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Agenda for a meeting of the Environment and Waste Management Overview & Scrutiny Committee to be held on Tuesday, 23 January 2018 at 5.30 pm in Committee Room 4 - City Hall, Bradford

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT	GREEN
Gibbons Senior	A Ahmed Berry Mohammed Watson	Stubbs	Love Warnes

Alternates:

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

NON VOTING CO-OPTED MEMBERS

Nicola Hoggart

Environment Agency

Julia Pearson

Bradford Environment Forum

Notes:

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- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

From:

Parveen Akhtar

City Solicitor

Agenda Contact: Jane Lythgow

Phone: 01274 432241

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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 19 December 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. PROPOSED FINANCIAL PLAN UPDATED 2018/19 TO 2020/21 1 - 22

The report of the Strategic Director, Place, (**Document “X”**) presents budget proposals pertaining to the Environment and Waste Management Overview and Scrutiny Committee which were approved for consultation by the Executive on 5 December 2017.

Recommended –

That the budget proposals be noted and comment be provided to inform the consultation process.

(Steve Hartley – 01274 434748)

7. BRADFORD FORSTER SQUARE FULL BUSINESS CASE PROCUREMENT 23 - 44

Previous reference: Minute 46 (2016/2017)

Members are aware that the redevelopment of Bradford Forster Square Train Station is one of the key schemes of the £1b West Yorkshire Transport Fund (WY+TF).

The report of the Strategic Director, Place, (**Document “Y”**) informs Members of a commission document to procure consultancy services for the Full Business Case (FBC) for the Forster Square Gateway Project. The exact value of the contract is yet to be determined but is likely to be in excess of £2m. As such officers are reporting to the Committee for Member engagement and contribution on the commission.

Recommended -

- (1) That Members give views and comments in relation to the Full Business Case Procurement.**
- (2) That the procurement documentation, in its final form, be presented to Members at the meeting on 20 February 2018.**

(Steve Hartley – 01274 437336)

8. WORK PROGRAMME 2017/2018

45 - 56

Previous reference: Minute 47 (2017/18)

The report of the Chair of the Committee (**Document “Z”**) presents for Members’ consideration the Committee’s work programme for 2017-18.

Recommended –

- (1) That Members consider and comment on the areas of work included in the 2017-18 Work Programme for the Committee.**
- (2) That Members consider any detailed scrutiny reviews that they may wish to conduct.**
- (3) That the work programme 2017-18 continues to be reviewed regularly during the year.**

(Mustansir Butt – 01274 432574)



Report of the Strategic Director Place to the meeting of the Environment and Waste Management to be held on 23 January 2018

X

Subject:

Proposed Financial Plan updated 2018/19 to 2020/21

Summary statement:

This report presents budget proposals pertaining to the Environment and Waste Management Overview and Scrutiny Committee which were approved for consultation by the Executive on 5 December 2017

Steve Hartley, SD, Place
Julian Jackson, AD, Planning and
Transportation

Portfolio:
Environment, Sport & Culture
Regeneration, Planning and Transport

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1. SUMMARY

This report presents budget proposals pertaining to the Environment and Waste Management Overview and Scrutiny Committee which were approved for consultation by the Executive on 5 December 2017

2. BACKGROUND

During 2016, the Council embarked on an exercise to develop a financial plan to show how the forecast revenue budget deficit over four years would be closed. The plan was borne out of an extensive process of outcome-led planning, which focussed on the level of investment the Council intends to make in the activities and services which are most effective in delivering the Council's priorities.

As stated in the Medium Term Financial Strategy (MTFS) local government continues to face various challenges amidst a backdrop of uncertainty. As such, the four year plan needs to be monitored and action taken to reflect changes to the forecast position. The MTFS forecast a financial gap of £12.4m in 2018/19 rising to £20.1m in 2019/20 and a potential gap of £45.8m by 2023/24.

This report makes detailed proposals for refreshing the 2018/19 position and sets out the detailed plans for 2019/20.

For 2020/21 it indicates the level of affordable spending on Council priorities, and signals the need for continuing engagement with stakeholders in developing plans and proposals for those years.

3. MAIN MESSAGES

Since 2010, the Council has approved £255.8m of budget savings, and has invested £48.0m into priority areas largely to help cover the impact of demographic growth.

This report is the refresh of the financial component of the Council Plan 2016 to 2020 and aligns resources with priorities.

Social care in both adults and children's experience continuing pressure which has necessitated adjustments to the financial plan set in February 2017. The key message is spend on social care must be contained within the financial envelopes set otherwise there will need to be a severe curtailment of other services. The Chancellor's Autumn Budget 2017 was silent on the pressures facing social care.

In addition, there are savings for 2019/20 that are a continuation of 2018/19 proposals approved by Budget Council in February 2017 totalling £14.8m.

Due to new emerging pressures and changes to funding assumptions necessitating targeted investment, an emerging gap has required further new savings proposals totalling £2.8m over the two years (2018/19 £1.6m, 2019/20 £1.2m). New proposals pertaining to this Committee are set out in Appendix C.

The report also shows the forecast position for 2020/21 where there are indicative savings required of £37.5m. The Council signed up to a four year settlement that guaranteed the level of Revenue Support Grant up to and including 2019/20 but the Council desperately needs some certainty on the future of local government funding in order to make considered decisions on the allocation of future resources to the Council Plan priority outcomes.

The budget savings requirement outlined are after an assumed increase in Council Tax of 4.99%¹ in 2018/19 (equivalent to £62.76 on a Band D property) with 1.99% of further increases for 2019/20 and 2020/21, and after the assumed implementation of a Council Tax Reduction scheme raising a net £3.4m on a recurring basis. (see section 5.11 for further details)

In total this financial plan incorporates savings of £30.7m over the two years 2018/19 (£7.1m) and 2019/20 (£23.6m).

4. NATIONAL CONTEXT AND IMPACT ON BRADFORD

4.1 Autumn Budget

The Council submitted a response to HM Treasury on the Autumn Budget. The Chancellor's Autumn Budget published on 22nd November has set out the fiscal policy direction of central government which aims to continue lowering public debt against a lowering of the forecast productivity growth and GDP growth. There was very little in respect of local government finance in the budget and no indication of the future of local government finance once the current four year funding agreements end in March 2020.

The reductions in future GDP growth impacts on future public sector debt levels and the level of public sector expenditure. The current Spending Review runs up to and includes 2019/20.

The key message is that there were no further cuts announced to local government funding but neither were there any new funds to tackle the growing demands and pressures.

4.2 Business Rate Reform

As reported previously the government was undertaking work on reforming business rates. This work consisted of three streams:

- Fundamental Review of Relative Need
- Reset of the Business Rates Baseline
- 100% rates retention

¹ The 4.99% increase in Council Tax in 2018/19 is inclusive of a 3% Adult Social Care precept. It is currently unclear if local authorities with Adult Social Care responsibilities will be able to raise income through a Social Care precept from 2019/20 onwards.

The Local Government Finance Bill fell on the dissolution of Parliament before the general election and did not feature in the June 2017 Queen's Speech. There are now strong indications that the Fundamental Review of Relative Need (or Fair Funding Formula) is being worked on with a possible implementation date from April 2021.

Similarly, there are suggestions that whilst the move to 100% business rate retention is unlikely during this parliament there could be a move to say 75% rates retention without the need for primary legislation.

Given the inherent uncertainty about the final outcome and timing of these reforms this financial plan has made no assumptions on the impact of any business rates reforms on the Council.

4.3 Four year settlement

The Council agreed with DCLG a four year settlement that covers the years 2018/19 and 2019/20 in relation to the amount of Revenue Support Grant (RSG) the Council will receive. This agreement was always subject to change if exceptional circumstances arose and also there is no certainty yet on local government funding beyond April 2020. Notwithstanding the four year settlement, RSG only covers a portion of the income from central government and the local government settlement that follows the Autumn Budget may necessitate a revision to this financial plan.

4.4 New Homes Bonus

The actual baseline for 2018-19 will not be announced until the provisional settlement, and there is no indication of the level at which it will be set. The government consulted on further changes to the New Homes Bonus scheme (NHB) that may result in councils being penalised for successful planning appeals or not having an adequate Local Development Plan in place. The New Homes Bonus contained in this financial plan is based on a dead-weight of 0.4% and forecast growth in Band D equivalent properties.

5. LOCAL CONTEXT

5.1 Local Context: Aligning Resources to Priorities & Performance

As the Council has repeatedly signalled over preceding years, the financial pressures arising from reducing budgets, increasing demand and rising costs mean that some areas of activity will no longer be viable in their current form. Some will have to be scaled back or cease entirely. Even priority activities will see budget reductions and will have to be run differently.

Under these circumstances, resources must be targeted increasingly on the activities, areas and people where investment will make the biggest difference to the District's future well being and prosperity. The Financial Plan is therefore aligned to the priority outcomes and activities identified in the Bradford District and Council Plans which are summarised in Fig. 1. This approach is consistent with

previous years and progress across priority outcomes is summarised below.

Figure 1: Bradford Council Plan on a Page 2016 -2020



Extract from Council Plan on a Page 2016 - 2020

In relation to the performance on these outcomes the broad direction of travel for outcomes most relevant to this Committee is outlined below.

5.2 Better Skills, More Good Jobs and a Growing Economy

A growing and inclusive economy offering opportunities to all is the key to the District’s future prosperity and well being and to sustaining our ability to pay for good public services.

Our local economy is big and growing, worth £9.5 billion, with over 17,000 businesses and an expanding visitor economy worth £615m. The numbers of highly

qualified people are increasing and employment rates are rising. However we need more jobs, higher productivity, higher levels of skills and improved infrastructure.

The Council is playing its part in supporting the delivery of new jobs and is on track to meet its current targets. Connecting more people to opportunity and employment is central to our approach. For example, our five year programme to build capacity in anchor organisations in our most deprived communities is delivering innovative projects that further engage women in the labour market.

The Council has made significant investments in recent years in improved public realm, city centre regeneration, support for advanced manufacturing and with partners in delivering state of the art digital industries. Working with regional partners, we have secured new rail stations at Apperley Bridge and Low Moor and resources for vital road improvements in Keighley.

Our ability to compete with other cities and regions not just nationally but across the world, will be critical to our success. We are working hard to attract new jobs and investment by positioning and marketing Bradford District as a place to live, work, visit and invest in and by collaborating with partners across the region and with Government to secure the resources needed to improve economic infrastructure and an investment pipeline of projects for example, a high speed rail stop in Bradford.

This financial plan proposes the allocation of resources to help to realise our ambitions for economic growth, secure inward investment and sustain the Council's revenue base. Key components of the plan for growth are support for housing delivery, site development and business rates growth, promotion of the District's offer to investors and a fund to invest in income-generating assets.

These investments will support the expansion of the Council's revenue base enabling it to sustain valued services and improve outcomes in a way that is aligned with the economic strategy and that delivers social value.

A vibrant and attractive cultural offer is critical to our plans for growth and the proposed plan creates capacity for additional capital financing to support cultural and economic infrastructure.

5.3 Decent Homes That People Can Afford to Live In

The District requires significant numbers of new homes in order to meet demand. While overall housing stock has been increasing and Bradford is a high performer in terms of bringing empty homes back into use – although rates remain above average – a rapid acceleration in supply is needed. With the Local Plan now agreed, priority areas for investment and growth include the canal road corridor and the city centre.

Increasing the delivery of new homes not only helps to meet housing need and stimulate economic growth but can also increase Council revenue by increasing the numbers of households paying Council tax. Support for housing delivery is therefore a key component in the targeted plan to deliver growth as outlined in section 5.4.

Alongside building new homes to meet the needs of a growing population we need to ensure existing stock (mainly private sector stock) is safe and of good standard and the Council teams within Housing Standards, Private Sector Lettings and Empty Homes work closely with landlords to try and drive up standards. Bradford's legacy of a high proportion pre-1919 stock makes the task challenging.

Council resources are used to best effect to prevent and tackle homelessness. This continues to pose serious challenges to the Council but new ways of addressing this are being explored.

5.4 Safe Clean and Active Communities.

Bradford District is home to around 1,500 community groups and 100,000 active citizens who collectively represent one of our most significant assets. The Council has long worked closely in partnership with our communities to deliver good outcomes across the District and this continues to be the case for example, through the People Can initiative. Working collaboratively with communities is becoming an increasingly important part of the approach to dealing with diminishing financial resources. We are for example, seeing more and more people helping out to deliver services in their neighbourhoods and to take control of local assets through our Community Asset Transfer programme.

Waste and recycling are among the most highly valued universal services that the Council provides. Kerb side recycling rates have been improving and look set to increase further following the successful introduction of alternate weekly collections. In order to maintain the quality and coverage of services the Financial Plan proposes investment of £3m to deal with increasing disposal costs and pay for improvements to the waste collection fleet of vehicles.

5.5 New Investments

Detail of recurring and non-recurring investment/cost pressures are set out in Appendices A and B respectively.

Key on-going investments include a further £3m is being invested into the universal service of waste collection and disposal to deal with increasing costs in this area.

Over the next three years money is being invested to set up a team to deliver a targeted plan to grow the Council's income, aligned with the economic strategy and to deliver social value.

6. ON-GOING BUDGET ENGAGEMENT AND CONSULTATION

The Council has duties to consult on the new and amended budget proposals for 2018/19 and 2019/20. The consultation is to understand people's views, which can be conscientiously taken into account in finalising the budget in February 2018. It is also an opportunity to increase public understanding of the scale of the financial challenge and why difficult decisions need to be made.

The consultation commences on publication of this report. Pro-active consultation activity will commence following this Executive meeting on 5th December 2017. This activity will then continue until 28th January 2018, to enable the feedback to be reflected in the papers that are published for the Executive meeting on 20th February 2018.

7. RISK MANAGEMENT AND GOVERNANCE ISSUES

The main risks to the financial plan are:

2017/18 financial performance is already indicating that some savings proposals are no longer achievable or behind plan. For savings that are deemed no longer practicable to achieve due to a change in external circumstances then this refreshed plan deals with those areas with new proposals that are being consulted on.

The net effect of these adjustments is a reduction in proposals of £6.0m.

The financial plan assumes that remaining savings that are currently behind plan will be fully back on track by 2019/20.

The Autumn Budget was published on 22nd November 2017 and will be followed by the Local Government Provisional Financial settlement (expected late December) this could have an effect on the current assumptions underpinning this financial plan. There could be changes to the actual forecast flow of specific grants or a revision to the assumptions. The Council has an agreed four year deal with DCLG on the level of RSG and 2018/19 and 2019/20 are the final two years

Economic forecasts suggest that inflation may rise further and/or interest rates may rise.

There has also been speculation about lifting the public sector pay cap but based on the Autumn Budget 2017 this financial plan assumes that this does not extend to local government. If the pay cap were to be lifted each 1% increase in the pay bill would add an additional £2.2m costs to the Council's pay bill (excluding schools).

Consultation outcomes may mean that specific proposals cannot be delivered or need adjusting.

8. LEGAL APPRAISAL

8.1 The Council must comply with all the legal requirements and local agreements to consult on proposals to change or withdraw services before the Council is asked to make any final decisions.

8.2 The legal requirements for a proper consultation exercise are as follows:

- consultation must be at a time when proposals are at a formative stage;
- sufficient reasons for the proposals must be given to allow intelligent consideration and response;
- adequate time must be given for a response; and
- the product of the consultation must be conscientiously taken into account

before the decision is made.

8.3 Section 149 of the Equality Act 2010 (the public sector equality duty) provides that:

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

(2) A person who is not a public authority but who exercises public functions must, in the exercise of those functions, have due regard to the matters mentioned in subsection (1).

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

(5) Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) tackle prejudice, and
- (b) promote understanding.

(6) Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

(7) The relevant protected characteristics are—

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have prepared equality impact assessments on the proposals to assist elected members in having regard to this duty.

These are accessible via this link: <https://www.bradford.gov.uk/your-council/council-budgets-and-spending/equality-impact-assessments/>

- 8.4 Section 3(1) Local Government Act 1999 imposes a duty on local authorities to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. Section 3(2) requires local authorities to consult representatives of
- persons liable to pay any tax in respect of the authority
 - persons liable to pay non-domestic rates
 - persons who use or who are likely to use services provided by the authority,
 - persons appearing to the authority to have an interest in any area within which the authority carries out functions

for the purpose of deciding how to fulfil the duty imposed by Section 3(1).

- 8.5 Pursuant to Section 188 Trade Union and Labour Relations (Consolidation) Act 1992 (TULRCA 1992) the Council as employer is required to consult the recognised Trade Unions where there is a proposal to dismiss by reason of redundancy (which includes voluntary redundancy) 20 or more employees at an establishment within a period of 90 days or less. If 100 or more employees are at risk of dismissal by reason of redundancy at any one establishment within a period of 90 days or less the consultation must begin at least 45 days before the first of the dismissals takes effect.

- 8.6 Where a proposal gives rise to a transfer under the Transfer of Undertakings (Protection of Employment) Regulations 2006, trade union consultation will be carried out in accordance with those Regulations.

9. OTHER IMPLICATIONS

9.1 EQUALITY & DIVERSITY

Each proposal is subject to an Equality Impact Assessment, which will be developed through the consultation period. These are accessible via this link <https://www.bradford.gov.uk/your-council/council-budgets-and-spending/equality-impact-assessments/>

Elected Members should consider the Equality Impact Assessments in full.

The consultation period provides the opportunity for the Council to better understand:

- the consequences for individuals with protected characteristics affected by changes, particularly related to proposals relating to social care;
- any cumulative impact on groups with protected characteristics.

9.2 SUSTAINABILITY IMPLICATIONS

There are no direct sustainability implications resulting from this report.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no direct greenhouse gas emission implications resulting from this report.

9.4 COMMUNITY SAFETY IMPLICATIONS

Where there are any community safety implications arising from individual budget proposals these will be covered in the consultation exercise. Any implications arising from the consultation will be presented to subsequent meetings of the Executive.

9.5 HUMAN RIGHTS ACT

There are no direct human rights implications arising from this report.

9.6 TRADE UNION

In accordance with the requirements of Section 188 Trade Union and Labour Relations (Consolidation Act) 1992, consultation with the Trade Unions will commence on 27th November 2017.

The **new** proposals provided to the Trade Unions highlight the areas where staff could be at risk of redundancy and show that the proposed likely full time equivalent (FTE) reductions in a number of areas is calculated to be 85 FTEs reductions for 2018/19 and 68 in 2019/20. This is in addition to the proposed 107 FTEs reductions for 2018/19 about which the Council commenced consultations with the Trade Unions on 28th November 2016. These numbers also exclude the 240 FTEs in relation to the proposal on Prevention and Early Help announced on 30th October 2017. Where a proposal gives rise to a transfer under the Transfer of Undertakings (Protection of Employment) Regulations 2006, trade union consultations will be carried out in accordance with those regulations.

Senior Management will be explaining the proposals in more detail to the Trade Unions at the Trade Union meetings scheduled to take place from 7th December 2017.

Equality Impact Assessments (EQIA) are being prepared on all proposals that have a staffing implication, these will be available as part of the consultation process. All information from individual EQIAs will feed into an overall Corporate EQIA.

Staff will also be briefed on the proposals.

9.7 WARD IMPLICATIONS

In general terms, where the proposed cuts affect services to the public, the impact will typically be felt across all wards. Some proposals could potentially have more impact direct local impact on individual organisations and/or communities. It is expected that the consultation process will allow an analysis of local impacts to inform final decisions.

10. NOT FOR PUBLICATION DOCUMENTS

None.

11. RECOMMENDATIONS

- 11.1 It is recommended that members of the Committee note the budget proposals and provide comment to inform the consultation process.

12. APPENDICES

Appendix A: Recurring pressures and investment proposals

Appendix B: Non recurring investment proposals

Appendix C: New Proposals Open for Consultation until 28th January 2018

Appendix D: Schedule of 2019/20 proposals open for consultation until 28th January 2018 (2018/19 for reference only)

Appendix E: Schedule of amendments to previous budget decisions not subject to consultation

13. BACKGROUND DOCUMENTS

Proposed Financial Plan updated 2018/19 to 2020/21 – Executive, 5th December 2017

Medium Term Financial Strategy 2018/19 to 2020/21 and beyond – Executive, 11th July 2017

Mid-Year Finance and Performance Statement for 2017/18 – Executive, 7th November 2017

Appendix A

Recurring pressures and investment proposals pertaining to Environment and Waste Management O&S Committee

(impact is shown on an incremental basis)

Ref.	Description of proposal	2018-19 Impact £'000	2019-20 Impact £'000	2020-21 Impact £'000
	Safe Clean and Active Communities			
ERP5.1	Increased costs associated with waste disposal	1,717	521	540
ERP5.2	Prudential borrowing budget for waste vehicles	288	0	0

Appendix B

Non-recurring investment proposals pertaining to Environment and Waste Management O&S Committee

(impact is shown on an incremental basis)

Ref.	Description of Option	2018-19 Impact £'000	2019-20 impact £'000	2020-21 impact £'000
	Safe Clean and Active Communities			
PNR5.1	One off foreign exchange loss on new waste disposal contract	133	(133)	0

Appendix C

New proposals open for Consultation until 28th January 2018 pertaining to Environment and Waste Management O&S Committee

Ref	Proposal for Change	2018/19 £'000 Impact	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
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Better Skills, More Jobs and a Growing Economy

5R1	Reducing de-trunked (previously Highway Agency controlled) road maintenance budget	224.8	0.0	<p>A reduction in the overall allocation of revenue maintenance would lead to a reduction in the numbers of maintenance cycles undertaken for each aspect of maintenance in any given year. (e.g. reducing litter picking activities from 4 times per year to 2 times).</p> <p>Any reduction in highway maintenance will impact most people the same, but will possibly have slightly greater impact on people who are more elderly, disabled or pregnant.</p>	Priority would be given to any maintenance activities which have a 'life or death' consequence on users of the highways network. However as the scope, nature and therefore impact of specific maintenance requirements is not known, it is not possible to propose measures to fully mitigate or eliminate the possible disproportionate impacts.	5R1
5R2	Increased charges for activities on the highway – review of charging schedule.	25.0	0.0	This will only have a very low impact on those people on low incomes or low wages due to the increases in charges (skips, scaffolding etc).	There are limited opportunities for putting in place mitigations, but these will continue to be considered.	5R2
5R3	Increasing percentage level of staff capital recharges to external projects/ customers	250.0	0.0	No impacts identified	N/A	

Appendix D

Schedule of 2019/20 proposals open for consultation up to 28th January 2018 (2018/19 for reference only) pertaining to Environment and Waste Management O&S Committee

REF	Proposal for Change	2018/19 £'000 NOT subject to consultation	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
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Better Skills More Jobs and a Growing Economy

4R2 Page 16	West Yorkshire Combined Authority (WYCA) Transport Levy – proposed reduction in the levy	1,234.1	750.0	This proposal could have an adversely disproportionate impact on both the young (under 18's) and elderly sectors of the community as the funding which is being reduced is specifically used to fund schemes/programmes which are delivered for these groups.	The negative impacts would need to be considered within the wider West Yorkshire context in consultation with WYCA with whom the ultimate decisions on which aspects of their budgets to reduce would rest. Some aspects of expenditure of the Transport Levy are protected by national regulation and hence are likely to remain largely unaffected by any reductions as a consequence of this proposal. It is therefore anticipated that those elements of expenditure which are discretionary are likely to bear the majority of any agreed levy reduction.	4R2
4R11	Planning, Transportation and Highways - introduction of limited lighting hours / switch off of street lighting on non-principal road network	60.0	60.0	Introduction of this proposal in additional areas of the district will have a disproportionately negative impact on some protected characteristics. Fear of crime amongst the elderly will increase where back streets and	The Council has developed a set of criteria which are used to select streets where limited lighting hours are introduced. These criteria assess road safety statistics, criminal activity records, infrastructure condition and involve consultation with the local community on any proposals being	4R11

REF	Proposal for Change	2018/19 £'000 NOT subject to consultation	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
Page 17				<p>residential roads are unlit during the early hours of the morning and it is from this characteristic group that the greatest impact is anticipated.</p> <p>Similarly fear of crime on unlit streets could adversely impact the protected characteristic groups of disability, race, religion/belief and sex who may all experience increased levels of concern about the proposal.</p>	<p>prepared.</p> <p>Any streets which are considered appropriate to be included in the programme of limited lighting operation will be fully appraised using this model before a decision is taken on whether or not to implement the limited lighting hours infrastructure is taken. Those streets with high criminal activity and/or poor road safety records will not be included in the project beyond their initial assessment.</p> <p>To avoid any undue distress to local residents only those streets which “pass” the desktop assessment will be consulted upon with the local community.</p>	
4R20	Regeneration – no longer accept new schools onto the Active School Travel programme with existing provision being phased out over the following years of this budget process	28.0	28.0	<p>The nature of the Active School Travel programme is such that its cessation would effectively adversely affect the young children and adolescents which the programme targets through removal of the opportunities afforded under the programme to embed health lifestyle choices.</p> <p>Similarly, as children with a sedentary lifestyle are predominantly found in areas of deprivation and low incomes, the cessation of this programme would likewise have an impact on this protected characteristic.</p>	Working with schools it may be possible to introduce aspects of the programme into the school curriculum, however given the demands on pupil contact time created by the national curriculum this may not be a significant mitigation proposition.	4R20
4R21	Regeneration –	62.5	62.5	This proposal will adversely affect the	Nominal charges for provision of training	4R21

REF	Proposal for Change	2018/19 £'000 NOT subject to consultation	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
Page 18	reduction in the funding for the Road Safety Team			younger sections of society, or those from wards with a particular road safety problem (which tend to be predominantly low income inner city wards) who will not be able to access the same level of training and awareness activities as are currently provided by the Road Safety Team.	<p>programmes could be introduced, however these have historically been seen as barriers to ensuring take up of the training provided and therefore may have a counter effect to that anticipated.</p> <p>Programmes of training interventions may need to be targeted to Key Wards in each year due to reduced resources. This would ensure that those wards with an identified road safety issue receive some training but may mean that some areas of the district similarly are not offered any training in future.</p> <p>Alternative funding sources for the provision of this service could be explored within West Yorkshire to offset the reduction in funding.</p>	

Safe Clean and Active Communities

4E1	Parks and Bereavement management rationalisation; withdrawal from direct management of sport pitches and bowling greens; raise prices of bereavement services.	160.0	60.0	<p>Impact on clubs with lower level of membership / players and/or financial resources at their disposal which could ultimately result in some clubs to merge or disband</p> <p>With regard to bereavement service proposals, any increase in charges, particularly at a rate above inflation, will by definition have a disproportionate</p>	There is a growing interest from local communities, residents, Parish/Town Councils and sports clubs to become more involved in the operation of public assets, particularly where the opportunity exists to develop community use. Such as having direct access to a range of grant funding bodies whilst 'ownership' allows increased sponsorship and fund raising opportunities.	4E1 A&B
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REF	Proposal for Change	2018/19 £'000 NOT subject to consultation	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
Page 19				<p>effect upon those on low incomes for a service that cannot be viewed as discretionary.</p> <p>Given that cremation charges are currently lower than burial charges, particularly should a new grave be required, any percentage price rise will generate a higher cash increase in the cost of burials than that of cremations. This could represent a disproportionate effect for those religious/faith communities that due to their beliefs have no choice between funeral types. The Muslim and East European communities fall in this latter group.</p> <p>The implementation of a flat rate cash increase to both cremations and burials would however have increased the cremation charge to a level disproportionate to that of the burial charge in terms of comparator values of neighbouring Councils.</p>	<p>The Service would seek to support individuals/groups of clubs both directly and through the National Governing Bodies to take overall responsibility and would consider an incremental approach over a defined period. Prior investment in the assets to transfer together with elements of seed funding and appropriate rent will allow financially sustainable organisations to develop.</p> <p>The most deprived/low income communities receive support for the cost of funerals from the Council through Adult Services.</p> <p>The proposed above inflation increase in charges for funerals will result in local service users continuing to pay less than the average within West Yorkshire for all services.</p> <p>It is intended to introduce a reduced rate for the walling of graves to coffin height which will mitigate the effect of the increases for those faith groups that adopt such a requirement</p>	
4E2	Waste Collection and Disposal Services – Full year effect of introduction of alternate weekly collection and associated round reduction, improved recycling, reduction in	807.0	(84.0)	Alternate weekly collections fully implemented with the exception of rural rounds (in hand) with no adverse impacts identified. The proposal is likely to have no or a low impact on everyone so it is considered that there is no disproportionate impact on any group who share protected	The Council already provides assisted bin lifts for residents where mobility or accessibility issues arise. In this circumstance the resident can call the Contact Centre and a home visit will be arranged to assess how the Council can help.	4E2

REF	Proposal for Change	2018/19 £'000 NOT subject to consultation	2019/20 £'000 Impact	Equalities impact on the Equality Duty protected characteristics & low income groups	Mitigation	EIA
	residual waste and improved efficiencies.			characteristics. It is however recognised that a move to alternate weekly collection could result in the residual waste bin being heavier to move around.		
4E3	Trade Waste – process and service improvements including back office, round efficiencies and business development opportunities.	0.0	43.0	No impacts identified	N/A	
4E5	Street Cleansing and Public Conveniences – reduction to street cleansing resources for 2019/20	336.3	1,004.5	<p>The street cleansing proposal has the potential to have a low impact on predominantly inner city highly densely populated areas. The people who live in these areas are in the main white people on low incomes and communities from BME backgrounds.</p> <p>In terms of closure of the toilets there is likely to be a disproportionate impact on older people, pregnant women, parents requiring access to baby changing facilities, young children, transgender community, and disabled people, particularly those with complex needs, and people who, because of their physical condition, may need to visit the toilet more regularly.</p>	<p>Increased waste awareness and anti litter/education campaigns in affected areas and the new robust enforcement model for targeting those people that drop litter, will mitigate the impact.</p> <p>The department have approached relevant Parish Councils, Friends of Groups and other interested community groups whether they would be interested in taking over the running of toilets. The discussions surrounding takeover and Community Asset Transfers are progressing well</p>	4E5 A&B

**Appendix E - SCHEDULE OF AMENDMENTS TO PREVIOUS BUDGET DECISIONS
NOT SUBJECT TO CONSULTATION (incremental basis) - pertaining to Environment
and Waste Management O&S Committee**

Ref	Description	Prior Year Savings £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000
Better Skills, More Jobs and a Growing Economy					
4R4	UTC Centralisation	0.0	(246.0)	0	0.0

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Report of the Strategic Director of Place to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on 23rd January 2018.

Y

Subject:

Bradford Forster Square FBC Procurement.

Summary statement:

The redevelopment of Bradford Forster Square Train Station is one of the key schemes of the £1bn West Yorkshire Plus Transport Fund (WY+TF).

CBMDC officers are currently preparing a commission document to procure consultancy services for the Full Business Case (FBC). Whilst the exact value for this contract is yet to be determined it is likely to be in excess of £2m. As such officers are now reporting to the committee for engagement and contribution on this commission.

Steve Hartley
Strategic Director for Place

Portfolio:
Regeneration, Planning and Transport

Report Contact: Craig Snow,
Transport Fund, Programme Manager
Phone: (01274) 43 7336
E-mail: craig.snow@bradford.gov.uk

Overview & Scrutiny Area:
Environment and Waste Management

1. SUMMARY

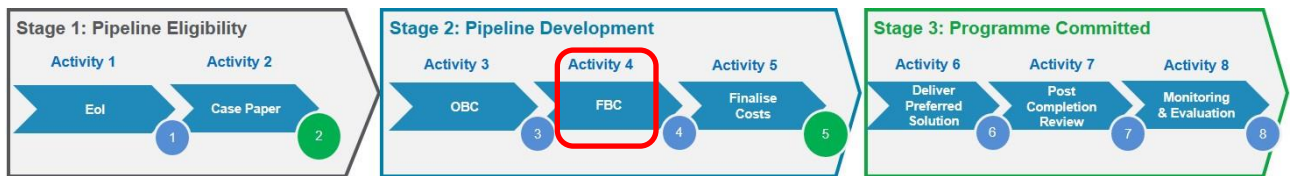
CBMDC officers have prepared a draft commissioning document for the development of a Full Business Case (FBC) for the Forster Square Station Gateway Project. This commission is likely to have a value in excess of £2m and as such must be seen by the Overview and Scrutiny Committee.

The attached Appendix A provides the draft wording for the Procurement Brief on the FBC. Members are asked to read through and comment upon the content of Appendix A.

Officers will, with member comments taken into account, return to the committee with the final version Procurement documentation for the February meeting of the committee.

2. BACKGROUND

- The Bradford Forster Square scheme is one of the ‘Station Gateway’ projects of the WY+TF
- Development phases undertaken up to point have included the completion of an initial masterplan.
- In turn this led to the production of an Outline Business Case (OBC) with services procured from Arup.
- The overall anticipated scheme cost at OBC was estimated at approximately £17m
- The completion and approval of the OBC led to the release of FBC development monies for a spend of up to £3.6m. Final costs for the FBC stage are yet to be determined.
- The purpose of the FBC is to revisit and where required rework the OBC analysis and assumptions building in and recording the findings of the formal procurement. This case at its conclusions recommends the “most economically advantageous offer”, documents the contractual arrangements, confirms funding and affordability and sets out the detailed management arrangements and plans for successful delivery and post evaluation.



- The FBC stage is anticipated for completion by the end of the 2018/19 financial year
- The FBC will be peer reviewed by fellow officers at the Project Appraisal Team (PAT) at WYCA before then, subject to the findings of the PAT meeting, being sent to the Investment Committee and in turn WYCA Boards at the Combined Authority for approval.
- The final phase before on site delivery commences would be the finalisation of costs which is about applying due diligence to the assumptions of the FBC as well as assessing the delivery capabilities of the interested market actors / potential bidders for the contract.
- The procurement of consulting services for development of the FBC is being led by CBMDC. Another option to see the lead with Network Rail was considered but CBMDC has been determined, in an agreement with all partners, as the most appropriate lead to meet the objectives of the project programme.

3. OTHER CONSIDERATIONS

A recent public consultation on the scheme has produced some initial findings (see Appendix B) which indicate that the majority of the public are in support of the scheme (86% of respondents gave a positive view). Also, the proposed facilities for the station site were seen as important by respondents, with all having an average importance of above 3 out of 5 barring cycle parking facilities. Finally, a majority of respondents were in favour of arches in the station site having a rounded rather than pointed appearance. There were a total of 461 responses.

4. FINANCIAL & RESOURCE APPRAISAL

- As a discrete package of work with a likely price in excess of £2m it is necessary that the procurement of the FBC should be seen by the Environment and Waste O&S.
- The funding awarded is from the West Yorkshire+ Transport Fund and that there is no contribution from the Council (i.e. it is 100% grant funded).

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- A live risk register is kept for the Bradford Forster Square project. The development of a full understanding of quantifiable risks is a critical facet of the commission.
- The project will be managed in accordance with the requirements of the WYCA Assurance Process and associated Funding Agreement requirements
- A Project and Programme Board is in place to provide oversight.

6. LEGAL APPRAISAL

- There are no legal matters for discussion at this stage

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

There are no equality and diversity implications for discussion at this stage. It should however be noted that the scheme is very much being developed in line with the CBMDC Equality Objectives with a full community consultation having taken place and been reported in December 2017 and further detailed design consultations to be held across the life of the FBC programme.

7.2 SUSTAINABILITY IMPLICATIONS

- The station improvement will deliver a positive sustainability impact in terms of boosting the attraction of public transport usage

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

- The station improvement will deliver a positive greenhouse gases impact in terms of boosting the attraction of public transport usage

7.4 COMMUNITY SAFETY IMPLICATIONS

- There are no community safety matters for discussion at this stage

7.5 HUMAN RIGHTS ACT

- There are no human rights implications

7.6 TRADE UNION

- There are no Trade Union implications

7.7 WARD IMPLICATIONS

- There are no ward implications for discussion at this stage

8. NOT FOR PUBLICATION DOCUMENTS

- none

9. OPTIONS

This report is the key opportunity for members to contribute in the procurement approach on the Forster Square FBC. Members are invited to comment on Appendix A to inform the content of the document.

10. RECOMMENDATIONS

- (1) That Members give views and comments in relation to the Full Business Case Procurement.
- (2) That the procurement documentation, in its final form, be presented to Members at the meeting on 20 February 2018.

11. APPENDICES

Appendix A – Procurement Brief Draft
Appendix B – BFS Consultation Initial Report

12. BACKGROUND DOCUMENTS

- Minutes of the CBMDC Overview and Scrutiny Committee, December 2017 – Item on the Forster Square Station Public Consultation
- Minutes of the WYCA Board 29th June 2017 – Decision to progress to FBC
- Bradford Forster Square Outline Business Case Final Report
- Bradford Forster Square Funding Agreement

**City of Bradford Metropolitan District Council
& West Yorkshire Combined Authority**

**Brief to Tender
Bradford Forster Square Station Gateway**



West Yorkshire Combined Authority (WYCA)
Wellington House
40-50 Wellington Street
Leeds
LS1 2DE

Version Control			
Version No.	Date	Description of change	Approved by
0.1	07/12/17	1 st Draft	

Background to Project

Bradford District is the fifth largest local authority area in the UK with a population of 528,000. The district has the fastest growing working age population outside of London and with 24% below the age of 16 (compared to a national average of 19%) Bradford is one of the youngest cities in Britain. With a rapidly growing population there is an expectation that 42,000 new homes should be built in the district by 2030. The district also has the eleventh largest economy in the UK with the ninth highest number of businesses per head and the third largest manufacturing sector. The UK's largest inter-city movement of commuter journeys is between Bradford and nearby Leeds.

The City of Bradford has seen significant regenerative change in recent years. After a long hiatus, the Broadway shopping centre was finally completed and opened in late 2015. Before this the City Park development set the scene for a new and increasingly positive economic outlook for the city and district. Despite these positive regenerative milestones, the city continues to be viewed as having a transport infrastructure which does not appropriately reflect the scale of the population or the economy that it serves.

Central to this critique are the two rail stations serving the city centre, Bradford Forster Square and Bradford Interchange. Since late 2013 the Council has led in procuring the development of Station Masterplans for the two rail stations. This led to the completion of separate masterplanning documents for each station in October 2014 (Appendix xx). Each of the masterplans was produced to provide the critical conceptual basis upon which later architectural and technical design, appraisal processes and ultimately site construction will be based.

Within this context, the concepts created as part of the masterplanning stage have been developed into an outline business case. This was submitted to the West Yorkshire Combined Authority, gaining approval in April 2017 (Appendix xx). This now allows the project to work up the outline design to a detailed stage, and submit and Full Business Case.

Project Issues Aims and Objectives

Existing Issues

- Lack of sense of arrival at the station or sense of arrival in Bradford;
- Poor waiting facilities and a poor waiting environment (as it is not enclosed) at the station;
- Anti-social behaviour issues in the vicinity of the station which affect the perception of safety at the station which in turns affects usage of the station;
- Access to the station for persons with reduced mobility outside of the lift operating hours and when the lift of out of commission;
- Severance issues due to limited operating hours of station lift and School Street entrance to the station; and

- Lack of visibility of the station from Valley Road and St. Blaise Square.

Strategic aims

- City of Bradford Metropolitan District Council – to support the sustainable growth of Bradford and improve movements into and around the city centre; and;
- West Yorkshire Combined Authority – to deliver the station as part of the WY+TF Stations Gateway Programme to achieve enable growth in Bradford and the wider Leeds City Region

Project Objectives

The Bradford Forster Square station will see the re-development of the existing station to provide a new, high quality, modern station facility which will significantly enhance the user experience, providing an attractive and welcoming gateway to the City of Bradford.

The proposed scheme will see significantly improved facilities provided at the station with the main station building providing toilets, a dedicated café and a ticket office/information centre which will be equipped with ticket vending machines. Seating will be provided in the main concourse area.

The station will also include a separate newsagents located within one of the four pods to be located within the existing station arches. The other three pods will house cycle parking, a mess room for Network Rail and/or Northern staff and a mess/storage room to be provided for the Community Garden and Meadow Area. Cycle parking will also be provided outside the station.

Two lifts to School Street will be provided in place of the existing lift/stair core. These lifts will be operational between the first and last train times, which will significantly improve connectivity and reducing severance to School Street, Darley Street and the Markets. It will promote a significant improvement in inclusive access to the station.

The scheme will also deliver significant public realm improvements both on the forecourt area and at the Lower Kirkgate pedestrian entrance at the former Westfield Compound, which will also promote enhanced connectivity to Broadway and the city centre. In the forecourt area, facilities for taxi and private vehicle pickup and set-down will be provided while provision for buses will also be made. Access to the existing Centenary Court building will be maintained however, there is a continuing investigation to understand whether the point of vehicular entry into this building can and should be reoriented to be from the Lower Kirkgate side.

A total of 75 car parking spaces will be provided in the main car park, including four accessible spaces. The accessible spaces will be located approximately 80m from the station entrance with rest points provided within 50m of the spaces and station

entrance. Electric vehicle charging points are also proposed and these will also be accessible to electric taxis.

The Community Pocket Park, located adjacent to Platform 3, will provide a space to be managed by a community group(s) via the Northern Friends of Stations engagement programme. This will be an area of hardstanding and/or soft landscaping and will be accessible from the main station concourse only.

Providing two lifts connecting to School Street rather than one (existing) to ensure that connectivity to the City Centre, particularly Darley Street, is promoted. A third lift, connecting to Broad Street could be added in the future;

Providing toilets within the main station building which can be maintained to an appropriate standard and to ensure that they do not attract anti-social behaviour.

CONCEPT DRAWINGS HERE

Commission Outputs (Activity Schedule):

Based on the development of the project to date, the required output of this commission is to take project development to a detailed design stage. The key output of this is a detailed, single costed option to allow the project to engage the market to construct the station. As with all stages of project development, this commission will be subject to WYCA's assurance framework, detailed in Appendix xx. The expected outputs of this stage of work are a number of deliverables associated with a Full WebTAG compliant Business Case development. In addition to this, Compliance with rail industry standards will be a key element of project development. Project development will also be subject to Network Rail assurance through GRIP. It is expected that the project will align FBC submission with the GRIP 5 approval stage, although this is potentially negotiable as the Asset Protection Agreement is finalised with Network Rail.

With the above in mind, the following deliverables are expected as part of this commission:

- Development of Full Business Case documentation that complies with WYCA's assurance framework. Key elements for consideration are:
 - Economic Case – Appraisal Specification Report (ASR) – As a priority, produce a WebTAG compliant ASR that outlines the approach to economic appraisal. This can then be used as a basis for updating the existing model alongside other aspects of the economic case.
 - Strategic Case – update required in line with project development.
 - Financial Case – update with detailed cost estimates that relate to detailed design of the station.
 - Commercial Case – clear procurement strategy will need to be developed to allow the project to progress to the construction phase
 - Management Case - will need to be updated to reflect any changes in project development
- Manage the Network Rail Interface through the use of xxxxxxxx
 - To lead the negotiation of the requirements of the Basic Asset Protection needed to deliver the scheme. This will allow a detailed programme of

- development to be produced that reflects all decision points/sign off requirements associated with GRIP/rail industry compliance.
- Alongside CBMBC, Manage ongoing relationship with Network Rail as the project develops.
 - To provide expert advice as to the most efficient route to deliver the scheme through the rail industry.
 - This management of the Network Rail Interface should be treated as a specific requirement to provide specialist expertise in the understanding of Network Rail systems, procedures, practices and how to get the job done in line with a 3rd party client / project management expectation. Bidders may wish to consider a subcontract to ensure this expertise is secured.
 - Do we need an additional bullet about the attribution of assets to partner responsible parties and the associated RAG rating?
- Develop all detailed design drawings associated with the various elements of the scheme.
 - To undertake a number of investigations/surveys, including:
 - Ground Investigation (Noted that this can present a situation of a large variation and differences of opinion on scope required. It was proposed to request that the tenderers be asked to price establishing the scoping document and price for managing the delivery of a set sum of work. This provisional sum would be put into the cost separately)
 - Necessary statutory environmental surveys and reports associated with scheme development.
 - Railway arches investigations - This includes arches that will form part of the new station concourse, as well as those adjacent to the pedestrian access from Cheapside.
 - Disability Impact assessment.
 - Pedestrian Modelling (With input from Network Rail), including fire evacuation analysis. This is intended to inform the development of the detail design to ensure the final design reflects passenger movements.
 - Detailed project programme - As mentioned, particular attention should be paid to the interface with Network Rail and the key decision points/sign off to ensure a GRIP compliant design.
 - Planning application input – to assist with any necessary planning application/land transfer requirements of the scheme
 - Stakeholder consultation – to lead any required consultation with key project stakeholders.
 - Phasing and buildability
 - Temporary station operation requirements – to plan for how the station will be managed during the construction phase. This should form part of the negotiation with Network Rail as part of the Asset Protection Agreement, and form part of the detailed project programme.
 - To liaison with CBMDC internal teams, including
 - Landscape team – to jointly develop landscape proposals. This process will also have to be rail industry compliant, meet Office of Road and Rail requirements, have consideration for disabled users of the station environment and be compliant with police security in design expectations. The Landscapes team will also lead in the design of the Pocket Park and will do so in close consultation with Friends of the Station community partners

- Highways team –Collaborative working with Highways team to design elements of highway boundary interface
- To lead on an updated Risk register with all involved stakeholders. Particular attention will need to be given to the interface with Network Rail/Rail Industry risk.
- To manage and plan for the necessary Approvals required from CBMDC internal boards/committees.
- Notify who will be Principal Designer
- Building regulations control
- Based on the final detailed design, prepare the contract document for the construction phase of the project.
- Identification of Friends of the Station partners in collaboration with the CBMDC Landscapes team

BMDC require submission of tender no later than xxx.

5. Key Assumptions

The scheme can be delivered on existing Network Rail land and progressed under permitted development. All other land needed to develop the scheme is currently with in CBMDC ownership and CBMDC acting as the highway authority would be able to make changes to the adjacent road network in accordance with regulations to enhance access to the station.

Whilst most of the works can be completed without interacting with existing railway operations there is a likelihood that Network Rail possessions will be needed to deliver elements that are close to the operational railway (eg: platform canopies). It is therefore essential that the project programme and cost allocation reflects the likely impact of any necessary possessions. It would also be advantageous to co-ordinate and possessions other maintenance closure to achieve efficiencies.

In order to progress the scheme in the timeliest and resource efficient manner, Network Rail has indicated a willingness to progress the scheme though an Asset Protection Agreement. It is assumed that Network Rail continues to support this contractual route for project development.

The associated Train Operating Companies (Northern, Virgin Trains East Coast) will continue the support of the project.

WYCA and CBMDC reserve the right to share any documentation produced by Network Rail directly in relation to the work funded by the WY+TF with other District and industry partners. The Project Manager will lead all communication with relevant partners engaged.

6. Project Governance

Production of the deliverables should follow both WYCA and Network Rail's assurance frameworks where applicable.

CBMDC will provide project management in support of the delivery of the commission. CBMDC will also provide project support. This project support will also provide oversight on technical aspects of option design. CBMDC will also provide the reporting relationship of the project to the relevant board, the CBMDC WY+TF Programme Board. Members of the WYCA employed WY+TF Programme team may also supply project support as and when

required. WYCA staff with technical understanding of the 5 cases model form of assurance will also need to be consulted on the approach to appraisal taken to ensure the proposal is in line with their requirements. The commissioned project team will be required to meet with the CBMDC project manager and support team on a monthly basis. They may also be required to contribute to production of the written report to the Programme Board. Other meetings will be arranged on an ad hoc or regular basis, as necessary.

CBMDC programme representation – TBC
CBMDC project management - TBC
CBMDC technical support (structures) - TBC
CBMDC technical support (highways) - TBC

Included Documents

GRIP report
OBC/Gateway One
WYCA Economic Appraisal Comments
Contact list including stakeholders
Land ownership details/maps
Masterplan documentation
Existing surveys
Public consultation results

Quality Questions – These questions will be critical in determining the ability of bidder companies to undertake the brief as set out above. The final form of the quality questions is yet to be determined. Previous work has however identified some of the broad themes that the questions can / should cover. These themes are set out below for member comment:

- Buildability – how will the contracted designer ensure that the detailed designs they work up will be buildable in the construction phases that follow
- Value engineering – control and management of practical project costs to be within agreed budgets
- Approach to stakeholder management
- Approach to pedestrian movement modelling
- Approach to Environmental Impact Assessment & Design Impact Assessment
- Teamwork experience with contractors – ensuring that the design phase will lead through to construction without prohibitive issues emerging
- Provision of names of parties they would appoint to engage to provide buildability advice.

Bradford Forster Square

December 2017 Consultation Event

Initial Report

Introduction

This report is an initial report on the consultation event which took place at Bradford Forster Square Station on the 12th and 13th December 2017. It gives outline details of the event and some of the results from the surveys completed by members of the public. Full results will be published in due course.

The Purpose of the consultation

- To raise the awareness of stakeholders about the plans for Forster Square Station
- To get feedback about the plans generally and certain specific elements in order to inform detailed design

Materials Used

Posters were put up round the station advertising the consultation event in the week leading up to the 12th December.

Small cards (credit card size) were been printed for handing out to people passing through the station who simply want to know where to get further information (website) and fill in the survey online.

Leaflets giving information which included a paper based version of the survey were also available.

Banners – pop ups to advertise the event were placed round the station during the event.

Large printed versions of the plans and images were available at an information table in the waiting room area.

The Event

The event took place at Bradford Forster Square Station on Tuesday 12th December and Wednesday 13th December, from 0700-1800 on each day.

Between these hours at least 2 project representatives were present with 3 or 4 present at busy times. Most users of the station were, understandably, just interested in getting from their train to wherever they were going or getting to their train. Most of the time project representatives were outside, handing out cards to users or explaining what the consultation was about. If users showed more interest, they were able to have a longer conversation at the table in the waiting area. Most users simply took a card, rather than requesting a leaflet and most of the responses to the survey were online (see below). The survey period was from 12th to 20th December and a box was available at the station ticket office for paper responses over this period.

The leaflet used during the consultation is shown at Appendix A. A website (www.bradford.gov.uk/forstersquare) was developed to provide an online presence for the consultation (see Appendix B), this included a prominent link to the online survey which was identical to the one shown in the leaflet. As part of the event a special email address (forstersquare@bradford.gov.uk) for any further queries was also created. This has received a number of emails already and is being monitored by project staff. Both the website and the email address remain active and can be used for further consultation events in the future.

The response from users during the event itself was positive, a large number of the small cards were handed out and some very positive comments made with a few station users and other stakeholders spending some time discussing the scheme with project representatives.

The staff at the station were very helpful and Northern (who manage the station) were also very helpful in facilitating the event. As well as WYCA and Bradford Council employees, staff from Arups and Costain who have an involvement in the project also helped out.

Survey Results

A total of 461 responses were received, though not all of these were complete. Of these only 83 were on paper forms. Three of the questions were multiple choice questions and details of these responses are below.

Question 1: What do you think about the proposals for Forster Square?

A five point scale was available with extremes marked “Strongly Disapprove” and “Strongly Approve”

A total of 437 responses were received to this question and percentages are out of 437.

	Number of responses	Percentage
Strongly Approve	238	54%
	138	32%
	35	8%
	11	3%
Strongly Disapprove	15	3%

This suggests there was overwhelming support for the scheme with 86% of respondents expressing a positive opinion

Question 2: Please rate how important each of the following facilities would be to you

A five point scale was available for each of the listed facilities with 1 being “not at all important” and 5 being “very important”. There was a slight variation in the number of responses by facility, as shown in the table below.

Facility	Average score	Number of responses
Cash machine	3.83	452
Heated waiting room	4.21	459
Toilets	4.50	459
Cafe	3.58	453
Two lifts as opposed to one	3.51	456
Shop/Newsagents	3.68	452
Indoor cycle parking (simple 'U' tube)	2.88	447
Indoor secure cycle parking (locked enclosure)	2.98	451

All the proposed facilities except for the cycle parking were felt to be important (scored an average of over 3) and toilets were felt to be particularly important

Question 3: Both the lift shafts and the roofs of the pods could be topped with either pointed or rounded arches, which would you prefer?

A simple choice between “Pointed”, “Rounded” and “Not Bothered” was available. In the online survey images explaining the choices were shown.

A total of 453 responses were received to this question and percentages are out of 453.

	Number of responses	Percentage
Pointed	90	20%
Rounded	243	54%

Not Bothered	120	26%
---------------------	-----	-----

There was a clear preference for rounded arches

Text responses

Two questions required free text responses (one about the proposed green space behind platform 3 and one asking for any further comments). These free text responses have not yet been analysed.

There was also the opportunity to supply contact details for those users who wanted to be kept informed about the project. Many respondents took the opportunity to supply their details and these will be retained for further communication activities.



We're planning changes to Forster Square Station

We want to make a dramatic improvement to the station and we want to know what you think.

Bradford Council and the West Yorkshire Combined Authority (WYCA) together with Network Rail and Northern are planning a major redevelopment of Bradford Forster Square Station.

We want your views on the design and the facilities that the station needs to become a great gateway to Bradford City Centre.





We're planning to replace the existing station as well as the lift and staircase tower.

We want to:

- Create a much larger building with a modern airy design, a glass front and a 'green' roof
- Install two new lifts to provide access to Cheapside/Manor Row
- Incorporate the arches behind the station and the lifts into the building
- Put 'pods' into the arches to provide extra station facilities
- Provide a café, toilets and ticket facilities in a smaller building within the building
- Improve the layout and access arrangements on the Valley Road side
- Clear up the overgrown area behind the station and provide a green space or 'pocket park'
- Note that we won't be making any major changes to the railway tracks or the layout of the platforms.

Survey

What do you think of the proposals for Forster Square. (Please tick ✓)

Strongly Disapprove

Strongly Approve

Please rate how important each of the following facilities would be to you.

1 = not at all important, 5 = very important (Please tick ✓)

	1	2	3	4	5
Cash Machine	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heated Waiting Room	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toilets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cafe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Two lifts as opposed to one	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shop Newsagents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Indoor Cycle Parking (Simple "U" tube)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Indoor Secure Cycle Parking (Locked enclosure)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Both the lift shafts and the roofs of the pods could be topped with either pointed or rounded arches. See the images in this leaflet, which would you prefer?

Please select your preference.

Pointed Rounded Not Bothered

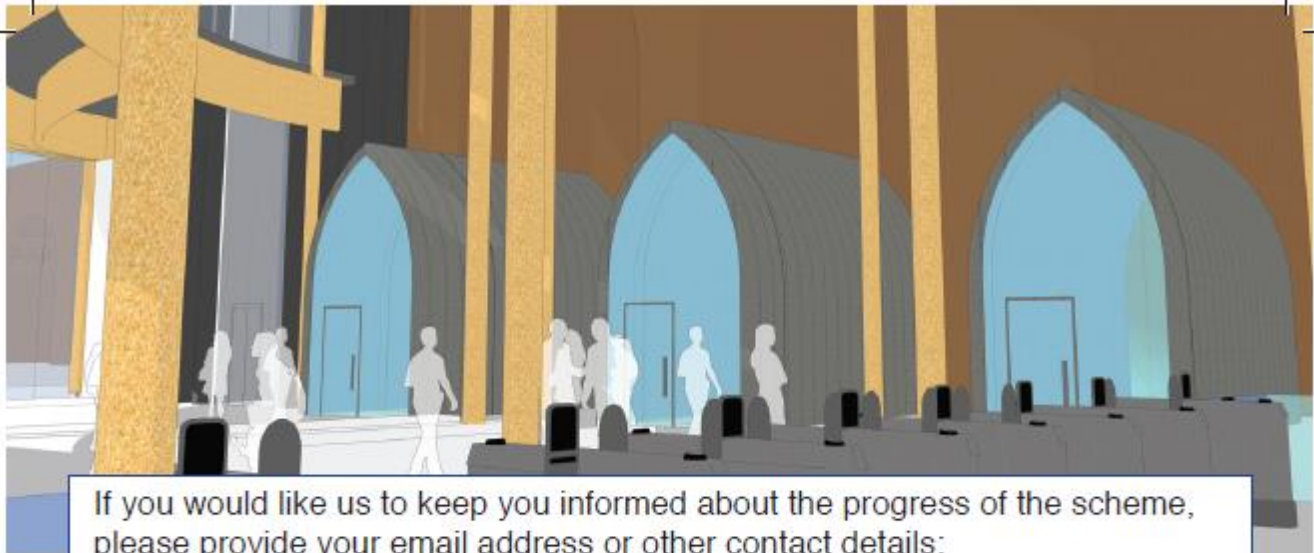
We're looking for ideas about how to use the area behind platform 3 and in front of the arches.

Do you have any ideas?

We'd be particularly interested if you know of any organisations that might like to be involved in developing this space.

Do you have any further comments about the proposals for Forster Square Station?

Continued over the page



If you would like us to keep you informed about the progress of the scheme, please provide your email address or other contact details:

Data Protection Act 1998 - The information which you provide in this form will be used solely for the purpose of informing the redevelopment of Forster Square Station. The data will not be shared with any third party for marketing or commercial purposes.



To complete this survey online go to: www.bradford.gov.uk/forstersquare

(Note deadline of 20th December) or put this survey leaflet in the box at Forster Square Station on the 12th or 13th of December.

If you have any further comments or would like to get in touch with the team about the scheme you can email us at: **forstersquare@bradford.gov.uk**



Appendix B The information shown on the website (during the survey period this included a prominent link to the online survey).



Bradford Forster Square

We're planning changes to Forster Square Station

We want to make a dramatic improvement to the station and we want to know what you think.

Bradford Council and the West Yorkshire Combined Authority (WYCA) together with Network Rail and Northern are planning a major redevelopment of Bradford Forster Square Station. We want your views on the design and the facilities that the station needs to become a great gateway to Bradford City Centre.

We're planning to replace the existing station as well as the lift and staircase tower. We want to:

- Create a much larger building with a modern airy design, a glass front and a 'green' roof.
- Install two new lifts to provide access to Cheapside/Manor Row.
- Incorporate the arches behind the station and the lifts into the building.
- Put 'pods' into the arches to provide extra station facilities.
- Provide a café, toilets and ticket facilities in a smaller building within the building.
- Improve the layout and access arrangements on the Valley Road side.
- Clear up the overgrown area behind the station and provide a green space or 'pocket park'.

Note that we won't be making any major changes to the railway tracks or the layout of the platforms.



Our current plans include:

A bigger building

The whole feel of the station will be transformed with a light airy, spacious structure enclosing the lower lift entrances, the arches at the back of the station and the ticket gates. The roof will be high enough to reach above the arches on the Cheapside/Manor Road side and supported by slender columns. Glass walls and a clerestory window in the roof will add to the spacious feel of the building. A smaller building within the building will house a café, toilets and ticket facilities. Part of the building will be topped by a 'green' or 'living' roof, this will help to reduce storm water runoff and create a natural habitat.



New lifts

Two new glass fronted lifts will replace the existing lift and stairwell tower. The new lift shafts will be much slimmer than the existing arrangement which will mean a much better view of the station when approaching from the Midland Hotel direction. Two lifts should mean a much better service between the station and Cheapside/Manor Row and the lifts will be open for longer – between the first and last train times.



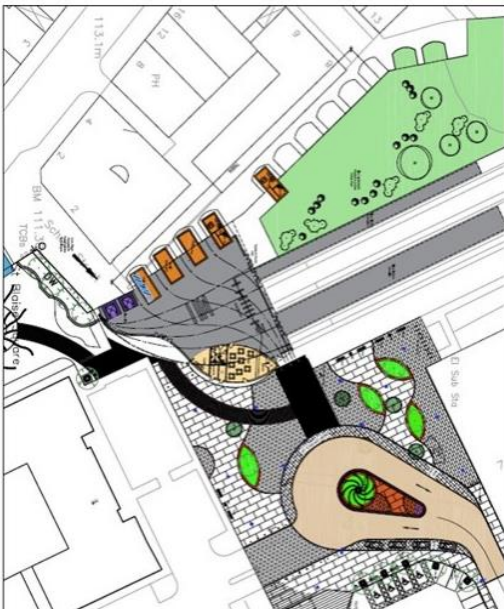
New facilities

The arches behind the station will be brought into the building and will be used to incorporate 'pods' - smaller structures which will be used for a range of different uses.



Improvements outside the station

We're going to be making big changes outside as well with improvements to the space leading down to Valley Road (next to Forster Square Retail Park). This will incorporate a turning loop for taxis and drop off and a larger pedestrian area. We'll also be making it easier to walk up from Lower Kirkgate, next to the Midland Hotel, making a more direct link to the Broadway Shopping Centre.



Green space

Behind the station, on the Manor Row side, we'll be rejuvenating the overgrown area between the station and the retaining wall with its attractive Victorian arches. This will be landscaped, perhaps creating a pocket park for Forster Square.

We want your views on the design and facilities that the station needs to become a great gateway to Bradford City Centre, and will soon publish a link to a survey for your feedback.

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Report of the Chair of the Environment and Waste Management Overview and Scrutiny Committee to be held on Tuesday 23 January 2018.

Z

Subject:

Environment and Waste Management Overview and Scrutiny Committee – Work Programme 2017/18.

Summary statement:

This report presents the Committee’s Work Programme 2017-18.

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

Portfolio:

**Environment.
Transport.**

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

Overview & Scrutiny Area:

Environment & Waste Management.

1. SUMMARY

- 1.1 This report presents the Environment and Waste Management Overview and Scrutiny Committees work programme for 2017/18.

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. FINANCIAL & RESOURCE APPRAISAL

- 4.1 None.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 None.

6. LEGAL APPRAISAL

- 6.1 None.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

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

7.2 SUSTAINABILITY IMPLICATIONS

This is a key work area for the Committee.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

This is a key work area for the Committee.

7.4 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.

7.5 HUMAN RIGHTS ACT

None.

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

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

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 The Committee may choose to add to or amend the proposed items to be included in the 2016-17 work programme for the committee.

9.2 Members may wish to consider any detailed scrutiny reviews that it may wish to conduct.

10. RECOMMENDATIONS

10.1 That members consider and comment on the areas of work included in the 2017-18 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 2017-18 continues to be reviewed regularly during the year.

11. APPENDICES

Appendix One – 2017-18 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, 4th July 2017 at City Hall, Bradford. Report deadline 21/06/2017. 1) Appointment of Co-opted Members. 2) Water Management Scrutiny Review. 3) Renewables Future for Bradford Council.	Key findings and review recommendations.	Mustansir Butt. Mustansir Butt. Neil Morrison.	Re-convened. Re-convened.
Tuesday, 25th July 2017 at City Hall, Bradford. Chair's briefing 10/07/2017. Report deadline 12/07/2017. 1) City Connect to Canal Road Cycleway. 2) Call-In, in relation to Bradford Canal Road Corridor Cycleway Scheme. 3) Bulky Waste Refuse Collections.		Chris Bedford Chris Bedford. Steve Hartley/Richard Longcake.	£2m Procurement Contract. Called-In from a decision made by the Bradford East Area Committee on Tuesday 11 July 2017. Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
4) Ilkley Moor Management Plan.	The final draft of the Ilkley Moor Management Plan to be presented to the Committee prior to its submission to Natural England for consent.	Danny Jackson.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 March 2017.
5) DRAFT Work Programme 2017-18.	Discussion and agreement over the areas of work to focus on in this Muncipal Year.	Mustansir Butt.	
Tuesday, 26th September 2017 at City Hall, Bradford. Chair's briefing 08/09/2017. Report deadline 13/09/2017. 1) Bradford Environment Forum Annual Report. 2) Environment Agency Annual Report.		Julia Pearson. Nicola Hoggart.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 26th September 2017 at City Hall, Bradford.			
Chair's briefing 08/09/2017. Report deadline 13/09/2017.			
3) Air Quality/Fraction of mortality attributable to particulate air pollution.	Progress Update.	Ralph Saunders/Sarah Possingham/James Brass.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 20 December 2016.
4) Utilisation of outdoor spaces for health reasons.		Sarah Possingham/James Brass.	Environment & Waste Management Overview and Scrutiny Committee recommendation.
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 31st October 2017 at City Hall, Bradford.			
Chair's briefing 13/10/2017. Report deadline 18/10/2017.			
1) Biodiversity - Scene Setting Presentation.	Scrutiny Review.	Danny Jackson.	Member request from the Environment & Waste Management Overview and Scrutiny Committee on Tuesday 25 July 2017.
2) The Procurement of the new waste treatment contract for the treatment of kerbside residual waste.		Steve Hartley/Richard Longcake.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
3) Management of Waste and Recycling Activities.		Steve Hartley/Susan Spink.	Environment & Waste Management Overview and Tuesday 25 October 2016.
4) Fuel Poverty Framework for Action and Leeds City Region Green Deal Contract.	Update on progress.	Pete Betts.	Environment & Waste Management Overview and Scrutiny Committee recommendation for Tuesday 26 July 2016.
5) 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, 21st November 2017 at City Hall, Bradford.			
Chair's briefing 03/11/2017. Report deadline 08/11/2017.			
1) Performance Outturn for Transport and Highways.		Julian Jackson/Richard Gelder.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 29 November 2016.
2) Performance Outturn for Waste Management.		Steve Hartley/Richard Longcake/John Major.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 20 September 2016.
3) Update on Flytipping across the District.		Richard Longcake/John Major.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 25 July 2017.
4) Draft Terms of Reference for the Biodiversity Scrutiny Review.	Sets out the key lines of enquiry for the Scrutiny Review.	Mustansir Butt.	
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 19th December 2017 at City Hall, Bradford.			
Chair's briefing 01/12/2017. Report deadline 06/12/2017.			
1) Role of Council Wardens - Scene Setting.	To establish whether there is a need to undertake a review of the role of Council Wardens.	Mustansir Butt.	Referral from the Regeneration & Economy Overview and Scrutiny Committee from 30 November 2016.
2) Environment Enforcement Strategy.		Ian Day.	Environment & Waste Management Overview Committee recommendation.
3) Bradford Forster Square Re-Development.		Tom Jones.	£2m plus procurement contract.
4) Rights of Way.		Danny Jackson.	Request from a member of the public.
5) 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, 23rd January 2018 at City Hall, Bradford.			
Chair's briefing 05/01/2018. Report deadline 10/01/2018.			
1) Budget setting for Environment and Waste Management.		Steve Hartley/Julian Jackson.	
2) Forster Square Re-Development.	£2m plus procurement exercise.	Richard Gelder/Tom Jones/Matthew Page/Chris Dunderdale/Simob Collingwood.	
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 20th February 2018 at City Hall, Bradford.			
Chair's briefing 02/02/2018. Report deadline 07/02/2018.			
1) West Yorkshire LTP3 Implementation Plan.		Julian Jackson/Richard Gelder.	Environment & Waste Management Overview and scrutiny Committee recommendation from Tuesday 29 November 2016.
2) Bradford Civic Heat Quarter District Heat Network.	Progress report.	Neill Morrison.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
3) Energy Contracts Procurement.		Neill Morrison.	Constitutional Requirement.
4) Resolution Tracking.	To monitor the progress made against the recommendations made by the Committee.	Mustansir Butt.	
5) 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, 27th March 2018 at City Hall, Bradford.			
Chair's briefing 09/03/2018. Report deadline 14/03/2018.			
1) Flushables Project.			Request From Councillor Jeanette Sunderland.
2) Progress against the Safer Roads element of the Single Transport Plan.	To also include casualty performance and a financial update.	Simon D'Vali.	Environment & Waste Management Overview and Scrutiny Committee recommendaion form Tuesday 28 March 2017.
3) Energy efficiency of Private Sector Rented Housing and legislative impacts.		Julie Rhodes/Pete Betts.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 18 April 2017.
4) Carbon Strategy for the District 2020 to 2050.		Neill Morrison.	
5) White Rose Energy.		Neil Morrison	
6) Work Planning.	There is a need to regularaly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 17th April 2018 at City Hall, Bradford.			
Chair's briefing 23/03/2018. Report deadline 04/04/2018.			
1) Bradford Beck Pilot Study Rivers Trust.	Progress Uodate.	Chris Eaton/Edward Norfolk/Barney Lerner.	Environment & Waste Management Overview Scruitny Committee recommendation from Tuesday 28 March 2017.
2) Bradford Distict Cycling Strategy.	To also include progress against key performance indicators and Action Plan presented in 12 months.	Tom Jones.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 March 2017.
3) 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	Ben Middleton.	Environment & Waste Management Overview and Scrutiny Committee recommendation.

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Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 17th April 2018 at City Hall, Bradford. Chair's briefing 23/03/2018. Report deadline 04/04/2018. 4) Rail Strategy Update.		Neil Moore.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 March 2017.
5) Resolution Tracking.	To monitor progress the progress made against the recommendations made by the Committee.	Mustansir Butt.	

Democratic Services - Overview and Scrutiny

Scrutiny Committees Forward Plan

Unscheduled Items

Environment & Waste Management O&S Committee

Agenda item	Item description	Author	Management
1 West Yorkshire Combined Authority.		Transport, Air Quality, Omissions, elements. Julian Jackson/Jamie Saunders.	
2 Alternate weekly bin collection trial across the District. Wkye.	John Major.		To receive regular updates as alternate refuse collection is implemented
3 Air Quality.	Scrutiny Review to look into specifically the impact on Children's Health in schools - with a view to working with Children's and Health and Social Care O&S. Also to look at the buses used in the District.	Mustansir Butt.	
4 Bradford Environment Forum Annual Report.	earson.	Report relating to the work undertaken and key outcomes.	Julia
5 Environment Agency Annual Report.		Progress report to be considered in 12 months.	Nicola Hoggart.
6 Air Quality/Fraction of mortality attributable to particulate air pollution.	12 month progress report. Issues around the continued and severe pollution created by the operation of diesel vehicles and bus fleets in Bradford. Increasing public awareness and what residents can do to improve air quality and to review the options for declared Air Quality Management areas across the District.	Ralph Saunders.	
7 Utilisation of outdoor spaces for health reasons.	Further progress update in 12 months. Concern about the continuing socio-economic inequality of access to green spaces in Bradford.	Sarah Possingham.	
8 Trade Waste Update.	Progress of service improvements, particularly the ability for the domestic refuse service to undertake certain trade waste and recycling collections during 2017. Also improvements to round re-organisation. To be considered in July 2018.	Steve Hartley/Richard Longcake.	

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