



Agenda for a meeting of the Regeneration and Environment Overview and Scrutiny Committee to be held on Tuesday, 28 September 2021 at 5.30 pm in Council Chamber, City Hall - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	CONSERVATIVE	LIBERAL DEMOCRAT
Kamran Hussain (Chair) Cunningham Dearden M Hussain M Mohammed	Heseltine Herd Felstead	R Sunderland

Alternates:

LABOUR	CONSERVATIVE	LIBERAL DEMOCRAT
Berry Choudhry Mukhtar A Ahmed Shafiq	Barker Clarke Davies	R Ahmed

NON VOTING CO-OPTED MEMBERS

Julia Pearson

Bradford Environmental Forum

Notes:

- Please note that under the current circumstances only Members and Alternates on the Committee will receive paper copies of the agenda, however the agenda and reports can be viewed on the Council's agenda and minutes website five clear working days in advance of the meeting.
- Given the restrictions on room capacity, any Councillors and members of the public who wish to make a contribution at the meeting are asked to email susan.booth2@bradford.gov.uk by **midday Friday 24 September 2021** and request to do so. You will then be advised on how you can participate in the meeting. **Access to the meeting cannot be guaranteed if those wishing to attend do not register given the Council must comply with Covid regulations and guidance.**
- On the day of the meeting please ensure that you comply with the Covid restrictions in place at the current time by wearing a suitable face covering and adhering to social distancing. Staff will be at hand to advise accordingly. Participants may be asked to wait in a separate room if the capacity in the Council Chamber has been reached and they will be escorted back into the meeting as soon as their item is considered by the Committee.

From: Parveen Akhtar
City Solicitor
Agenda Contact: Su Booth - 07814 073884
Phone: 07814 073884
E-Mail: susan.booth2@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 27 July 2021 be signed as a correct record (previously circulated).

(Su Booth – 07814 073884)

4. 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.

5. 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.

(Su Booth 07814 073884)

B. OVERVIEW AND SCRUTINY ACTIVITIES

6. BRADFORD BECK PILOT STUDY

1 - 14

The report of the Strategic Director, Place (**Document “C”**) outlines for Members the work carried out over the last year in collaboration to the catchment plan produced by Friends of Bradford Beck (FOBB) that was supported by the Environment and Waste O&S Committee in 2013.

Since the Committee meeting of March 2020 there has been cooperation on a range of projects between Council officers of various services and Friends of Bradford's Becks (FOBB).

Recommended -

- 1. That the Friends of Bradford's Becks and the Strategic Director, Place be requested to work jointly on studies and proposals for the Canal Road Area.**
- 2. That the Friends of Bradford's Becks be invited to report back in a year's time.**
- 3. That this report be noted and that the ongoing collaboration between officers and the Friends of Bradford's Becks be supported.**

(Edward Norfolk - 01274 433905)

7. HOMELESSNESS IN BRADFORD DISTRICT

15 - 34

The report of the Assistant Director, Place (**Document “D”**) sets out the activities undertaken by Bradford Council (with partners) to prevent and relieve homelessness and highlights opportunities and challenges in carrying out these duties.

Recommended -

- 1. That Members support the range of actions being taken to prevent and tackle homelessness in the District.**
- 2. That Members note the challenges set out in the report including the pressures the service will face caused by the lifting of the evictions ban and the ending of the ‘Everyone In’ Scheme.**

(Yusuf Karolia - 07816 082868)

8. TRANSPORT DELIVERY PLAN PERFORMANCE REPORT 2019-20

35 - 62

The report of the Strategic Director, Place (**Document “E”**) updates the Committee on the outcome of the delivery programme for the Highways and Transportation teams' capital work programmes during the 2019/20 financial year.

Recommended –

That progress on the transport programmes across both the programmes described in this report be noted.

(John Davis - 07970 596213)

9. REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE WORK PLAN 2021-22

63 - 70

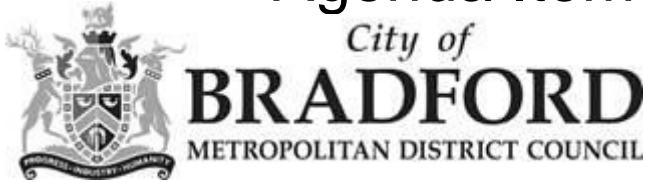
The report of the Chair of the Regeneration and Environment Overview and Scrutiny committee (**Document “F”**) presents the Committee's Work Programme 2021-22. Each Overview and Scrutiny Committee is required by the Constitution of the Council to prepare a work programme (Part 3E – Overview and Scrutiny Procedure Rules, Para 1.1).

Recommended –

That the Work programme 2021-22 continues to be regularly reviewed during the year.

(Caroline Coombes - 07970 413828)

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



Report of the Strategic Director of Place to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 28th September 2021.

C

Subject:

Bradford Beck Pilot Study

Summary statement:

The Bradford Beck Pilot Study was first discussed by members in April 2013 and has been before the Environment & Waste Management Overview and Scrutiny Committee on an annual basis since then. It was resolved on 10th March 2021 that the ongoing collaboration between officers and Friends of Bradford Beck be supported; also that the Friends of Bradford Beck be congratulated for the work they have undertaken throughout the years. This report outlines the work undertaken within the catchment since the previous report in March 2020.

Strategic Director:

Jason Longhurst
Strategic Director of Place

Portfolio:

Regeneration, Planning & Transport

Report Contact:

Edward Norfolk
Principal Drainage Engineer

Overview & Scrutiny Area:

Regeneration and Environment.

Phone: (01274) 433905

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1. SUMMARY

Since the Committee meeting of March 2020 there has been cooperation on a range of projects between Council officers of various services and Friends of Bradford's Becks (FOBB). This report outlines the work carried out over the last year in collaboration to the catchment plan produced by FOBB that was supported by the Environment and Waste O&S Committee in 2013.

2. BACKGROUND

Despite the disruptions of the Covid19 pandemic, during the course of the year there have been work streams and developments involving FOBB and Council Officers in relation to Bradford Beck. An update on existing and emerging projects and initiatives are discussed below:

Yorkshire Region Flood and Costal Committee, Local Levy Funding

As discussed in previous reports, following the floods of December 2015 it was recognised that there was a need for a long term strategic approach to managing flood risk and associated environmental impacts across the Bradford district. In identifying this need the Council worked with the Environment Agency to scope and develop a Bradford Flood Programme Board. The Programme Board were able to secure local levy funding from the Yorkshire Regional Flood and Costal Committee to help deliver a range of aspirations that have included river stewardship and reliance projects. The Land Drainage Department have recently been successful in securing further Local Levy funding to develop the initial scoping appraisals required for the delivery of a capital flood risk management scheme for Bradford Beck. The project aims to improve the standard of protection to 77 residential properties plus 158 businesses located within Bradford City Centre. More recently 20 of these residential properties were flooded by Strom Ciara in February 2020.

Initial proposals include providing upstream storage in the Leaventhorpe/Middlebrook area supplemented by the implementation of NFM measures on rapid response catchments such as Pitty Beck and Clayton Beck.

To reduce surface runoff entering the culverted sections of the catchment on Westbrook Beck, Bowling Beck and Eastbrook Beck, the scheme will look to promote the installation of Blue Green Infrastructure assets within these urban areas.

By reducing surface water runoff, the scheme will help reduce the discharge from Yorkshire Waters Combined Sewer Overflows that connect to the Beck improving the water quality of natural environment. These improvements to the river health will help with the progression of the Shipley and Canal Road Corridor (SCRC) Regeneration area. The Corridor is an allocated Spatial Priority Area by the Leeds City Region. This Corridor is one of two priority regeneration areas in the Bradford District alongside the Bradford City Centre and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region.

The first stage of the project will be to strengthen the evidence base of Bradford Beck so a reliable resource is available to support the development of future business cases. The project is due to start in December 2021.

Bradford Beck River Restoration Project Phase 1

CBMDC, The Environment Agency (EA), The Friends of Bradford Beck and the Wild Trout Trust worked in partnership to deliver a £90,000 EA funded scheme to re-naturalise the northern length of Bradford Beck. This including the removal of Invasive Non- Native Species (INNS), habitat creation works including bat and bird boxes and a kingfisher tunnel, Tree, shrub and wildflower planting, pedestrian access improvements and works to improve fish passage. These works are now complete and the appended FOBB report discusses how the fish population is being re-established.

Re-naturalisation of Bradford Beck

Working with the Highways Majors Team in the Bradford to Shipley Improvement Scheme, a section of Bradford Beck between Poplars Road and Briggate has been identified to be re-naturalised by diverting the watercourse around a dilapidated culvert. The Highways Scheme has recently been given WYCA and Council assurances to progress to a full business case. The culvert is in severely poor condition with life expectancy already passed. Failure of this culvert will result in an unacceptably high risk of flooding to surrounding properties, the highway network and infrastructure. Bradford Beck will be realigned to create additional flood water storage which will reduce the impact of climate change through mitigation and adaptation by managing the risk of flooding along the Corridor. This will also open up opportunities for measures to improve the river health of Bradford Beck that will recover water quality in accordance with the objectives of the Water Framework Directive and in accordance with the aspirations of the management plan 'Bradford Beck- A New Lease of Life' undertaken by the Aires River Trust in conjunction with the Friends of Bradford's Becks. The stabilisation of habitats by the naturalisation of the channel will also enhance biodiversity and green infrastructure by strengthening ecological networks particularly within and connecting to Bradford's Wildlife Habitat Networks. The Project will increase the species and habitat diversity by introducing a variety of grassland, woodland and wetland habitat and thus enable the area to support a wider range of species than at present. In this way, the conservation status of the site will be elevated. In addition, the proposal is a key ecological link in Bradford's Wildlife Habitat Network

Land Drainage Investigations

Bradford Councils Land Drainage Team regularly investigate reports of blocked or collapsed watercourses within the Bradford Beck Catchment. Blockages can lead to an increased risk of flooding or environmental incidents.

Land drainage law is complex and is covered within the Land Drainage Act 1991. The Council is able to offer advice about problems associated with land drainage, including ditches, streams, rivers and other watercourses. Essentially, a landowner is responsible for the drainage of their land. If a watercourse passes through land, under the Land Drainage Act 1991, the landowner is classified as a 'Riparian Owner' and is responsible for maintaining the flow within the watercourse and to ensure an impediment to that flow does not exist.

The Council only has a responsibility for watercourse when the Council is the landowner. Other than that, the Council do have powers to act in certain circumstances, to mitigate against the effects of flooding generated from land drainage matters.

If a landowner fails to carry out necessary maintenance on a watercourse, the Council can serve notice and carry out works if ditches have become blocked resulting in a flood risk or health hazard. These powers are contained in the Land Drainage Acts 1991 and Sections of the Public Health Act 1936, but are not instantaneous - the process between first notification of a problem and serving a notice can take years, and further stages are required if the landowner defaults on the notice.

Occasionally investigations reveal blockages on land that is unregistered. In these instances, the Council conduct a review to understand the risk posed by any defects and if quick interventions will reduce the risk and avoid on-going issues that can take up large amounts of resource. One recent investigation on Deep Lane in Clayton has ensured the correct operation of a culvert system that had caused water to flow on the surface of the bridleway for years. Deep Lane is an ancient bridleway between Clayton and Crossley Hall with parts of the lane unregistered. The Council commissioned an investigation and repair of the blocked culvert on unregistered land finally resolving the issue and the path is again fit for use.

European Projects

The Council are within their final year of the sixth year BEGIN (Blue / Green infrastructure through social innovation) project which was approved in early September 2016 to EU North Sea Region Secretariat; The Lead Partner being the Municipality of Dordrecht in the Netherlands. The project is progressing and will help support the aspirations of the Council's Green Infrastructure Study. The emerging approach in respect of Green Infrastructure and flood risk is based on the creation of a Linear Park along the length of Bradford Beck, restoring the natural character of the beck, retaining areas of natural floodplain, introducing new areas and enhancing existing areas of greenspace whilst incorporating sustainable drainage within new developments. The BEGIN projects also aims to engage with communities to increase awareness of the Beck and its catchment.

The Council have started to work on the LIFE Critical European project at Horton Park. LIFE Critical is an EU project that adapts older city neighbourhoods so they are equipped for the effects of climate change. Westbrook Beck, which flows through the ponds and water features of Horton Park, stopped flowing a few years ago. With support from the University of Bradford, the project is trying to find the problem by investigating the reasons why the water volumes have reduced. The Council will work with FOBB to find solutions to this issue during the development of the project. Sustainable Drainage Systems (SuDS) will also be installed in the park. These are a more natural way to reduce the likelihood of flooding by transporting surface water elsewhere, slowing the flow of water or using materials to encourage the water to soak into the ground or evaporate.

Sediment Control

Following a series of sediment pollution incidents involving new developments, the Council met with FOBB to discuss if there were any opportunities through the development control and planning process to help prevent future pollution incidents. Although the policy and responsibility for sediment control is complicated, it was agreed that guidance and warnings could be included in pre planning application advice and as footnotes on planning application decision notices with the intention of raising awareness to developers of these types of pollution incidents. It was also agreed that planning condition requiring the details of temporary site drainage runoff would be used where there is a risk of sediment pollution being generated during the construction period of a development.

Bradford Flood Risk Management Workshop- Enabling Collaborative Catchment Management

Bradford Metropolitan District Council Flood Risk Management Team and the Environment Agency, facilitated by the Yorkshire Integrated Catchment Solutions Programme (iCASP), and supported by the Aire Rivers Trust and Friends of Bradford Beck, are hosting a workshop on “Enabling Collaborative Catchment Management” The aim of the workshop is to help catalogue current projects and priorities along the River Aire catchment within Bradford and identify potential future improvements and collaboration opportunities across the Bradford District. This will assist in CBMDC aligning our flood risk proposals with other infrastructure developments in this area to find out how projects might be developed that could help in the delivery of other aims and objectives, not just the reduction of flood risk.

3. OTHER CONSIDERATIONS

The Friends of Bradford Becks have provided an update to their work streams during 2020/21 and the report is included as appendix 1.

The Environment Agency has been approached on pollution incidents that have been reported on Bradford Beck and its tributaries during 2020/21. This data is included as appendix 2.

4. FINANCIAL & RESOURCE APPRAISAL

None

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

None

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

None

7.4 COMMUNITY SAFETY IMPLICATIONS

None

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

None

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

None

10. RECOMMENDATIONS

1. That the Friends of Bradford's Becks and the Strategic Director, Place be requested to work jointly on studies and proposals for the Canal Road Area.
2. That the Friends of Bradford's Becks be invited to report back in a year's time.
3. That this report be noted and that the ongoing collaboration between officers and the Friends of Bradford's Becks be supported.

11. APPENDICES

Appendix 1 - Friends of Bradford Becks summary of activities 2020/ 21

Appendix 2 – Environment Agency's reported pollution incidents 2020/ 21

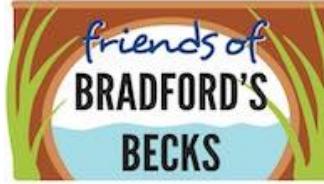
12. BACKGROUND DOCUMENTS

Bradford's Becks – a New Lease of Life Available online from:

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

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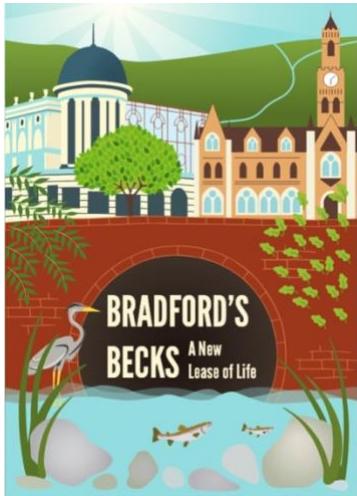
Friends of Bradford's Becks summary of activities 2020-21



Friends of Bradford's Becks report to Regeneration and Environment O&S Committee, Sept 2021

Introduction

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



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

The catchment plan was supported by the Environment and Waste O&S Committee in 2013, and officers were requested to give FOBB assistance with the resulting projects. We have reported back to the Committee in each year since; this is our report for the last 18 months to Sept 2021.

Good news stories from 2020-21

Despite COVID, we have been able to progress a range of improvements to the Beck.

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

Valley Rd deculverting

The biggest story is the approval of funding for the deculverting of a short reach alongside Valley Rd. This is jointly funded by ESIF (EU funds) and the Council to the tune of £3.25M. Consultants have been appointed, site investigation is complete, and design is progressing for completion in 2023.

As well as daylighting the beck, there will be footpath and landscape enhancements. There will be no impact on the cycleway.

The high cost is because of (a) the high volume of soil to be moved and (b) the risk of the soil being contaminated by previous landuses.

We look forward to the chance to engage with the Council and their consultants on the actual design.



Planned deculverting. Map/image from Google

PollutionWatch

Our volunteers went out hunting for pollution sources from April 2020 to March 2021 in a collaborative project with Yorkshire Water. They recorded water conditions on 1350 occasions. The key numbers are: 55 misconnected properties or sewers found, 20 fixed already, 17 complex enough for YW to undertake them as capital projects, 18 unresolved.



Outfall from Holiday Inn to Eastbrook with clear signs of pollution

YW have no power to fix misconnections within property boundaries and no power to require homeowners to do. These powers rest with the Council's Environmental Health Dept, but following up cases referred by Yorkshire Water or us has not been a high priority. We are pleased to say that, as a result of PollutionWatch, Yorkshire Water has reached an agreement with EH on a procedure to be followed by all parties. It would be very helpful if we (FOBB and YW) could have an annual review of cases submitted with EH.

Despite the relative success of the PollutionWatch project, FOBB does not believe that we have found the main problems. We believe that illegal effluent disposal, misconnections or faulty sewer overflows in the extensive culverts in the city are significant. An example is the recent confirmation by dye testing that the Holiday Inn is connected directly into Eastbrook. Ironically, this building used to be Broadacre House, the headquarters of Yorkshire Water!

More investigation of the pollution sources into the culverts of Bradford's Becks is needed – both YW and ourselves are looking at ways to achieve this.

Renaturalisation phase 1: River Aire to Briggate

The recent project to install fish easements, improve pedestrian accessibility and carry out planting of native species along the Beck was completed in this period. It was a collaboration between the Environment Agency, Bradford Council (mainly Landscape), ourselves and the Wild Trout Trust. The WTT and FOBB electrofished the reach in June and found that there a fish population is re-establishing after the fish kill by Yorkshire Water in 2018.



A young trout from the beck near Shipley Station

Signage and information boards

Further work was stopped as the Council Signs workshop was rather busy with COVID. They have agreed to return to making our signs for naming becks and an information board.

SuDS Rising Star

We were very pleased to nominate Saira Ali (Team Leader, Landscape Design and Conservation Team) for this [CIRIA SUSdrain](#) award, and even more pleased that she won! The Council should be proud of its position as a leader in the implementation of Sustainable Drainage Systems.

Sediment pollution from building sites

In our March 2020 report we requested support to impose and enforce planning conditions which would prevent sediment runoff from construction sites. Following discussions with Planning and Drainage, we understand that the following is (has been?) in use, with the footnote as a new addition:

Condition:- The development should not begin until a temporary drainage strategy outlining the drainage arrangements for different construction phases of the project has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only proceed in strict accordance with the approved temporary drainage strategy.

Reason: To ensure an appropriate drainage strategy for the construction phases of the approved development, and the prevention of surface water and sediment run-off into adjacent watercourses, in line with EN7: Flood Risk and EN8: Environmental Protection of the adopted Core Strategy.

Footnote:- Construction and maintenance activities in or near water have the potential to cause serious pollution or impact on the bed and banks of surface waters and on the quality and quantity of the water. Surface waters include rivers, streams/burns, dry ditches, lakes/lochs, loughs, reservoirs, ponds, canals, estuaries and coastal waters. It is advised that the applicant seeks specialist advice on how to manage the risk of pollution and comply with the law when planning construction, maintenance or other works in, near or over surface waters. This may include but is not restricted to managing silt, concrete and cement, oils and chemicals, maintaining structures over watercourses, waste management and responding to pollution incidents. Causing pollution of a watercourse may result in committing a criminal offence.

This is not as strong a condition as used by other authorities including Leeds and Calderdale, and there does appear to be a reluctance to take enforcement action when pollution does occur.

Awareness raising

We continue to push the Bradford Beck (good and bad!) in the conventional media and on social media. There have been:

- Articles in the T&A
 - 10th Mar 2020, about this meeting last year
 - 24th Mar, 11th May, about PollutionWatch project
 - 23rd Jun, about electrofishing the Beck
 - 25th Mar 2021, about the Bradford Beck deculverting
 - 4th and 5th May about litter picks and guided walks
 - 18th June and 25th July, Saira Ali wins award
 - 23rd June, phase 1 renaturalisation completed (also in *Guardian* and *Yorkshire Post*)
 - 14th July, electrofishing results from the Beck

We have held 4 litter picks in 2021 and given 2 online talks to local groups.

We made 2 videos for the online Bradford Science Festival in October 2020 (on flooding and on pollution); both had lots of views and we have been asked to contribute again this year.

FOBB has over 800 followers on [Facebook](#) (do join them!).

New and continuing issues

Eastbrook

There has been a blockage (waste concrete?) in the Eastbrook culvert for many years, causing upstream flooding. We first brought this to the attention of the Drainage Dept in Feb 2017. It has still not been resolved.

Pollution hazard from unknown culverts

Virtually all the becks and small streams in the city were culverted during the building of Bradford over the last 200 years. Many of these culverts are unmapped. This creates a pollution hazard as illustrated by the recent fire at a go-kart track in Bowling which polluted the beck via an unknown culvert under the site. There is also a flood risk because they are never inspected or maintained. It is time that resources were allocated to mapping these culverts!

The coming year

We hope to acquire some water quality monitors which we can use to detect pollution events in the culverted becks. This is through a research project involving University of Newcastle, YW and others in the UK, and a group in Taiwan.

Our other plans for the coming year are to:

- Report pollution whenever we find it
- Engage with planning the deculverting along Valley Rd
- Install more information boards
- Install 'Name that stream' signs
- And other good works!

Support in the coming year

We ask for continued support in our campaign to improve Bradford's Becks for both the city's and the environment's benefit. We appreciate the continued engagement with the Drainage and Landscape teams.

Our request is that Environmental Health act on domestic misconnections that are referred to them by Yorkshire Water and that we are invited to an annual review with them, which can then be reported in this annual report.

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

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Appendix 2

Notification ID	Notification date	Location	NGR	Incident category	Cause type	Incident cause	Premises
1857610	19/10/20	Crossley Hall	SE 13348 33032	Category 3 (Minor)	Containment and Control Failure	Other Inadequate Control or Containment	Other
1891158	12/02/21	Owlet	SE 15290 36424	Category 3 (Minor)	Containment and Control Failure	Combined Sewer Overflow (CSO)	Other
1908168	18/03/21	Premier Inn, Vicar Ln Bradford	SE 16736 32990	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Catering and Accommodation
1851537	25/09/20	Bowling	SE 17589 32308	Category 3 (Minor)	Fires	Other Fire	Other Retail Sector Premises
1863647	16/11/20	Bradford	SE 16578 32116	Category 1 (Major)	Fires	Burning of Waste	Other Waste Management Source
1905512	12/03/21	Crossley Hall	SE 13518 33157	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1863647	16/11/20	Bradford	SE 16578 32116	Category 1 (Major)	Fires	Burning of Waste	Other Waste Management Source
1816869	12/06/20	Pitty Beck, Allerton	SE 11073 33328	Category 3 (Minor)	Containment and Control Failure	Drainage Failure	Construction and Demolition
1897494	27/02/21	School Green	SE 11862 33128	Category 3 (Minor)	Unauthorised Activity	Unauthorised Discharge or Disposal	Private Dwellings
1820201	22/06/20	Crossley Hall	SE 13478 33105	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1876179	04/01/21	Crossley Hall	SE 13499 33091	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Other Domestic/Residential Source
1893275	19/02/21	Bolton	SE 16174 35385	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	
1857557	19/10/20	Heaton	SE 13114 35750	Category 3 (Minor)	Unauthorised Activity	Unauthorised Discharge or Disposal	Foul Sewer
1912173	25/03/21	Crossley Hall	SE 13324 33058	Category 3 (Minor)	Unauthorised Activity	Unauthorised Discharge or Disposal	
1835952	10/08/20	Eastbrook Beck at Gibson Street	SE 17847 32771	Category 3 (Minor)	Cause Not Identified	Not Identified	
1857609	19/10/20	Crossley Hall	SE 13224 33047	Category 3 (Minor)	Unauthorised Activity	Unauthorised Discharge or Disposal	
1862573	11/11/20	Bull Greave Beck at Scholemoor	SE 13140 32400	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1820164	22/06/20	Clayton Beck	SE 12610 32843	Category 3 (Minor)	Cause Not Identified	Not Identified	
1825870	10/07/20	Crossley Hall, Glenbrook Drive	SE 13494 33101	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1878854	13/01/21	Eastbrook Beck at Laisterdyke	SE 17845 32771	Category 3 (Minor)	Cause Not Identified	Not Identified	
1812394	31/05/20	SWO Middle Brook at Crossley Hall	SE 13164 33057	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	
1814426	04/06/20	Frizinghall	SE 14507 36287	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1820287	22/06/20	Middlebrook SWO	SE 13723 33161	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1802110	28/04/20	Norwood Terrace Frizinghall	SE 14794 36515	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1802117	28/04/20	Crossley Hall	SE 13490 33092	Category 3 (Minor)	Containment and Control Failure	Wrong Connection	Private Dwellings
1877066	07/01/21	Bradford Bk outfall Gaisby Lane	SE 15423 35908	Category 3 (Minor)	Cause Not Identified	Not Identified	
1867289	30/11/20	Heaton	SE 13672 35801	Category 3 (Minor)	Cause Not Identified	Not Identified	
1818307	17/06/20	Dock Lane CSO Shipley	SE 15148 37572	Category 3 (Minor)	Unauthorised Activity	Unauthorised Discharge or Disposal	Combined Sewer Overflow

Pollutant type	Pollutant
Agricultural Materials and Wastes	Other Agricultural Material or Waste
Sewage Materials	Grey Water
Sewage Materials	Crude Sewage
Contaminated Water	Firefighting Run-Off
Atmospheric Pollutants and Effects	Smoke
Sewage Materials	Grey Water
Specific Waste Materials	Tyres
Inert Materials and Wastes	Soils and Clay
Contaminated Water	Other Contaminated Water
Sewage Materials	Crude Sewage
Sewage Materials	Crude Sewage
Sewage Materials	Grey Water
Sewage Materials	Grey Water
General Biodegradable Materials and Wastes	Other Animal Matter
Pollutant Not Identified	Not Identified
General Biodegradable Materials and Wastes	Blood and Offal
Sewage Materials	Grey Water
Pollutant Not Identified	Not Identified
Sewage Materials	Crude Sewage
Pollutant Not Identified	Not Identified
Sewage Materials	Grey Water
Sewage Materials	Grey Water
Sewage Materials	Crude Sewage
Sewage Materials	Grey Water
Sewage Materials	Grey Water
Sewage Materials	Grey Water
Other Pollutant	Other
Pollutant Not Identified	Not Identified



Report of the Assistant Director to the meeting of Regeneration and Economy Overview and Scrutiny Committee to be held on 28th September 2021

D

Subject: Homelessness in Bradford District

Summary statement:

This report sets out the activities undertaken by Bradford Council (with partners) to prevent and relieve homelessness and the report highlights opportunities and challenges in carrying out these duties.

EQUALITY & DIVERSITY:

Bradford's Homelessness and Rough Sleeping Strategy (approved by the Council's Executive in January 2020) sets out an explicit commitment to reducing inequalities, and recognises that housing has a big part to play in promoting equality of access and support, and in tackling inequalities.

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Place

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1. SUMMARY

- 1.1 This report sets out the activities undertaken by Bradford Council (with partners) to prevent and relieve homelessness and highlights the opportunities and challenges involved in carrying out these duties.

2. BACKGROUND

The Homelessness & Rough Sleeping Strategy

- 2.1 Bradford's Homelessness and Rough Sleeping Strategy was agreed by the Executive on 2nd January 2020.
- 2.2 The Bradford Homelessness and Rough Sleeping Strategy is partnership-led and jointly owned by the Council and the Bradford Housing Partnership, reflecting the reality of the role played by a wide range of organisations and agencies in delivering the (housing and) homelessness objectives contained within the strategy. This means that whilst the Council is a key delivery partner, it is not responsible for delivering all of the actions and relies on the co-operation of its partners for successful implementation.
- 2.3 The Bradford Housing Partnership oversees the monitoring and delivery of the Housing Strategy (A Place to Call Home, A Place to Thrive) and the Bradford Homelessness & Rough Sleeping Strategy.
- 2.4 The Homelessness & Rough Sleeping strategy has identified the following vision:

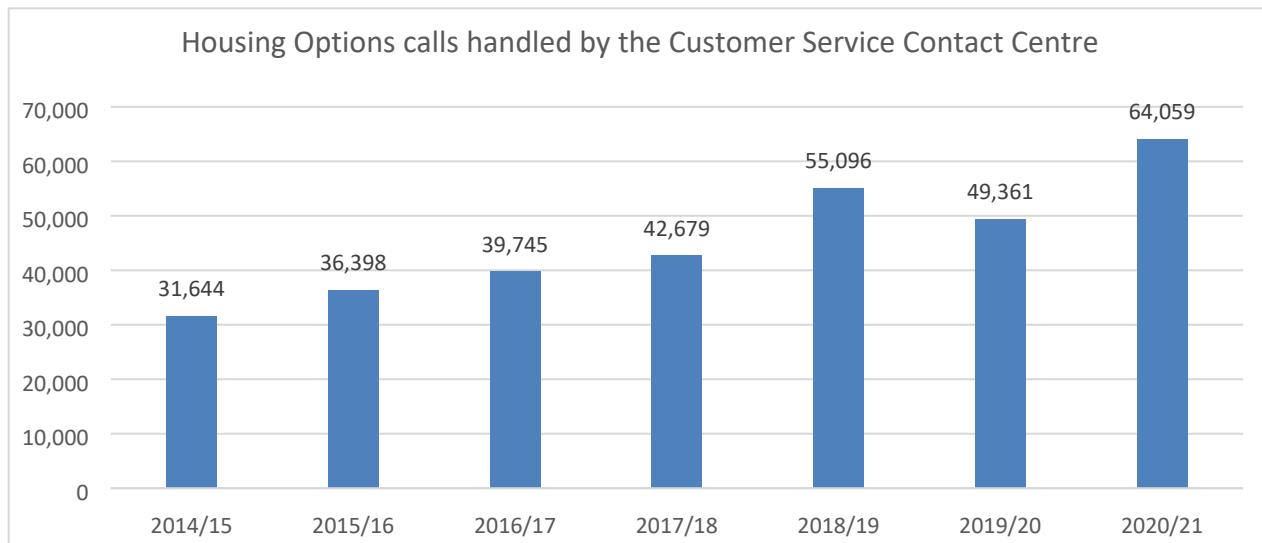
'Across our partnerships we will strive towards ending homelessness and rough sleeping once and for all. Homelessness is everyone's business.'

- 2.5 The five key themes for the Homelessness and Rough Sleeping strategy are:-
- Early intervention and prevention of homelessness
 - Deliver support in the right way at the right time to people who are homeless
 - Tackle rough sleeping
 - Improve access to housing for people who are homeless
 - Work better together.
- 2.6 There are also five general principles identified, which will be incorporated across each of the themes. These are co-production; person-centred; recovery-focused; equality and diversity; and safeguarding vulnerable people.
- 2.7 The Strategy identifies four overarching areas that are targeted for activity. These are:
- Increase the rates of successful prevention of homelessness
 - Reduce the number of placements into temporary accommodation
 - Reduce the length of stays in Bed & Breakfast accommodation (B&B)
 - Reduce the incidence of rough sleeping significantly

3. KEY HOMELESSNESS STATS IN THE DISTRICT

3.1 Number of service approaches

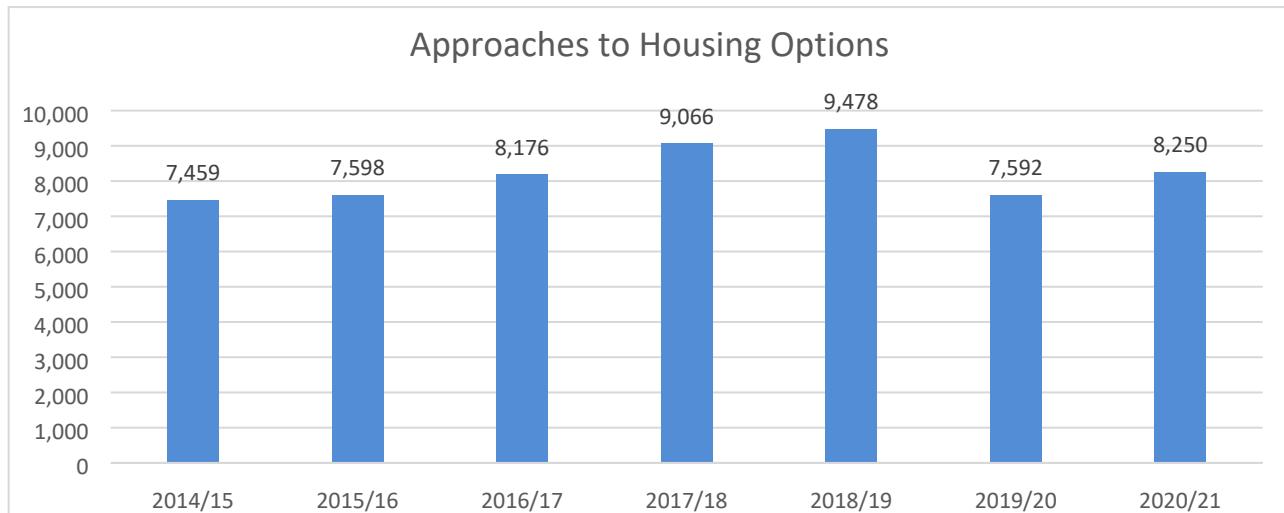
The Housing Options Service is operated on a triage basis, with the first point of contact being Customer Services.



The above table shows the number of calls taken annually by the Customer Services team for the Housing Options team, showing a consistent increase since 2014/15. The figures for 2020/21 show an increase of nearly 30% over 2019/20, mainly due Covid restrictions and the introduction of a self registration system for applying for housing in March 2020.

The calls are then assessed to determine which calls need a full Housing Options Assessment and these are transferred to the Housing Options team and a homeless case is opened.

The table below shows the number of service approaches received by the Housing Options Service since 2014/15. Worthy of note is that whilst the numbers remain steady over the years, since 2018 the introduction of the Homeless Reduction Act has required a greater level of assistance adding more time to case work. This includes a Personal Housing Plan with actions which are regularly reviewed with the client.



3.2 Top 5 Homelessness Approach Reasons

The table below shows the main reasons for customer approaches to the Housing Options team, made since 2018. Overall, the number of approaches reduced from 2018/19, due to the impact of Covid. However there are some noteworthy changes in the figures during the pandemic period. The largest volume of calls are for friends/family refusing to accommodate and for domestic/violent abuse. However, over the last year, the greatest percentage increase has been in people experiencing non racial harassment (resulting in Anti-Social behaviour, from a family member, partner or neighbour). Also of note is the decrease in End of Private Tenancy from 2019/20 to 2020/21, due to the moratorium on evictions during the pandemic. Domestic Violence is reported on further in this report at 4.17.

Top 5 Approach Reasons	2018/19	2019/20	2020/21
Non Racial Harrassment	117	120	216
Non Violent Breakdown	222	246	248
End of Private Tenancy	400	516	408
Domestic Violence / Abuse	441	441	585
Friends/Family refuse to accommodate	613	806	712
Sub-Total	1,793	2,129	2,169
Grand Total of all approaches	9,478	7,592	8,250

4.0 HOW HAS THE COUNCIL BEEN TACKLING AND PREVENTING HOMELESSNESS?

4.1 Housing Options

The Housing Options Service continued to operate at full capacity during the covid pandemic but face to face assessments were suspended with assessments carried out over the telephone. A safe return of staff to greater face to face assessments will be considered as part of the Corporate planning process.

Other measures implemented during the pandemic include:-

- Extension of notice periods for privately rented properties
- Suspension of housing possession claims
- Uplift to Universal Credit of £20 per week
- Housing Allowance Rate increased to cover at least 30% of market rents in an area
- Mortgage payment holidays
- Suspension of evictions
- “Everyone In” Initiative: launched on the 26th March 2020. Required local authorities to ensure rough sleepers were brought into suitable COVID secure accommodation.
- “Protect” and “Protect Plus” Programmes: Introduced during the second and third lockdown (November 2020 and January 2021) to ensure councils continue to offer safe accommodation to anyone sleeping rough. Emphasis on facilitating GP registration to ensure rough sleepers could be vaccinated
- “Next Steps” Accommodation Programme: funding for local authorities to secure accommodation for people assisted by emergency provisions.

- “Rough Sleeping” Accommodation Programme: funding for move-on accommodation and accompanying support services.

4.2 Homelessness Prevention & Relief

Prevention

The prevention duty applies when a local authority is satisfied that an applicant is threatened with homelessness and is eligible for assistance.

2018/19			2019/20			2020/21		
Total	No: Success	% Success	Total	No: Success	% Success	Total	No: Success	% Success
663	441	66.52%	1,337	958	71.65%	1,480	1,111	75.10%

The above table shows all prevention cases since the introduction of the Homelessness Reduction Act. Success is measured by securing alternative accommodation for a minimum of 6 months.

In 2020/21 there were 1,480 preventions with 1,111 successful which is an increase from 2019 from 1,337 preventions of which 958 were successful and shows a steady increase year on year with the success rate having risen from 71.75% in 2019/20 to 74.49% in 2020/21.

Relief

Relief is when a local authority is satisfied that an applicant is homeless and eligible, and it must take reasonable steps to help the applicant secure accommodation for at least 6 months. Reliefs differ from preventions in that the clients are already deemed as homeless.

In 2019/20 there were 1,684 cases when Relief was applied, of which 849 had a successful outcome of gaining a tenancy for 6 months and in 2020/21 there were 1,100 cases of which 571 had a successful outcome, showing an improvement in the success rate from 50.42% to 52.50% with the reduction in total cases due, in part, to Everyone In accommodating clients (See Section 4.9).

2018/19			2019/20			2020/21		
Total	No: Success	% Success	Total	No: Success	% Success	Total	No: Success	% Success
1298	689	53.08%	1,684	849	50.42%	1,088	571	52.50%

Note that the 2018/19 figures for Prevention and Relief were labelled by MHCLG as ‘experimental’ due to the IT infrastructure not being fully developed at the time.

Whilst it is difficult to compare between local authorities due to demographics and other factors, the tables below show how we have performed in comparison with other West Yorkshire authorities.

Prevention	2018/19 % Successful	2019/20 % Successful	2020/21 % Successful
Bradford	66.52%	71.65%	75.10%
Calderdale	75.74%	60.72%	54.80%
Kirklees	75.49%	73.57%	70.10%
Leeds	87.30%	86.43%	88.70%
Wakefield	36.04%	47.39%	49.80%
Y&H	67.50%	67.65%	68.70%

Relief	2018/19	2019/20	2020/21
	% Successful	% Successful	% Successful
Bradford	59.10%	53.27%	52.50%
Calderdale	60.59%	61.03%	56.10%
Kirklees	62.63%	54.71%	37.80%
Leeds	73.41%	65.38%	55.00%
Wakefield	11.41%	22.62%	41.40%
Y&H	58.86%	52.88%	46.80%

The above tables show that Prevention success in Bradford, Leeds and Wakefield has increased and Relief success rates have come down in all Districts except Wakefield.

4.3 Temporary Accommodation

4.3.1 Number of placements into temporary accommodation

In 2019/20, there were 811 unique customers who accounted for 32,195 nights in temporary accommodation, with an average stay of 39.7 days.

In 2020/21, Covid has significantly increased the duration of stay and with the MHCLG launching the 'Everyone In' scheme, the duty placed on Local Authorities to accommodate clients has been widened so there were 732 unique clients who accounted for 67,699 nights accommodated, at an average duration of 92 nights stay.

4.3.2 Reduce the length of stays in bed and breakfast accommodation (B&B)

Traditionally most local authorities use Bed & Breakfast Hotels in emergencies and over recent years, the use of B&Bs has increased significantly throughout the Country and in Bradford.

Bradford Council considered an alternative model and outsourced emergency crisis accommodation to Concept Housing (started in March 2020, at the beginning of lockdown). The contract is limited to statutory homeless and does not apply to rough sleepers being supported in the "Everyone In" Scheme. As a result of the new contract, B&B use by the Council ended and the costs of emergency accommodation was reduced significantly by at least £300,000 per annum.

During 2020/21 Concept Housing accommodated over 200 vulnerable households in single and family accommodation units.

4.4 Eviction Prevention

The Government's legislation for a temporary ban on bailiff-enforced evictions was introduced in March 2020 and extended several times since, but expired on 31st May 2021. The ban provided protection to social and private tenants by delaying when landlords can evict tenants. The provisions in the Coronavirus Act 2020 increased the length of the required notice period that landlords must provide to tenants when seeking possession of a residential property, and have been extended through additional legislation.

With the exception of the most serious cases, landlords needed to give their tenants six months' notice before starting possession proceedings. From 1 June 2021, notice periods reduced to at least four months in most cases. From 1 August 2021 notice periods for cases involving less than 4 months' of unpaid rent reduced again to 2 months' notice, and for rent arrears of at least 4 months, the required notice period is 4 weeks. From 1 October 2021, notice periods are due to return to pre-pandemic levels, subject to the Government's roadmap out of lockdown.

Actions

Our activities to respond to the added demands are focused primarily on:

- a) designing effective and targeted solutions
- b) proactive engagement with tenants and landlords, and
- c) bringing additional value from peripheral services and providers.

These include:

- Created a specialist Housing Options Officer role to exclusively work on eviction cases and engage with Courts, Bailiffs and the VCS sector.
- Task & finish group to develop a "tenancy rescue" offer
- Strengthening pathways and partnership work with the VCS to reduce duplication and make use of expertise (e.g. debt advice, money management)
- Fast-track floating support to mediate with Landlords and support customers to remain in their accommodation.
- Referrals to the Government's free Rental Mediation Service for landlords and tenants involved in a housing possession court case.
- We will be unable to rehouse 100% of evictions so emphasis must be on keeping clients at home where possible and engage with Landlords either long-term or short-term (to plan for a move).
- Aligned to this project is our recent decision to increase the Crisis to Permanent contract value by £100,000 p.a. to rehouse statutory singles and families

4.5 Access to Private Rented Housing

The Government has encouraged local authorities to use the private rented sector as an alternative option to social housing. In Bradford, we started to build up the team in recent years and to develop incentives for landlords who sign up with the Council to offer their

properties. All properties are inspected by Housing Standards Officers before they are accepted onto the scheme.

The Private Rented Options (PRO) Team also had to adapt its working practices during lockdown in order to continue to deliver a full service. The team agreed to work remotely through telephone, emails and virtual contacts without any face to face interaction with customers or landlords. Most customers and landlords were happy with virtual viewings. Tenancy sign-ups reduced but were still healthy despite the challenges and the significantly lower turnover in tenancies due to lockdowns and general uncertainty, as well as the moratorium on evictions.

The service will undergo a further review during 2021/22. The review will consider the operation of the scheme, including the lessons learned about the effectiveness of alternative methods of working, and the perception of the scheme among current and prospective landlords and tenants, and will make recommendations on the future focus of the scheme, processes, incentives and other activities to encourage landlords to house homeless people for whom the Council has a responsibility.

The table below shows the number of successful private sector lets over the same period over 2 years. The impact of the pandemic has been significant in reducing the number of private sector lets.

Q1 19/20	Q2 19/20	Q3 19/20	Q4 19/20	Total
80	70	73	35	258

Q1 20/21	Q2 20/21	Q3 20/21	Q4 20/21	Total
31	24	26	81	162

In addition to its main scheme, the PRO Team is sourcing private rented accommodation for the Housing First programme, using an enhanced incentive package to encourage landlords to accommodate individuals with complex need.

We have also been recently successful in bidding for funding from the Offender Accommodation Programme which aims to sustain tenancies in the private rented sector for offenders or those released from prison.

4.6 Housing Outreach Support

The Housing Outreach Support Team is critical to the delivery of sustainable tenancies, re-integrating vulnerable homeless people or those at risk back into the community. The Service complements the range of commissioned Housing Related Support schemes we offer and is directly responsive to immediate needs emanating from Housing Options and other agencies such as the Home Office (when positive decisions are made for asylum seekers), Prisons and Probation and also when we place homeless people into the private rented sector ensuring there is initial tenancy support and landlord liaison.

The Housing Outreach Support team continued operating throughout the lockdown periods. Customers had their support needs met by various remote means, but the service also

continued to offer face to face support through the Customer Service Centre in Bradford and Keighley. This was important as many of the other organisations were forced to shut their doors in 2020.

Despite the general moratorium on evictions, the Home Office only paused evictions following a positive decision on refugee status from April – July 2020. The Outreach team continued to be involved in assisting new refugees to move on from Home Office accommodation – supporting 342 individuals in 187 households. Since April 2021, the team has operated as part of the Refugee Integration Service (see section 4.7 below).

The team also supported landlords and tenants generally who had run into difficulties with their tenancies, and people moving on from temporary to permanent accommodation with a particular focus in 2020 on supporting people fleeing domestic violence – again because other organisations had been forced to shut their doors or offer services by remote means only, while the Outreach team remained present in person and mobile, able to deliver support in person, and food parcels and other essential items.

Additional priorities for the coming year for the team will be delivering the Offender Accommodation Programme and supporting Housing Options in Eviction Prevention by providing fast-track floating support to mediate with Landlords and support customers to remain in their accommodation.

4.7 Refugee Integration Service (RIS)

Migration Yorkshire is a partnership of Local authorities in Yorkshire & Humber and was recently awarded grant funding for a new programme called ‘Refugee Integration Service (RIS)’. This programme will improve the integration of Refugees in Yorkshire and Humber through a ‘whole-region’ approach, coordinating strategic and operational interventions underpinned by comprehensive evidence and Refugee participation. Bradford Council is a partner in this project and aims to contribute to the outcomes by linking up services and providing a co-ordinated approach. An example of this approach successfully applied was working with new refugees, the Home Office, Mears Group, Migrant Help and other agencies on a hotel exit programme in a large local hotel housing asylum seekers.

4.8 Homeless Outreach Partnership (HOP Team)

The HOP was established in 2019 following a successful bid for funding from the Government’s Rough Sleeping Initiative (RSI), a programme developed to end rough sleeping. The HOP is a team of specialists with the skills to secure the necessary support to those who are most vulnerable and have the most complex needs. They are recruited from existing services on secondments and provide expertise in their specific work area. They include a substance misuse worker, a Psychiatric Nurse and a Housing Options Officer and other experts in rough sleeping.

The HOP provides a street-based response to address the issues of rough sleeping, through assertive outreach by intercepting and engaging with clients in order to direct them into services away from the street. This is the crucial first stage in getting people into a pathway of services and ultimately away from the streets.

Funding for this service has been made available to bid for on an annual basis and current

funding lasts until March 2022. The Government's RSI team are confident that a new round of funds will be made available to bid for in 2022/23 following the Government's Autumn Spending Review.

Whilst the scheme was set up before the pandemic, the HOP has been critical in ensuring that the government's directive to take all rough sleepers off the streets via the Everyone In Scheme was implemented successfully. The HOP stepped up and exceeded its initial target of supporting 20 rough sleepers per annum and went on to assist 424 rough sleepers during the pandemic. (See section 4.9 below Everyone In).

4.9 Everyone In – Rough Sleepers

The Everyone In Scheme was introduced by the Government at the start of the first lockdown. Local authorities were required to take all rough sleepers off the streets and into temporary accommodation irrespective of immigration status or Priority Need.

Since the start of Everyone In on 23rd March 2020 a total of 424 individual placements have been made, supporting rough sleepers off the street up until the programme closed to new referrals on 19th July 2021.

As of 16th August 2021 - 58 individuals remain in emergency accommodation who are being supported with "move-on" options. Those with immigration restrictions are being helped to secure settled status.

Since 19th July when the Government lifted most restrictions, we have continued to work with the rough sleepers we were supporting and have put in place an Exit Plan with a target to move all rough sleepers off the scheme by 19th October 2021.

The Council is now working with voluntary and community sector partners to develop a scheme to support rough sleepers with No Recourse to Public Funds for the period after the 19th October.

4.10 Next Steps Accommodation Programme (NSAP)

The Next Steps Accommodation Programme follows the Everyone In scheme and aims to provide sustainable "move-on" solutions for the rough sleepers within the Everyone In scheme. Working with partners, the Council successfully secured NSAP funding.

The following funded schemes are being delivered currently:

- **Additional emergency accommodation (Funding £205k)**
Covering use of local B&B provision. This funding was used towards the cost of B&B accommodation for the rough sleepers.
- **Hope Housing (Funding £60k)**
Hope Housing is working with the Council to assist destitute EU Nationals within the Everyone In scheme to achieve settled status, employment, stable rehousing, options and reconnection. Approximately 30 EU Nationals are being supported to achieve move on from the programme.

- **Beacon (Funding £6k)**
Beacon is working with the Council to support destitute asylum seekers from the Everyone In scheme. 5 failed asylum seekers are being supported to achieve move on from the programme.
- **Incommunites/Bradford District Care Foundation Trust (Funding £120k)**
Partners Bradford District Care Foundation Trust and Incommunities are delivering this project providing mental health focused floating support to 11 rough sleepers from the Everyone In scheme.
- **Fairmount Lodge**
Horton Housing was awarded capital matched funding of £900k and Revenue funding of £555k to provide an 18 bed hostel with self contained accommodation for the Everyone In clients. All 18 clients are now placed within the high quality accommodation. In Round 2 a further £315k Capital funding and £150k Revenue funding has been secured to develop 7 dispersed units for former rough sleepers.

4.11 Housing First

Housing First is a successful concept begun in the United States and in Finland. It was introduced by the government as successful practice in the UK in recent years. It involves providing a tenancy first and intensive support to go with the tenancy for as long as needed. The programme started as a pilot using short term funds and has proved to be highly successful after 2 years of delivery.

The Council has now invested longer term funding to continue the scheme. The funding enabled the Council to expand capacity within the programme to 30 individuals from the initial 15.

Housing First has demonstrated that this model has a positive impact on the most complex and multiple needs clients as well as having a positive wider impact on front line services in terms of engagement and a reduction in crisis intervention.

The housing arm was procured through the council building on partnerships with local social housing partners as well as recruitment of private sector landlords through the Private Sector Lettings Team. Clients are screened via an established Complex Needs Panel to ensure all other accommodation routes are exhausted and the programme is purely for the most complex and multiple needs cases. In response to the Covid pandemic, Housing First has provided an effective “move-on” route for the most complex and multiple need rough sleepers from Everyone In.

4.12 No Second Night Out

Bradford Council initially commissioned the No Second Night Out (NSNO) service in 2015, to help people who are sleeping rough or at risk of sleeping rough in the district. This service is contracted to Humankind, and delivered from Discovery House - a 20 bed hostel on Barkerend Road. The service provides short term emergency accommodation for people with nowhere else to stay. The No Second Night Out is open 365 days a year and offers a range of services to rough sleepers including outreach work, assessments and advice as well as co-ordinating the delivery of the Cold Weather provision for rough sleepers.

The service has supported 105 clients in 2020/21 which is lower than 2019/20, yet the length of stay has significantly increased and has achieved an average occupancy level of 95% (the target is 85%).

NSNO Target Criteria	2019/20	2020/21
Length of stay in accommodation (Average Days)	42	70
Other Key Figures	2019/20	2020/21
Total clients accommodated in Year	183	105
Planned departures in Year	109	52
Clients worked with who work with the service who fit the 'entrenched' definition	41	33
Number of clients Reconnected	16	1

The table above highlights some of the main performance criteria to monitor NSNO service provision and it can be seen that the length of stay and planned departures have been significantly affected by Covid restrictions.

NSNO was re-commissioned and expanded in 2021 to include an additional, 12 bed hostel, along with the existing hostel at Barkerend, now offering a much expanded capacity with 32 units. The new accommodation will provide short stay emergency accommodation to rough sleepers and placements will be made by the HOP team. This will increase capacity to address rough sleeping and provide stability to work with clients to address their issues. The new contract will commence in November 2021.

4.13 Cold Weather Provision

The Cold Weather Provision (CWP) is a multi-agency partnership that provides emergency bed spaces in Bradford to rough sleepers on freezing winter nights, commissioned by Bradford Council. The service operates between 1 October and 30 April and opens when the predicted temperature for the upcoming evening is due to fall to zero or below. The CWP partners provide emergency beds for clients in communal rooms, so no-one has to sleep on the streets on the coldest winter nights.

The CWP was open for 15 nights this winter. The service dealt with 85 referrals and provided 54 bed spaces for those in need of emergency accommodation. As in previous years, the service received a substantial amount of referrals who did not use the bed space provided.

The key issue the CWP faced was Covid -19. It was agreed on the 17 March 2020 that communal spaces in accommodation services would not be suitable. This was reviewed with Bradford Council and all parties agreed that B&B accommodation would be used instead. This only applied to 2 CWP nights and only 1 client utilised this facility.

	2018/19	2019/20
Number of Nights Open	26	15
Clients accessing CWP	117	36
Total bed spaces provided	258	54
B&B use	0	1
Move On	39	16

4.14 Access to Social Housing

Our Social Housing Allocations System provides a platform for Housing Associations, including Incommunities to discharge their nominations agreements with the Council. The table below shows lettings during the past 5 years for Incommunities with a significant decline during Covid which is now picking up with the lifting of restrictions. In a normal year almost 2,500 lets are made against 19,000 applicants who are awaiting rehousing on the Housing Register.

Year	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
No: of Incommunities Lets	2457	2491	2370	2049	1555

4.15 Housing Related Support – Temporary Accommodation/Homeless

The Housing Options Service has been the Single Gateway for customers accessing all commissioned supported services in the District.

The table below shows the performance data for the temporary accommodation/homeless provision to support vulnerable adults primarily aimed at accommodating customers towards whom the Council owes the temporary accommodation duty.

The provision includes 39 units of hostel accommodation and 62 units of dispersed accommodation at Octavia Court, Jermyn Court and Clergy House which delivers Housing Related Support to homeless customers:

Period	Q1 19/20	Q2 19/20	Q3 19/20	Q4 19/20	Total
No. of clients in service	131	120	111	127	489
No. of clients support ended	118	103	104	102	427

Period	Q1 20/21	Q2 20/21	Q3 20/21	Q4 20/21	Total
No. of clients in service	126	101	143	132	502
No. of clients support ended	31	39	57	49	176

It can be seen in the lower table above that clients leaving the service has been significantly impacted by the pandemic.

4.16 Housing Related Support - Centre Point and Homeless Young people

Centre Point has been commissioned to provide accommodation and support homeless young people in the district. There were 120 admissions into supported accommodation between April 2020 to December 2020. All of the admissions were from referrals through Bradford Gateway managed by Housing Options. The provision includes 28 units of hostel accommodation, 44 units of dispersed accommodation and 70 units of floating support.

4.17 Housing Related Support – Multiple Needs/High Risk

Bradford's Housing Options has been the Single Gateway referral point into multiple needs and high risk provision since April 2016. The Single Gateway provides the mechanism to assess and refer individuals who are eligible for commissioned short term supported housing. The aim of the Gateway is to have a central housing related support assessment point and target support to vulnerable customers who need it the most.

During 2020/21, 1642 customers with high to medium risk need were referred to the multiple needs/high risk provision.

The current commissioned contracts expire at the end of June 2022 and the Commissioners Adults Services have commenced the re-commissioning process with support from the Housing team.

4.18 Housing Related Support - Domestic Abuse

Domestic Abuse has been a major concern as to how people have coped with enforced isolation especially in abusive relationships. During April to December in 2019 there were 308 recorded cases whereas for the Covid period in April to December 2020 there were 445 cases. On average, a victim experiences over 37 instances of Domestic Violence before contacting one of the statutory authorities, so such a large increase may mask the full severity of the problem. Bradford Council has invested substantially in Domestic Violence prevention and assistance and housing feeds into that service on a weekly basis.

2018/19	2019/20	2020/21
441	441	586

4.19 Challenges/Opportunities

- Young people are disproportionately represented amongst people who present as homeless. We need to ensure that our young people are equipped with the skills and the support to thrive in their own homes. Closer working with colleagues in Children's has enabled both teams to understand the needs of young people better and this should lead to improved provision and solutions.
- We also know from research that 24% of homeless youth population identify as LGBTQ+ nationally and there is therefore a need to recognise and respond to the specific needs of this section of the population.
- Women experiencing homelessness are typically less visible on the streets than men and more likely to be hidden homeless and suffering abuse. Timely wraparound support is critical for those who are able to stay safely in their own homes and for those who need to flee to a place of safety. Considerable work is ongoing with the Domestic abuse and Sexual Violence team to address the needs of this group including men suffering abuse.

- Rough sleepers have complex needs and require extra support to access and sustain tenancies. Schemes such as the No Second Night Out Service, the HOP team, Day Shelter, Housing First, Multiple Needs provision etc have been/will be reviewed and maximised for effectiveness for rough sleepers who have unmet mental health, physical health and substance misuse needs.
- Mental health support provision has declined during austerity years including Housing Related Support provision and a review of HRS will take place to ensure we deliver effectively with the budgets available recognising that support provision inevitably results in wider savings to society and other services budgets.
- A Supported Housing Needs Assessment (SHNA) stated that the Single Gateway operates reasonably well. Amongst other recommendations, the report suggested that future modelling should consider implementing 'trusted assessor' and 'pathway coordinator' roles to streamline the assessment process and reduce multiple referrals.
- SHNA identified gaps in existing provision and indicated that based on future demand trends an injection of an additional circa £600,000 is needed in the multiple needs / high risk commissioned provision.
- Access to suitable permanent housing for vulnerable homeless can be challenging particularly when landlords (social and private) place barriers to accommodate high risk clients. These barriers include refusing applicants with arrears as an example although most Associations agree to a debt management plan. As for private landlords they expect sufficient incentives and risk management before they commit to taking high or medium risk tenants. A review is taking place for maximising the effectiveness of the private rented sector which may yield better solutions.
- The impact of homelessness on the health of individuals is recognised and we are working with partners such as Bevan Health to tackle the social determinants of health on vulnerable people.
- There is a lack of suitable homes particularly larger homes for large families and those with a need for adapted and wheelchair homes who become homeless or are living in severely overcrowded conditions. As a result these households are waiting much longer on the Housing Register for suitable housing.
- The moratorium on evictions ended on the 31 May. During the pandemic, notice periods were raised to 6 months. However, from 1 June 2021 these reduced to 4 months except for the most serious cases such as domestic abuse and anti-social behaviour. From 1 August 2021 notice periods for cases less than 4 months' of unpaid rent reduced again to 2 months' notice and for rent arrears of at least 4 months, the required notice period is 4 weeks. We are expecting a surge of applications for people being evicted from private and social housing as rent arrears increase due to loss of income, unemployment, withdrawal or reduction in furlough assistance etc. Mortgage repossession will also increase demand for the service for the same reasons. We have put in place a set of measures as set out above to provide early intervention and prevent evictions.
- The impact of government policy on migrants and the effects of the Immigration Act on homelessness and destitution needs to be closely monitored.

- The Everyone In Scheme which was set up by government to accommodate all rough sleepers during the Covid 19 Pandemic presents an opportunity to eliminate rough sleeping within the District by providing accommodation for all rough sleepers irrespective of Priority Need. However the challenges in addition to costs of emergency temporary accommodation, include suitable and adequate wraparound and Housing Related Support to sustain longer term tenancies. The most problematic rough sleepers however are those with No Recourse to Public Funds. We are working with government and the voluntary sector to develop a sustainable solution to support NRPF rough sleepers.
- Emergency responses to fire and flood situations particularly high rise blocks facing prohibitions eg with cladding issues, poor standards of accommodation, unpaid Council bills etc which may require invoking high level procedures in the Emergency Evacuation Accommodation Plan and temporary redeployment of resources and partnership working. Often these responses are immediate with little or no notice.
- Short term funding commitments from government to support homelessness is an issue as we cannot plan for the long term. This has been raised with the relevant government Department and the concern of Local Authorities appear to be understood. This consideration will form part of the governments spending review.

5. FINANCIAL & RESOURCE APPRAISAL

- 5.1 Whilst the costs of tackling homelessness including providing Temporary Accommodation can be impacted by national and local policy changes, the strength of the economy, and other factors leading to a rise in homelessness, this report does not result in additional cost outcomes.

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 6.1 A significant health risk would have arisen if the Council had failed to provide accommodation to homeless & rough sleepers during the pandemic allowing the disease to spread throughout the District. By adhering to the stipulations and guidelines from the 'Everyone In' scheme, Bradford is complying with all NHS and wider government advice.

7. LEGAL APPRAISAL

- 7.1 The Council has a duty under Section 1 of the Homelessness Act 2002 to publish a homelessness strategy based on the results of a homelessness review at least every five years. This strategy must be taken into account in the exercise of the Council's functions.
- 7.2 The aim of this strategy must be to prevent homelessness, to secure that sufficient accommodation is and will be available for people in the district who are or may become homeless, and to secure the satisfactory provision of support for such people, or those who have been homeless and need support to prevent a recurrence.
- 7.4 The main provisions on homelessness are contained in Part 7 of the Housing Act 1996. The Act includes:

- Principal criteria for determining which duties a local authority will owe to a homeless applicant
- The duties to inquire into an application
- When and how an applicant should be notified of a decision
- Main accommodation duties and how they can be discharged
- How a decision can be challenged

- 7.5 The **Homelessness Reduction Act 2017** came into force in April 2018. The new legislation creates additional duties on local authorities to try and prevent homelessness regardless of whether or not the household is considered to be in 'priority need'. Implementation of the Act is having a big impact on the volume of casework undertaken by Housing Options and there is also increased pressure to source a wider range of accommodation options for people in housing need.
- 7.6 The Localism Act 2011 amended the 1996 Act by giving local authorities the power to end the main housing duty by arranging an offer of suitable accommodation in the private rented sector.
- 7.7 The Secretary of State has the power to issue regulations to specify details regarding the homelessness provisions, and has done so under 'Everyone In' to prescribe, for example:
- Additional categories of people in priority need
 - Persons from abroad who are eligible for assistance
 - Suitability of accommodation criteria

8. OTHER IMPLICATIONS

8.1 SUSTAINABILITY IMPLICATIONS

Throughout the pandemic, homelessness has been a key consideration for the Government through the Ministry of Housing, Communities & Local Government (MHCLG). The moratorium placed on evictions has temporarily reduced service pressure from evictions but with the moratorium now ended the Housing Options Service is likely to face a significant increase in calls for assistance. This is also dependent on when HM Court Service clears their backlog of cases. It is difficult to calculate or estimate how significant this increase will be but it is anticipated that an extra 1,000 serious cases (on top of an annual normal 1000) are already in backlog.

8.2 GREENHOUSE GAS EMISSIONS IMPACTS

- 8.2.1 Recommendations from this report do not create any specific actions or investment that directly alters the Council's own or wider District's carbon footprint and emissions from other greenhouse gasses.

8.3 COMMUNITY SAFETY IMPLICATIONS

- 8.3.1 No direct community safety implications, however the strategy does seek to prevent homelessness and rough sleeping, by improving access to housing and support. With the Everyone In scheme and all rough sleepers being offered accommodation, it is likely that street level ASB has seen a significant reduction and potentially ancillary

and associated crimes such as drug use also recording a reduction. These objectives contribute towards keeping individuals safer, and in turn deliver wider positive outcomes in relation to creating thriving communities.

8.4 HUMAN RIGHTS ACT

- 8.4.1 Implementation of the strategy will be conducive to the fulfilment of the Convention, Rights and Freedoms under Schedule 1 of the Human Rights Act 1998, and in particular the right to respect for private and family life, and the right to peaceful enjoyment of possessions.

8.5 TRADE UNION

- 8.5.1 There are no trade union implications identified.

8.6 WARD IMPLICATIONS

- 8.6.1 There are no specific ward implications identified, as the strategy will apply district-wide. Some of the projects relating to supported housing will inevitably be focused in specific locations. However, residents from any part of the district are able to access locality-based homelessness services specific to their needs.

8.7 IMPLICATIONS FOR CORPORATE PARENTING

- 8.7.1 The strategy identifies a range of issues linked to youth homelessness, and clearly states that the Council has a role, as corporate parent, to ensure that young people who have been looked after are equipped with the skills and support to thrive in their own home. Youth homelessness is explicitly recognised in the strategy as a key priority to address, and a number of actions are included that aim to improve homeless prevention work with children and young people, improve pathways to enable earlier intervention and develop a discrete Youth Homelessness Delivery Plan.

8.8 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

- 8.8.1 None directly arising from this report

8.9 NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

- 9.1 N/A

10. RECOMMENDATIONS

- 10.1 That Members support the range of actions being taken to prevent and tackle homelessness in the District.
- 10.2 That Members note the challenges set out in the report including the pressures the service will face caused by the lifting of the Evictions ban and the ending of the Everyone In Scheme.

11. APPENDICES

11.1 None

12. BACKGROUND DOCUMENTS

12.1 The Homelessness and Rough Sleeping Strategy 2020 - 2025

<https://www.bradford.gov.uk/media/5755/bradford-homelessness-strategy-2020-to-2025.pdf>

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Report of the Strategic Director of Place to the meeting of the Regeneration and Environment Overview & Scrutiny Committee to be held on 28 September 2021

E

Subject: Transport Delivery Plan Performance Report 2019-20.

Summary Statement:

This report updates the committee on the outcome of the delivery programme for the Highways and Transportation teams' capital work programmes during the 2019/20 financial year.

An indication of the forward programme of capital works is also provided against emerging and existing funding streams and Council priorities including details of any funding bids which have been submitted.

EQUALITY & DIVERSITY:

The public sector equality duty in s149 of the Equalities Act applies to the Council in the exercise of its functions. Those functions will include most, if not all, of the proposals and other measures referred to in this report. The duty is to "have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under [the 2010 Act], (b) advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it.". In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to take account of disabled person's disabilities and makes it clear that compliance with the duties 'may involve treating some persons more favourably than others'.

It is evidence that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one or more of the relevant protected characteristics. Some of these were identified in the Integrated Sustainability Assessment undertaken on LTP3 as identified in the report to Executive on 18 March 2011 – Transport Delivery Plan 2011/12 (paragraphs 9.1.2 to 9.1.7)

Jason Longhurst
Strategic Director of Place

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report updates the committee on the outcome of the delivery programme for the Highways and Transportation teams' capital work programmes during the 2019/20 financial year.
- 1.2 An indication of the forward programme of capital works is also provided against emerging and existing funding streams and Council priorities including details of any funding bids which have been submitted.

2. BACKGROUND

- 2.1 Over the past 18 months Covid19 has had a significant impact on the service delivery of the Transportation and Highways function which has adversely and manifestly affected its delivery of its capital works programmes for 2019/20. The service has had to rapidly re-deploy staff to support the Council's response to the pandemic both in terms of supporting establishment of Covid19 testing centres and subsequently vaccination sites as well as setting up social distancing measures in the city, town and village centres of the district, as part of the Reopening the High Street Safely initiative. The announcement of funding for Active and Sustainable Transport schemes by the Department for Transport early in the 2020/21 financial year required a major programme of interventions to be developed and constructed by September 2020. This was supplemented by the announcement of a second tranche funding call later that year.
- 2.2 Throughout the lockdowns of 2020 construction sites which were already open remained operational albeit with reduced productivity as site staff observed appropriate social distancing. Supply of materials to sites has become an increasing challenge with contractors having to source materials from further afield than normal as local supplies dwindled predominantly affecting the supply of concrete and steel products.

3. OTHER CONSIDERATIONS

- 3.1 Despite having to deal with the impacts of the pandemic the service has continued, albeit at a reduced level, to progress its capital works programmes during 2019/20. In addition to the Local Transport Plan and the West Yorkshire+ Transport Fund programmes the service has also commenced development of the portfolio of schemes in the £89m Transforming Cities Fund as well as delivering a range of walking and cycling interventions as part of the Government's Active and Sustainable transport agenda. A summary of these programmes is set out below, with further details of particular projects under these programmes provided in the related appendices.

Transforming Cities Fund (Appendix 1)

- 3.2 The Council were indicatively awarded funding of £89m from the Transforming Cities Fund to deliver an ambitious programme of four inter-related schemes for Bradford city centre following a successful bidding process undertaken by the Combined Authority to the Department for Transport. The four schemes comprising Bradford's element of the TCF programme are:

- a) Bradford Interchange Station Access;
 - b) Bradford City Centre Cycling and Walking Improvements;
 - c) South Bradford Park and Ride & Bus Expressway; and
 - d) West Bradford Cycle Superhighway Extension.
- 3.3 Delivery of this portfolio of schemes is on a challenging accelerated timescale due to the funding conditions of the TCF. Despite the impact of the pandemic nationally on councils who are delivering schemes under this programme the government's expectation is that schemes will be completed by March 2023.

West Yorkshire+ Transport Fund (Appendix 2)

- 3.4 The first scheme in the Council's West Yorkshire+ Transport Fund (WY+TF) programme, widening of the A650 Hard Ings Road, Keighley commenced on site immediately prior to the pandemic and the introduction of the first lock-down. Working closely with the appointed contractor, the site managed to continue delivery, observing social-distancing requirements, throughout the first and subsequent lockdowns and was opened to traffic only slightly later than planned.
- 3.5 Other schemes within this programme include:
- a) Harrogate Road / New Line junction;
 - b) Bradford to Shipley Route Improvement Scheme;
 - c) South East Bradford Access Road;
 - d) A650 Tong Street Improvements;
 - e) Bradford Interchange Station Gateway;
 - f) Bradford Forster Square Station Gateway;
 - g) Corridor Improvement Programme – Gt Horton Road / Horton Grange Road junction improvement;
 - h) Corridor Improvement Programme – Thornton Road / Toller Lane junction improvement; and
 - i) Corridor Improvement Programme 2 – Cutler Heights / Dick Lane.
- 3.6 The start of construction on the second WY+TF project (Harrogate Road / New Line junction improvement) was impacted by the pandemic which delayed the start on site which was originally planned during the 2019/20 financial year.
- 3.7 In addition to the above named schemes there are a number of other Transport Fund schemes which have either been delivered or supported by the service which impact on Bradford's transport network. These schemes are either being managed by WYCA or led by other district Councils on behalf of Bradford and include:
- a) UTMC Computer system upgrade - which migrated all UTC and UTMC computer systems into the cloud across West Yorkshire establishing for the first time a common database solution across West Yorkshire;
 - b) Traffic Signal Upgrades – A £600,000 investment in the Council's traffic signal asset removing life expired installations across the district; and
 - c) A641 Corridor Improvement Scheme – A major corridor improvement programme to bring bus, cycling and walking improvements between Huddersfield and Bradford through Brighouse led by Calderdale MBC.

Active Travel Fund (ATF Tranche 1 and 2) (Appendix 3)

- 3.8 As part of the Government's response to the pandemic two tranches of funding were announced nationally for active travel schemes at short notice. In response to these announcements the service was successful in securing funding of circa £2.5m for Bradford across both tranches. The schemes in these programmes were particularly aimed at temporary road space reallocation schemes (with a view to making these permanent at a later stage). Examples of schemes implemented under ATF1 include:
- a) A650 Wakefield Road pop-up cycleway;
 - b) Manchester Road cycle facilities;
 - c) Hall Ings Cycle Lanes;
 - d) Numerous parklets (e.g. North Street, Saltaire and Cavendish Street, Keighley);
 - e) School Streets; and
 - f) Pavement provision under a railway bridge at Ben Rhydding.

Local Transport Plan / Integrated Transport Block and Highway Maintenance Block (Appendix 4)

- 3.9 The Integrated Transport Block of the Local Transport Plan funds programmes of schemes including:
- a) Area committee integrated transport/road safety schemes;
 - b) Network management (traffic signal) schemes;
 - c) Healthy Streets;
 - d) Bus Hotspots; and
 - e) Major Projects Bid Development;

The funding allocation for these projects in 2019/20 was £1.709m however due to the reallocation of staff resources in response to the pandemic a number of projects were not delivered within year and a carry-over of £307,716 of projects was therefore necessary into the 2020/21 financial year. These underspends include the Safer Roads Strategic Projects 2019/20, Bradford East Area Committee projects and the Healthy Street proposals for Shipley Market Square.

- 3.10 The funding allocation for the Highway Maintenance Block from the Local Transport Plan in 2019/20 was £9.908m. This funding is allocated based on asset types to the on-going maintenance and repair of the highway network, including the following:
- a) Bridge strengthening, inspection and assessment;
 - b) Road Maintenance;
 - c) Street lighting maintenance;
 - d) Retaining Walls repairs; and
 - e) Pothole fund.

Work on highway maintenance programmes was not impacted during the pandemic

Smart Street Lighting Project (Appendix 5)

- 3.11 The Smart Street Lighting project is an invest to save scheme involving the replacement of approx. 59,000 existing street lighting luminaires with energy efficient

LED units, as part of the project a survey of the entire street lighting column assets has been undertaken and their structural condition assessed, based on this assessment around 19,000 columns will be replaced. The project also includes the installation of a LoRAWAN network on which a Central Management System (CMS) will be hosted giving dynamic control of the street lighting and providing real time data collection from the street lights to determine faults, power consumption and the facility to install other LoRAWAN sensors to capture other data, not only for the Council but the private sector and public as well. These could include air quality, road surface temperature, river level sensors and many other applications.

- 3.12 To alleviate installation issues the project is split in to ‘in scope’ and ‘out of scope work’, the ‘in scope’ to be carried out by the contractor (Amey OW Ltd.) and the ‘out of scope’ work which is predominantly, heritage assets, back streets, wall brackets, pole brackets and public realm decorative equipment to be carried out by the in house operational teams or passed to Amey dependent upon workload.

Mass Rapid Transit (Appendix 6)

- 3.13 WYCA are leading a programme to introduce a new Mass Rapid Transit system to West Yorkshire. This will be a new low-carbon mode of transportation such as light rail or tram to complement existing bus and rail services. It will be developed in phases, the first phase of which is currently anticipated to be a line linking Bradford city centre with Leeds and Dewsbury. Future links would extend this core backbone with links from Bradford to Leeds Bradford International Airport and Halifax. There would be numerous intermediate stops on the system to enable public transport-led regeneration and new housing.
- 3.14 A Mass Transit Vision document has been published and the prospective plans have been consulted on (earlier this year) as part of the West Yorkshire Connectivity Plan. Further route refinement will take place over the next year culminating in a programme Strategic Outline Case by the beginning of 2022. Whilst this programme is still several years away from the start of construction, which could start from the mid-2020s, the first stage(s) could potentially be opened in the latter half of the decade.

Northern Powerhouse Rail (Appendix 7)

- 3.15 Transport for the North are leading a programme to build new sections of high-speed rail line and upgrade existing lines to deliver high quality rail transport between cities in the North and boost the region’s productivity. A new line between Leeds and Manchester would serve Bradford city centre. This would provide fast and frequent services from Bradford to Leeds and Manchester as well as other cities beyond.
- 3.16 The programme’s Strategic Outline Case is currently being delayed until the publication of the Integrated Rail Plan for the North and the Midlands. CBMDC and TfN have been collaborating on evolving design and options for serving Bradford with an SOBC to be submitted to Government after the publication of the Integrated Rail Plan. TfN and Network Rail are also working on a case for accelerated delivery of a new Bradford through station to support NPR delivery.

3.17 The programme is still several years away from the start of construction which could start from the mid-2020s. A new Bradford through station to support NPR could though open from the end of the decade

Electric Vehicle Charging Points

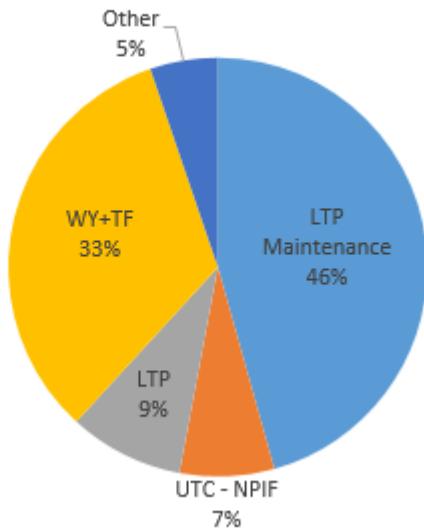
- 3.18 Twenty-two (50Kw) rapid chargers have been installed in the Bradford District funded by OLEV's Taxi Infrastructure scheme, each charge point has 2 bays, one for taxi the other public use, this forms part of the wider programme to install 100+ rapid charge points across West Yorkshire.
- 3.19 Bradford Council has also installed additional public fast (7kW) chargers have been installed at Sedburgh Sports Centre and Valley View Court both of which are new builds and were the result of planning requirements, current council building projects such as Oakworth Crematorium and Darley St Market will also have charge point incorporated into the building design.
- 3.20 Neighbourhood Charge points - A project is underway to install fast (7-22kW) chargers in residential settings particularly where homes do not have access to their own off street parking, council land such as car parks will be utilised. Community Infrastructure Levy funds have been secured for this project, plus an application for a further 75% funding will be applied for from the governments Off Street Residential Charging Scheme grant.
- 3.21 Planning guidance through the West Yorkshire Low Emissions Strategy required new developments in the district to install EV charging infrastructure. This requirement for electric vehicle charging on new development schemes, has resulted in the provision of over 3,000 charging points to date.

Funding Bids

- 3.22 In addition to working on delivery of the capital programme the service has been responding to funding announcements made during 2019/20 and has had to prepare proposals for these bids in response to challenging bid timescales. Examples of bids which have been prepared over the past year include:
- a) Get Britain Building Fund – Canal towpath improvements between Apperley Bridge and Kildwick, delivered through the Canals and Rivers Trust);
 - b) Capability Fund (Active Travel Fund 3) – Development of further Active Travel Neighbourhoods (ATNs), Mini-Holland proposals, school streets and footpath improvements;
 - c) Towns Fund – Place making interventions including active travel improvements in Shipley/Saltaire and Keighley; and
 - d) City Region Sustainable Transport Settlement.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The measures being undertaken by the Council and its partners through these funding streams are being delivered through a range of specific capital grants and revenue budgets. Overall within 2019/20 the service managed to deliver a programme of works of circa £21.8m across its portfolio of programmes comprised as shown below:



- 4.2 With the introduction of major capital programmes, such as Transforming Cities, the service has had to procure additional support for delivery of its programmes to supplement its own internal resources. As the intensity of delivery for these programmes ramps up over the next couple of years this is likely to be a maintaining trend.

5. RISK MANAGEMENT & GOVERNANCE ISSUES

- 5.1 The programmes of schemes described in this report are subject to robust risk management and governance arrangements to ensure their delivery is effectively managed at both WYCA and Council levels. Individual programme boards, comprising representatives of the Council and their WYCA counterparts meet on a monthly basis to review progress of individual schemes; this arrangement operates for the TCF, NPR, MRT and WY+TF portfolios. A rigorous risk management process is applied to these projects and programmes with comprehensive risk registers being developed and maintained at both project and programme levels.
- 5.2 Highway Maintenance Block and Integrated Transport Block schemes are delivered by individual teams and programmes within these funding streams are reported to the appropriate Area Committee for determination and management.

6. LEGAL APPRAISAL

- 6.1 The programmes of work identified in this report are being implemented through the Council's role as Highway and Traffic Regulation Authority and the WYCA's role as Transport Authority.

7. OTHER IMPLICATIONS

7.1 Sustainability Implications

During the pandemic the Government released a number of new policies related to infrastructure schemes including LTN1/20 (Cycle Infrastructure Design) and Bus Back

Better, National Bus Strategy for England which place specific requirements on all future transport schemes to include enhanced measures to support sustainable transport. The requirements of these policies have been adopted as far as possible across all schemes which are at an advance stage of delivery (Outline Business Case or later) within the Highways and Transportation delivery programme and are fully adopted in schemes which are in the early stages of development.

7.2 Greenhouse Gas Emissions Impacts

In the context of the Climate Emergency declared by the Council in January 2019, reducing greenhouse gas emissions - particularly carbon emissions from transport – is a priority for the district. The Local Transport Plan's ISA suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with WYTS proposals when compared to the 'do minimum' scenario, but since WYTS was adopted, WYCA have stated their ambition of becoming a net zero carbon city region by 2038. WYCA and the Council are working to identify pathways for carbon reduction to meet these ambitions. Therefore, more recent programmes, such as Transforming Cities or Active Travel have seen greater emphasis placed on measures to reduce carbon emissions from transport. A fuller understanding of carbon pathways is being developed including a standardised carbon assessment tool which will be used to assess all future transport infrastructure projects once it is available.

In the meantime, the Council is acting to reduce carbon from transport through the installation of EV charging points, promotion of cycling and walking measures, upgrading street lighting to LED luminaires and implementing a Clean Air Zone which will help reduce carbon dioxide and nitrogen dioxide emissions, as well as planning for a range of interventions to boost sustainable transport options.

7.3 Community Safety Implications

Safety and security of the transport network is a key consideration of the WYTS. One of the key objectives is to 'deliver an integrated, reliable transport system that would enable people and goods to move around as efficiently and safely as possible. The ISA concluded that there would be benefits from the WYTS in terms of reducing deaths and injuries from collisions. The WYTS therefore includes projects and schemes to improve safety and reduce casualties on the highway network as well as improving personal safety on public transport.

7.4 Human Rights Act

Any Human Rights implications arising from schemes described in this report are taken into account in the development of that scheme.

7.5 Trade Union

There are no trade union implications associated with this report.

7.6 Ward Implications

7.7 The wards in which the measures described in this report are implemented will generally benefit from the improvements. Appropriate consultation has, and will

continue, to take place with Ward Members and local communities during the development of individual projects.

7.8 Implications for Corporate Parenting

There are no implications arising as a consequence of this report.

7.9 Issues Arising from Privacy Impact Assessment

Not applicable.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 None.

10. RECOMMENDATIONS

10.1 That progress on the transport programmes across both the programmes described in this report be noted.

11. APPENDICES

11.1 Appendix 1 – Transforming Cities Fund Portfolio Update.

11.2 Appendix 2 – WY+TF Portfolio Update.

11.3 Appendix 3 – Active Travel Fund.

11.4 Appendix 4 – LTP / Integrated Transport Block & Highways Maintenance Block.

11.5 Appendix 5 – Smart Street Lighting Programme.

11.6 Appendix 6 – Clean Air Plan Update.

11.7 Appendix 7 – Mass Rapid Transit.

11.8 Appendix 8 – Northern Powerhouse Rail (NPR).

11.9 Appendix 9 – Glossary of Terms and Abbreviations.

12. BACKGROUND DOCUMENTS

12.1 ‘My Journey’ – West Yorkshire Local Transport Plan 2011-2026

12.2 West Yorkshire Transport Strategy

<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>

- 12.3 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 12.4 West Yorkshire Transport Strategy Integrated Sustainability Appraisal Technical Appendices
<https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf>
<https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf>
- 12.5 Bus Back Better, National Bus Strategy for England
[Bus back better - GOV.UK \(www.gov.uk\)](#)
- 12.6 LTN1/20 Cycle Infrastructure Design
[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)
- 12.7 Planning, Transportation & Highways Service Capital Monitor 2020-21

APPENDIX 1 – TRANSFORMING CITIES FUND

1. BRADFORD INTERCHANGE

Scheme Aims:

- New high-quality pedestrian access to the Interchange which would dramatically improve how it connects with and ties into the heart of the city centre.
- New open and landscaped pedestrian approach to the Interchange, transforming the arrival in the city centre for visitors to City Park, Broadway and the emerging Cultural Quarter.
- Better links and improved connectivity between the bus services and train platforms within the interchange to allow people to transfer between modes of transport more easily.

1.1 As a key destination and transport hub in the city centre, Bradford Interchange is integral to the plans for the city centre. Through the scheme Bradford Council and the West Yorkshire Combined Authority plan to deliver a series of improvements at the Interchange, including:

- a) A new station approach: The new approach will begin from a newly pedestrianised Hall Ings (see below) and expanded Norfolk Gardens green space and will make it far more convenient for visitors to access the Interchange. The landscaped approach will feature new planting and greenery to improve the whole look and feel of the area, delivering a new sense of vibrancy and opening up views of the iconic Town Hall for people arriving in the area.
- b) Relocation of the car park and taxi rank: The current car park and taxi rank will be relocated to the rear of the station to allow the front entrance of the Interchange to be pedestrianised. These changes will be delivered through the West Yorkshire Plus Transport Fund, rather than the Transforming Cities Fund.
- c) Creation of a level walkway between buses and trains: The level walkway will provide a better connection between the bus and train platforms, which are currently poorly linked.

1.2 Complementary improvements to the Interchange interior are being developed by the West Yorkshire Combined Authority and a programme of works that will provide new and upgraded facilities at the Interchange to improve the overall user experience. Wider improvements include:

- a) a new modern Travel Centre which will be located on the upper concourse with improved facilities to make information more accessible and reduce waiting times
- b) a new public address system
- c) new and repaired tactile signage
- d) safety and security improvements, such as a new help point, pedestrian barriers, and warning beacons
- e) improvements to help the Interchange run more efficiently with new, reduced flush toilets and an EV charge point for maintenance vehicles

APPENDIX 1 – TRANSFORMING CITIES FUND

1.3 Once complete users of the Interchange will benefit from an improved customer offering through the provision of new, modern facilities that also serve to make the Interchange safer, more accessible, and a more efficient facility to run.

1.4 This scheme is currently at Outline Business Case and public consultation closed on 8th September.

2. CITY CENTRE CYCLING AND WALKING IMPROVEMENTS

Scheme Aims:

- A transformation of Bradford's civic centre to create a greener, more people-focused civic centre – providing better areas of public realm and maximising the city's incredible architectural legacy. These changes would help to attract new employers and investors to the city, leading to the creation of new jobs and drawing more people to live and work in the city centre.
- A more vibrant city centre cultural scene by improving links to between the city centre and schemes such as Bradford Live, One City Park and Darley Street Market together, increasing the vibrancy of the city centre supporting the Council's bid to be the UK City of Culture 2025. The plans would improve the environment between the Interchange and Forster Square Station, providing a better welcome for those travelling to Bradford to visit its fantastic cultural offer.
- Improved access to the city centre via walking, cycling and public transport - Bradford city centre currently lacks high-quality cycling and walking infrastructure, with safety and a lack of convenience currently preventing people from opting to get about this way. The proposals would address this, creating a walking and cycle-friendly city centre that is easy to get around and better for health, without adding to pollution and congestion.
- A reduction in carbon emissions - Bradford Council has committed to becoming the UK's leading 'clean growth' district. By encouraging greater use of public transport, walking and cycling through the Bradford City Centre scheme, we can enable the economy to grow while reducing carbon emissions and tackling air pollution to complement the city's forthcoming Clean Air Zone.

New Green Public Spaces

2.1 Under the Bradford City Centre Cycling and Walking Improvements proposals, new green public spaces would be formed in the city centre – complementing the city's rich heritage while creating attractive and relaxing areas where people can rest and spend time with friends and family. To facilitate the formation of these spaces, a number of streets would be pedestrianised, removing through traffic to create a pleasant and pollution-free environment.

2.2 Norfolk Gardens would be expanded out to create a major new green space, and Hall Ings would be pedestrianised from Jacobs Well roundabout to Bridge Street. Sunbridge Road, Bridge Street, Broadway and Market Street would also be closed to

APPENDIX 1 – TRANSFORMING CITIES FUND

through traffic. Vehicular access would still be available for deliveries within restricted times.

- 2.3 Incorporated within these new areas of public realm would be enhanced paving, street trees, greenery, and plenty of seating. Sustainable Urban Drainage Systems (SUDS) would also be applied to prevent flooding and mitigate against climate change while improving biodiversity.
- 2.4 The new public spaces and pedestrianised areas would create more space for people and make it easier for people to walk and cycle between shopping and entertainment areas, while providing room for pavement cafes and dining as well as pop up events, creating a sense of vibrancy and activity. Access will be maintained to enable loading for businesses, and provision for taxis and disabled parking will be included in the final design of the scheme.

Improved cycling and walking infrastructure

- 2.5 The removal of Jacobs Well roundabout and the pedestrianisation of key streets within the city centre would allow for easy crossing from the east of the city centre to the west, linking key cultural destinations to the city's core.
- 2.6 New cycle routes and cycle parking would also be provided across the city centre, connecting into existing cycle routes such as Route 66(External link), which forms part of the National Cycle Network (NCN). The city centre cycle routes would also connect into the new cycle routes being brought forward by other Bradford Transforming Cities Fund schemes, helping more people to easily and affordably access the city centre.
- 2.7 Pedestrian access to Bradford Interchange would also be improved through accompanying plans to improve the approach to the Interchange and make it more connected to the heart of the city.

New public transport corridor

- 2.8 To increase bus service reliability across the city centre, a new public transport corridor would be introduced along Well Street and Vicar Lane. This would allow bus services to travel through the city centre efficiently without incurring delays. The corridor would also help to facilitate the plans to create pedestrianised green areas of public realm while ensuring buses are still able to drop people off at key locations.
- 2.9 The public transport corridor would run from Forster Square along Valley Road, Well Street, Vicar Lane and Bridge Street down to the Interchange. Well Street would be reopened for public transport use, ensuring bus services are connected directly with the Broadway Shopping Centre.
- 2.10 Seven new bus hubs – where it would be easy to change between buses – are also proposed around the civic core of the city. The new hubs would feature improved facilities for waiting passengers, including features such as seating, real time bus information and ticket purchasing services. The planned hubs would be located at Forster Square, Rawson Square, Goitside, City Park/Entertainment Quarter, Market Street, Cathedral and Little Germany/Broadway.

APPENDIX 1 – TRANSFORMING CITIES FUND

2.11 The scheme is currently at Outline Business Case and public consultation closed on 8th September.

3. SOUTH BRADFORD PARK & RIDE AND BUS EXPRESSWAY

Scheme Aims:

- Reduce the number of car trips made along Manchester Road, helping to decrease pollution and accidents, as well as improve congestion and journey times along the route
- Provide residents in the south of Bradford with a safe, direct and green alternative to travelling into the city centre
- Increase cyclist safety along Manchester Road, providing those who have previously not felt safe cycling on such an arterial route a safer, segregated cycle lane
- Help create a transport network fit for the 21st century, addressing the key challenges around capacity, connectivity, sustainability and air quality
- Deliver better health outcomes for residents living in the south of Bradford by providing people with the opportunity to lead more active lives and reduce pollution in the area.

3.1 The South Bradford Park & Ride and Expressway scheme will deliver a high-quality, high frequency dedicated bus service between Bradford city centre and the M606 motorway, via Manchester Road. The proposed improvements include:

- a) A minimum of 500 car parking spaces alongside a terminal building with waiting amenities, plentiful secure cycle parking and provision for electric bus and car charging;
- b) A Bus Expressway along the length of Manchester Road ending at the Croft Street Gyratory ensuring bus priority and quicker journey times;
- c) A new, largely segregated cycle route will also be implemented along the length of Manchester Road, providing cyclists with a safe, secure space to travel easily between the city centre and areas south of Bradford, including the Park & Ride site;
- d) New bus hubs located approximately every 400 metres along Manchester Road, serving areas along the route and ensuring passengers can get where they want to go easily;
- e) A requirement for any buses used in the Park & Ride scheme to be low emission Euro 6 vehicles as a minimum, limiting noise and air pollution and supporting the cities clean growth targets; and
- f) Improvements to the Croft Street Gyratory helping to facilitate quicker bus movements through the area.

3.2 Further complementary improvements are also being made to the nearby A641 (led by Calderdale Council), which acts as a key route between Brighouse and Bradford. The scheme is currently at Outline Business Case and public consultation closed on 8th September.

APPENDIX 1 – TRANSFORMING CITIES FUND

4. WEST BRADFORD CYCLE SUPERHIGHWAY EXTENSION

Scheme Aims:

- Provide greater transport choices and make it easier and safer for residents living in the west of Bradford to make short, local journeys, as well as journeys into the city centre via cycling
- Reduce the number of car trips in the area by providing a safer, attractive alternative to the private car, helping to reduce our carbon emissions, congestion and journey times for public transport
- Help create a transport network fit for the 21st century, addressing key challenges around capacity, connectivity, sustainability and air quality
- Support residents living in the west of Bradford to live healthier lives by providing people with the opportunity to be more active, whilst helping to reduce air and noise pollution in the area.

- 4.1 The scheme would deliver a direct, largely segregated cycle route to provide cyclists with a safe, secure space to travel easily and conveniently between the city centre and areas to the west of the city. The proposed improvements include:
- a) A largely segregated cycle route running along the length of Thornton Road between the city centre and Thornton village, passing the University of Bradford and Bradford College as well as a number of areas along the way, including Girlington, Crossley Hall and Lower Grange
 - b) A northern spur off the route connecting with the Bradford Royal Infirmary, allowing cyclists to continue more safely onto the Infirmary
 - c) A southern spur off the route following the Great Northern Railway Trail to Queensbury via Station Road and passing the entrance to Queensbury Tunnel
 - d) Cyclist priority at major junctions along Thornton Road to enable quick and safe passage between the city centre and Thornton
- 4.2 The new cycle route along Thornton Road will form an extension of the existing Bradford Leeds Cycle Superhighway. Complementary improvements are also planned at the junction of Thornton Road and Cemetery Road Junction through the Thornton Road / Toller Lane Corridor Improvement Programme project of the WY+TF.
- 4.3 The scheme is currently at Outline Business Case and public consultation closed on 8th September.

APPENDIX 2 – WEST YORKSHIRE+ TRANSPORT FUND

1. INTRODUCTION

- 1.1 In July 2014 the Government announced that WYCA had uniquely secured funding to establish a £1bn West Yorkshire+ Transport Fund. This fund was to be used to develop and deliver schemes designed target reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas. Within the total programme Bradford was indicatively awarded funding for a package of nine schemes.

2. HARROGATE ROAD / NEW LINE JUNCTION IMPROVEMENT (HRNL)

- 2.1 Construction of the Harrogate Road / New Line junction improvement commenced in early 2020 following completion of works to Hard Ings Road, Keighley, having suffered a slight delay to commencement due to the Covid19 lockdown. The scheme is progressing to completion which is expected to be achieved by March / April 2022.

3. BRADFORD TO SHIPLEY ROUTE IMPROVEMENT SCHEME (BSRIS)

- 3.1 This project consists of a number of junction improvements along the Canal Road corridor which are proposed to reduce traffic congestion on the Canal Road / Valley Road corridor to improve journey time reliability for all modes. Improvements to the access of Frizinghall station as well as the re-naturalisation of Bradford beck also complements the improvements to this corridor which will support housing and employment opportunities with 5-years of the scheme opening.
- 3.2 As part of this scheme the improvements to Canal Road / Valley road will facilitate all non-local traffic being taken off the A650, Manningham Lane which will be repurposed to become a green route with improvements for buses, pedestrians and cyclists which when combined with the modifications to Canal Road are expected to mitigate the overall net carbon contribution of this scheme.
- 3.3 This scheme is currently in development of its Full Business Case submission.

4. SOUTH EAST BRADFORD ACCESS ROAD (SEBAR)

- 4.1 This scheme aims to reduce congestion for all road users accessing south-east Bradford and parts of Leeds and Kirklees by creating a link between the Drighlington bypass and Leeds Road / Bradford Road. Potential options for this route could unlock development of housing and employment land within the surrounding areas (Holmewood Housing Growth Area and Local Enterprise Zone).
- 4.2 Work on the SEBAR scheme has been impacted due to Covid19 demands on the service following approval of the Strategic Outline Business Case in June 2019. Development of the Outline Business Case is now only just starting with development of further detailed option assessments. The submission of the OBC is anticipated to be achieved in November 2022.

5. A650 TONG STREET IMPROVEMENTS

- 5.1 This scheme is being funded via two principle funding streams, the West Yorkshire+ Transport Fund and the Department for Transport's Large Local Majors (LLM) fund, with the predominant funding being provided by the LLM. The Outline Business Case

APPENDIX 2 – WEST YORKSHIRE+ TRANSPORT FUND

for this project is currently being developed and is expected to be completed by July 2022.

6. BRADFORD INTERCHANGE STATION GATEWAY

- 6.1 The scope of this project involves the creation of an ‘at grade’ route between bus and rail facilities at Bradford Interchange together with relocation of the existing taxi rank and car park from the Bridge Street access. This project is currently being reviewed in light of the Transforming Cities Fund proposals for the Interchange to see if there are efficiencies in delivery which can be achieved through the TCF contractor carrying out both schemes.

7. BRADFORD FORSTER SQUARE STATION GATEWAY

- 7.1 The proposal for Forster Square station include works to address the aims of providing a new, high quality, modern station facility which enhances the user experience of arriving in Bradford city centre, creating an attractive and welcoming gateway. Proposals which are being considered include providing dedicated ticket office / information centre with ticket vending machines, seating on the main concourse and better lift access from School Street.
- 7.2 Work on this scheme was impacted by Covid19 and little progress was made during 2019/20 financial year. Currently, the Council are entering into contract with a delivery partner to progress the Full Business Case submission for this project to achieve a start of construction in early 2023.

8. CORRIDOR IMPROVEMENT PROGRAMME – GT HORTON ROAD / HORTON GRANGE ROAD JUNCTION IMPROVEMENT

- 8.1 This project is part of the Council’s strategic programme of junction improvements on the outer ring road which are designed to help facilitate the removal of traffic from the city centre by making journeys on the outer ring road more reliable. Designs which have been developed for this junction have previously been shared with this committee and include the provision of a new link road between the junction at Horton Park Avenue / Cecil Avenue and the junctions at All Saints Road/Dirkhill Road junction.
- 8.2 Development of this project has continued throughout the 2019/20 financial year and the tender for the construction of this scheme is currently out to market. It is anticipated that a start on site for this scheme will be possible in early 2022.

9. CORRIDOR IMPROVEMENT PROGRAMME – THORNTON ROAD / TOLLER LANE JUNCTION IMPROVEMENT

- 9.1 As with the Gt.Horton Road / Horton Grange Road scheme this project is part of the strategic programme of junction improvements on the outer ring road. The scheme aims to improve the local environment and air quality by reducing congestion as well as bringing cycling and walking enhancements to this area.
- 9.2 The development of this project has been impacted by the proposals for the West Bradford Cycle superhighway extension which passes through this junction. As this scheme was developed in advance of the TCF proposals there is a need to ensure that both schemes are compatible with each other to avoid any unnecessary

APPENDIX 2 – WEST YORKSHIRE+ TRANSPORT FUND

redevelopment of the works. The revised programme for the submission of the Full Business Case from this scheme is currently in development.

10. CORRIDOR IMPROVEMENT PROGRAMME 2 – CUTLER HEIGHTS / DICK LANE.

- 10.1 The proposals for this scheme seek to improve journey time reliability and enhance provision for cycling and walking at Dudley Hill roundabout and along Cutler Heights Lane / Dick Lane. Replacement of the existing pedestrian / cycling underpass with a new bridge to the south and at-grade signalised crossings across the A6177 to the east and west will provide a more secure route for commuters using these modes of transport.
- 10.2 This scheme is currently working towards the submission of its outline business case following recent completion of a period of public consultation on the proposals which resulted in a generally positive response from participants.

APPENDIX 3 – ACTIVE TRAVEL FUND

1. INTRODUCTION

1.1 Work on the Active Travel Fund schemes was introduced to the Services' workload during 2019/20 as a result of the Government's announcement of funding to provide measures to support social distancing on public transport. As measures in Tranche 1 were developed rapidly within a tight delivery envelope they were generally temporary in nature and could, if necessary, be removed rapidly. Subsequently Tranche 2 (and the forthcoming Tranche 3) programmes do not need to be delivered at such pace and therefore include more permanent installations in their programmes.

2. TRANCHE 1 INTERVENTIONS

2.1 The following interventions were installed as part of the Council's Tranche 1 programme representing a total investment in the highways asset of £614,000:

- a) Pop up cycle lanes on routes to Bradford City Centre (Wakefield Road, Manchester Road, Hall Ings and Horton Road);
- b) Additional pedestrian space in Town and District Centres (e.g. parklets on North Street, Bradford, Bradford Road-Saltaire and Cavendish Street-Keighley);
- c) Social distancing measures in Ilkley Town Centre;
- d) Ilkley Cycle hub;
- e) Widening the footway under the railway bridge and installation of signals at Wheatley Lane, Ilkley;
- f) Ilkley Grammar School crossing;
- g) Routes to schools;
- h) Eleven School Street schemes (street closures outside of schools at the beginning and end of the school day);
- i) Shay Lane closure to traffic;
- j) Cycle parking around the District; and
- k) Non touch pedestrian signals.

3. TRANCHE 2 INTERVENTIONS

3.1 The interventions in Tranche 2 have been developed in line with revised guidance issued from Government based on the experience of introducing the Tranche 1 schemes. On this basis there was an enhanced need to consult and engage with the public on developing any proposals and measures could be more permanent in nature. To develop the list of possible interventions for Bradford a dedicated consultation engagement website was established with residents invited to submit their proposals for consideration. Of those submitted the following measures were incorporated into the Tranche 2 programme:

- a) Wakefield Road Cycleway extension along Fenby Avenue;
- b) Cottingley Mercure to Bingley Cycleway;
- c) Three active travel neighbourhoods (ATNs) at Barkerend, Frizinghall and Saltaire;
- d) Eleven School Streets;
- e) Shipley Bus Gate;
- f) Beechgrove Greenway footpath resurfacing and lighting;
- g) Scotchman Road/Back of Bonn Road pedestrian improvements;

APPENDIX 3 – ACTIVE TRAVEL FUND

- h) Chellow Hights School footpath widening;
 - i) Cleasby Road, Menston footpath Improvements;
 - j) Otley Road, High Eldwick new footway;
 - k) Ivanhoe Road to Great Horton Rad footway improvement and lighting;
 - l) Hill Top Road new footway;
 - m) Staithgate Lane new footway;
 - n) Bell Dene Road new footpath;
 - o) All Alone Road close road to all traffic;
 - p) Ashland school and Sacred Hart School footpath widening and resurfacing;
 - q) New Silsden School new footpath;
 - r) Girington Greenmile footpath improvements;
 - s) Cycle parking; and
 - t) Ebike trial.
- 3.2 Work on developing the specific proposals for the above scheme has commenced and it is expected that most scheme will start on site in Summer 2021 and be completed by March 2022. The total value of this programme of works is £2.1m.

APPENDIX 4 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB) AND HIGHWAY MAINTENANCE BLOCK (HMB)

1. INTRODUCTION

- 1.1 Funding provided by the Local Transport Block is provided under two core funding block themes – highway maintenance and integrated transport. The Highway Maintenance Block funding is used to carry out highway repairs to the Council's assets (roads, bridges, retaining walls etc), whilst the Integrated Transport Block funding is used to deliver enhancements to the existing asset under a series of funding themes. During 2019/20 the predominant use of the ITB funding was delivery of the Council's safer roads programme.

2. SAFER ROADS PROJECTS

- 2.1 The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence led approach based on casualty rates. The Traffic & Road Safety teams also work with local communities through forums, community groups and day-to-day contact with local residents to assist the Area Committees in determining where the problems and community priorities are. In addition to Traffic Measures and Casualty Reduction schemes, the Area Committees also have responsibility for Disabled Persons Parking Places, access improvement schemes (e.g. dropped kerbs etc.), local public transport infrastructure (e.g. raised kerbs at bus stops, bus build-outs), safer routes to schools and cycling initiatives.
- 2.2 The Safer Roads schemes therefore not only seek to reduce the incidence of road traffic collisions and thereby the occurrence and severity of associated casualties, but to improve accessibility and encourage sustainable transport i.e. walking, cycling and public transport use. Examples of schemes delivered through this programme in 2019/20 include: -
- a) Pearson Lane/Allerton Road – junction improvement;
 - b) Halcyon Way – Traffic Calming;
 - c) Bradford East – various sites zebra crossing upgrades; and
 - d) Shipley and Ilkley constituencies - area-wide Traffic Regulation Orders for waiting restrictions at various to improve safety and/or access.
- 2.3 In addition to the locally-determined Safer Roads priorities, the Council has also developed a Strategic Schemes programme. In 2019/20 this included the promotion of significant 20mph zones in Shipley Town Centre and around schools (prioritised using ward-based child casualty rates).

3. LTP EXPENDITURE BY SPENDING THEME

- 3.1 The table below summarises the level of investment from the Local Transport Plan in 2019/20.

Highway Maintenance Block	£
Maintenance of the Principal Road Network (A, B, and C class road) / Non-Principal Road Network (estate roads)	£4,971,495
Bridges, structures and retaining wall repairs	£140,734

**APPENDIX 4 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB)
AND HIGHWAY MAINTENANCE BLOCK (HMB)**

Street Lighting	£95,406
National Productivity Investment Fund (NPIF) Urban Traffic Control	£1,247,266
Pot Hole Fund	£490,108
Local Highways Maintenance Funding	£2,552,738
Challenge Fund – Retaining Wall Repairs	£1,299,425
Integrated Transport Block	
Area Committee Safer Roads and Locally Determined schemes	£1,346,226
Network Management	£552,923
Healthy Streets	£100,000
Bus Hot Spots	£115,000
Major Roads Bid Development	£33,000
Places to Live and Work	£277,540
Low Carbon Fuels & Technologies / Air Quality Monitoring	£50,186
Motorcycling, Cycling and Walking	£115,490

APPENDIX 5 – SMART STREET LIGHTING PROJECT

1. INTRODUCTION

- 1.1 The Smart Street Lighting project is an “invest to save” scheme involving the replacement of approx. 59,000 existing street lighting luminaires with energy efficient LED units, as part of the project a survey of the entire street lighting column assets has been undertaken and their structural condition assessed, based on this assessment around 19,000 columns will be replaced.
- 1.2 The project also includes the installation of a LoRAWAN network on which a Central Management System (CMS) will be hosted giving dynamic control of the street lighting and providing real time data collection from the street lights to determine faults and power consumption.

2. SCHEME AIMS

- 2.1 By replacing the Council’s aging SOX lighting asset this project will reduce the Council’s on-going energy bills associated with street lighting through the use of more energy efficient luminaires (LED). The project is financed through a combination of Salix Energy Efficiency Loans (£19.1m) and prudential borrowing (26.5m). Through undertaking this investment the Council is projected to save £165.5m on energy over the next 50 years with an equivalent maintenance saving of £23.5m.
- 2.2 The scheme also includes technology to allow control of street lighting columns on a zone, street or individual basis to adjust illumination levels and provide enhanced fault reporting as well as supporting a wider range of developing sensors for the ‘Internet of things (IoT)’ these could include air quality, road surface temperature, river level sensors and many other applications.

3. PROGRESS

- 3.1 The project comprises three essential deliverables:
 - a) An asset survey of existing street lights to determine the optimum street lighting design and identify those street lighting columns which have reached the end of their serviceable life and hence require replacement.
 - b) Design of the replacement street lighting installation to ensure that optimum illumination levels, compliant with the latest standards, are achieved through LEDs.
 - c) Installation of replacement street lighting.
- 3.2 The contract for the Smart Street Lighting project has been impacted by the pandemic both in confirmation of its award which was achieved in April 2020 and in delays during stages (a) and (b) above. Despite these initial delays the end date for completion of the project (March 2024) remains unchanged.

APPENDIX 6 – CLEAN AIR PLAN

1. INTRODUCTION

- 1.1 The UK has in place legislation passed down from the European Union to ensure that certain standards of air quality are met, by setting Limit Values on the concentrations of specific air pollutants. In common with many EU member states, the EU limit value for annual mean nitrogen dioxide (NO₂) is breached in the UK and there are on-going breaches of the NO₂ limit value in the Bradford District. The UK government is taking steps to remedy this breach in as short a time as possible with the aim of reducing the harmful impacts on public health. Within this objective, the government published a UK Air Quality Plan and a Clean Air Zone Framework. The latter document provides the expected approach for local authorities when implementing and operating a Clean Air Zone (CAZ).
- 1.2 Air pollution is a national public health priority. Of all environmental factors, it has the largest impact on health in the UK attributable to over 40,000 deaths nationally and has health effects across the life course; from the underdevelopment of the unborn baby through to dementia in the later years of life. The strongest evidence of health impact is worsening symptoms of respiratory diseases and cardio-vascular disease and cancer causation. Furthermore, the health impact is greatest for those at higher risk; people living in areas of highest deprivation are more likely to suffer these health problems than people living in more affluent areas.
- 1.3 The Government first advised the Council for the need to tackle roadside NO₂ concentrations at the beginning of 2017, however, the Council were then informed by the Government in July 2017 that further action wouldn't be supported. Following subsequent High Court rulings, the Council received Ministerial Direction in 2018 to produce a Clean Air Plan to achieve compliance with the EU Limit Value for Nitrogen Dioxide in the shortest possible timeframe. As such, Bradford form part of a 3rd wave of directed local authorities developing plans to improve air quality.

2. PROGRESS

- 2.1 Progress on the development of the Council's Clean Air Plan has continued through 2019/20 following approval of the Outline Business Case proposal in December 2019. Development of the final proposals for the Clean Air Plan continued through the early stages of 2020 to achieve a submission to government in accordance with the revised Ministerial Direction of a submission being received by September 2020.
- 2.2 Following final agreement of the Full Business Case proposal work has subsequently transitioned to the delivery phase of the project with a view to introduce a Category 'C'+ Clean Air Zone in Bradford early in 2022.

APPENDIX 7 – MASS RAPID TRANSIT (MRT)

1. BACKGROUND

- 1.1 Proposals for the creation of a mass-rapid transit system for West Yorkshire are currently being developed by the West Yorkshire Combined Authority. This system would provide a new low-carbon mode of transport (such as light rail or tram) across West Yorkshire to complement the existing bus and rail networks. Due to the complexity of the project the MRT system will be delivered in a series of phases with the first phase of the network comprising connection between Bradford city centre and Leeds city centres. Future phases would include extending connectivity into Dewsbury, Halifax, Huddersfield and Leeds Bradford International Airport.

2. PROPOSALS

- 2.1 Scheme proposals remain in development at this time.

3. PROGRAMME

- 3.1 It is currently anticipated that the Strategic Outline Business Case for MRT would be completed by the beginning of 2022 with the first phase of the project being started on site in the mid-2020's, completing towards the end of the decade.

APPENDIX 8 – NORTHERN POWERHOUSE RAIL (NPR)

1. BACKGROUND

1.1 Proposals for NPR have been in development for a number of years following the announcement of the Government's HS2 programme. The NPR programme proposed to create new sections of high speed rail between Leeds and Manchester via Bradford city centre to boost the economic productivity of the north.

2. SCHEME PROPOSALS

2.1 The proposals for scheme deliverables include:

- a) Creation of new sections of high speed line between Leeds and Manchester via Bradford City Centre;
- b) Development of a new through station at St James Market in the South of the City;
- c) Re-route Calderdale services through the new station and re-purpose Bradford Interchange; snf
- d) Providing high quality sustainable transport links (bus, Mass Rapid Transit, walking and cycling) from the Southern Gateway area to the new station, the city centre and Bradford Forster Square station.

3. PROGRAMME

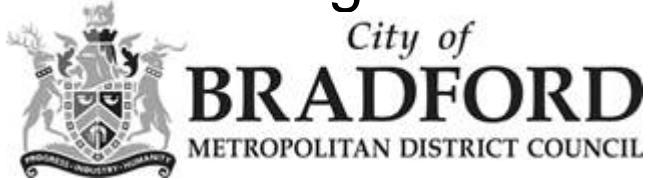
- 3.1 The development of the Strategic Outline Case is currently on-going and a decision on routes is expected in Autumn 2021 (after the announcement of the Government's Integrated Rail Plan that sets out how HS2, NPR and other rail schemes in the North and Midlands interact).
- 3.2 It is anticipated that works on NPR can commence in the mid-2020's with works including the new station at St James Market site being complete by the end of the decade.

APPENDIX 9 – GLOSSARY OF TERMS

ACRONYM	DEFINITION
ATF (1) / (2)	Active Travel Fund. Number indicated funding tranche.
Bike It	Cycling encouragement programme delivered by SUSTRANS in schools
CO₂	Carbon Dioxide
CMS	Central Management System
Common Database	A ‘live’ database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
DEFRA	Department for Environment, Flood and Rural Affairs
DfT	Department for Transport
EV	Electric Vehicle.
FBC	Full Business Case
HS2	High Speed 2 Rail Link between London and Manchester / Leeds
HS3	High Speed 3 Rail Link running east-west connecting Liverpool to Hull via Manchester and Leeds.
Hub	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
ISA	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
KSI	Killed and Seriously Injured Road Casualties
LED	Light Emitting Diode Lighting – energy efficient lighting equipment.
LES	Low Emission Strategy
LoRAWAN	Low power wide area network designed to connect low powered sensors to the internet in regional, national or global networks and supports bi-direction communication.
LSTF	Local Sustainable Transport Fund
LTP / IP3 / IP4	Local Transport Plan / Implementation Plan 3 / Implementation Plan 4

APPENDIX 9 – GLOSSARY OF TERMS

MOVA	Micro Processor Optimised Vehicle Actuation – a sophisticated traffic signal operating system that responds to changes in traffic flow by altering green light durations and signal cycle times.
NPIF	National Productivity Investment Fund – A £23bn fund established to invest in areas that are key to boosting productivity: transport, digital communications, research and development and housing.
NPRN	Non-Principal Road Network – typical estate roads not serving the strategic needs of the nation.
OBC	Outline Business Case
OLEV	Office for Low Emission Vehicles
PRN	Principal Road Network – highways identified as serving the strategic needs of the nation.
RailPlan7	The current rail planning document for West Yorkshire
SOBC	Strategic Outline Business Case
TCF	Transforming Cities Fund
TLP	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
Urban Traffic Management Control / UTMC / UTC	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.
WYCA	West Yorkshire Combined Authority
WY+TF	West Yorkshire Plus Transport Fund.
WYTS	West Yorkshire Transport Strategy



Report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee to the meeting to be held on Tuesday 28 September 2021

F

Subject:

Regeneration and Environment Overview and Scrutiny Committee Work Programme 2021-22

Summary statement:

This report presents the Committee's Work Programme 2021-22

Cllr Kamran Hussain
Chair – Regeneration and Environment O&S Committee

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

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1. SUMMARY

1.1 This report presents the Committee's Work Programme 2021-22.

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).

2.2 Appendix 1 of this report presents the Work Programme for 2021-22.

3. OTHER CONSIDERATIONS

3.1 The Regeneration and Environment Overview and Scrutiny Committee has the responsibility for “the strategies, plans, policies, functions and services directly relevant to the corporate priorities about creating a more prosperous district and about improving waste management, neighbourhood services and the environment” (Council Constitution, Part 2, 6.5.1 and 6.6.1).

3.2 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.

3.3 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.

3.4 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 AND RESOURCE APPRAISAL

None

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

None

6. LEGAL APPRAISAL

None

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None

7.2 SUSTAINABILITY IMPLICATIONS

None

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

None

7.4 COMMUNITY SAFETY IMPLICATIONS

None

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 IMPLICATIONS FOR CORPORATE PARENTING

None

7.8 ISSUES ARISING FROM PRIVACY ASSESSMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. RECOMMENDATIONS

- 9.1 That the Work programme 2021-22 continues to be regularly reviewed during the year.

10. APPENDICES

- 10.1 Appendix 1 – Regeneration & Environment Overview and Scrutiny Committee Work Programme 2021-22

11. BACKGROUND DOCUMENTS

Bradford Council Constitution.

Democratic Services - Overview and Scrutiny

Appendix A

Regeneration and Environment O&S Committee

Scrutiny Lead: Caroline Coombes tel - 432313

Work Programme

Agenda	Description	Report	Comments
Tuesday, 26th October 2021 at City Hall, Bradford. Chair's briefing 04/10/21. Report deadline 14/10/21.			
1) Water Management Scrutiny Review.	Monitoring the progress against the scrutiny review recommendations.	Julian Jackson/Ed Norfolk.	Regeneration & Environment Overview & Scrutiny Committee recommendation from Tuesday 25 November 2020.
2) District Heat Network.		Neill Morrison.	Carry forward from the cancelled April 2020 meeting.
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage the work.	Caroline Coombes.	
Tuesday, 23rd November 2021 at City Hall, Bradford. Chair's briefing 01/11/21. Report deadline 11/11/21.			
1) Museums Service.	Update to be considered in November 2020.	Phil Barker/Rosie Crook.	Regeneration & Environment Overview & Scrutiny Committee recommendation from 9 January 2020. Briefng note to be considered by members - request made on Tuesday 8 December 2020.
2) Council involvement in Residential High Rise Buildings	Following the Grenfell Tower disaster	Julie Rhodes/Chris Eaton	Resolution of 25 November 2020
3) Single Use Plastics Scrutiny Review.	Progress against the scrutiny review recommendations.	Jason Longhurst/Jamie Saunders.	Member request.
4) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage the work.	Caroline Coombes.	

Regeneration and Environment O&S Committee
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Work Programme

Agenda	Description	Report	Comments
Tuesday, 21st December 2021 at City Hall, Bradford. Chair's briefing 29/11/21. Report deadline 09/12/21.			
1) Pavement Parking.	That the Regen & Env Committees considers the problem of excessive pavement parking and what options may be available to address the issue.	Richard Gelder/Simon D'Vali.	Council resolution from 14 Jan 2020. To schedule for early in the new Municipal year. To be scheduled for March 2021, pending outcomes of Devolution Deal. Deferred from cancelled Regeneration & Environment Overview & Scrutiny Committee meeting on Tuesday
2) Omega Protein.		Jeff Lawrence/Chris Eaton	Member request and Recommendation from Regeneration & Environment Overview & Scrutiny Committee on Tuesday 27 July 2021.
3) Climate Emergency Update/Sustainability.		Jamie Saunders.	Deferred from cancelled Regeneration & Environment Overview & Scrutiny Committee meeting on Tuesday 30 March 2021.
4) Waste contract review and waste update		Susan Spink/Richard Galthen.	
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage the work.	Caroline Coombes.	
Tuesday, 11th January 2022 at City Hall, Bradford. Chair's briefing 20/12/21. Report deadline 28/12/21.			
1) Performance Reporting.	Transport, Planning and Waste Management.	Jason Longhurst.	Member request.
2) £2m contract report: Managed Migration Resettlement Programmes	Report in line with contract standing orders	Hiron Miah	
3) Affordable Housing.	To be considered in 12 months	Lorraine Wright.	Regeneration & Environment Overview & Scrutiny Committee recommendation from 7 November 2019.

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Work Programme

Agenda	Description	Report	Comments
Tuesday, 11th January 2022 at City Hall, Bradford. Chair's briefing 20/12/21. Report deadline 28/12/21. 4) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage the work.	Caroline Coombes.	
Tuesday, 22nd February 2022 at City Hall, Bradford. Chair's briefing 31/01/22. Report deadline 10/02/22. 1) Stimulating Housing Growth. 2) Skills for Work. 3) Fly Tipping in the Bradford District. 4) Work Planning.		Lorraine Wright. Matt Findull. Jason Longhurst/Ian Day. Caroline Coombes.	Regeneration & Environment Overview & Scrutiny Committee recommendation from 9 January 2020. Member request. Regeneration & Environment Overview & Scrutiny Committee recommendation from Tuesday 29 September 2021.
Tuesday, 22nd March 2022 at City Hall, Bradford. Chair's briefing 28/02/22. Report deadline 10/03/22. 1) Cultural Strategy 2020-30 2) School/Play Streets 3) City Centre Development. 4) Work Planning.	Progress against the targets in the Cultural Plan That a further report to be presented to the Committee on completion of the pilot schemes to give details of the delivery, experiences of the schools and community and realisation of the outcomes and provide details of a Play Streets Policy. There is a need to regularly review the work programme, in order to prioritise and manage the work.	Nicola Greenan Sarah Possingham Ben Middleton Caroline Coombes	Recommendation from Tuesday 19 January 2021 Recommendation from Tuesday 1 December 2020 Recommendation from on Tuesday 27 July 2021

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