Rapid Response Catchments (RRC) have been identified including Pitty Beck which is a tributary to Bradford Beck. The Council intends that this work will interlink with the objectives of FOBB.
- V. As an outcome of the Floodhack event organised by the Open Data Institute Leeds, following the December 2015 floods, LoRaWAN (Long range wide area network) coverage of the city centre and Canal Road corridor has been established to facilitate 5 sensors in measuring water levels on Bradford Beck and its tributaries. Currently 2 are in place and sending live updates which can be viewed on the 'Flood Network' <https://map.flood.network/> together with Environment Agency water level gauges on the Beck and River Aire in Shipley. The data are also published as open data on DataMill North, and the LoRaWAN network is 'open' and available for anyone to use free of charge via 'The Things Network Leeds – Bradford'.

The network can provide live information on flood risk and the data can be used in conjunction with rainfall measurements from Council gauges in Thornton and Britannia House to gain a better understanding of the performance of Bradford Beck and the flood alleviation tunnel.

This Internet of Things (IoT) infrastructure can be used for many other purposes



and provides a resource for the Council, academic researchers, local businesses and the public. It is also a key part of the proposed European Interreg NSR project SCORE (Smart Cities and Open REuse of data).

The Friends of Bradford Becks have worked on a broad range of projects over the year and a copy of their activities for 2016 – 17 is included as appendix 1. This is complimented by the advice leaflet produced by FOBB's this year that warns on the results of misusing drains for waste disposal. The leaflet is titled the 'Ten Point Plan' and is presented within appendix 2.

Although not formally approached to provide content, the Environment Agency have made two representations that are considered appropriate to the context of this report and these are therefore included below for information.

1. FOBB Pollution Monitoring and Investigation project;

Friends of Bradford Beck and the Aire Rivers Trust are undertaking a citizen science pollution investigation project across 12 locations on Bradford Beck, supporting EA Land and Water team, and Yorkshire Water in identifying areas of concern and supporting their investigations into pollution.

FOBB pollution investigator is regularly monitoring visually and with basic sampling kits across Bradford.

As part of this project there is also an education and engagement programme being delivered this year with schools visits and a walks guide in development.

2. EA Analysis and Reporting Team CSO Investigation;

Our colleagues have installed two continuous monitors on Bradford Beck to investigate potential CSO issues (Combined Sewer overflows), these monitors now link not only with our pollution response team, but with FOBB, this means we have more eyes on the ground for getting better results from this investigation.

There are two monitors; the sonde at Shipley is attached to the flow gauging station and the sonde at the university is securely located within the undercroft of the YMCA Culture Fusion building.

The two sondes installed for this EA Analysis project gather evidence to influence Ofwat's PR19 process, which is where we have the opportunity to influence Yorkshire Water's future programme (for 2020- 2025). Our team review the data periodically, with a view to making a decision on next steps by June.

Live data is available here;
www.telemetry-data.com/open?profile=BradBeck



3. OTHER CONSIDERATIONS

The Environment Agency has been approached on pollution incidents that have been reported on Bradford Beck and its tributaries. This data is included within appendix 3.

4. FINANCIAL & RESOURCE APPRAISAL

None

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

None

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

None

7.4 COMMUNITY SAFETY IMPLICATIONS

None

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

None

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



Not applicable

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

None

10. RECOMMENDATIONS

1. That Yorkshire Water and the Environment Agency be recommended to undertake a full investigation of sewage related pollution sources in the Bradford Beck catchment in the next investment cycle.
2. That the Friends of Bradford's Becks and the Strategic Director, Place be requested to work jointly on studies and proposals for the Canal Road Area.
3. That the Friends of Bradford's Becks be invited to report back in a year's time.
4. That Document AH be noted and that the ongoing collaboration between officers and the Friends of Bradford's Becks be supported.

11. APPENDICES

Appendix 1 - Friends of Bradford Becks summary of activities 2016 – 17

Appendix 2- Friends of Bradford Becks Ten Point Plan

Appendix 3 - Environment Agency Pollution Incidents 2016- 17

12. BACKGROUND DOCUMENTS

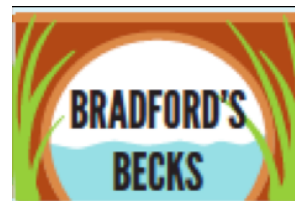
Bradford's Becks – a New Lease of Life

Available online from:

<http://bradfordbeckdotorg.files.wordpress.com/2013/02/bradfordsbecksfinalweboptimised.pdf>

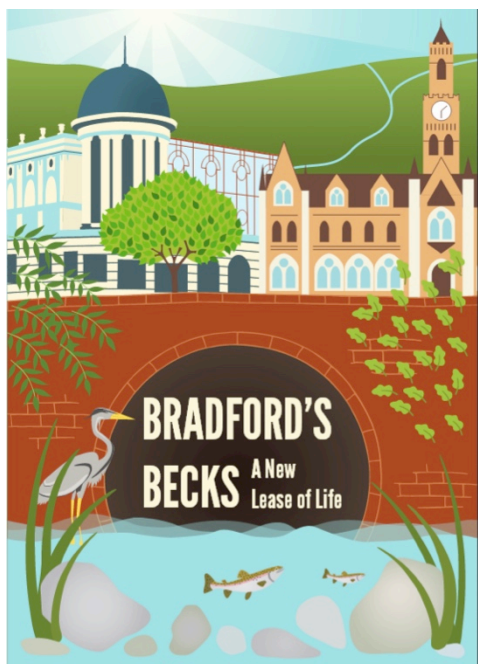


Friends of Bradford's Becks summary of activities 2016-17



Friends of Bradford's Becks report to Environment and Waste O&S Committee, April 2017

Introduction



The Friends of Bradford's Becks (FOBB) is a community group of Bradford based residents and ecologists who are keen to see the eventual restoration of the Bradford Beck river system. FOBB was formed to achieve the six visions in the catchment management plan¹ which was written after widespread consultation during 2011. The visions are:

- clean (i.e. free of pollution)
- visible
- accessible
- thriving (i.e. good ecologically)
- cared for becks
- in a water wise city

The catchment plan was supported by the Environment and Waste O&S Committee in 2013, and officers were requested to give FOBB assistance with the resulting projects. We reported

back to the Committee in April 2014, 2015 and 2016, and this is our report for April 2017.

FOBB activities in 2016-17

FOBB has had a busy and successful year with **Awareness** and **Pollution Hunting** projects this year, with good support from Council Officers in many areas.

Our Awareness projects have included:

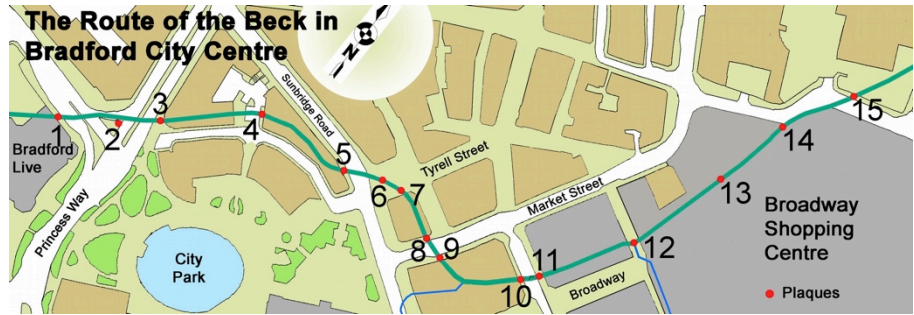
- Plaques walk
- Listening sculpture (ongoing)
- World Rivers Day
- Walks booklet
- "Miss Connection"
- two litter picks and some guided walks

A great new scheme, which we had not anticipated, is the River Stewardship, and we still hope to get a renaturalisation project going!

¹ Aire Rivers Trust, 2012. Bradford's Becks: a new lease of life. Available from <https://bradfordbeckdotorg.files.wordpress.com/2013/02/bradfordsbecksfinalweboptimised.pdf>

Sadly, our project to develop a culvert survey drone has been stymied by a combination retirements of key personnel and IP issues.

Marking Bradford Beck: The project to mark the course of the Beck where it runs under the city centre with a set of 15 pavement plaques is now complete. (Actually, plaque 1 is a facsimile attached to the hoardings at the Odeon; we've stored the real plaque until the Odeon is finished.) The Lord Mayor officially opened it. Details on the website <http://markingbradfordbeck.org/>, where a walk guide can be downloaded. Chris Bedford has been a great help with this project.

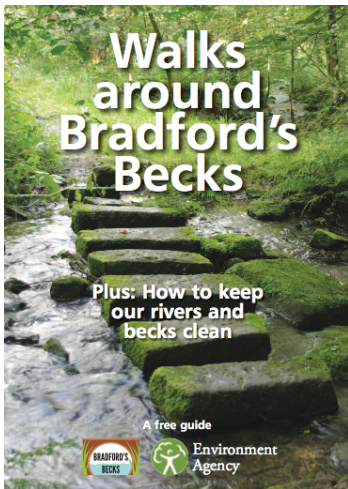


Listening sculpture: The idea is to have a Beck-related sculpture in the city centre which is connected through the pavement into the Beck below and allows passers-by to hear the water running below. A design by Alex Blakey of Slaithwaite was chosen through a national competition. We believe planning permission will be granted soon, and then we can start on serious fund-raising – about £45000 is needed, including a maintenance fund. Chris Bedford, Sonja Kielty and Dave Oldfield's team have supported us well on this project. More at <http://markingbradfordbeck.org/listening-sculpture/>.

World Rivers Day: We held a public information event in City Park on 25th Sept. As well as launching the Plaques Walk and announcing the winning sculpture, we had stalls from many partners (see graphic)

- BRADFORD'S BECKS**: See the underground Beck!
- Leeds-Liverpool Canal**: 200 years of the Leeds-Liverpool canal
- Riverfly**: Who lives in the river?
- Yorkshire Wildlife Trust**: Native and alien plants around the Beck
- BRADFORD'S BECKS**: **Main tent**
Winner of sculpture competition
Opening of Beck trail
Guided trail walks
- WILD TROUT FISHING**: Trout in the Town: Try fly fishing
- BRADFORD'S BECKS**: Pavilion café: Exhibition of 'Listening Sculpture' competition
- WaterAid**: Why toilets matter
Poopla game, dressing up
- Environment Agency** / **City of Bradford MDC**: Flooding: Why does it happen? Bradford's strategy
- JBA trust**: Why are there structures in rivers? Models of how they work
- BRADFORD'S BECKS**: Songs and stories of the Beck
Beck poetry (book and CD for sale)
- Aire Rivers Trust**: Improving the River Aire
- Google**: **Toilets**
- BRADFORD'S BECKS**: Sunbridge Wells tunnel
- BRADFORD'S BECKS**: Lost children, Information & First Aid

including the Drainage Dept (Kirsty Breaks). The biggest draws were (a) guided walks on the plaques trail and (b) seeing the beck at the manhole we lifted in Almondsbury. The City Park team helped us.



Walks booklet: We have produced a 32-page booklet with six walks around the becks with the support of the Environment Agency.

It includes background on the becks, flora and fauna, and a guide to identifying and reporting pollution. We have 5000 copies to distribute!



Miss Connection is our educational project for schools. Our storyteller, Irene Lofthouse, is going into primary schools to give them assemblies about mis-connected drainage and why it is important to only put *rain down the drain*. She would be happy to deliver the session to any school or community group.



We have also developed a sticker for children to take home to label the drains, and a 10-point plan to help their families to understand how to avoid pollution the river.

Pollution Hunting: Pollution by industrial discharges, failures in the sewer network and misconnections continue to be serious problems. They are often intermittent, making it harder to locate the sources. We have continued our pollution hunting activities of last year by employing someone to inspect outfalls and open sections of the becks at frequent intervals. We have found and reported a large number of incidents in just 4 months at 15 locations, as in the table.

Table 1: Bradford Beck pollution incidents reported 1/11/16 – 29/3/17

Type	Frequency
Sewage	8
Construction	6
Abuse of Drains	4
Fly Tipping	3
Industrial	2
Domestic Mis-connections	2
Agricultural Slurry	1
Total	26

We are pleased by the response of the Environment Agency. As a result a major problem in Allerton was partially rectified some 6 years after we first reported it and at least one major factory has had several visits and warnings.

However there still remain many problems that we cannot identify because they are in the culverted becks. This is shown by the contrast between the upstream (almost) clear water (at YMCA, Thornton Rd) and downstream polluted water (Ambler Mill); photos taken on the same day. This shows the need for a systematic review of all of Bradford’s sewers and outfalls; CBMDC and the Environment Agency must put pressure on Yorkshire Water to include such a survey in their next investment plan, via PR19.



At YMCA, Thornton Rd, 17th Feb 2017



At Ambler Mill, near Forster Retail Park, 17th Feb

Activities planned for 2017-18

We will continue with our awareness projects:

- distributing the walks booklet
- completing the Listening sculpture
- more educational visits

Our Pollution Hunter will be in post until late May and we will continue to report problems and press the Environment Agency and Yorkshire Water to take action, including planning a systematic review of all sewers and outfalls.

We will continue to support the River Stewardship project, which is being driven by the Aire Rivers Trust with financial and other support from the Environment Agency and CBMDC.

Renaturalisation of a reach: Our big ambition continues to be renaturalisation of the Beck wherever possible. We propose to start with the reach between Poplar Rd and Briggate, alongside Canal Rd. As a first step during 2014-15, we had an outline design and costing prepared by JBA, a local firm of Consultant Engineers. This reach has now been identified by the Environment Agency and CBMDC as requiring deculverting; it is also part of the BEGIN EU project in which CBMDC is a partner, and the focus of a feasibility study funded by local levy funding. There are developer interests just downstream with the Skipton Properties activities on the Crag Rd site. This confluence of interests should enable us to develop a partnership and work together to achieve significant gains include an HLF bid.

Support in the coming year

We ask for continued support in our campaign to improve Bradford's Becks for both the city's and the environment's benefit. We are not asking for Council funding, just for some time of officers to guide and support us. In particular:

- Listening Sculpture - support with fund raising and help with installation.
- Help with distribution of the Walks booklet.
- Support for our campaign against pollution.
- Partnership working on the Canal Road projects.

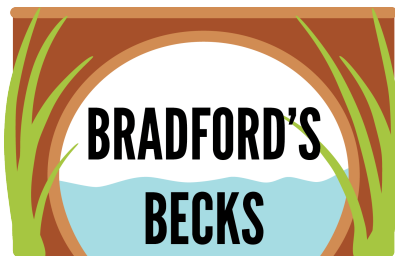
Resolutions from the Environment and Waste O&S Committee

We ask the Committee to consider the following resolutions:

- Recommend that Yorkshire Water and the Environment Agency undertake a full investigation of sewage related pollution sources in the Bradford Beck catchment in the next investment cycle (AMP7, which starts with PR19).
- Recommend that FOBB and CBMDC work jointly on studies and proposals for the Canal Rd area.
- Invite FOBB to report back in a year's time.

Barney Lerner
Chair, Friends of Bradford's Becks
barney.lerner@gmail.com

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Friends of Bradford's Becks

LOVE YOUR RIVER AIRE RIVERS TRUST



LOVE YOUR RIVER TEN POINT PLAN

Keeping our becks, rivers and seas clean – remember that your local river starts at your house where the drains carrying rainwater run from your house and driveway to your local beck and in turn to the river and on to the sea. Even if you can't see the beck or river from your front door, you do affect it.

Wash your car on gravel or grass (or at a carwash)

Don't wash on tarmac driveways or the street where the dirty water can run directly into the surface water drain and into the river.



Tick the Tick Box!

Check your home for misconnections

All water from washing machines, sinks, dishwashers, baths and toilets – should all go into the foul sewer not the surface water drain!



Tick the Tick Box!

DOG POO!

Always pick it up and put in a bin

Leaving it on the street, park or woodland can lead to it being washed into the river.



Tick the Tick Box!

Wheelie Bin Washing

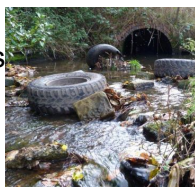
Please wash them on gravel or grass and check that the soapy water doesn't run into the surface water drain.



Tick the Tick Box!

Don't drop litter or fly-tip

Rubbish, no matter how small, can cause damage to wildlife. Fly-tipping can block drains and streams and cause flooding. Please don't pollute your river with rubbish!



Tick the Tick Box!

Reduce runoff from your house

Help to reduce flooding by diverting the runoff from your roof and driveway to a soakway, a pond or a wetland garden.



Tick the Tick Box!

Get involved

You can help clean up your local becks by volunteering with Friends of Bradford's Becks and other groups. Enjoy your river and encourage others to do the same.



Tick the Tick Box!

LOVE YOUR RIVER AIRE RIVERS TRUST

Dispose of WASTE liquids carefully

Never tip paint, white spirit, oils or other chemical waste down the sink or outside drains. Take them to your local household waste centre.



Tick the Tick Box!

REPORT RIVER POLLUTION

Dead animals, changes in water colour, smell, oil on the surface or grey fungus growth on the bed can all be indicators of pollution.

Report any possible pollution to the Environment Agency tel: **0800 80 70 60**



REPORT FLY-TIPPING

Fly-tipping is dealt with by Bradford Council and can be reported by calling the Council on **01274 434366** and asking for the Environment Enforcement Team.

City of Bradford MDC

www.bradford.gov.uk



@BradfordsBecks



facebook Page 13 BradfordsBecks

www.Bradford-Beck.org

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Notification	Notification Date	Location	Notification details	Substantia Air - Incident Category	Land - Incident Category
1471207	17/04/2016 21:01	Pitty Beck at Boggart Wood	white, cloudy pollution to Pitty beck	Yes	Category 4 (No Impact) Category 4 (No Impact)
1478310	17/04/2016 21:01	School Green	report of silt pollution	Yes	Category 4 (No Impact) Category 4 (No Impact)
1479253	15/08/2016 11:32	School Green	report of silt pollution	Yes	Category 4 (No Impact) Category 4 (No Impact)
1482191	04/09/2016 21:54	School Green	sewage, mis-connection	Yes	Category 4 (No Impact) Category 4 (No Impact)
1486726	09/09/2016 10:46	Pitty Beck at Allerton Lane	report of silt pollution	Yes	Category 4 (No Impact) Category 4 (No Impact)
1489867	14/09/2016 16:20	Clayton Beck	silty water	Yes	Category 4 (No Impact) Category 4 (No Impact)
1504560	14/09/2016 16:20	Allerton	report of silt pollution	Yes	Category 4 (No Impact) Category 4 (No Impact)
1469670	28/09/2016 11:27	Crossley Hall	reports of a milky coloured discharge	Yes	Category 4 (No Impact) Category 4 (No Impact)
1468180	13/10/2016 11:46	Girlington	fire water run-off	Yes	Category 4 (No Impact) Category 4 (No Impact)
1487379	18/10/2016 15:11	Pitty Beck at Farmer's Boy	report of yellow liquid coming from a pipe	Yes	Category 4 (No Impact) Category 4 (No Impact)
1428076	01/11/2016 15:05	Chat Hill	sewage discharge	Yes	Category 4 (No Impact) Category 4 (No Impact)
1489867	01/11/2016 15:05	Clayton Beck	report of silt pollution	Yes	Category 4 (No Impact) Category 4 (No Impact)
1405157	26/11/2016 10:27	Lidget Green	report of diesel pollution at University	Yes	Category 4 (No Impact) Category 4 (No Impact)
1483472	01/12/2016 09:42	Westbrook Beck at University	report of brown/orange sludge in watercourse at University	Yes	Category 4 (No Impact) Category 4 (No Impact)
1488237	02/12/2016 14:05	Bradford	reports of green watercourse-due to dye tracing	Yes	Category 4 (No Impact) Category 4 (No Impact)
1474931	07/12/2016 12:08	Owlet	report watercourse has turned green	Yes	Category 4 (No Impact) Category 4 (No Impact)
1462155	08/12/2016 14:52	Windhill	report watercourse has turned grey. Source not identified	Yes	Category 4 (No Impact) Category 4 (No Impact)
1489533	08/12/2016 14:52	Windhill	report watercourse has turned grey. Source not identified	Yes	Category 4 (No Impact) Category 4 (No Impact)
1488613	27/02/2017 17:49	Windhill	report of black colour to Bradford Beck	Yes	Category 4 (No Impact) Category 4 (No Impact)

Water - Incident Category

- Category 3 (Minor)
- Category 3 (Minor)
- Category 2 (Significant)
- Category 3 (Minor)
- Category 3 (Minor)
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Report of the Strategic Director of Place to the meeting of Environment and Waste Overview and Scrutiny Committee to be held on April 18th 2017.

AI

Subject:

Update on the Private Rented Sector in the Bradford district.

Summary statement:

This report provides an update for members on conditions in the Private Rented Sector in the Bradford district and the impact of legislative changes on the sector, including those in relation to energy performance certification.

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Overview & Scrutiny Area:

Regeneration and Economy
Environment and Waste



1. SUMMARY

This report provides an update for members on conditions in the Private Rented Sector in the Bradford district and the impact of legislative changes on the sector, including those in relation to energy performance certification.

2. BACKGROUND

- 2.1 As a result of a Fuel Poverty update to Scrutiny on October 25th 2016 the Strategic Director (Regeneration) was asked to provide a report to the Committee on the scale and scope of the Private Rented Housing Sector in the Bradford District and the impact of legislative changes on that sector particularly with reference to energy performance certification and enforcement.
- 2.2 Members have been clear that the provision of quality and affordable housing is a key strategic priority and recognise the importance of a good quality private rented sector in the Council's "Housing and Homelessness Strategy for Bradford District - A Place to Call Home: 2014-2019".
- 2.3 In 2015 the Council commissioned a Stock Modelling assessment of housing conditions in the district. Conducted by the Building Research Establishment, the findings indicate that:
- The importance of the private rented sector in the district has grown significantly from 11% of housing (22,200 dwellings) in 2007 to 18% of housing (39,382 dwellings) in 2015.
 - 29,645 (16%) of all dwellings have a Category 1 hazard (not including social housing)
 - 10,428 (26%) of dwellings in the private rented sector have a Category 1 hazard
 - The estimated cost of mitigating all hazards in the private rented sector is £19.8m
 - 11% (4,452) of private rented dwellings have an Energy Performance Certificate (EPC) rating below Band E
 - Fuel poverty affects 15% in the owner occupied sector, 28% in the private rented sector and 18% in social rented (10% income definition)
 - The highest concentration of all HHSRS hazards and fuel poverty are found in the wards of City, Manningham and Bowling and Barkerend.
 - The highest concentrations of the hazard of excess cold are in City, Worth Valley and Craven.
 - It is estimated that poor housing conditions are responsible for over 1,824 harmful events requiring medical treatment each year
 - The estimated cost to the NHS or treating accidents and ill health caused by the above hazards is £6.7 million/year



- 2.4 A comparison with the results from the previous Stock Condition Survey undertaken in 2007 indicates that there has been a slight improvement in property conditions but that there are still significant issues with property condition in the private sector and, in particular, the private rented sector.
- 2.5 The Housing Standards Team (HST) based within the Economy and Development service is a statutory service responsible for inspecting property in order to ensure compliance with various housing and other legislation. The service is largely reactive and particularly focuses on conditions in the private rented sector, although it does perform a number of statutory functions relating to statutory nuisance and filthy and verminous premises across all tenures.

The HST is also responsible for the administration and enforcement of the mandatory licensing scheme for Houses in Multiple Occupation (HMOs).

- 2.6 In 2015/16 the service received 1416 service requests, all of which related to housing condition, the majority of which were from the private rented sector. By the end of Quarter 2 in 2016/17 the service had seen a 37% increase in service requests compared to the number received by this point in 2015/16.
- 2.7 The main legislation enforced by the team is the Housing Act 2004. This legislation came into force in April 2006 and uses the Housing Health and Safety Rating System (HHSRS) as the prescribed method of assessing a house's condition. Under the HHSRS officers are required to ensure that each property is assessed against 29 separate hazards. Using the assessment tool hazards are categorised as either Category 1 or Category 2 hazards.
- 2.8 Under the Housing Act 2004 the Council must keep the housing conditions in their area under review and has a duty to remove Category 1 hazards where they exist.
- 2.9 The HHSRS is based on risk assessment and is not prescriptive. All 29 hazards in each property must be individually risk assessed, thus the outcome of the assessment between properties will vary.
- 2.10 Some property types pose a higher risk than others; For example in back to back properties which are common in the District (approximately 10,500) there is a higher risk of serious injury should a fire occur as there is only one way out of the house and this can be through a high risk room, such as a kitchen or living room. Also the high proportion of pre – 1919 housing in Bradford's housing stock means that the hazard of falls on stairs due to the steepness of stairs in these properties is often identified.
- 2.11 In 2015/16 the most frequently scored hazards were Fire, Damp and Mould, Excess cold, electrical hazards and falling on stairs.
- 2.12 The service works with landlords to ensure compliance with legislation. Wherever possible this is through education and encouragement but the service does use enforcement powers, in line with the Council's Enforcement Policy, where necessary.



2.13 During 2015/16:

- The HST served 736 notices requiring works to be undertaken
- Housing conditions were improved in 1330 properties
- Housing conditions were improved in 385 properties where children aged 0 - 18 years were living
- 11 prosecutions were taken for non compliance

2.14 The HST works closely with the Housing Options service and now undertakes housing inspections for the service to ensure compliance with standards as part of the new approach to provide additional housing options in the private rented sector. During 2015/16 HST carried out inspections of 88 properties in support of the Private Rented Lettings Service.

2.15 Since 2014 the service has been given the responsibility to enforce additional statutory duties including The Redress Schemes for Lettings Agency Work and Property Management Work (Requirement to Belong to a Scheme etc) (England) Order 2014 (the Order) which made it a legal requirement for all lettings agents and property managers to join a Government approved redress scheme by October 1st 2014 and the Smoke and Carbon Monoxide Alarm (England) Regulations 2015 (the Regulations) which came into force on 1 October 2015 and place a duty on landlords of rented accommodation (excluding registered providers of social housing) to ensure that:

- a smoke alarm is installed on each storey of premises where there is living accommodation
- a carbon monoxide alarm is installed in any room of a premises used as living accommodation, which contained a solid fuel burning appliance.

and for tenancies starting from 1 October 2015

- that checks are made by the landlord, or someone acting on his behalf, that the alarm(s) is/are in proper working order on the day the tenancy starts.

2.16 During 2017 further significant new statutory duties will be introduced through Regulation following the introduction of the Housing and Planning Act 2016. These will include civil penalties for non compliance with Housing Act enforcement notices, the extension of HMO licensing to additional properties and the introduction of banning orders for the most serious and prolific offenders.

2.17 All action undertaken by the Housing Standards team is taken in line with the Council's Private Sector Housing Enforcement Policy that was agreed at Executive in February 2006.



3. OTHER CONSIDERATIONS

- 3.1 In order to release capacity the HST has for some time actively encouraged tenants and owners to address issues themselves with landlords/neighbours before approaching the HST for assistance. This is not just a local issue however and the team is currently working with officers from the other West Yorkshire authorities to further develop use of a “triage” type approach.

This approach is not appropriate for all clients but if effective could free up capacity within the team to enable it to address new and proposed areas of statutory responsibility and/or to undertake further proactive inspections.

- 3.2 From the 1st April 2018 there will be a requirement for any properties rented out in the private rented sector to normally have a minimum energy performance rating of ‘E’ on an Energy Performance Certificate (EPC).

The regulations will come into force for new and renewals of tenancies with effect from 1st April 2018 and for all existing tenancies on 1st April 2020.

From the implementation date it will be against the law to rent a property that breaches the requirement for a minimum E rating, unless there is an applicable exemption. The offence will carry a civil penalty of up to £4,000.

Responsibility for enforcement of these Regulations lies with the West Yorkshire Trading Standards Service (WYTSS) rather than the Council.

Officers from the Council’s HST will work with officers at WYTSS prior to the introduction of these new requirements to determine the most effective way to make referrals etc.

- 3.3 The Department for Business, Energy and Industrial Strategy (BEIS) has recently undertaken a consultation on proposed changes to the SAP methodology used to assess domestic energy performance. The consultation finished on January 27th 2017 and the outcome will not be known until BEIS publishes its response.
- 3.4 The Green Deal Finance Company (GDFC) has recently been sold to a private company (Greenstone and Aurium) who may seek to re-introduce Green Deal Finance Plans targeted at those private landlords who need to improve their stock to meet the new legal standards for PRS properties. This would mean that private landlords could finance work required to ensure that a property meets the minimum EPC ‘E’ standard by taking out a Green Deal Finance Plan, which would be charged against the electricity bill and then paid by the tenant (or of course, future tenants).
- 3.5 Research from the Energy Saving Trust in 2013 has shown that tenants in private rented housing are the least likely to benefit from uptake of energy efficient, money saving upgrades to their homes provided by the Energy Company Obligation (ECO) scheme and various other initiatives that have operated over the past 14 years.



This has also been the experience locally where it has been difficult to get uptake from the PRS for various energy related initiatives, especially where a customer contribution is required – it is considered that this is partly because it is unclear who is the main beneficiary of the work, the tenant who benefits from lower bills or the landlord whose property is improved.

It can be difficult for private landlords to establish a business case to justify investing in stock at the lower end of the PRS market, as it tends to provide low yield rents and any energy efficiency improvements in the property are unlikely to attract a higher rent or significantly increase the potential sale value.

- 3.6 Bradford Council held a workshop for local private landlords in October 2016 to better understand the reasons for the limited participation of the PRS in the Energy Company Obligation (ECO) scheme and to work up ideas and suggestions to improve participation rates in the context of helping landlords to meet the impending regulatory standards and improve the energy efficiency of their rental properties. The workshop included speakers from the National Landlords Association and Groundwork UK were also present. Unfortunately despite extensive marketing only two private landlords attended the event.
- 3.7 The HST has recently developed a new information page on the Council's "Stay Connected" service. This will be used to provide information and updates for landlords and tenants on a range of issues including new legal responsibilities and available initiatives.
- 3.8 Officers have worked on a regional basis to develop an Energy Repayment Loan (ERL) for owner occupiers to enable them to access energy efficiency schemes. This has been developed with and will be administered by the regional Homes and Loans service hosted at Sheffield City Council. This scheme can provide:
- an interest free loan secured on the property of between £300 to £5,000 to be repaid over a period of up to 5 years
 - loans would not be expected to normally be given where the total loan to value would exceed 70% of the property's unimproved value

These loans will be administered by the Empty Homes and Loans team within the Housing Operations service.

Discussions are ongoing to determine whether a similar product aimed at landlords could be developed although funding would still need to be identified to deliver loans to this user group.

- 3.9 Officers from the ECCU team are investigating the feasibility of a pilot scheme to test delivery methodology and the potential uptake in the PRS should incentives be offered to help landlords improve the energy efficiency of their properties.

It is intended that any scheme would target PRS properties that have an EPC rating of 'F' or below and that would therefore fail the minimum standard to rent out



properties that comes into force as a result of the introduction of the new Regulations from April 2018.

Potential schemes could utilise a regionally developed loan (should it become available) to offer interest free loans to private landlords to improve their rental properties if there was demand for such an initiative and funding could be obtained both for the loans and the staff resources to administer them.

Any scheme would be for energy efficiency works only and would be delivered by the Better Homes Yorkshire Framework. The scheme could also potentially offer Green Doctor visits to tenants to ensure they know how to operate new heating systems, etc.

The delivery of any scheme targeted at rented properties would need to be implemented carefully to ensure that it could be effectively delivered alongside the Council's other housing enforcement responsibilities.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Additional resources will not be made available from central Government to implement the new and proposed statutory responsibilities. The Council can however retain any income generated from civil penalties that are paid as a result of its enforcement activity.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

No significant risks have been identified.

6. LEGAL APPRAISAL

6.1 Legal Services have provided advice on the format of notices and procedures required to implement new statutory responsibilities.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The improvement of housing conditions in the District will have a positive impact on those groups and individuals who suffer multiple disadvantages associated with poor quality and inadequate housing.

7.2 SUSTAINABILITY IMPLICATIONS

The interventions that the Housing Standards team take to improve the quality of the private rented stock will help to create a more sustainable housing stock for the district.



The Housing service will continue to work with neighbouring Local Authorities and other regional partners to gather information and develop initiatives to tackle local and regional problems.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Any work done to a domestic property to remove excess cold as a hazard or to improve its energy efficiency is likely to have the effect of reducing the domestic carbon emissions of that property (in addition to reducing the household's heating bills). This will contribute to meeting the District's Greenhouse Gas Emissions targets.

7.4 COMMUNITY SAFETY IMPLICATIONS

One of the hazards assessed by officers using the Housing Health and Safety Rating system (HHSRS) relates to entry by intruders. Where the hazard of entry by intruders has been identified in a home measures to address that hazard will be included in any action taken.

7.5 HUMAN RIGHTS ACT

No implications under the Human Rights Act have been identified.

7.6 TRADE UNION

No Trade Union implications have been identified.

7.7 WARD IMPLICATIONS

Housing Standards work is largely reactive and covers the whole District. .

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 Option 1 – that the Committee note the report.

9.2 Option 2 – that the Committee note the report and request a further update on energy efficiency in the private rented sector in 12 months.



10. RECOMMENDATIONS

- 10.1 That the report be noted and a further update on energy efficiency in the private rented sector be requested in 12 months.

11. APPENDICES

None.

12. BACKGROUND DOCUMENTS

None.



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Report of the Strategic Director, Place to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on 18 April 2017

AJ

Subject:

Bradford District Cycle Strategy

Summary statement:

Bradford's first Cycle Strategy was produced in the 2012 and endorsed by this committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.

In light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy. The Strategy format as presented with this paper is, subject to committee endorsement, the proposed final draft for publication.

It is proposed that this publication will be soft launched via the local press and at the national Cycle Cities Conference to take place in Bradford District on the 11th and 12th of May.

This report also presents the key content of the associated Action Plan with the 'Top 10' issues therein highlighted for committee attention. Also presented with this report are the Key Performance Indicators of the strategy.

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Overview & Scrutiny Area:

Environment and Waste



1. SUMMARY

See Summary Statement

2. BACKGROUND

Since 2012 Bradford has had a Cycle Strategy which was produced by a partnership of the local cycling community, various cycling charities and the Council. As such this strategy was endorsed by the authority via this committee. The original intention was that this original strategy would be in place from 2012 to 2020.

In the intervening years a variety of changes relating to cycling have come to the region and to the district. This includes the increased presence brought by the visit of the Tour de France in 2014, new strategic guidance at the regional level and much increased investment as brought by the CityConnect programme.

These changes led to all participants in the partnership behind the strategy agreeing that the Cycle Strategy and Action Plan should be revisited to reflect the changed reality of current circumstances. The suggested change has been to the Environment and Waste O&S Committee in November 2016.

The format for both the publication draft of the strategy and the long term annual reporting (for the Action Plan and KPIs) are presented to committee in proposed final form.

3. OTHER CONSIDERATIONS

- The attached strategy format is the proposed final layout for the 2016-2026 strategy (subject to Committee endorsement).
- The improved structure of the Cycle Strategy uses three key areas relating to Environment, Encouragement and Engagements the focus for a variety of objectives. These three areas of focus were directly inspired by the key regional strategic cycling document, the West Yorkshire Cycling Prospectus, which was completed in 2014.
- The presentation of the Cycle Strategy as presented to committee is anticipated to be final subject to comments from the members. With format agreed the strategy will be printed and produced at key events going forward. First amongst these will be the Cycle Cities Conference of the 11th and 12th of May 2017.
- The Action Plan is a 'live' document which is intended to function as a catch all for the aspirations of cycling development work in the district. Given the lengthy nature of such a format it was proposed that a 'Top 10' list should form a key part of the future reporting to the Committee – to present the key issues as understood by the cycling community, raise awareness of these issues within the authority and explore possible solutions to which the authority might be able to contribute. Please see the attached 'Action Plan - Top 10 Priorities' document for full details of the key issues.
- Partner consultation has made it clear that the strategy should consider a range of Key Performance Indicators (KPIs) to help inform on how delivery is having an impact. See attached 'KPIs - April 2017' document.



- This Strategy is only endorsed by the authority rather than adopted. This means that the contents are not binding for the authority but also that the partnership behind it have relative freedom to set out their ambitions for cycling development.
- As a document that is only endorsed rather than adopted the Strategy has only reported to the Environment and Waste O&S. It has not been seen at Executive level.
- Some of the actions of the Action Plan may lead to other documents being produced that could be formally adopted by the authority and in turn appended to the strategy (e.g. a Route Network Strategy) subject to appropriate political scrutiny.

4. FINANCIAL & RESOURCE APPRAISAL

As an endorsed document the Cycle Strategy does not place any direct obligation on the authority in terms of finance or resource. It is likely that partner expectation in relation to delivery may increase in association with this document however this will be managed as set out in section 5 below.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- The relationship of the Cycle Strategy to Bradford Council will be managed by the Report Contact with once annual reporting to this Committee.
- The format of reporting to the Committee will continue to highlight the ‘top 10’ actions as determined by the membership of the B-Spoke cycle forum and to report on KPIs.
- The Report Contact will meet with the members of the B-Spoke cycle forum at their quarterly meetings. As such the officer will provide practical and pragmatic steer to ensure that content presented at Committee is that which is most pertinent for Committee and Council attention.

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

Positive impact in encouraging sustainable travel behaviours and healthy lifestyles

7.3 GREENHOUSE GAS EMISSIONS IMPACTS



Positive impact in encouraging sustainable travel behaviours and healthy lifestyles

7.4 COMMUNITY SAFETY IMPLICATIONS

Cycling can and does have a relationship to safety, particularly in highway contexts. A key onus of various elements in the strategy is to improve cycling safety with infrastructure and training opportunity improvements.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Whole district approach

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 That Bradford Environment and Waste Scrutiny Committee agrees the recommendations outlined in this report.

9.2 That Bradford Environment and Waste Scrutiny Committee agrees the recommendations outlined in this report, with amendments.

9.3 That Bradford Environment and Waste Scrutiny Committee decides not to accept the recommendations outlined in this report.



10. RECOMMENDATIONS

(1) That the report, Cycle Strategy and Action Plan be noted.

(2) That a progress report on the key performance indicators and Action Plan be presented in twelve months.

11. APPENDICES

- Action Plan – Top 10 Priorities
- KPIs – April 2017
- Bradford Cycle Strategy

12. BACKGROUND DOCUMENTS

- Action Plan – Top 10 Priorities
- KPIs – April 2017
- Bradford Cycle Strategy



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Action Plan – Top 10 Priorities

Update Version – April 2017

The Action Plan is a lengthy document that lists actions that are both current priorities as well as longer term aspirations. In order to focus our attentions and capture critical issues such that others can understand our most pressing concerns the below Top 10 lists one action per objective the cycling community have with this latest update highlighted as the most urgent issues in need of attention

Objective	Priority Action	Issues & Opportunities
1A. STRATEGIC ROUTE DEVELOPMENT	Canal Road Greenway – Northern Link crossing Leeds Road at Shipley AND Canal Road Greenway – Northern Link crossing Leeds Road at Shipley	Issues: Sections incomplete. Difficult getting third parties to engage (particularly Network Rail). Monies for investment have been lost. Needs dedicated time resource. Opportunities: Would serve as key routes to connect many to the city.
1B. LOCAL NETWORK DEVELOPMENT	Develop a Local Network Feasibility and Route Plan	Issues: Local network cycling needs not understood. Most critical in locations where highway schemes in development may impact cycling safety (e.g. North Street, Keighley & Tong Street). Opportunities: Will deliver a comprehensive local network strategy for district cycle routes.
1C. WAYFINDING AND MAINTENANCE	Long term committed cycle specific maintenance fund	Issues: Regular complaints regarding maintenance and repair reaction times. Opportunities: Use of the Highway Maintenance Challenge Fund for cycling (subject to bid inclusion and success). Better link reporting and responses (e.g. perhaps via online tools like CycleScope).
1D. DESTINATION INFRASTRUCTURE	Retention or replacement of closed road cycle circuit of Richard Dunns (RD) quality AND Delivery of a national standard Velodrome	Issues: RD is a major draw for cycling activity, would be major loss. Access to national standard facilities is difficult – nearest indoor velodrome is Manchester. Opportunities: Delivery of at least RD standard replacement would maintain current cycle sports engagement. National standard site would enhance reputation of and health in the district.
2A. CHAMPIONING CYCLING	Political and development champion to take up the list of 10 key issues in this Action Plan as their own priorities	Issues: Cycling community can feel remote from decision making and lacking in opportunity to liaise on key issues. Opportunity: A champion will provide point of contact for community. Promotional activity.
2B. CYCLE TRAINING	Cycle training provided to all reception age children via Learn to Balance and all Year 4/5/6 pupils via Bikeability	Issues: Learn to Balance – pilot programme in place. Funding to end in July 2017. Bikeability – recently expanded programme will in 2017-18 be under funded (much better funded in neighbouring districts). Opportunities: Ultimate aim is both available to all children. Increase in healthy activity and safety awareness.
2C. SUPPORT FOR CYCLING EVENTS & ACTIVITIES	Continuation and expansion of mass participation events (e.g. British Cycling City Rides, Sunday closures and/or creation of a ‘Bradford Classic’)	Issues: (At least once annual) mass British Cycling led event not guaranteed going forward. Safety and traffic management issues in closing roads. Opportunities: With TdF, TdY and SkyRide, Bradford Council now has experience and ability in events and associated management issues. Tourism boost. Reputation and health benefits for district.
3A. ADVERTISING AND PROMOTION	Launch a #cyclebradford campaign to share news and issues on local cycling via social media	Issues: Cycling does not have a prominent or particularly positive public profile in the district. Opportunities: An opportunity to build and maintain the image of positive cycling activity in Bradford district
3B. EDUCATING PARTNERS	Adoption of a Midlands Style minimum passing distance campaign	Issues: Perceptions of danger are common reason given for non-participation. Police engagement required & current interest unknown. Opportunities: Potential to boost participation. To help ensure respectful driver behaviour.
3C. LEADERSHIP, RESPONSIBILITY & DELEGATION	Bradford Council to take a final decision on the potential adoption of Queensbury Tunnel	Issues: Council yet to take position on the asset and the repair programme. Costs still to be confirmed. Opportunities: The tunnel has the potential to be used as part of the Great Northern Railway Trail cycle route. Potential tourism boost. Reputation and health benefits for district.

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KPIs – April 2017

Key Performance Indicators are vital in highlighting both the issues that cycling activities can help combat as well as key cycling related achievements. The KPIs have been categorised against the Target areas (pg 10) of the Cycling Strategy. *Note* Figures provided are for the latest available years as stated.

Target	Indicator	Data Collected	Previous Year	Last Full Year on Record	Description / Supporting Info
Investment Indicators which either directly indicate cycling investment or which highlight wider societal trends that reinforce the need for investment	Spend on cycling per person	Various sources (annual approx. spend for long term schemes)	2015-16 Approximately £4 per person Inclusive of... CAPITAL - £2m REVENUE - £150k	2016-17 Approximately £1.80 per person Inclusive of... CAPITAL - £750k REVENUE - £200k	This figure contains both approximate spend for capital route delivery and revenue / promotion projects. Capital works are invariably the lions share. The drop between the two years is in the most part a reflection of moving on from the delivery of on site works to the design of new schemes (design being a lesser expense). Only a small proportion of the overall spend is from council sources.
	Childhood obesity	No. of obese children in year 6	2014-15 Obese 21.5% Obese and overweight 35.7%	2015-16 Obese 22.3% Obese and overweight 36.4%	This indicator demonstrates the escalating problem of childhood obesity in Bradford district and highlights the need to combat the issue with opportunities for children to be active.
	New routes	Kilometres of new bespoke cycling specific route built	2015-16 <i>TOTAL – 5.6km</i> Stanley Road Junction – 0.4km CS1 – 3.2km Canal Towpath Phase 2 – 2km	2016-17 <i>TOTAL – 0km</i>	The seemingly severe difference between the two years is due in the most part to a continuing cycling delivery programme entering a design phase where 5km of work should be delivered with on site work starting in the 2017-18 year.
Innovation Indicators that highlight our success in securing new projects or the success of our existing cutting edge programmes	New cycling schemes secured	Details of new schemes	2015 - 16 1.CCAG2 programme 2.Bikeability Coordinator appointed	2016 - 17 1. Big Bike Revival – 37 events with 790 participants. 2. Capital of Cycling 3. Access Fund - £1.5m for WY on cycling and employment 4. Tour de Yorkshire Stage Start 5.Cycle Cities, Active Cities Conference	The 2015-16 year saw major developments with West Yorkshire securing a second Cycle City Ambition Grant funding allocation and the appointment of a coordinator for the children’s cycle training Bikeability programme. 2016-17 was a year where cycling encouragement activities saw a major boost with the great success of the Cycling UK Big Bike Revival and the emergence of the ‘Capital of Cycling’ community hub in the city centre. This year also saw agreement for major events of the 2017-18 year.
	Bike Friendly Businesses	No. of registered firms	2015-16 No data	2016-17 6 participating businesses (2 accredited, 2 failed, 2 pending). 4 others visited but yet to commit.	A key part of the CityConnect programme (which built CS1 and is working on the further 5km of routes), this scheme started in 2016-17. It will see a boost in the 2017-18 year in forming part of the Access Fund programme.
	Sky Ride – mass participation event	No. of participants	2015 4000	2016 5000	The Sky Ride and Breeze programmes are run by British Cycling and seek to get the population more active. Skyride is aimed at a wide cross section of the population. Breeze is specifically for women (where participation is generally low). These indicators show the continued commitment of Bradford Council to the partnership with British Cycling and their programme of events and activities.
	Sky Ride Local	No. of participants	2015 982	2016 996	
	Breeze rides	No. of participants	2015 248	2016 243	

	Disability cycling	No. of participants	2015 205 participants (project breakdown not recorded)	2016 7 projects with a total of 368 participants	Bradford Disability Sports and Leisure have both improved their recording methods and increased activity over the two years with new work including women and girls sessions, increased engagement with disabled university students and cycling activities working with the Holme Farm Trust disability day centre provision.
	Cycle Sports	No. of events and participants	2015 Cycle Sports Events – 36 Race participants – no data Race license holders – no data	2016 Cycle Sports Events – 11 Race participants – 722 Race license holders – 255	This indicator provides an insight into the number of cycle sports events held in the district, the number of people these events attract (participants) and the number of active sports level cyclists (license holders) the district produces. Combined, these three indicators will provide a useful insight into the role of cycle sports in Bradford District.
Towards a sustainable economy Indications as to what affect our programme is having on modal choice	Travel to school	Hands up survey - %age by mode (All data from Primary Schools. Active Travel incl cycling, walking and scooting/skating)	2014-15 academic yr Active Travel - 60.7% Car - 39.2%	2015-16 academic yr Active Travel - 64.4% Car - 33.4%	The Hands Up survey is conducted as part of the Active School Travel Project working in a select number of the districts most in need schools (where obesity, poverty or school programme interest are highest) to increase children's and families participation in cycling and walking.
	Commuter cycling	Data from various vehicle count locations - %age by mode	2015 0.4% on city cordon	2016 0.4% on city cordon	10 year census data (last undertaken 2011) gives a modal split of 0.47%. It is anecdotally understood this figure should have increased in recent years. The only readily available source of data for counts taken on an annual basis is the city cordon traffic count. The commonality between the census and cordon figures is indicative of the big challenge the district faces in reaching a modal share of 5%.
Normalised cycling Indications as to the effect that our programme is having on public perception that cycling is attractive, safe and accessible	Active People Survey	%age of people physically active (cycling at least once a month)	2013/14 7.4% cycling at least once a month	2014/15 6.8% cycling at least once a month	The downward trend between the two latest available years is a matter for concern but cycling enthusiasm is anecdotally thought to have increased since the Tour de France in 2014. Further releases of the survey may prove enlightening.
	Registered cycle clubs	No. of clubs	No data	2016 (British Cycling) –13 (Cycling UK) – 5	Whilst it is unfortunate that colleagues couldn't provide raw data from the previous year, anecdotally there is understood to be an increase in participation at the club level (indeed Bradford has the most clubs of any West Yorkshire district) which is source for encouragement into the longer term.
	Registered club members	No. of members at each club	No data	2016 (British Cycling) – 2651 members	
	Cycle accidents	No. of accidents with cyclist injury	2014 KSIs – 20 Total - 130	2015 KSIs – 25 Total - 121	The year on year change here is a mixed picture with a lower number of total incidents but an increase in serious incidents. Longer term trends do however show a downward trend in casualty figures.
	Bridleways Legally Recorded	No. of orders processed	2015 1 order, 150 metres	2016 1 order, 624 metres	Bridleway legal orders are vital tools in preserving and protecting the legal status of routes across the district. Currently, those being recorded tend to be those with the highest strategic value, the rate at which they are recorded is expected to intensify in the years up to 2026 when a legal

					change will effectively 'freeze' the definitive map of such routes.
	Women Cycling	% Split of female users of CityConnect Routes	No data	2016 Valley Road – 5% Airedale – 8%	This indicator was added to highlight a known issue in cycling, levels of women's participation. It confirms that levels are indeed very low compared to the male population. There may be issues in recording this indicator on an annual basis (thanks to loose programme requirements).
Increased confidence and safety Monitoring our children's and adults' cycle training programmes	Balance bike participants	No. of participants	No data	2016 1133	Balance Bikes are designed for very young children to develop the skill of balance prior to riding, this skill is shown to increase engagement and ability in later learning. In starting in the spring term of 2016 there is only one years worth of data for the Balance Bikes programme.
	Balance bike participating schools	No. of participating schools	No data	2016 23	
	Bikeability participants	No. of participants	2015 1761	2016 3046	The very impressive improvement in the Bikeability figures is a reflection of the impact from hiring a permanent Bikeability coordinator. If it wasn't for caps in the central government funding for this programme the target of all Year 5 and 6 children being trained would likely be attainable.
	Bikeability participating schools	No. of participating schools	2015 54	2016 77	
	Active School Travel programme	No. of participating schools	Academic Yr 2014-15 22	Academic Yr 2015-16 26	The Active School Travel Project is a programme working in a select number of the districts most in need schools (where obesity, poverty or school programme interest are highest) to increase children's and families participation in cycling and walking.
	Active School Travel engagements	No. of participants	Academic Yr 2014-15 12,591	Academic Yr 2015-16 12,114	
	Adult Cycle Training	No. of participants	2015 Approx. 700 engagements on the go:cycling programme	2016 62 participants across 2 CityConnect and Cycling UK Health programmes	The quite severe drop in participation rates here is due to the end of the Local Sustainable Transport fund adult training programme in early 2015. This has meant a significant roll back to very geographically focused training delivery for an offer that was previously available district wide.

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Making Bradford District a place where cycling is naturally part of everyone's daily life



Keeping the Wheels Spinning

Bradford District Cycle Strategy 2016 - 2026



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1. Setting the wheels in motion



The first ever Strategy for Cycling for Bradford District, ‘Setting the Wheels in Motion, 2012-2020’, was produced in 2012. The strategy has been pivotal in setting out the approach to cycling development in Bradford District and set out a range of principles that we seek to take forward as we keep those wheels spinning:

OUR PRINCIPLES

- **Writing the strategy was a combined effort between a range of partners from all the major sectors that have an interest in cycling. This partnership continues to be a key strength for the district and now holds regular meetings in the form of the Bradford Cycle Forum known as B-Spoke**
- **It covers all aspects of cycling and cycling-related activity in Bradford**
- **It has a highly pro-active approach with a number of defined working areas set out in an action plan**
- **It set open information sharing on cycling activity as a priority in the District and led to the establishment of a website for all things cycling related in Bradford District.**

Much has happened since 2012 for cycling development (*see page 5 for some of our key achievements*). The largest single event was

undoubtedly the arrival of the Tour de France in 2014. The district of Bradford contains some of the best places to ride a bicycle in the world! If proof was needed, the worldwide attention on the 5th and 6th July that year and the front page of the Times on 7th July 2014 showed that!

The region is now well established as a fixture on the international cycling circuit with the World Cycling Championships of 2019 now set to come to the region.

Inspired by the visit of the tour to Yorkshire, new cycling strategies have been developed by partners at the regional tourism agency Welcome to Yorkshire and in regional government at the West Yorkshire Combined Authority. We also saw in 2016 the publication of the draft national *Walking and Cycling Investment Strategy*.

The need to be in line with regional and national strategies, developed since 2012, is one of the reasons that we felt it important to update the Bradford strategy. But it's not just cycling focused strategy that has changed since then. We have also seen the emergence of new economic and transport strategies at the regional level. The priorities of the Strategic Economic Plan (SEP), the West Yorkshire Transport Strategy and the West Yorkshire Low Emissions Strategies carry a responsibility to deliver 'good growth' in combining the need to develop the economy with a need to do so sustainably.

Strong local strategy helps to ensure that national and regional vision is aligned with local aspiration. In close alignment with the Bradford District Public Health, Physical Activity and Sport and Bradford Low Emissions Strategies this updated Cycling Strategy will help to ensure that our successful economic future is also one where the health of our local population and environments are assured.

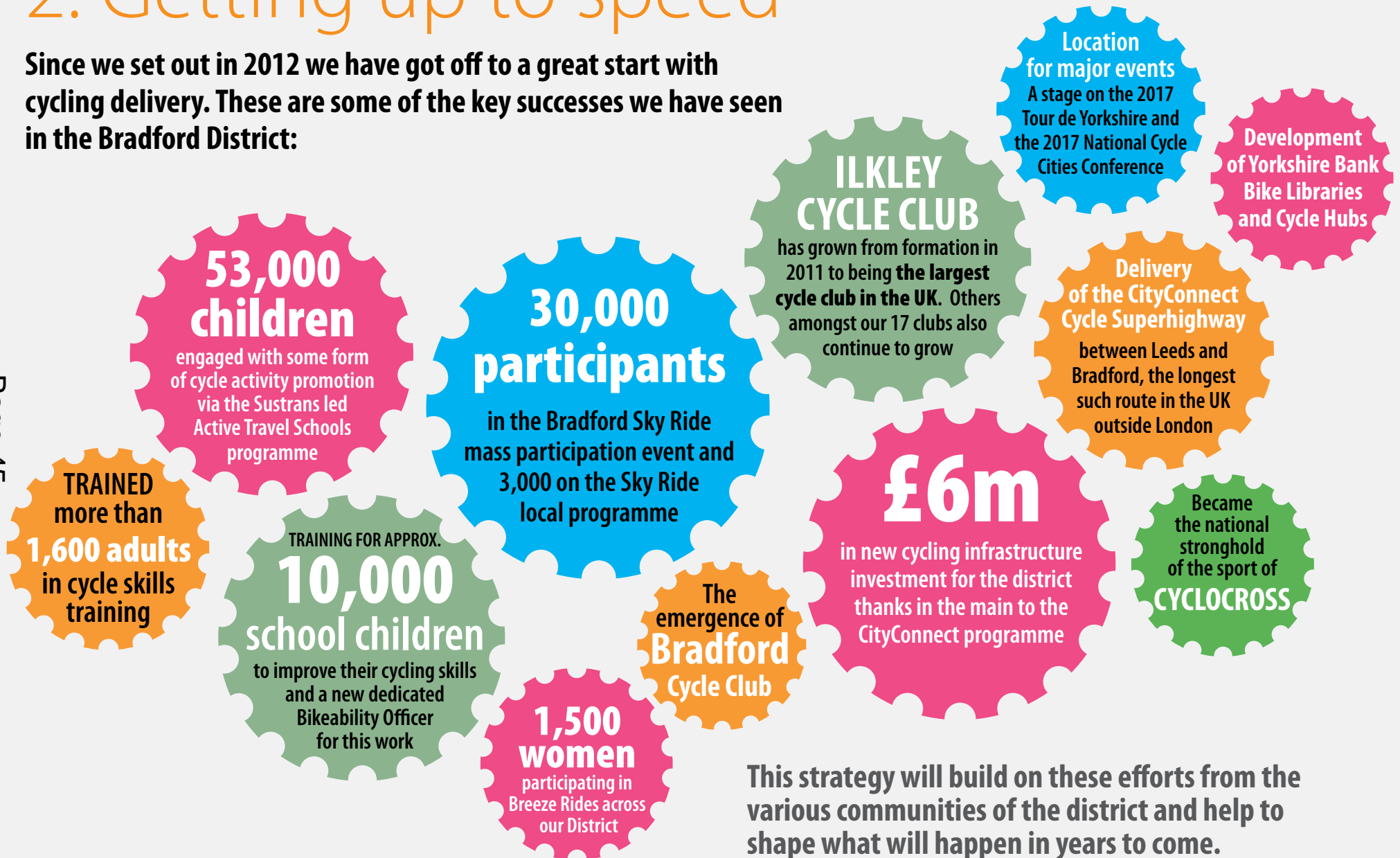


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2. Getting up to speed

Since we set out in 2012 we have got off to a great start with cycling delivery. These are some of the key successes we have seen in the Bradford District:



This strategy will build on these efforts from the various communities of the district and help to shape what will happen in years to come.

3. Keeping the wheels spinning

OUR VISION

There is much more work to do to build on the 2012 Strategy and to fully open up cycling opportunities to both residents of the district and to visitors. So, in 2016, we are re-visiting and refreshing the strategy to build on the momentum that has been established since 2012 and to keep those wheels in motion and ensure we maintain Bradford's place as an emerging cycling city and district. Central to our renewed efforts is our bold new vision to:

“Make Bradford District a place where cycling is naturally part of everyone's daily life”

This vision links with and reinforces cycling partner visions both nationally and regionally: British Cycling, Cycling UK, Sustrans, DfT, Sport England, Public Health England and West Yorkshire Combined Authority.

OUR TARGETS

To achieve this vision we have set the below headline targets to be met by 2026:

- **INVESTMENT** £10 from external sources invested per head, per year to deliver transformational change
- **INNOVATION** Cutting edge cycle projects delivered every year
- **TOWARDS A SUSTAINABLE ECONOMY** Contributing to 'good growth' with 5% of commuter trips by bike
- **NORMALISED CYCLING** Progressing delivery of a cycle network that is attractive, safe and accessible for all, in all environments
- **INCREASING CONFIDENCE AND SAFETY** All primary children will receive cycle training in school and we will increase uptake of cycle training amongst adults year on year.



“delivery of a cycle network that is attractive, safe and accessible for all”

The Bradford Partnership

The 2012 Cycling Strategy was born out of a cross agency, cross community approach. We are committed to continuing this approach. We believe a strong partnership approach to be an essential ingredient to help us deliver our bold ambitions. We want partnership to be a key theme running through this strategy as we believe that it is through communities taking leadership and working with government as well as other agencies that positive change is brought about.

B-Spoke (Bradford District Cycle Forum)

Established since 2010 as a non-constituted consultation and discussion forum for cycling in Bradford District, B-Spoke has developed a reputation as an excellent advisory and consultative forum for members from all sectors involved in cycling to interact, define opinion and share ideas. The Forum is based very much on an all welcome, non-membership based approach with individuals, charities, Bradford Council and other bodies all represented on an informal basis. This has allowed the group to become popular as a forum not just for cycle campaigning but also for government and third sector officers

to attend. The role of the Independent Chair ensures a balanced approach. B-Spoke has already contributed significantly to cycling issues on a district and region-wide basis, and continues to do so. B-spoke is the owner of the Bradford Cycling Strategy, and will be drawing up agreed Terms of Reference for ongoing advisory operations as part of the cycle strategy delivery.

Bradford Cycling Campaign

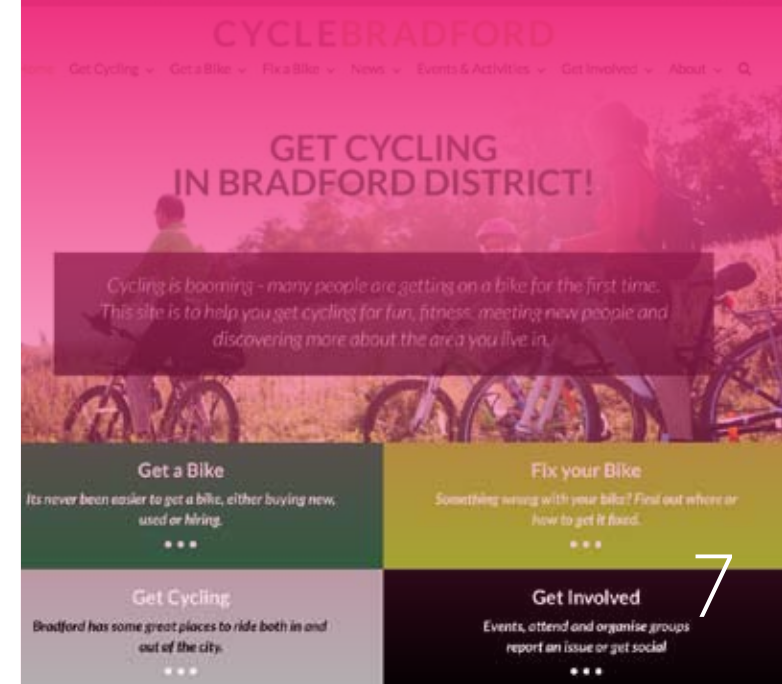
Established in 2015, Bradford Cycle Campaign is a source of grassroots energy for those with a passion for cycling and cycling-related activity in Bradford District, identifying key issues, adding weight to national campaigns, organising events and highlighting key issues to work towards high quality cycling delivery in Bradford. Members communicate to discuss the issues and identify priority campaigning concerns which are shared with wider stakeholders and delivered straight to the relevant places via B-Spoke.

www.bradfordcc.org

Cycle Bradford

Cycle Bradford is the brand for cycling in our district. It is not a group but instead a unifying label that will, going forward, offer collective brand identity unifying the network of facilities, organisations and advocates working together on cycling activity with the aim of improving access to cycling opportunities. Cycle Bradford is an integral part of wider district strategies, including the Active Bradford Physical Activity and Sport Strategy. This brand has a website which has been developed to primarily function as a signposting facility to allow anyone with an interest in cycling in Bradford District to gain easy access to the information they need in order to take part.

www.cyclebradford.org.uk



4. Why cycle? Setting out the benefits

Since the 2012 strategy investment in cycling has increased greatly. Despite increased interest in cycling and improved delivery of opportunity there is much more to be done. That is the purpose of this strategy update. It is a fact that the spending remains tight and that direct funding for significant cycling development will continue to be difficult to secure.

It is therefore more important than ever that we set out the many imperative reasons why cycling should be an integral activity in people's lives, all of which carry significant direct and indirect economic benefits.

CONVENIENCE

- Travelling by bike gets you from A to B **quickly** and in a **reliable** time.
- Cycling is a physical activity that can be incorporated into **daily routines**, which reduces the need to plan **exercise** into your free time
- Cycling is a **cheap, easy and fun** way to explore and experience the district.

SUSTAINABLE GROWTH

- National research shows for every £1 invested in cycling over £4 is put back in to the local economy – the cycling industry is a growth industry and, along with active tourism represents a considerable economic plus for Bradford, the Leeds City Region and Yorkshire as a whole
- The Tour de France showed that cycling events can bring a huge boost to the economy with an additional £12 million coming to the district thanks to this event
- Cycling benefits employers, since having a healthy workforce reduces sickness leave and increases productivity by between 4% and 15%.

SPORT, LEISURE & ACTIVE LIFESTYLES

- Currently British elite athletes are leading the world in cycle sport across the disciplines. Bradford district is home to a number of these elite athletes and the inspiration they provide
- Engagement in competitive cycling is a known way to encourage longer term participation amongst young people
- Leisure participants in cycling have a greater propensity to take up cycling as a day to day mode of transport.

ENVIRONMENT

- Road transport in Bradford produces over 590,000 tonnes of CO₂ per year contributing towards climate change
- Cycling has very low environmental impact and helps contribute towards a pleasant urban environment. Conversely motor vehicles are the single largest contributor to poor air quality which contributes towards the cause of death in 6.3% of deaths, a total of 61,000, in the region per year
- Cycling gets citizens out and about in their local neighbourhoods helping to enrich and enliven communities
- The benefits of cycling as a form of physical activity outweigh the risks from a road safety perspective.

ACTIVE TOURISM & MAJOR EVENTS

- The Tour de France has fundamentally shifted the perception of our region, and places in our district, as being some of the best places to the cycle in the world
- We have a well established history of delivering mass participation events in our district in our partnership working with British Cycling
- We also continue to work in partnership with Sustrans to develop routes such as the Great Northern Railway Trail and the Airedale Greenway. Leisure routes have a positive effect on the tourist economy.

HEALTH

- Poor air quality caused by traffic pollution has a significant impact on the health of communities in Bradford
- If obesity trends continue unchecked 60% of the population will be obese by 2050
- The cost of inactivity per year to the NHS in Bradford is £10m (Sport England, 2013). We need to get active. Regular cycling means that you increase the chance of living longer and having fewer illnesses
- Cycling can lead to positive mental health as it connects people to the outside world and reduces the stresses often felt sitting in congested traffic.

WHY CYCLING IS IMPORTANT TO LOCAL AUTHORITIES & THEIR PARTNERS

- Increased physical activity and in turn improved health for our citizens means individuals are less of a burden upon health services across their lifetimes
- Reductions in congestion have the combined benefits of improving accessibility and air quality and can have a positive affect upon the local economy
- Cycling specific schemes generally produce high Benefit Cost Ratios (critical in transport scheme decision making).





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Big Red Bridge Consultation Event

5. Our Cycle Strategy

The previous pages have set out the vision for cycling in Bradford and the partnership that will drive forward delivery of the vision. The rest of the strategy is about how we will work to deliver our vision to make cycling a normal part of day to day life for every resident and visitor to Bradford District.

TARGETS

Being open about what our targets are and what we are trying to achieve is essential to drive forward performance, ensuring this strategy will be delivered.

INVESTMENT £10 from external sources invested per head, per year to deliver transformational change

INNOVATION Cutting edge cycle projects delivered every year

TOWARDS A SUSTAINABLE ECONOMY Contributing to 'good growth' with 5% of commuter trips into the city centre by bike

NORMALISED CYCLING Progressing delivery of a cycle network that is attractive, safe and accessible for all, in all environments

INCREASING CONFIDENCE AND SAFETY All primary children will receive cycle training in school and we will increase uptake of cycle training amongst adults year on year.



Aims

Our targets to increase cycling are ambitious and we recognise that there is more to do to achieve them. Through listening to consultation on the strategy and with inspiration from the West Yorkshire Cycle Prospectus we have developed three key aims. These mutually dependent aims are as follows:



Delivery on the above targets and aims will produce a **transformation** in the way that cycling is perceived, practised and participated in.

Objectives, Actions and Delivery

In this chapter we introduce the objectives that will deliver on the three key aims. Further detail on the actions behind each objective can be found at the back of this strategy in the separate Action Plan document. Each Objective has its own small Action Plan Section with a number of Actions listed. The Action Plan is the 'live' part of the strategy that the partners will use going forward to list actions, timescales for delivery, monitoring and funding information. As such it can be continually updated and adapted as projects develop.

In the consultation for, and drafting of this strategy update partners provided a range of ideas for future projects that we wanted to capture to help set the direction of our vision even where we might not have a resource in place to deliver them yet. To help differentiate between these future schemes, those that are current and those we have completed the Action Plan is presented with a version of the RAG system and has Red (future), AMBER (current) and Green (complete) colour coded actions to help partners understand our progress.

Monitoring

To help achieve success it is important to measure the progress we are making to meet our aims, objectives and targets and that we are held accountable against our progress. There are two ways in which we will measure this.

Firstly, we will use the Action Plan as a live document recording progress of actions with the RAG system detailed above.

Secondly, it is also useful to understand progress with the monitoring of a wider range of factors that can help us to measure performance. These Key Performance Indicators (KPIs) will be treated as a live record and as such will also form part of the Action Plan, therefore allowing for emerging individual indicators to be added as well as old and no longer relevant indicators to be removed. It is important that we commit to recording data that we know we can understand and record effectively.

At the time of strategy completion the list of confirmed KPIs to form part of the strategy was confirmed as the table overleaf shows.

TARGET	INDICATOR	DATA COLLECTED
Investment Indicators which either directly indicate cycling investment or which highlight wider societal trends that reinforce the need for investment	Spend on cycling per person	Various sources (annual approx. spend for long term schemes)
	Childhood obesity	No. of obese children in Year 6
	New routes	Kilometres of new bespoke cycling specific route built
Innovation Indicators that highlight our success in securing new projects or the success of our existing cutting edge programmes	New cycling schemes secured	No. of new schemes
	Bike Friendly Businesses	No. of registered firms
	Mass participation event	No. of participants
	Led ride (Local programme)	No. of participants
	Breeze rides	No. of participants
	Disability cycling	No. of participants
	Cycle Sports	No. of participants
Towards a sustainable economy Indications as to what affect our programme is having on modal choice	Travel to school	Hands up survey - % by mode*
	Commuter cycling	Data from various vehicle count locations - % by mode*
Normalised cycling Indications as to the affect that our programme is having on public perception that cycling is attractive, safe and accessible	Active People Survey	%age of people physically active
	Registered cycle clubs	No. of clubs
	Registered club members	No. of members at each club
	Cycle accidents	No. of KSIs involving cyclists
	Bridleways Legally Recorded	No. of orders processed
	Women Cycling	% split female users on City Connect routes
Increased confidence and safety Monitoring our children's and adults' cycle training programmes	Balance bike participants	No. of participants
	Balance bike participating schools	No. of participating schools
	Bikeability participants	No. of participants
	Bikeability participating schools	No. of participating schools
	Active School Travel programme	No. of participating schools
	Active School Travel engagements	No. of participants
	Adult Cycle Training	No. of participants

*results only representative of a sample rather than whole district



Accountability

Reporting on the Strategy and the Action Plan and the KPIs will be undertaken formally on an annual basis to the Environment and Waste Overview and Scrutiny Committee of Bradford Council. This committee formally endorsed the 2012 version of the strategy and continues to support the vision to make Bradford District a place where cycling is naturally part of everyone's daily life.

More informally the Action Plan will be regularly reviewed by the Bradford District Cycle Forum, B-Spoke as part of their bi-monthly meeting structure. This regular review will inform the report taken to the Committee and will therefore lead to key issues as understood by members of the cycling community being brought to the attention of key district decision makers for escalation where required.



Aim 1:

Improve the environment for cycling

The ENVIRONMENT for cycling is defined as “places where people can cycle and feel fully confident and able to do so”. Such places include roads, dedicated cycle routes, bridleways, canal towpaths, cycle circuits, cycle sports facilities, parks, schools, colleges, universities, gyms and work places.

The list above includes two main types of cycling infrastructure:

DESTINATIONS - places where cycling happens as an activity in itself but also the places from which we start and end our journeys; our workplaces, schools and homes

ROUTES - the routes along which we travel between destinations. The journeys we make along these routes can be for a range of reasons including our commute, touring holidays, leisure, races and other mass participation events or just to pop to the shops!

The combination of routes and destinations for cycling can be collectively referred to as a “Cycling Network”.

Destinations are critical. For cycling to feel accessible to all we must be confident that we

have the right facilities at both the start and end of our journeys (e.g. storage, showers, and drying facilities) such that cycling is a natural choice. And yet destinations can be about so much more than facilitating convenient journeys. In Bradford we have a strategic ambition to bring world renowned facilities to the district such as a Yorkshire velodrome and Yorkshire cycling museum. To think of destinations on this scale is to pull cycling to the forefront of our local economy and we are proud to hold this scale of ambition for the district.

The routes of our Cycling Network cater for a variety of different uses. This can include catering for longer distance uses such as touring, tourism, major events and the leisure and commuter journeys of more experienced users. However our routes are also, if not more so, about providing for more local journeys to connect people to destinations within five miles.

An additional factor to consider for the Bradford Cycle Network is topography. Bradford District is a hilly place. This can be an advantage when we consider the attraction of the district's hills from a sporting perspective. However, topography also contributes towards funnelling a whole



range of transport types into the valleys of Bradford District. This includes cyclists, most particularly commuters. Given that space is at a premium in the valley corridors we must consequently work harder to make sure that cycling is a safe and attractive activity in these busy environments.

All of the above factors require that we develop a strong strategy to understand what infrastructure is needed. In turn we need to deliver that infrastructure to make that network a great place for cycle journeys to be undertaken with confidence for all, from those of 8 to 80 years of age and at all levels of physical ability. This broad range of our citizens will only feel enabled to cycle every day if we reprioritise public space to favour more vulnerable users (i.e. cyclists and pedestrians).

This work has already started. With the CityConnect programme we are seeing a step change with nationally leading ambition in the delivery of the Cycle Superhighway between Leeds and Bradford, on the Canal Road Corridor and with further improvements to the Leeds-Liverpool Canal towpath. But there are still many gaps that cause our network to be disjointed and some journeys to remain difficult for many to feel confident taking on a bike.

Of course, we must also acknowledge that where infrastructure is developed its continued maintenance is just as important. Surfacing arrangements, street sweeping, parking issues, winter maintenance, the positive engagement of volunteer rangers and the long term sustainability of hubs are all vital considerations in a long life approach to delivering a great Cycling Network.

As well as improving routes and places, we need to improve information on how to get around on the local network. This means signs, maps and a strategic approach to providing info on cycle routes. The Schematic Network Map provides a first indication of how a Cycle Network Map and the individually numbered routes of that network start to take shape with continuous direct routes providing for cycled journeys through the varied urban and rural environments of the district. Each route is numbered and would have corresponding on route signage to make journeys and destinations across the district easy and accessible.

The above mapping of routes and ambitious destination development ideas provide a vision for a bespoke future Cycling Network. We know this vision is only the start and we will with our Action Plan tackle the issues in order to deliver a high quality Cycling Network that is accessible for all.

We therefore have FOUR KEY OBJECTIVES to provide the focus for the various actions required to ultimately deliver that Network:



OBJECTIVE 1A
STRATEGIC ROUTE DEVELOPMENT

Develop top-class, dedicated cycling routes that provide key arteries for cycling across and within the district. Develop a series of priority schemes to form the critical strategic routes of this strategy. When delivered these schemes will provide the framework to connect local neighbourhoods to a wider network as well as providing for long distance touring and leisure journeys.



OBJECTIVE 1B
LOCAL NETWORK DEVELOPMENT

Develop high-quality local networks via placemaking within neighbourhoods and key public areas (including town and city centres) that connect sensibly to core cycle routes, transport hubs and key destinations. Work to ensure that as national guidance and bespoke delivery advances, development in our local network is reflective of these evolving circumstances.

OBJECTIVE 1C
WAYFINDING AND MAINTENANCE

Develop a strategy for, and in turn deliver, a range of classed, numbered and signed routes to enable riders of all standards and on all types of journey to enjoy easily navigable journeys on our local Cycling Network. Where network elements are in place ensure that appropriate maintenance regimes are also in place.



OBJECTIVE 1D
DESTINATION INFRASTRUCTURE

The expectation for quality facilities to be provided at destinations, as standard, throughout the district. This requires good quality cycle parking, showering and storage facilities in our workplaces, schools and homes. It also means that public cycle storage should be provided to facilitate all journeys, to a standard and in the right locations. This objective also exists to promote the development of a network of bespoke quality 'hub' destinations across the district where cycling takes place. This ranges from local facilities running community cycling activity through to nationally recognised bespoke facilities.

Routes Development

This map gives an indication of our understanding, at the time of publishing, of the Bradford Cycle Network, what has already been delivered and where we need to make further investment to deliver that bespoke network. It also acknowledges that as well as routes between places we need to make neighbourhood environments better, safer places to cycle. Further, it provides a number of locations that already have some form of facility that, in helping people to get access to bikes, training or activities help to increase levels of participation.

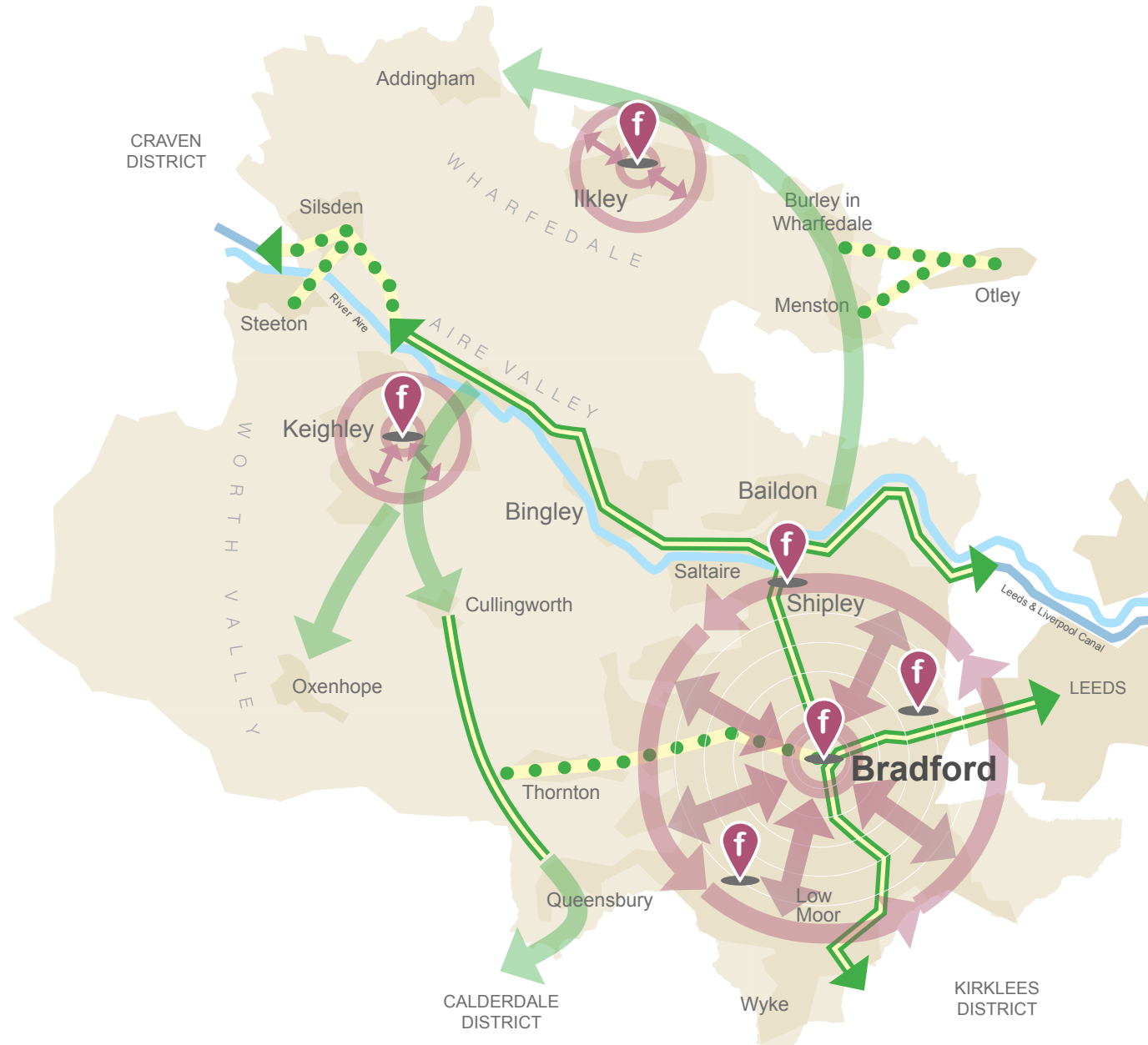
KEY

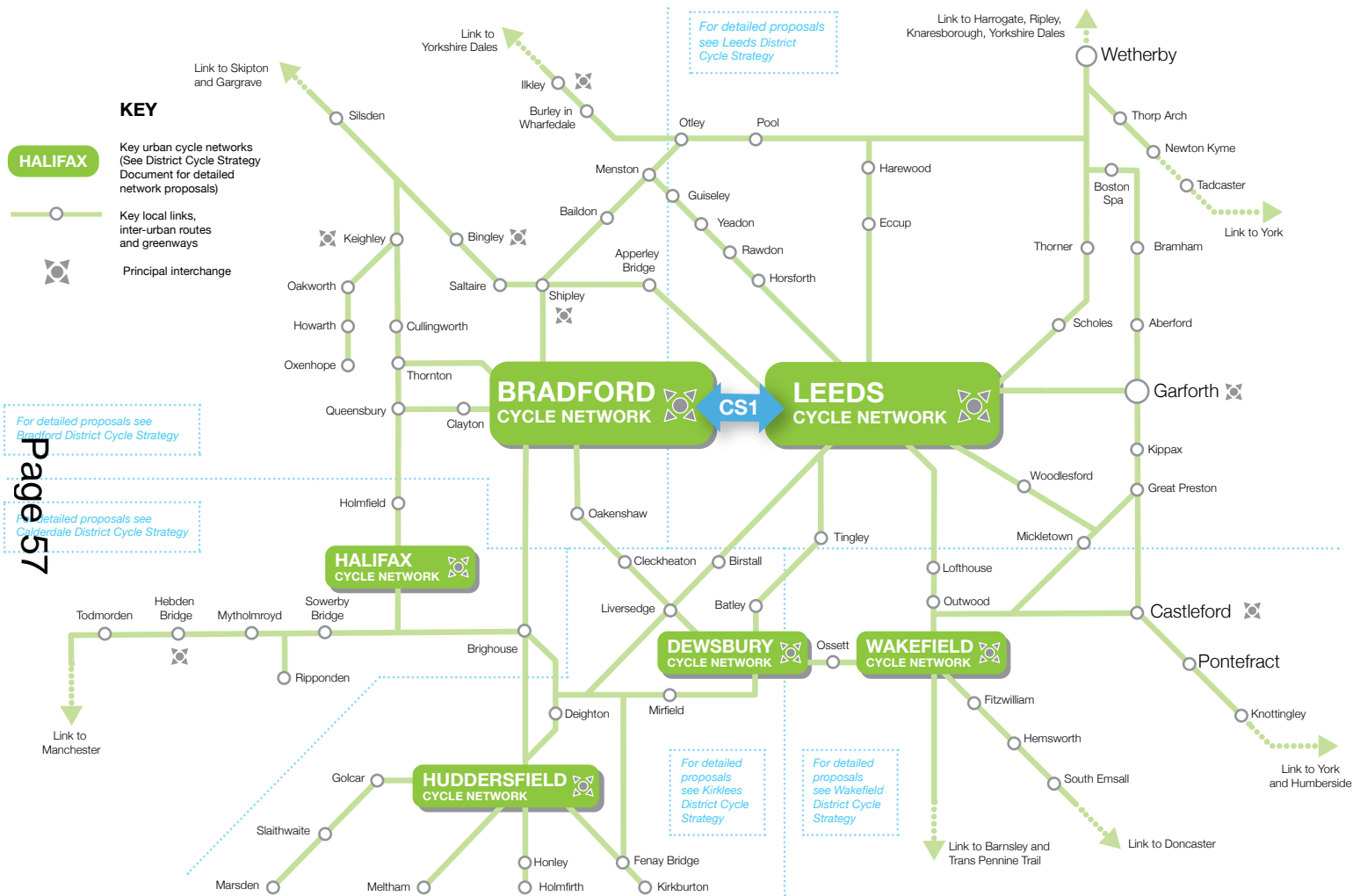
Arterial Routes / NCN

- Complete/under construction
- Feasibility work commenced
- Future routes?

Local Routes / Connections

- Urban Areas - local connectivity to be assessed
- Cycling facilities / hubs





Regional Schematic Network

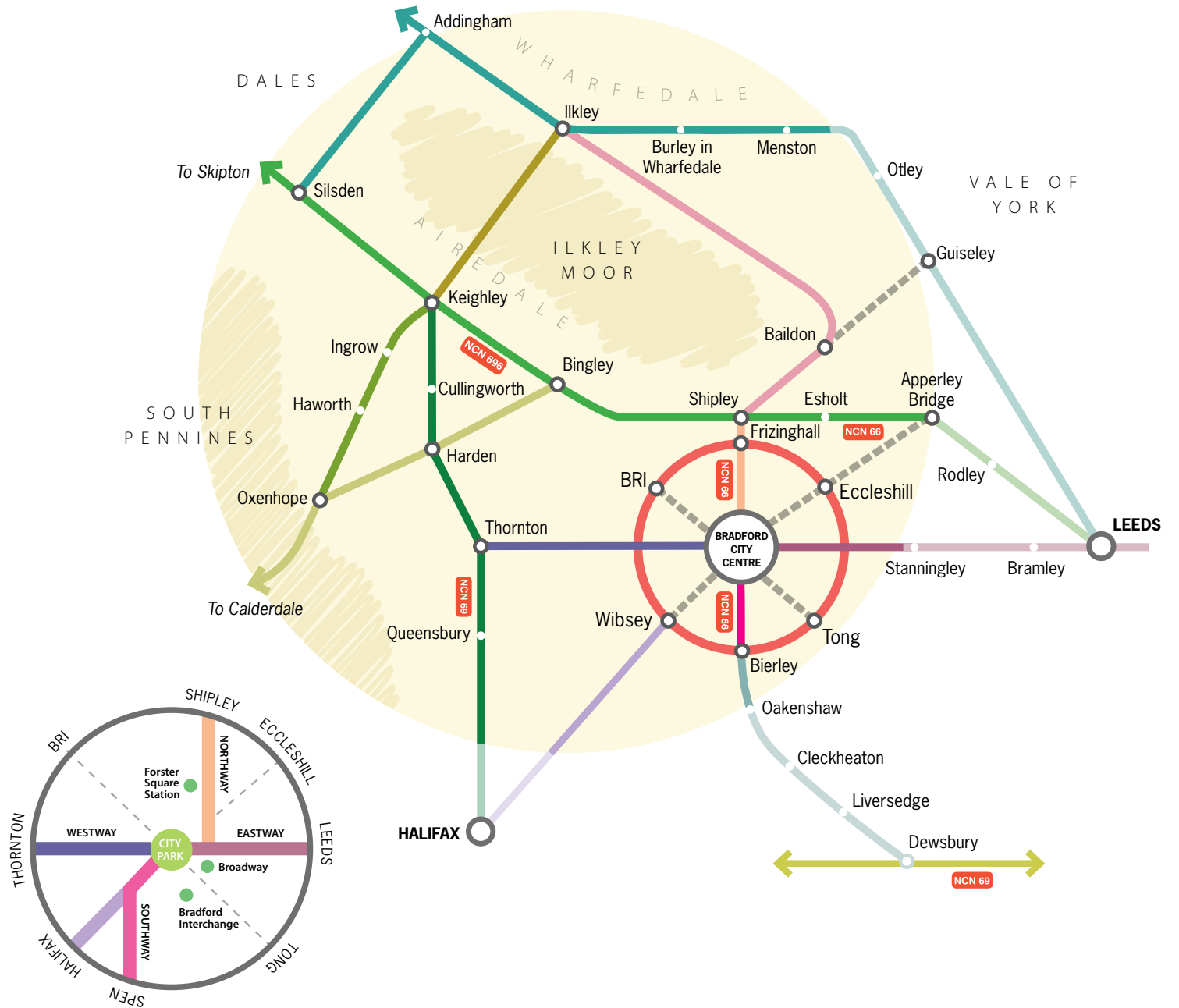
Regionally, a cycle network concept has been developed which may come to form an element of the forthcoming West Yorkshire Transport Strategy and the separate Cycle Prospectus. This schematic map provides an idea of some of the longer distance commuting, leisure and touring routes that are, or could become, important in forming our region's wider Cycling Network.

District Schematic Network

A draft schematic for the future of a fully signed, integrated and intuitive Bradford Cycle Network. Similarly to the regional schematic, this map sets out a vision for our network where some routes are already in place and others are longer term aspirations.

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SUPER HIGHWAYS	
	City Orbital
	Key Local Routes
	Route To Halifax
	Wharfedale Link
	Northway
	Eastway
	Westway
	Southway
GREENWAYS	
	Airedale Greenway
	Spenn Valley Greenway
	Calder Valley Greenway
	Wharfedale Greenway
	Great Northern Railway Trail
	Worth Valley Greenway
	Aire - Calder Link
	Moor Road



Aim 2: PROVIDE GREATER ENCOURAGEMENT FOR CYCLING

Having taken steps to ensure the environment for cycling is being and will continue to be developed, it is equally important to enable participation with ENCOURAGEMENT to all existing and potential cyclists to get out and ride. This aim looks towards how people and activities can work to encourage cycling to be a part of daily life for people of all ages.

Confidence to cycle is not just feeling safe and secure about the routes we travel on. It is just as important that people are confident in their own cycle skills and feel enabled to take part in cycling as a positive experience. It is important that we have a simply structured and therefore accessible approach to how we encourage participation help people to get cycle training and develop their skills, whatever their age.

Cycling must be seen as an accepted and valued activity that can be a practical, fun and exciting part of life in Bradford District both as a means of transport and as an activity in its own right. To foster this view it is important that we have cycling champions in our communities to provide a positive message and a platform for cycling, events to encourage participation and training to help the citizens of

Bradford feel confident in their own skills and abilities.

We also need to build upon our success in attracting the Tour de France to our region to deliver a fantastic programme of events ranging from the world renowned to the locally organised. We have a fantastic club heritage in the district, with West Yorkshire having the highest number of registered clubs at the time of writing, many of whom are involved in the organisation of a range of fantastic events. Enthusing people to partake in sporting and leisure activities also helps as a way to enable people to feel confident in cycling as a mode of travel. We must continue in the delivery of proven successful activities and also be ambitious in our work to bring new and exciting events to the district that put us on the map as the cycling destination of choice.

Finally we must recognise that cycling activity is a wide ranging positive element in local life. It is a critical part in the story of our sporting prowess, our districts reputation, our economy and our children's futures. To ensure Bradford District's success in all these respects cycling must play a central part.

Providing encouragement for cycling will therefore be achieved via the following THREE KEY OBJECTIVES:

OBJECTIVE 2A

CHAMPIONING CYCLING

Harness the enthusiasm and experience of key Bradford people and organisations that already are or can become active champions of cycling in all its aspects. Identify and embrace these key figures as champions and use their positive influence to encourage communities and partners to play their part in making cycling a natural part in all our day to day lives.

OBJECTIVE 2B

CYCLE TRAINING

Ensure appropriate training in cycling skills and in cycle maintenance skills is available regardless of age, gender, status and income.

OBJECTIVE 2C

SUPPORT FOR CYCLING EVENTS AND ACTIVITIES

Support and promote existing and new events (from World Class sporting events to regular community activities) in the Bradford District that residents and visitors alike can take part in, watch, be inspired by and be part of.



Aim 3: IMPROVE ENGAGEMENT IN CYCLING

The key to creating true transformation is ensuring that there is constant, open, clear and positive information exchange between partners and that those partnerships retain an understanding of the issues from the participant perspective.

With interest and investment in cycling on the increase and the improved environment and encouragement for cycling that will be delivered as a result of this strategy, it is important that these relationships are strengthened and that new emphasis and focus is placed upon communication and leadership between and from a variety of sectors. All partners must play their part and all must be held to account to ensure collective success in delivery.

One of the most common reasons cited by people who have not got involved is because they “didn’t know” that something was going on. Or, even if they did, the perception was that it was somehow “not for them”. Clear communication of the vast range of cycling activities for all that are available in Bradford is a significant task but one that will be made

much easier by the wider development of this strategy and by the partnership approach to its delivery.

It is also important to understand that often a targeted and tailored message is necessary to create better awareness and understanding and break down barriers to cycling being an inclusive activity. This is not just about increasing participation in cycling but also crucially educating all users of public space to respectfully and safely share those spaces with others.

This results in the following THREE KEY OBJECTIVES:

OBJECTIVE 3A ADVERTISING AND PROMOTION

Enhance the message of all forms of cycling and Bradford’s cycling “offer” by the clever and targeted use of marketing and social media to promote cycling as a natural activity and/or choice of transport mode and to actively disseminate all relevant information via all media outlets. This includes supporting, adding value to and promoting key cycling partner campaigns and initiatives.



OBJECTIVE 3B EDUCATING PARTNERS

Ensure that all partners have an appropriate awareness of cycling needs and safety requirements. On one level this is about engagement with professionals and leaders who can work to make sure cycling opportunity is centrally considered in development decisions and should be such for all sections of the population. This objective is also about the need to innovate in ways of communicating with all public realm users. This is important so as help create a proactive relationship with all communities and foster a positive view of cycling as well as to deter dangerous behaviours. Further, we must add Bradford’s voice to national lobbying to improve national standards for cycling-friendly infrastructure and signage and effect legal status for key issues.

OBJECTIVE 3C LEADERSHIP, RESPONSIBILITY AND DELEGATION

Determine, via the B-Spoke Partnership, who must take a lead on each of the various aspects of cycling development and be responsible for outputs and results. Ensure that engagement across the various partners is co-ordinated so as to present a unified and constructive voice for cycling. Ensure that partners play leadership roles such that cycling is integrated into every facet of everyday design, development, activity and promotion to overtly convey the message that cycling is not only permitted but is actively encouraged.

6. Our Action Plan

The Action Plan lists a comprehensive range of the projects that we are considering as priorities in Bradford District and that, once implemented, will contribute towards reaching our targets.

We have taken a decision that this action plan, whilst not exhaustive, should function to capture the wide range of projects that we would wish to see enacted in the district, even where delivery possibilities are not currently clear. Equally, to help highlight where progress is proving effective but where we need to add further to it, it will also contain some completed schemes.

As such the action plan is RAG rated using the basic principle of:

GREEN	Completed projects / highlighting successes
AMBER	Current projects
RED	Future projects

The action plan is sub-divided into ten sections that correspond to the ten objectives of the strategy.

These various projects of the action plan will be monitored both through a regular review of their progress by the B-Spoke partnership and against an annual tracking of progress against KPIs. The inclusion of various KPIs can change over time much like progress against key actions, as such the listing and recording of KPIs is also included in the action plan as the live part of the strategy. Any failing in progress against KPIs will help to inform and review the various priorities of the action plan.

Many projects that will meet our objectives are dependent on funding and in order to implement this Strategy we are constantly working to secure new sources of funding through public, private and third sectors on local, national and European levels.

As a live document that can be updated at any time, the Action Plan sits separately from the Strategy. Both documents can be found online at: www.cyclebradford.org.uk

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Report of the Chair of the Environment and Waste Management Overview and Scrutiny Committee to be held on Tuesday 18 April 2017.

AK

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

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

Portfolio:

**Environment.
Transport.**

Overview & Scrutiny Area:

Environment and Waste Management.

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
Tuesday, 28th June 2016 at City Hall, Bradford.			
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.	
Tuesday, 26th July 2016 at City Hall, Bradford.			
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
Tuesday, 20th September 2016 at City Hall, Bradford.			
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.	
Tuesday, 25th October 2016 at City Hall, Bradford.			
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
Tuesday, 29th November 2016 at City Hall, Bradford.			
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.	
Tuesday, 20th December 2016 at City Hall, Bradford.			
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
Tuesday, 20th December 2016 at City Hall, Bradford. 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.	
Tuesday, 24th January 2017 at City Hall, Bradford.			
1) Water Management Scrutiny Review.	Information gathering session.	Mustansir Butt.	
Tuesday, 31st January 2017 at City Hall, Bradford. 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.	
Tuesday, 7th February 2017 at City Hall, Bradford.			
1) Water Management Scrutiny Review.	Information gathering session.	Mustansir Butt.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 28th February 2017 at City Hall, Bradford. 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.	
Tuesday, 28th March 2017 at City Hall, Bradford. 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
Tuesday, 28th March 2017 at City Hall, Bradford. 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.	
Tuesday, 18th April 2017 at City Hall, Bradford. 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) Energy efficiency of Private Sector Rented Housing and legislative impacts.		Julie Rhodes/Pete Betts.	Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 25 October 2016.
3) Bradford District Cycling Strategy.		Tom Jones.	Environment and Waste Management Overview and Scrutiny Recommendation from Tuesday 29 November 2016.
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

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

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

1) Renewables Future for Bradford Council.

Description

Update report.

Report

Neil Morrison.

Comments

Environment and Waste Management Overview and Scrutiny recommendation from Tuesday 6 October 2015.

2) Water Management Scrutiny Review.

Key findings and review recommendations.

Mustansir Butt.

3) Resolution Tracking.

Progress made against the recommendations made by the Committee.

Mustansir Butt.

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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.	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.		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.
15	Environmental Enforcement Strategy.		Steve Hartley/Ian Day.
16	Air Quality Update.		Ruth Lees/Ralph Saunders.
17	Bradford Environment Forum Annual Report.		Julia Pearson.
18	Environment Agency Annual Report.		Nicola Hoggart.
19	Public Health Outcomes Framework. spaces for health reasons and	Shirley Brierly/Sarah	More in-depth reports on the two indicators entitled utilisation of outdoor
		the fraction of mortality attributable to particulate air pollution, to be presented in the next municipal year, following a discussion among the Ove	Possingham/Ralph Saunders.

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