



Agenda for a meeting of the Regeneration and Environment Overview and Scrutiny Committee to be held on Tuesday, 18 December 2018 at 5.30 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Heseltine Whitaker	Jamil Dodds Berry Mohammed Nazir	Stubbs	Love

Alternates:

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Riaz Whiteley	Amran Iqbal Johnson H Khan Salam	R Ahmed	Warnes

NON VOTING CO-OPTED MEMBERS

Nicola Hoggart
Julia Pearson
Environment Agency
Bradford Environmental Forum

Notes:

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

From:

Parveen Akhtar
City Solicitor
Agenda Contact: Asad Shah - 01274 432280
E-Mail: asad.shah@bradford.gov.uk

To:

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

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

2. DISCLOSURES OF INTEREST

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

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

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

Notes:

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

3. MINUTES

Recommended –

That the minutes of the meeting held on 6 March 2018 be signed as a correct record (previously circulated).

(Asad Shah – 01274 432280)

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.

(Asad Shah - 01274 432280)

5. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

Any referrals that have been made to this Committee up to and including the date of publication of this agenda will be reported at the meeting.

B. OVERVIEW AND SCRUTINY ACTIVITIES

6. CIVIC QUARTER DISTRICT HEAT

1 - 8

The report of the Strategic Director, Corporate Services (**Document “Z”**) sets out the progress made towards achieving the councils ambition to develop a City Centre based District Energy Network supplying low carbon heat and electricity on commercial terms to City Centre civic buildings, other public sector buildings and commercial properties.

Recommended –

That Members note the progress made on development of the scheme and its technical scope.

Neill Morrison – 01274 434003

7. ESTATE MANAGEMENT

9 - 24

The report of the Strategic Director, Corporate Services (**Document “AA”**) provides the committee with an update of the functions of the Estates Management Service, following the report outlining presented to committee on 23rd January 2018.

Recommended –

That the committee consider the report and comment as appropriate.

Ben Middleton – 01274 439607 / 07582 101816

8. BRADFORD DISTRICT RAIL STRATEGY AND CITY CENTRE STATIONS UPDATE 25 - 34

The report of the Strategic Director, Place (**Document “AB”**) provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives including renewal works to the city centre stations that will improve the provision of rail services within the district.

Recommended –

- (1) That the Committee notes the content of this report.**
- (2) That the Committee fully endorses the need for a Bradford City Centre station to be included as part of the proposed Northern Powerhouse Rail network, for the wider benefit of the North as well as the Bradford district.**
- (3) That a further report in relation to rail strategy is provided in December 2019.**

(Julian Jackson – 01274 433766)

9. REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME 2018-19 35 - 40

The report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee (**Document “AC”**) presents the Committee Work Programme 2018-19.

Recommended –

That the Work programme 2018-19 continues to be regularly reviewed during the year.

(Mustansir Butt – 012174 432574)



Report of the Strategic Director, Corporate Services to the meeting of the Regeneration and Environment Overview and Scrutiny Committee to be held on 18 December 2018

Z

Subject:

Civic Quarter District Heat

Summary statement:

This report sets out the progress made towards achieving the councils ambition to develop a City Centre based District Energy Network supplying low carbon heat and electricity on commercial terms to City Centre civic buildings, other public sector buildings and commercial properties.

Joanne Hyde
Strategic Director Corporate Services

Report Contact: Neill Morrison
Phone: (01274) 434003
E-mail: neill.morrison@bradford.gov.uk

Portfolio: Environment, Sport and Culture
Cllr Sarah Ferriby
Regeneration, Cllr Alex Ross-Shaw

Overview & Scrutiny Area:
Regeneration and Environment

1. SUMMARY

This report sets out the progress made on achieving the councils ambition to develop a City Centre based District Heat Network supplying low carbon heat on commercial terms to City Centre Civic buildings, other public sector buildings and commercial properties. The report summarises the progress made so far, changes to the network from the initial proposals, next steps and likely delivery timelines (A glossary of technical terms is included in Appendix 1).

2. BACKGROUND

District Heat Networks (DHN) offers an opportunity to create significant new long term secure income streams and contribute to corporate cost reductions.

UK government has identified DHN as a significant contributor to reducing UK GHG emissions and as a component in the transition to low carbon energy. The Department for Business, Energy and Industrial Strategy (BEIS, formally DECC) is playing an enabling role and making financial and technical resources available to support project development.

In 2010, Bradford Council agreed to reduce its carbon emissions from its own activities and for the District by 40% by 2020. The Council also agreed a target of 20% for energy for delivery of its own functions to come from renewable sources (Council March 2010).

Executive considered a Renewable Energy report on 3rd May 2013. This presented a discussion of the Link Member Report Bradford Power 2020 and Beyond, Renewables Future for Bradford Council and set out the Councils approach to deploying a range of renewable electricity and heat projects. The Report set out progress to date on a number of renewable technology projects deployed across Council assets and includes the case for use of biomass systems. Executive endorsed this approach.

Funding from the Heat Networks Delivery Unit (Part of BEIS) has allowed the Council to commission consultants to undertake a technical and economic feasibility of a number of DHN scenarios using the Civic Quarter as an anchor estate for the scheme and complete the current level of design work. The Council has also been successful in bidding for some funding that will help us to develop the legal and commercial structure and documentation and the detailed financial case.

In December, 2016 a potential source of capital finance became available. This European Regional Development Fund money was being administered as European Structural and Investment funds (ESIF) and there was £16M available for low carbon projects in the city region. Officers prepared and submitted a bid for 50% of the capital cost requirement of the project.

This outline bid was accepted and the Department for Communities and Local Government (DCLG), which was administering that stage of the application process, gave a deadline of 5th October for the submission of a full application for £6.8M.

The requirements at this time were for a full application to have planning permission in place, the original energy centre location had been planned to be part of the 'city centre pool project'. However, this project did not progress and an alternative project was proposed for this site, being the location for Bradford New College, a new city centre education facility, a 100,000 sq ft facility from which to deliver further education for up to 1,200 16-19 year old students which is now under construction and due to open September 2019.

Officers identified a number of alternative sites in June 2017 and requested that the Estates team look to obtain an alternative location for the energy centre.

In September 2017, officers contacted the Department for Communities and Local Government (DCLG), which was administering the ESIF grant application process to outline the delays CBMDC was encountering and to look for a solution that would allow the authority to remain in the bid process. DCLG confirmed that the authority would be allowed to have an extended deadline of 5th January 2018.

In October 2017, the Estates team successfully identified an alternative potential Energy Centre site, which is not a council owned site however the council does have an option to purchase the site at what is considered an acceptable price. Unfortunately, it has become clear that the amount of work required to develop a plan towards getting planning permission in place and to properly assess the financial impacts on the schemes capital and revenue meant that it was not possible to prepare the full funding application for the ESIF grant that had been planned by the deadline of 5th December 2017, and DCLG were unable to extend the application deadline any further.

Due to the complexity of the project and the cost of obtaining a new energy centre site officers recommended the Council withdrew from the ESIF funding process as the timescales required were unable to be met.

3. OTHER CONSIDERATIONS

The completion of a new RIBA Stage 3 design for the electrical and mechanical elements of the network and a techno-economic model that reflected the viability of this network has been completed. This work package included air quality modelling across the network and a detailed assessment of the pipework routes to ensure the highest possible level of understanding for this stage of the schemes development. An outline design for the energy centre has also been started to allow consultation with the planning department to commence.

Officers have made funding bids to complete the Outline Business Case (OBC) work packages that remain outstanding. The completion of a full OBC would provide all the work that would be required to move the scheme forwards through commercialisation and then make an investment decision. Completing this work would also provide the relevant amount of detail to allow a bid for capital funds under the BEIS Heat Network Investment Project which is designed to provide gap funding should projects fail to meet the required hurdle rate for investment from developers or investors. On completion of the OBC officers would be in a position to bring the scheme before council to obtain a decision on how to proceed. Funding to complete the OBC will be primarily from BEIS with match funding from the Leeds City Region Energy accelerator project. This means that the work can be completed without incurring costs for the council.

The project team have submitted pre planning enquiry to the Councils Planning Department to obtain views of any likely issues that could arise during the planning process. Planners have been broadly positive stating *“This proposal sits well with the objectives of the Spatial Vision and policies SC1, SC2, SC6, SC9, BD1 EC1 and EN6 of the Bradford Core Strategy.”* Officers are working closely with the Air Quality team to ensure that any potential impacts are carefully considered and mitigated against to ensure that the development does not create unacceptable air quality issues.

The network offers an opportunity to utilise energy storage technology at a reduced cost if incorporated into the design before construction. The size of the electrical connection would be unaffected and the technology would be able to exploit the markets for short term energy storage, these include Frequency Response, TRIADS, peak load management, day/night pricing and the utilisation of onsite generation capacity. Part of the OBC would be to incorporate electricity storage into the financial models.

3.2 Next Steps and way forwards

At the time of preparation of this report the next steps are;

- Utilise the in-house architects' team to further develop the design of a high quality building that can proceed through the planning process for the new site.
- Proceed through the BEIS HNDU round 8 funding process
- Proceed through the energy accelerator funding application
- Continue to look at potential connections to refine the business model
- Add the potential returns from energy storage into the business model to improve the financial case.
- Continue to look for sources of finance, both grant funding for commercialisation and investment finance will need to be sourced although Energy accelerator should support this process.
- Procure detailed financial model and add to outline business case
- Procure legal and commercial elements to be included in business case
- Proceed through planning process
- Take business case forwards for approval.

The project has suffered from setbacks over the last year and the difficulty in finding a suitable alternative energy centre location, however, the current proposed site is encouraging with feedback from both the planning team and the air quality team being initially positive.

4. FINANCIAL & RESOURCE APPRAISAL

Work to develop and set out a detailed financial operating model will be commissioned. This will include development of revenue budgets for an operating network including options for Customer relationship Management (CRM).

There are a wide range of finance solutions for a scheme of this type and the final, best, option will necessarily depend on the business structure chosen following the recommendations of the financial commercialisation report. It is possible to finance the scheme completely using a mixture of grant and investment capital, particularly since there are some tax efficient investment vehicles that can support the development of elements of heat networks and that require much lower levels of return than traditional investments.

The current techno-economic model suggests that the network and heat generation

equipment will cost in the area of £11.6M. 30% of this should be met from the BEIS HNIP fund, and the balance of the funding may be obtained entirely from third parties, dependent upon the ultimate delivery model selected. The project would then return 8.6%IRR.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The Feasibility Report sets out project risks and mitigation. The continuing development of the CQDHN will follow the council's standard capital project governance structure.

The property implications for the proposals have been presented to the councils Property programme Board in January 2017 and were supported.

6. LEGAL APPRAISAL

A suite of legal documentation appropriate to the development and operation of the network will be commissioned. This will include for example commercial energy contracts. In addition the legal aspects of any regulatory compliance will be undertaken.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

N/A

7.2 SUSTAINABILITY IMPLICATIONS

The Civic Quarter District Heat Network will contribute to delivering a more sustainable Bradford District by developing a local energy generation supply chain enhancing resilience to global energy market price forces and mitigating some price rise impacts.

The project is consistent with the Councils Climate Change Strategy and contributes to climate change mitigation by reducing greenhouse gas emissions.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The Council reported 19000 tonnes of CO₂ emissions for the reporting year 2015/16 under Carbon Reduction Commitment. The expanded network as proposed identifies about 2000 tonnes of CO₂ emissions savings. This contributes an additional reduction in annual corporate emissions for the council of 10% of the 2009/10 baseline year.

7.4 COMMUNITY SAFETY IMPLICATIONS

N/A

7.5 HUMAN RIGHTS ACT

N/A

7.6 TRADE UNION

N/A

7.7 WARD IMPLICATIONS

The Civic Quarter District Heat Network will be delivered in City and Bowling & Barkerend wards. Public sector, commercial and domestic energy consumers may be impacted.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

N/A

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

N/A

8. NOT FOR PUBLICATION DOCUMENTS

N/A

9. OPTIONS

None

10. RECOMMENDATIONS

That members note the progress made on development of the scheme and its technical scope.

11. APPENDICES

Appendix 1 Glossary of terms

12. BACKGROUND DOCUMENTS

None

Appendix 1 Glossary of terms

- DHN – District Heat Network, pipes in the ground that move heat between buildings, central heating for cities
- CHP – Combined Heat and Power, an engine that burns gas to produce electricity and the waste heat is captured and used
- Load – the amount of heat required by the system at any time
- Base Load – the typical load required during periods of light use of the system
- Peak Load – The highest heat requirement at any point of the day, week, month or year
- Heat exchanger – a device that allows heat to be moved in to or out from the DHN without having to mingle the fluid that the heat is being carried in. Allows systems to operate at different temperatures and pressures
- Heat Interface unit – See Heat exchanger
- Heat Meter – measures the flow rate of heat carrying liquid and the temperature difference allowing accurate billing for every unit of heat consumed
- Boiler – burns fuel to provide heat
- Biomass – usually wood fuel, either in chipped form (cheaper) or industrially formed into pellets (more compact and consistent quality). Can also be straw, miscanthus or other fuel crops.
- Energy From Waste (EFW) – a facility that combusts municipal waste and harnesses the heat to generate electricity, heat left after this process can be distributed via a DHN
- Losses – energy lost during distribution through heat leakage or electrical resistance
- Private Wire Network (PWN) – a privately owned and operated electricity distribution network
- O&M – Operation and Maintenance – the team or mechanism that keeps the technical equipment running smoothly
- CRM – Customer Relations Management – the team or mechanism that deals with customers including billing, complaints and new customers
- Frequency response – This is an aspect of energy storage where the operator of an electrical storage facility can be paid to take excess electricity from the grid to help prevent generation capacity being shut down and incurring the losses that that process would cause. The operator can then sell the stored electricity back to the grid when energy is scarce making more money or use the energy on its own site if this is more financially beneficial.

Appendix 2 List of modelled connections

Please note that this list of connections is based on the planned network and stakeholder engagement exercises that were carried out in 2016 which resulted in expressions of interest from the third party owners of buildings outside the corporate estate. As the next stage of work is refined then further stakeholder engagement will be undertaken with a view to agreeing Heads of Terms with the third parties before construction commences. The network itself has capacity for a further 20% heat supply capacity to allow connections where any additional interest is identified.

The network itself has capacity for a further 20% heat supply capacity to allow connections where any additional interest is identified.

Margaret McMillan Tower
Sir Henry Mitchell House
Alhambra Theatre
Britannia House & Argus Chambers
St George's Hall
City Hall
Combined Courts Building
Magistrate's Court
Trafalgar House
Aldermanbury House - WYPF
Public Service Hub Phase 1
Public Service Hub Phase 2
One City Park
Odeon Building
Jury's Inn
Provident Building



**Report of the Strategic Director, Corporate Resources,
to the meeting of Regeneration & Economy Overview &
Scrutiny Committee to be held on 18 December 2018**

AA

Subject:

ESTATE MANAGEMENT

Summary statement:

This report provides the committee with an update of the functions of the Estates Management Service, following the report outlining presented to committee on 23rd January 2018.

**Joanne Hyde, Strategic Director,
Corporate Resources**

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**Portfolio:
Regeneration, Planning & Transport**

**Overview & Scrutiny Area:
Regeneration & Environment**

1. SUMMARY

This report provides the Committee with an update further to the report outlining the functions of Estate Management presented on 23rd January 2018.

2. BACKGROUND

2.1 Service Update

- 2.1.1 Following a restructure of service areas within the Regeneration Department in 2016, the Estate Management Service together with Facilities Management, the Built Environment and the Energy Centre now comprise the Estates and Property Service, which has moved under the remit of the Department of Corporate Resources.
- 2.1.2 The Estates Management service area is now arranged into three teams, these being: Property Management, Acquisitions & Disposals and Strategic Asset Management.
- 2.1.3 The Estates teams provide both proactive strategic and operational asset management advice and are essential enablers offering corporate support and strategic functions across the Council. This work is split into three broad remits:
- Strategic Asset Management providing strategic and day to day management of the Council's occupied operational property, Community Asset Transfers, Assets of Community Value and the Allotments service;
 - Property Management Team providing day to day management and support in respect of the Council's non-operational property, the investment estate, including lettings, rent reviews, lease renewals and valuations, including the Council's annual Asset Valuations and,
 - The Acquisitions & Disposals team who lead on acquisitions and disposals of Council property assets.
- 2.1.4 The Council needs to ensure it is maximising the efficiency and potential of all of its assets, and to provide some context, the Council is the largest land owner in the Bradford District with holdings in excess of 4,538 hectares, representing 12.4% of the entire district. Given the current unprecedented reductions and financial pressures in public sector funding, it is now more pressing than ever to ensure an effective and holistic use of public assets.

Tenure	Site Area (sqm)	Site Area (Hectares)	% of District
Freehold Site Area	45,386,106.40	4,538.61	12.39
Leasehold Site Area	950,882.65	95.09	0.26
Freehold & Leasehold Site Area	46,336,989.05	4,633.70	12.65
District Area	366,416,180.85	36,641.62	100.00

These changes have resulted in increased demand upon the Estate Management services, with programmes of work including amongst others: the increasing number of School Academy conversions; the Libraries Review; Children's Prevention and Early Help Programme; Health and Wellbeing Service; Community Asset Transfers and Assets of Community Value, to name but a few.

The service is currently processing and progressing 79 requests for Community Asset Transfers and has also completed 13 School Academy conversions this year.

2.2 2017/18 Activities

2.2.1 A summary of the main work carried out within the service during the last financial year is set out below.

Activity	Description	Outcomes
Disposals	Sale of surplus land and property	Estates achieved Capital Receipts sales of £4.66 million, with on-going sales of £2.94 million carried forward to 2018/19.
Property Management	<p>The day to day management of land and property</p> <p>The provision of an Estate Management Service to other property holding Service areas</p> <p>Invoicing</p> <p>Managing the Council's</p>	<p>Management of 3,856 leased out properties generating an income of £2.6m in 2017/18 against a target of £2.86m</p> <p>Letting of vacant non-operational property.</p> <p>Programme to reduce the council's business rates liability.</p> <p>Public Open Space – maintenance, fly tipping, dealing with anti-social behaviour.</p> <p>Negotiating the termination of leases of buildings occupied by the council at Kershaw House, Bank</p>

	estate efficiently	House and Future House delivering revenue savings of £1.25 million pa in 2018/19 through the release of leased in buildings. Managing the Market shops lettings, and Parks & Landscape lettings Total income billed for Service Areas across the Council for 2017/18 £5 million.
Valuations	Council's annual asset valuations	Completion of a programme of 1,004 valuations for inclusion in the council's 2017/18 Financial Statements.
Acquisitions and Disposals	The acquisition, management & disposal of properties on behalf of the Empty Homes Team The disposal of properties to recover unpaid council tax Acquisition of commercial investments.	In 2017/18 – 10 properties sold, 19 valuations undertaken. Supporting the recovery of income owed to the Council. 39 valuations undertaken, 3 sales at auction Acquisition of the NCP car park investment on Hall Ings which will generate a minimum annual net surplus of circa £100,000 per annum, rising annually linked to RPI.
Academies	Negotiation of property arrangements for the conversion of schools to Academy status	2017/18 – 7 Academy Conversion school leases completed
Children's Centres	The negotiation and completion of tenancy agreements for 'leased in' children's centres and third party occupations	Management of tenancy arrangements for 41 Children's Centres.
Highway Schemes	Acting as intelligent client for the Council	The Harrogate Road/New Line, Bradford Highway Improvement Scheme The Hard Ings Road , Keighley Highway Improvement Scheme

		<p>Tong Street Improvement Scheme</p> <p>Acquisition of the former Branch Public House for the Bradford to Shipley Corridor Improvement Project</p>
Residential development	<p>Identification of sites for future housing development, including: Former Braithwaite Special School, Keighley; Land at Harrogate Rd., Greengates; Former Bronte School Site, Oakworth; Former Flockton House & Car Park, Low Moor; and, site of the former Ferniehurst Primary School, Baildon</p> <p>Disposals</p> <p>Support to council's own housing development programme.</p>	<p>Assisting the Council to meet the district's requirement for new homes whilst also generating Capital Receipts to support district priorities.</p> <p>Sale of land at Romanby Shaw, Greengates to Engie/Sigma for 47 family homes for rent. Sale of Thackley Grange to Masham Homes for 14 homes for sale.</p> <p>Assessment of Council's land bank to provide a 5/10/15 year timeline for bringing land forward for development for housing.</p>
Office Accommodation	<p>Rationalisation of space through consolidation supported by the introduction of flexible working and electronic document management.</p>	<p>Vacation of Bank House and relocation of staff to Sir Henry Mitchell House Vacation of Marlborough House Keighley Vacation of First Avenue Children's Homes Co-location of strategic partners including Police and Health</p>
Estates Strategy	<p>Strategic planning and implementation of capital projects. Acquisition of capital funding on 'invest to save' principle. Project management from</p>	<p>Health and Well Being – Review of day care facilities Libraries Review Family Hub at TFD in Holmewood co-locating Health & Well Being, Children's Services and NHS staff delivering a community service hub</p>

	inception to delivery. Business Transformation.	
Community Asset Transfers (CATs)	Managing and assisting applications from the Third sector for the transfer of property on lease to third party/community groups to ensure continued community benefit and reduced Council liability and expenditure. Part of an integrated approach to deliver continued service provision with reduced funding.	<p>128 applications have been received to date to lease 162 properties. 79 applications are progressing through the CAT process with 21 leases currently progressing with legal services. 17 applications completed in 2017-18.</p> <p>A standard CAT lease has been agreed between Legal colleagues and external solicitors' firm advising community organisations, which should facilitate the progression of CATs to completion.</p> <p>Working with Community Action Bradford and District (CABAD) and Locality to facilitate the process, Estates Management have hosted two events to promote and assist CAT applicants.</p> <p>Currently working with Legal to create a process for transferring Properties held in Trust to community organisations and have created a Toolkit to assist applicants.</p>
Allotments	Management and day to day operational provision of the Council's Allotment Service.	<p>10 Community Asset Transfer applications have been received for 12 allotment sites and these are being progressed.</p> <p>Encouraging CATs and self-management will deliver a 30% reduction in sites occupied by the Council, whilst maintain service delivery, once the above transfers have been completed.</p>
Assets of community Value (ACV)	The management and administration of applications to register ACV's.	Ensuring compliance with current legislation and administrating within strict timescales. 70 Assets of Community Value applications have been received and processed to date.

Children's Prevention and Early Help restructuring	Assisting with on-going major district wide restructure.	Re-aligning premises to match future needs and ensure appropriate agreements are in place
Health and Well Being	Property arrangements to support service reconfiguration and commissioning of services.	Working with public sector organisations in a more strategic and structural way: <ul style="list-style-type: none"> • Home First Project Transition • MASH (Multi-Agency Safeguarding Hubs) for Children's and Adults' Services • Neighbourhoods Intelligence Hub with the Police
Property information management	Control and management of core property records	Coordination of property data across the authority to ensure consistency of the property records and to inform decision-making. Change over software system from Tf Facility to Tf Cloud

2.3 2018/19 Key Work Priorities/Programme

Key activities that the service is undertaking during the current financial year include;

Activity	Description	Outcomes
Property Management	Day to day management of land and property across the district including tenanted operational property.	Management of the Investment Estate, maximising revenue generation Maintenance of open spaces
Investment Estate	Strategic Review	Increase rental income, disposing of underperforming assets employing capital receipts to improve the quality of the estate.
Commercial Investment Acquisitions	Sourcing potential commercial property investments	Acquisition of investments to aid regeneration and generate long term surplus revenue income to support Council finances.
Disposals	Sale of surplus land and property.	On track to deliver circa £4.2 million Capital Receipts for 2018/19 and c £4.0 million Capital Receipts forecast for 2019/20
Highways Projects	Transport Fund Schemes	Supporting the delivery of Harrogate Road Junction improvements, Hard Ings, Canal Road and Tong Street schemes.

Housing development	<p>Developing a strategy for the identification and release of council land for housing development</p> <p>The provision of on-going support to the Empty Homes Team</p>	<p>Supporting the achievement of the council's new homes target through either the sale of land suitable for development or the identification of land suitable for the council's own housing building programme.</p> <p>Continuing the current programme of acquisition and sales to bring empty homes back into use - Financial Year 2017 – 2018</p> <p>11 properties sold</p> <p>18 valuations carried out on behalf of Empty Homes Team</p>
Academy School Conversions	The negotiation of lease terms and property arrangements for the transfer of schools to Academy status.	<p>Supporting completion of statutory transfers to meet DFE deadlines. 13 Academy School conversions have been completed this financial year.</p> <p>To date 95 Academy school conversions have been completed.</p>
Adult Services	Property arrangements to support service reconfiguration and commissioning of services	Service transformation
Valuations	Asset Valuation Programme	The annual revaluation of the council's assets for inclusion in the council's annual Financial Statement
Strategic Priorities	Support to priorities led by other Services	<p>Refurbishment of former Odeon to create 4,000 capacity Venue and conference/exhibition centre to be operated by NEC, including Agreement for Lease, Lease and Loan documentation</p> <p>Relocation of Oastler Market to Darley St, including acquisition of third party properties and support to design of new facility</p> <p>Refurbishment of St George's Hall</p>

		<p>Support to redevelopment of new leisure and health facility on Squire Lane, Girdlington.</p> <p>Transport and HS3 route for the North.</p> <p>Affordable Housing Programme</p> <p>Supporting relocation of Coroner's office from Magistrates Court.</p>
Office Accommodation	Shared use of space with partners (Police, Health etc.) due to staff changes through rationalisation and consolidation supported by introduction of flexible working and electronic document management.	Continued 'churn' of Council office accommodation recognising organisational change; completion of outer district area reviews to capture opportunities, including making best utilisation of space and improving the work environment
Estates Strategy	Strategic planning and implementation of capital projects. Project management from inception to delivery. Supporting Business Transformation.	Creation of multi-service hubs Co-location with partner organisations
Community Asset Transfers (CATs)	Managing/encouraging applications from third party community groups for transfers of property on lease to third party/community groups to ensure continued community benefit and reduced Council liability and expenditure. Providing management support and information. Negotiation and completion of tenancy agreements.	Continued progress of existing and new applications. Improve systems and support for organisations taking CATs Provide on-going support to organisations that have completed CATs Working with Community Action Bradford and District (CABAD) and Locality to facilitate the process.
Allotments	Management and day to day operational provision of the Council's Allotment Service.	Progress strategy to promote CAT and self-management of allotments 10 CAT applications received to transfer 12 allotment sites which are being progressed.

Assets of Community Value	The management and administration of applications to register.	Ensuring compliance with current legislation including administrating within statutory timescales.
Children's Early Help restructuring	Supporting the implementation of a large-scale restructuring of the Children's Early Help Service across the District	Co-location with Health Partners and realignment of Children's Centre to match Priority areas
Adults restructuring	Property arrangements to support service reconfiguration and commissioning of services	Continuing to work with public sector organisations in a more strategic and structural way: <ul style="list-style-type: none"> • Home First Project Transition • MASH (Multi-Agency Safeguarding Hubs) for Children's and Adults' Services • Neighbourhoods Intelligence Hub with the Police
Property information management	Control and management of the core property records	Coordination of property data across the authority to ensure consistency of the property records and to inform decision-making. Improvement of mapping systems and increase self service opportunities to systems users. Digitisation of Terrier records and Registration of all Property

2.5 The Objectives of the Estates Management Service are:

- to ensure that the Council's operational estate is occupied as efficiently as possible and supports the delivery of good outcomes both now, and in the future:
 - to reduce the running costs of Council's buildings;
 - to work with the Third and private sectors to ensure better use of assets to achieve district priorities;
 - to promote the philosophy to work with third sector/public partners to achieve service and accommodation synergies.
- to support regeneration across the district, including delivery of new housing and economic growth:
 - to minimise the number and impact of underused, empty and derelict Council owned buildings including listed and other heritage buildings;
- to maximise the performance of the Council's investment portfolio, generating additional revenue to support the Council's finances.

3. OTHER CONSIDERATIONS

3.1 Revenue Income

The outturn figures for income generated by Estate Management are set out below. Revenue targets were rebased in 2015/16 to take account of the effect of the disposal of income producing properties and the reduction in the value of geared rents receivable.

Year	Income target	Actual Income	Outturn
2013/14	£3,721,900	£2,107,375	-£1,614,525
2014/15	£2,622,000	£2,846,035	£224,035
2015/16	£2,451,100	£2,543,470	£92,370
2016/17	£2,528,600	£2,780,765	£252,165
2017/18	£3,167,400	£3,044,896	-£122,503
2018/19	£3,530,300	£3,042,300*	-£488,000

*Forecast income for 2018/19 as at November 2018.

3.2. Capital Receipts

The Capital Receipts programme is regularly reviewed and monitors potential capital receipts over a 3 year period. Each site/property is assessed on the likelihood of selling in any particular year and classified as 'agreed', 'likely', 'possible' and 'maybe'.

Those sites/properties categorised in the 'agreed' and 'likely' sections of each year are considered most likely to complete in the year. Those in the 'possible' and 'maybe'

sections may not complete in that year and could slip to the next or future years. Although the disposals are closely monitored, sales can fall through at any time resulting in the remarketing of the land or property which could push completion back 1 or 2 years.

The current 3 year capital receipts forecast is set out below:

Year	Completed	Agreed	Likely	Total of Completed, Agreed & Likely	Possible	Total
16/17	£5,300,000			£5,300,000		£5,300,000
17/18	£4,660,000			£4,660,000		£4,660,000
18/19	£2,530,000		£1,650,000	£4,180,000		£4,180,000
Total						£14,140,000

The 3 year forecast will change as the potential realisable value of surplus assets is explored and properties come forward for sale as part of the review of the non-operational estate. It should be noted that assets may be withdrawn from the disposal programme if an approved council use is identified for it prior to disposal.

3.3 Reduction in the size of the council's estate

Work is on-going to reduce the size of the council's estate helping to achieve both revenue savings and capital receipts.

The size of the of the Council's estate has reduced by approximately 90,000 m2 since 2009/10 by vacating over 90 properties. This has delivered;

- £8.0m of per year on-going gross revenue savings
- £43m of cumulative revenue savings from the start of the Programme in 2009/10 to 2018/19 (Appendix 1 details the savings delivered)
- £41.m of capital receipts to the end of 2017/18/17

Disposing of property has also helped the Council significantly reduce the backlog maintenance on the Councils estate.

Budgetary pressures has led to a reduced investment in the retained estate, so the total backlog maintenance on the Council estate has not reduced as quickly as planned.

Operational Estate £ms	83	46
Non Operational £ms	13	8
Total Backlog Maintenance £ms	96	54
Total Backlog Maintenance	96	54
Operational Estate size GIAm2 000s	319	228
Non-Operational Estate size GIAm2 000s	27	37
Total	346	265

*GIA = gross internal area.

In order to deliver many of the property rationalisations, the Property Programme has invested in New Ways of Working which has also helped a number of other service improvements for the Council.

- A Document Management System has been implemented to help reduce the volume (and space requirement) of paper records, but has also resulted in improved document management by enabling appropriate staff to access records from any location.
- A corporate archiving service has been implemented to reduce the space required in Council office buildings for filing, but has also resulted in improved management of records and document retention policies
- A managed print procurement has been undertaken so that staff can work flexibly from any office. This has improved the quality of the printer estate, and also saved over £200k per year.
- Mobile phones, laptops and other mobile technology has been purchased for many staff with the aim of enabling flexible working to reduce office space, but has also significantly improved the quality of the Councils IT infrastructure, and helped improve the efficiency of services.

3.4 Land Management

Estate Management regularly receives requests to cut grass, cut back or remove trees and vegetation and deal with fly tipping or other anti-social behaviour on council land. Officers are conscious that a decision not to carry out the request can be upsetting to residents and when assessing whether to action such requests regard is had to the availability of budget, health & safety implications and the advice of specialists such as arboriculturalists.

The Service is responsible for the direct management of 1,590 (30%) of the Council's assets. Estate Management's total maintenance budget for these assets in 2018/19 is £289,900 which is allocated as follows:

Non operational land	£221,900
Agricultural land and property	£21,000
Allotments	£47,000

Of the budget available for maintaining land £165,000 (75%) is committed to pay for grass cutting 10 times a year on 242 sites across the district. The remaining

£53,700 is used to deal with emergency repairs such as fallen trees following a storm, repairs to damaged walls, removal of horses, cutting back bushes and hedges not on the grounds maintenance contract and the removal of fly tipping.

The Service strives to spend within budget. Due to the budget available combined with the fact that the need to carry out emergency works to trees, structures or land cannot be predicted, it is not always possible to agree to carry out all requests for work on land managed by Estate Management but do our utmost to ensure that matters that present a potential danger to people or property are dealt with.

4. FINANCIAL & RESOURCE APPRAISAL

The Council has significant resource invested in the land and property that it owns

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None.

6. LEGAL APPRAISAL

Property transactions are conducted in accordance with the provisions of the Disposal Policy, S.123 of the Local Government Act 1972 and the Localism Act 2011.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

The sustainability of the estate will continue to be improved through rationalisation and investment.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Estate Management works with the Energy Unit to minimise the impact of property on the Council's carbon footprint.

7.4 COMMUNITY SAFETY IMPLICATIONS

None

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 IMPLICATIONS FOR CORPORATE PARENTING

N/A

7.8 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

N/A

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

The committee is asked to note the report.

10. RECOMMENDATIONS

That the committee consider the report and comment as appropriate.

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

The Report of the Strategic Director of Regeneration to the Regeneration Overview & Scrutiny Committee 23rd January 2018.



Report of the Strategic Director of Place to the meeting of Regeneration and Environment Overview & Scrutiny Committee to be held on 18 December 2018

AB

Subject:

BRADFORD DISTRICT RAIL STRATEGY AND CITY CENTRE STATIONS UPDATE

Summary statement:

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

Steve Hartley
Strategic Director of Place

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Regeneration & Environment

1. INTRODUCTION

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

2. BACKGROUND

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

Rail Patronage

- 2.2 The number of people travelling by train continues to increase with 15.96 million journeys made to/from stations within the district in 2016/2017, an increase of 4.3% over the previous year. Across West Yorkshire, 73.8 million journeys were made which is a 3.5% increase. The majority of stations in the district recorded passenger growth over the past year with the largest increases detailed below

- Frizinghall - 17.0%
- Menston - 6.5%
- Baildon - 4.8%
- Burley in Wharfedale - 4.8%

- 2.3 The station at Apperley Bridge was used by 350,312 passengers last year which is an increase from 2016/2017 patronage of 96,418. Over the past ten years passenger numbers are up 67% and have more than doubled at Apperley Bridge. Bradford Interchange is the busiest station in the district with 2.98 million passengers, followed by Bradford Forster Square and Shipley, with 2.11 million and 1.74 million, respectively.

- 2.4 Rail accounted for 6.1% of all trips made into Bradford city centre in 2017 during the morning peak, which represents a 19.0% decrease in train patronage for the morning peak compared to 2016. The majority of journeys in the morning peak were made by car (74.0%) with bus at 15.2%.

Rail Franchise Update

- 2.5 The Northern franchise includes commitments to provide services to new destinations, increase capacity on trains, introduce new rolling stock and improve station facilities. The franchise commitments include an increase in frequency of trains on the Calder Valley line (in and out of Bradford Interchange) to five trains per hour (from four per hour at present), as well as providing Bradford with new through-services to Chester, Manchester Airport, Liverpool and Sheffield/Nottingham.

- 2.6 The majority of new services will be 'Northern Connect' services with new, longer

and more modern diesel trains running the majority of services within the next 18 months. Northern is expected to deploy the first set of its brand new diesel trains within the coming months with much improved journey experience on this line.

- 2.7 In addition, all existing trains will be refurbished as new, all pacer units will be withdrawn by 2019, and there will be improved ticketing including automatic compensation for season and advanced purchase ticket holders.
- 2.8 Changes to the timetable structure (trains through to Chester and Manchester Airport, etc.) were due to be introduced progressively in December 2017 and December 2019. The December 2017 improvements were deferred as a consequence of delays to new infrastructure (most notably electrification in the North West). The through services to Chester are now expected from May 2019. The severe reliability problems caused by the timetable change in May 2018 has resulted in a call to ensure that reliability is restored as a priority. Work is ongoing to understand what additional services can realistically be expected to run from December 2019, whilst maintaining and improving the reliability of train services. The outcome of this exercise is awaited.
- 2.9 Improving the 'logic' of the timetable structure on the Calder Valley line is also a priority and re-signalling will improve the prospects for achieving this, including extra stops at Low Moor. Bradford Council (in conjunction with WYCA) will continue to keep up the pressure on all franchise commitments, particularly the critical improvement of four to five trains per hour from December 2019.

Airedale & Wharfedale Lines

- 2.10 These lines were comprehensively upgraded and modernised in the mid-1990s. This included restoration of some track capacity that was removed in the early 1980s, re-signalling, line speed improvements and electrification. Initially, reconditioned electric trains from the South East were introduced, but new 3-car electric rolling stock was secured in the early 2000s, and these were then extended to 4-car trains in response to demand. This network provides generally competitive journey times, bolstered by the use of high performance electric trains. Sections of the route allow 90 mph running, notably between Shipley and Leeds.
- 2.11 The 1990s investment facilitated a significant expansion of the number of services and capacity of services into and out of Bradford Forster Square. There is a half-hourly service from Bradford Forster Square to Leeds via Shipley, to Skipton and to Ilkley throughout the day on weekdays and Saturdays. Evening (from around 2000) and Sunday services are hourly on all three routes, although the Leeds service only runs to Shipley on evenings, providing interchange with other trains, but maintaining a Shipley – Bradford frequency of three trains per hour.
- 2.12 The majority of services on these routes are operated by relatively modern 4-car electric units, which are fully accessible. They are generally reliable trains, which is a notable benefit of electric trains. These 16 trains provide 360 seats each. These trains are becoming 'cosmetically tired', and are due to be refurbished in the next 12 months. This includes a proposal for changing the seating configuration in two of the 4-car units to a high-density configuration to allow more space for people

standing by removing some seats. This will be a particular benefit for users at Saltaire and Shipley who experience problems boarding peak-hour trains towards Leeds due to overcrowding.

- 2.13 A number of older 4-car electric trains also operate on these routes. They are accessible and provide a reasonable level of service, but are not air conditioned and have fewer seats (around 310). These trains are due to be withdrawn by 2020 as additional new trains are introduced.
- 2.14 There are regular reports of overcrowding on these services, primarily on services to and from Leeds, particularly on the Airedale Line (Shipley, Saltaire). Consequently, resources are directed at maximising capacity into and out of Leeds in the morning and evening peaks. These lines are also generally more reliable in comparison to other lines in West Yorkshire, which is a product of reliable electric trains and the relatively self-contained nature of the local network.
- 2.15 Trains to and from London King's Cross operated by LNER (formerly Virgin Trains East Coast) use this part of the network. The once-daily return service from Skipton serves Keighley, and the once-daily return service from Bradford Forster Square serves Shipley. The service to and from Bradford Forster Square is due to increase to two-hourly (6 trains per day) from May 2019, using new 'Azuma' trains. These will also provide faster journey times to London compared to existing trains.

Calder Valley Line

- 2.17 Network Rail will be making considerable improvements to signalling (reducing the headway or gap between trains from seven to four minutes) and renewal and strengthening of other infrastructure along the Calder Valley line in the near future. This will deliver small improvements in journey times, improved reliability, allow a greater frequency of train services, and provide improved resilience in bad weather.
- 2.18 The Council and WYCA continue to lobby for further investments in the Calder Valley line services with the emphasis on quicker journey times to/from Leeds and Manchester. At present, the average speed to/from Leeds is 33 mph and 42 mph to/from Manchester and therefore Calder Valley services do not provide an attractive alternative to the congested M62.
- 2.19 The Council is keen to work with the rail industry partners to improve journey times and frequencies, and is focused on the outcomes rather than the means, e.g. electrification. Railway technology continues to improve and many existing electrification schemes face significant delays and cost overruns. It may be that the Calder Valley Line is more suited to a different style of operation such as bi-mode or hybrid trains.
- 2.20 The Calder Valley line accommodates a number of services mixing local and inter-regional trains. The current (May 2018) timetable provides services operating hourly through the day on weekdays, with four trains per hour in each direction on the Halifax – Bradford Forster Square – Leeds route, and additional services during peak periods. See table below.

Bradford Interchange towards Leeds / York / Selby	Preston – Halifax – Bradford Interchange – Leeds
	Manchester Victoria – Halifax – Bradford Interchange – Leeds – Selby
	Huddersfield – Brighouse – Halifax – Bradford Interchange – Leeds
	Manchester Victoria – Halifax – Bradford Interchange – Leeds – York
Bradford Interchange towards Halifax / Manchester / Huddersfield / Preston	Leeds – Bradford Interchange – Halifax – Preston
	Selby – Leeds – Bradford Interchange – Halifax – Manchester Victoria
	York – Leeds – Bradford Interchange – Halifax – Brighouse – Huddersfield
	Leeds – Bradford Interchange – Halifax – Manchester Victoria

- 2.21 Low Moor is only served hourly throughout the day by trains that run to/from Huddersfield. There are no additional peak hour stops, which significantly constrains the value of this new station serving south Bradford.
- 2.22 The services set out above are operated by a mix of late 1980s and early 1990s diesel rolling stock, commonly known as ‘sprinters’ and ‘pacers’. Reliability of these trains is below average. Some of the sprinters are of a later design with air conditioning and offer a better journey experience – generally on the services to and from Preston. However, in overall terms, the rolling stock is inconsistent and of generally poor quality. The sprinter trains are going through a programme of refurbishment which will improve passenger information and make the trains fully accessible, but the fact remains that most of these trains are old, noisy and draughty. The pacers are due to be completely withdrawn within the next 18 months. The majority of services on the Calder Valley line are due to be operated by new and more modern trains to be introduced over the next 18 months.
- 2.23 For local services on the Calder Valley line, the main issues relate to capacity and reliability. The line is consistently one of the poorest performers across the West Yorkshire network. Trains are also crowded, particularly on the approaches to and from Leeds in the morning and evening peaks. This is a major problem for New Pudsey and Bramley stations but also affects passengers heading from Leeds to Bradford and Low Moor in the evening peaks. There are no regular reports of passengers being unable to board trains at Bradford Interchange, except during significant disruptions (i.e. when an earlier train is cancelled).
- 2.24 Another challenge for the Calder Valley is balancing the needs of long-distance passengers who desire short journey times with local pressures to make more stops at intermediate stations. It should be possible to balance both once the

infrastructure is improved. Low Moor is a good example of this.

- 2.25 In addition to Northern, Grand Central, an open access operator, runs four trains per day in each direction between Bradford Interchange and London Kings Cross via Low Moor, Halifax, Brighouse, Wakefield Kirkgate and Doncaster. Grand Central recently received approval to run a fifth daily service to London in the evening, and this is due to start in December 2018. Whilst the journey time is uncompetitive compared to a change at Leeds onto LNER services (certainly for Bradford customers), the service offers the convenience of a direct train and differentiation in terms of fares and journey experience.

New Rail Stations

- 2.26 The new station at Apperley Bridge (which opened in December 2015) continues to be popular with passenger numbers exceeding all expectations, and as a result of this the current 297-space car park is consistently full on weekdays. Following prioritisation of funding through the West Yorkshire Plus Transport Fund's Stations Park & Ride programme, work has now commenced on developing proposals to double parking provision at this station. The Council continues to seek additional train services to/from Keighley as well as Skipton trains stopping at the station. Leeds Bradford Airport is only 2.5 miles away and the station could further be developed as a parkway station for the airport. This would provide sustainable access for travellers and workers as well as access from the airport to/from the Yorkshire Dales and beyond. This would complement Leeds City Council plans for a similar station on the Harrogate line.
- 2.27 Construction of the new station at Low Moor was completed in 2017. Patronage at the station continues to grow albeit at a slower rate than experienced at Apperley Bridge. The 120-space car park is currently operating within capacity with passengers able to park on site irrespective of the time of the train service. The slow increase in patronage at this station is in part due to the limited hourly train service to Bradford Interchange, Leeds, Halifax and Huddersfield by Northern. Grand Central services to Wakefield, Doncaster and London were introduced in April 2017; the service currently runs four times per day.

West Yorkshire Plus Transport Fund Schemes

- 2.28 The West Yorkshire Plus Transport Fund is being used to support economic growth by improving the regions roads and railways and connecting people to jobs and goods to markets. The fund is targeted at reducing congestion, improving the flow of freight and making it easier for people to commute. A number of the transport fund schemes are targeted at improving journey experience for those who travel by rail. This includes improving the station environment, providing additional parking for rail commuters and reducing journey times on certain routes.
- 2.29 Following completion of the master plans for both Bradford Interchange and Forster Square stations to provide a long term vision for future development, work has now commenced on progressing delivery of elements of these master plans within the funding envelope of the transport fund as well as the recently announced Transforming Cities Fund. The aim is to create high quality station gateways to

support the regeneration of the city centre, create schemes that are ambitious but deliverable, and improve visibility and connectivity of the stations to the city centre.

- 2.30 Delivery of the master plan for Bradford Forster Square station gateway is more advanced (compared to Bradford Interchange) and the appointment of a Design & Build contractor is progressing following approval of the procurement by this committee earlier on this year. The proposed station gateway improvements include a fully enclosed station, provision of new lifts, a café, toilets, and pods that sit within the existing station arches offering facilities such as cycle storage and retail provision. The budget for this scheme is in the region of £17m and we are seeking to increase the scope of the project to deliver more transformational impacts. We are working with WYCA/LCR partners to secure additional funding through the **Transforming Cities Fund** - with the aim of completing the project by 2021.
- 2.31 Further master planning work on Bradford Interchange has been undertaken by consultants SYSTRA and BDP. It is recognised that redevelopment of both the bus and rail station will complement other key public sector regeneration projects in the city including Jacobs Well and No. 1 City Park schemes.
- 2.32 In addition to the station gateways programme, part of the West Yorkshire Plus Transport Fund will be used to increase car park capacity at a number of rail stations. The package includes provision of single level/decked parking at Shipley and Steeton & Silsden train stations. Detailed design is underway and provided the schemes prove to be affordable and are approved by Network Rail, they should be delivered by 2020.

3.0 NORTHERN POWERHOUSE RAIL

- 3.1 Northern Powerhouse Rail (NPR) offers a once in a multi-generation opportunity for transforming the economy of Bradford and the wider city region. A Northern Powerhouse Rail station in the centre of Bradford would offer journey times of around seven minutes to Leeds, 21 minutes to Manchester and 30 minutes to Manchester Airport with services operating every 10 minutes. This would expand the catchment area with an additional 2.2 million people being within 60 minutes travel from Bradford city centre. This provides great potential for significantly larger labour markets for businesses and job opportunities for the workforce as well as agglomeration impacts by bringing businesses closer together. NPR will make Bradford more attractive for inward investment supported by the regeneration potential a new station would bring to the centre of the city. A Bradford stop on the NPR network is endorsed by the Leeds City Region as it would deliver significant additional GDP benefits to the economy of the city region and is also supported by TfN.
- 3.2 Bradford Council and its partners have welcomed the vision for the NPR high speed rail network as set out in the **Draft Strategic Transport Plan (STP)** published by TfN (January 2018) - a new Trans-Pennine rail line that connects Manchester to Leeds via Bradford, which is the preferred option in the Draft STP. A range of studies support the rationale for Bradford being part of the NPR network.

- 3.3 During the last year Bradford Council and WYCA have been working closely with TfN on a number of technical studies including: (1) *Travel Demand Forecast Modelling (Arup)*; (2). *Wider Economic Case Assessment (Genecon)*; and (3) *Land Value Capture Modelling (TfN/WYCA/Institute for Transport Studies/Steer Davies Gleave)* in order to understand the impacts of a Bradford NPR station. The findings from the wider economic assessment shows that NPR in Bradford city centre could be the catalyst for creating 17,000 construction related and operational FTE jobs within 1km of the station by 2060 – over 15,000 of which could be additional FTE jobs within the Leeds City Region labour market. The study by Genecon also estimates that the new jobs could generate around 15.5billion in additional GVA for the economy.
- 3.4 To date, Bradford has provided significant input into the NPR *Strategic Outline Business Case (SOBC)*. The three technical studies commissioned by Bradford Council and WYCA will inform the work being carried out by TfN on the SOBC. Bradford Council and WYCA have also been actively engaging with TfN on appraisal of route alignment and stations options, which has entailed a sifting process. TfN will be submitting the SOBC to the Department for Transport in December 2018, and it is understood that there will be at least three 'Bradford options' for further consideration in the final SOBC. Our preferred option is a new line between Manchester and Leeds via Bradford Interchange or a central location.
- 3.5 Bradford Council and WYCA recognise that there is still a significant amount of work required on the economic and connectivity case to secure a Bradford NPR station in the city centre or 'Bradford Central' location, as set out in the draft SOBC. A key area of work currently being undertaken is the development of the **Bradford NPR Growth Strategy** which sets out a vision and roadmap to realising the regeneration and socio-economic opportunities of a Bradford NPR city centre station. For the city centre option, the station development area will include the 100-hectare **Southern Gateway** opportunity area and the growth strategy will reinforce the Council and its partners' commitment to aligning economic, land use and skills strategies to maximise the opportunity for Bradford and other Northern cities, including Leeds and Manchester.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Actions relating to the delivery of the rail strategy are the responsibility of Rail North and/or the West Yorkshire Combined Authority.
- 4.2 Actions relating to the delivery of the West Yorkshire Plus Transport Fund's Station Gateways programme together with station parking improvements at Apperley Bridge and Ben Rhydding stations are being delivered by officers from within the Planning, Transportation & Highways Service in conjunction with West Yorkshire Combined Authority and Network Rail partners.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

6.1 Not applicable.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due consideration has been given in writing this report to the Council's duties under Section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

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

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

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

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.5 HUMAN RIGHTS ACT

There are no Human Right Act implications associated with the contents of this report.

7.6 TRADE UNION

Consultation will be undertaken with the trade unions concerned.

7.7 WARD IMPLICATIONS

None specific.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Not applicable.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

There are no implications for corporate parenting associated with the contents of this report.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

There are no implications arising from the Privacy Impact Assessment.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

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

10. RECOMMENDATIONS

- 10.1 That the Committee notes the content of this report.
- 10.2 That the Committee fully endorses the need for a Bradford City Centre station to be included as part of the proposed Northern Powerhouse Rail network, for the wider benefit of the North as well as the Bradford district.
- 10.3 That a further report in relation to rail strategy is provided in December 2019.

11. BACKGROUND DOCUMENTS

1. Rail North Spring Report -
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/505705/northern-transport-strategy-spring-2016.pdf
2. Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 5th April 2016
3. Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 25th November 2014
4. Rail North – Long Term Rail Strategy for the North of England - report presented to Environment and Waste Management Scrutiny Committee 5th November 2013
5. Rail Plan 7 – report presented to Environment and Waste Management Scrutiny Committee 28th June 2012
6. 12.6 Report of the Strategic Director (Place) to the meeting of Environment and Waste Overview & Scrutiny Committee to be held on 28 March 2017.



Report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee to the meeting to be held on Tuesday 18 December 2018

AC

Subject:

**REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE
WORK PROGRAMME 2018-19**

Summary statement:

This report presents the Committee Work Programme 2018-19

CLlr Rizwana Jamil
Chair – Regeneration and Environment
O&S Committee

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Portfolio:
Regeneration, Planning & Transport
Education, Employment and Skills
Healthy People and Places
Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

1.1 This report presents the Committee's Work Programme 2018-19.

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. REPORT ISSUES

3.1 **Appendix 1** of this report presents the Work Programme for 2018-19.

3.2 Work planning cycle

Best practice published by the Centre for Public Scrutiny suggests that 'work programming should be a continuous process'. It is important to regularly review work programmes so that important or urgent issues that come up during the year are able to be scrutinised. In addition, at a time of limited resources, it should also be possible to remove projects which have become less relevant or timely. For this reason, it is proposed that the Committee's work programme be regularly reviewed by Members throughout the municipal year.

4. FINANCIAL AND RESOURCE APPRAISAL

None

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

N/A

7.2 SUSTAINABILITY IMPLICATIONS

N/A

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

N/A

7.4 COMMUNITY SAFETY IMPLICATIONS

N/A

7.5 HUMAN RIGHTS ACT

N/A

7.6 TRADE UNION

N/A

7.8 IMPLICATIONS FOR CORPORATE PARENTING

N/A

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

N/A

8. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 That the Work programme 2018-19 continues to be regularly reviewed during the year.

11. APPENDICES

11.1 Appendix 1 – Regeneration & Environment Overview and Scrutiny Committee Work Programme 2018-19

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Democratic Services - Overview and Scrutiny

Regeneration and Environment O&S Committee

Scrutiny Lead: Licia / Mus tel - 2119/2574

Work Programme 2018/19

Description

Report

Agenda

Tuesday, 22nd January 2019 at City Hall, Bradford.

Chair's briefing 07/01/2019. Report deadline 09/01/2019.

- 1) West Yorkshire LTP3 Implementation Plan.
- 2) Budget Setting for the Department of Place.
- 3) Street Lighting.
- 4) Impact of changes to the Library Service over the past two years and role of Museums & Libraries in Bradford's Communities.
- 5) Regeneration and Environment O&S Work Programme.

The Committee will receive a report on the development of the first five year implementation plan of the replacement Transport strategy and its delivery.

Richard Gelder/Julian Jackson.

The Committee will receive a report on Budget proposals apertaining to the Department of Place.

Steve Hartley.

The Committee will receive a report on the Street Lighting Strategy.

Allun Preece/Richard Gelder/Julian Jackson.

That a detailed report be presented to the Regeneration and Environment Overview and Scrutiny Committee by the end of January 2019 which specifically focuses on the future role of the Libraries and Museums Service including options for future service delivery.

Phil Barker/Jackie Kitwood/Maggie Pedley.

The Committee will consider its work programme and make changes as necessary.

Mustansir Butt/Licia Woodhead.

Page

Tuesday, 26th February 2019 at City Hall, Bradford.

Chair's briefing 11/02/2019. Report deadline 13/02/2019.

- 1) Regeneration in Keighley & Shipley
- 2) Get Bradford Working / Skills for Work
- 3) Regeneration and Environment O&S Work Programme

The Committee will receive a report on the key regeneration issues in Keighley and Shipley including progress made by the Joint Venture Company on the Canal Rd Corridor Urban Village.

Steve Hartley/Julian Jackson

The Committee will receive a report updating Members on the Get Bradford Working and Skills for Work programmes, to include the tracking of outcomes for at least twelve months of those people who gain employment as a result of the Get Bradford Working ini

Phil Hunter

The Committee will consider its work programme and make changes as necessary.

Mustansir Butt/Licia Woodhead

Tuesday, 26th March 2019 at City Hall, Bradford.

Chair's briefing 11/03/2019. Report deadline 13/03/2019.

- 1) Housing Standards.

The Committee will consider a report on the work of the Housing Standards Team to include details of the impact of the New Legislation.

Julie Rhodes.

Regeneration and Environment O&S Committee

Scrutiny Lead: Licia / Mus tel - 2119/2574

Work Programme 2018/19

Description

Report

Agenda

Tuesday, 26th March 2019 at City Hall, Bradford.

Chair's briefing 11/03/2019. Report deadline 13/03/2019.

- 2) Empty Homes.
- 3) Energy Efficiency of Private Sector rented Housing.
- 4) White Rose Energy.
- 5) Biodiversity Scrutiny Review.
- 6) Draft Single use plastics Scrutiny Review Report.
- 7) Regeneration and Environment O&S Work Programme.

The Committee will consider a report on the work of the Empty Homes Team.

The Committee will consider a report on energy efficiency in private rented sector accomodation..

The Committee will receive an update report on the work of White Rose Energy.

The Committee will receive a report monitoring the recommendations from the detailed scrutiny of Biodiversity.

Key findings and recommendations from the Scrutiny Review.

Members will consider the 2018-19 work programme and make changes as appropriate.

Julie Rhodes.

Julie Rhodes/Pete Betts.

Neill Morrison.

Danny Jackson.

Mustansir Butt.
Mustansir Butt/Licia Woodhead.

Tuesday, 16th April 2019 at City Hall, Bradford.

Chair's briefing 01/04/2019. Report deadline 03/04/2019.

- 1) Bradford Beck Pilot Study
- 2) Bradford District Cycling Strategy
- 3) Active Bradford
- 4) Cultural Strategy
- 5) Resolution Tracking

The Committee will receive a report from the Friends of Bradford's Becks.

That the Strategic Director, Place, be requested to provide a progress report, in 12 months time, on the implementation of the Bradford District Cycle Strategy and Action Plan Top Ten priorities, and provide figures relating to accidents to cyclists.

The Committee will receive a report on Active Bradford to include an update on the Active Bradford Strategy and the pilot scheme, the development of the Sports Leisure Card and details of the Olympic legacy.

The Committee will receive a report on the Cultural Strategy. Monitoring the progress of recommendations made by the Regeneration and Environment Overview and Scrutiny Committee.

Chris Eaton/Edward Norfolk/Barney Lerner
Julian Jackson/Andrew Marshall/Derek Jones

Zuby Hamard

Bobsie Robinson
Mustansir Butt/Licia Woodhead