

Agenda for a meeting of the Regeneration and Environment Overview and Scrutiny Committee to be held on Tuesday, 3 October 2023 at 5.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

LABOUR	CONSERVATIVE	GREEN	LIBERAL DEMOCRAT
K Hussain Rowe Wheatley Kauser Mitchell Steele	Herd	Watson	R Ahmed

Alternates:

LABOUR	CONSERVATIVE	GREEN	LIBERAL DEMOCRAT
Mohammed Choudhry Dodds S Khan	Davies	Warnes	Griffiths

Notes:

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

From:

Asif Ibrahim
Director of Legal and Governance
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To:

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A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The Director of Legal and Governance 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 must consider their interests, and act according to the following:*

Type of Interest	You must:
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest; not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related)</i> OR <i>Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects)</i> OR <i>Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being</i> <i>(a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward, and</i> <i>(b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public</i>

interest; in which case speak on the item only if the public are also allowed to speak but otherwise do not participate in the discussion or vote; and leave the meeting unless you have a dispensation.

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *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.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. MINUTES

Recommended –

That the minutes of the meeting held on 5 September 2023 be signed as a correct record (previously circulated).

(Su Booth / Louis Kingdom – 07814 073884 / 07890 416570)

4. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

Members are requested to consider how they wish to deal with referrals.

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.

The following referral has been made:

At the meeting of full Council on July 2023 the following motion was considered and referred to the Regeneration and Environment Overview and Scrutiny Committee:

Making our neighbourhoods and green spaces nature friendly.

The Council notes that:

Reduced mowing in carefully planned areas of green spaces as part of 'No Mow May' has been one example of a range of activities we are undertaking to improve the local environment for residents, boost biodiversity and tackle the climate emergency.

A growing body of research shows there are substantial positive effects from this nature-friendly approach, such as increasing plants and

insects to benefit the food chain; extending and connecting nature-friendly areas creates an important mosaic of habitats especially in urban and semi-urban areas; and a reduction in pesticides supports a healthier environment for plants and all living things.

The benefits to mental and physical health of greater biodiversity and a more pleasant living environment for us all cannot be overstated.

There are potential economic as well as social and environmental benefits from adopting a more nature-friendly approach and shifting to low carbon technologies.

Making the whole district more nature-friendly is also a matter of social justice as part of our work to tackle health inequalities, because national research shows that the least privileged communities are impacted the most by environmental harm and a lack of access to nature and green spaces.

Nature-friendly measures the council is undertaking with partners include but are not limited to:

- Reduced mowing to better meet the needs of people and nature.
- Planted a tree for every child – the creation of new woodland, school trees and 40 school orchards (blossom for pollinators).
- Encouraging nature and play opportunities on the doorstep of new housing and commercial developments.
- New wildflower strips and meadow development.
- A shift to herbaceous planting in the city centre.
- The conversion of conifer plantation woodlands to semi-natural woodlands at St Ives.
- Ilkley Moor restoration.
- Reduced use of glyphosate.
- Measures to clean up the air we all breathe.
- Working with businesses and partners in the Bradford District Sustainable Development Partnership

Council therefore resolves to:

- Declare a biodiversity emergency – this will help to harness the collective powers of partners across the district and accelerate our efforts
- Task officers with developing a Bradford Parks Strategy with widespread stakeholder consultation, including the aims of: deepening our partnerships with Friends groups; formalising our approach to improving biodiversity and environmental renewal; recognising its strong links to residents' physical and mental wellbeing; and supporting new jobs and opportunities for residents and businesses through the emergent clean growth economy.
- **Request officers present a report to Regeneration and**

Environment Overview and Scrutiny Committee assessing the impact to date of the measures we are taking and setting out new ideas and options for future activities to build on our progress.

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 / Louis Kingdom – 07814 073884 / 07890 416570)

B. OVERVIEW AND SCRUTINY ACTIVITIES

6. TRANSPORT DELIVERY PLAN

1 - 34

The report of the Strategic Director, Place will be submitted to the Committee and provides an update on the outcome of the delivery programme for the Highways and Transportation teams' capital work programmes during the 2022/23 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.

Recommended –

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

(John Davis – 07970 596213)

7. SKILLS FOR WORK - UPDATE REPORT

35 - 62

The report of the Assistant Director, Office of the Chief Executive (**Document “N”**) will be submitted to the Committee to provide an update on Skills for Work - the Council's delivery arm for Apprenticeships, and Adult, Family and Community learning, including details of learner participation, achievements, and future plans.

Recommended –

1. That the report be noted including the challenges posed by the pandemic to the service, and the significant progress made with recovery.
2. That the continued success of SfW's Apprenticeships programme across the District, and the progress made in recovering Adult and Community Learning provision in 2022/23 to date.
3. That the Committee promote and support the Community and Family learning provision available in localities to stimulate residents' engagement with the programme
4. That Members consider current delivery data and community settings (Appendix 4) and facilitate appropriate connections to additional venues and/or community groups that may increase the reach of the service within disadvantaged communities.

(Phil Hunter – 07896 727653)

8. DARLEY STREET MARKET - UPDATE REPORT

63 - 70

The report of the Strategic Director, Place (**Document "O"**) will be submitted to update the Committee on the current progress of the Darley Street Market development scheme.

Recommended –

1. That the report be noted.
2. That Members make a further visit to Darley Street Market to be organised in February/March 2024, prior to the opening of the market to the public.

(Colin Wolstenholme – 01274 432243)

9. WORK PROGRAMME

71 - 74

The report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee (**Document "P"**) will be submitted to Members and presents the Committee's Work Programme for 2023/24.

Recommended –

That the Work Programme continues to be reviewed regularly

during the year.

(Caroline – Coombes – 07970 413828)

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



Report of the Strategic Director, Place to the meeting of the Regeneration and Environment Overview & Scrutiny Committee to be held on 3 October 2023

M

Subject:

Transport Delivery Plan Performance Report 2022-23.

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 2022/23 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 of 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)

David Shepherd
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 2022/23 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 Covid19 continued to have an impact on the service delivery of the Transportation and Highways function, albeit much less impact than the previous two years. Nonetheless, overhang from the pandemic affected some of its delivery of its capital works programmes for 2022/23.
- 2.2 Work has gone into submitting bids for funding from the Active Travel Fund tranche 4, Towns Fund and Levelling Up funds.
- 2.3 We have been developing a number of schemes and progressing them WYCA's assurance process.
- 2.4 Inflation is causing a significant issue, with programmes and schemes having to be reduced in scope to fit relevant funding envelopes.

3. OTHER CONSIDERATIONS

- 3.1 Work has continued on developing and delivering the Local Transport Plan, the West Yorkshire + Transport Fund, Active Travel Funds, Transforming Cities Fund and City Region Sustainable Transport Settlement Fund schemes. A summary of these programmes is set out below, with further details of particular projects under these programmes provided in the related appendices.

4. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (APPENDIX 1)

Transforming Cities Fund (Appendix 2)

- 4.1 The Council have been awarded £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 and Bus Expressway; and
 - d) West Bradford Cycle Superhighway Extension.

West Yorkshire+ Transport Fund (Appendix 3)

- 4.2 Schemes within this programme include:

- a) Harrogate Road / New Line junction (complete);
- 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.

4.3 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.

Those projects aligned to the upgrade of the Council's traffic signal assets (a) and (b) above have similarly been completed within the reporting period.

Active Travel Fund (ATF Tranche 1, 2,3 & 4) (Appendix 4)

4.4 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 the first two. 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 5)

4.5 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 was £2.241m and £1.461m in 2022/23. Due to staff resources issues a number of projects were not delivered within year and a carry-over of £1.203m of projects was therefore necessary into the 2022/23 financial year

4.6 The funding for the Highway Maintenance Block in 2020/21 was £6.008m and £4.286m in 21/22. Due to additional Pothole funding this was increased by £3.869m in 20/21 and £3.429m in 21/22. A further £1.075m was received in year for the 20/21 Challenge Fund. 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 6)

4.7 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 streetlights 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.

4.8 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 7)

- 4.9 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. Future links could extend this core backbone with links from Bradford southwards (possibly to Dewsbury), northeastwards (possibly to Leeds Bradford International Airport), northwestwards to Heaton) and west/southwest (possibly to Halifax). There would be numerous intermediate stops on the system to enable public transport-led regeneration and new housing.
- 4.10 A Mass Transit Vision document has been published and the prospective plans have been consulted on as part of the West Yorkshire Connectivity Plan. The Mass Transit Vision document was consulted on in early 2023.
- 4.11 WYCA and Bradford Council are in discussions over potential route alignments and are pushing for the Leeds to Bradford route to be delivered first. Construction is hoped to start in the late 2020s with the first route potentially opened within a decade.

Northern Powerhouse Rail (Appendix 8)

- 4.12 Subsequent to the publication of the Integrated Rail Plan (IRP) in November 2021, the NPR programme has transferred from TfN to DfT ownership, which means that local communities get much less say and involvement in the development of NPR plans.
- 4.13 While previous plans for NPR would have seen a new high-speed line being built between Manchester and Leeds via a new city centre station in Bradford, the 2019 Government decided in the IRP that they did not want to invest in Bradford's connectivity in this way. The IRP indicated there would be funding for a new line between Manchester and Marsden only.
- 4.14 DfT updated their position on Bradford in June 2023. Work is being undertaken by DfT and Network Rail to look again at the case for a new through station in Bradford and links towards Huddersfield and Manchester. A decision on the option to pursue is not expected until 2024.
- 4.15 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 in the early 2030s.

Electric Vehicle Charging Points

- 4.16 The electric vehicle charge point schemes sit outside the Highways & Transport departments Capital budget, but an update has been provided as it relates to travel.

Neighbourhood Charge Points

- a) During 2022/23, 38 Bradford owned Neighbourhood Charge points were installed across 14 locations, these are available for the public to use on the Blink Charging network at a cost of 39p/kWh.

- b) These were funded by a grant of £330,850 from the Government's On-Street Residential Charge Point Scheme. The grant covered 75% of the funding the other 25% was funded via Community Infrastructure Levy and reinvestment of income from previous charging infrastructure projects.
- c) Public charge points have also been installed at Ashlands Primary School, Ilkley and Bowling Swimming Pools.
- d) Our older charge points have also been upgraded (e.g., the charger at the Crown Court car park) to be on the same network as those recently installed, to allow easier customer use and a uniform network across the council's estate.
- e) For a full list of locations where these have been installed see <https://www.bradford.gov.uk/environment/climate-change/electric-vehicle-charging-points/>

Local Electric Vehicle Infrastructure (LEVI) Bid

- a) WYCA and the 5 district councils successfully applied for £1.5m of grant funding from LEVI pilot fund, which will look to also leverage between £1.5m and £4.5m of private investment to deliver 150 - 520 chargepoints.
- b) In addition, West Yorkshire Combined Authority has been provisionally allocated up to £14,326,000 capital and £1,079,120 capability funding under the UK Government's Local Electric Vehicle Infrastructure (LEVI) Fund.
- c) The LEVI capability funding is further to that awarded in financial year 2022/23 and is available across financial years 2023/24 and 2024/25. The LEVI capital funding will be delivered in two tranches and is available in either financial year 2023/24 or 2024/25. Funding is dependent on suitable delivery plans agreed by the Department for Transport. The LEVI Fund will help local authorities in England significantly scale up the delivery of local chargepoints, enabling more residents, especially those without off- street parking, to switch to EVs. As a critical enabler, capability funding will ensure local authorities have dedicated staff to undertake the planning and delivery of charging infrastructure, while capital funding will support chargepoint purchase and installation costs.
- d) The full allocation of LEVI funding is due to be received later in 2023 with project implementation to start soon after. A West Yorkshire Electric Vehicle Infrastructure Strategy has been drafted and a procurement framework developed to support the delivery of the LEVI project which should see several thousand charge points installed across the region and lever in a significant amount of private investment.

Planning requirements

- e) Recently, Heaton Crematorium has had 6 charge points installed as a result of planning requirements. Updated Building Regulation state any new building project will have charge points incorporated into the building design as part of the planning conditions.
- f) Charge points are in the process of being installed at Darley Street Market although these will be restricted to traders and delivery vehicles.

Fleet Charge Points

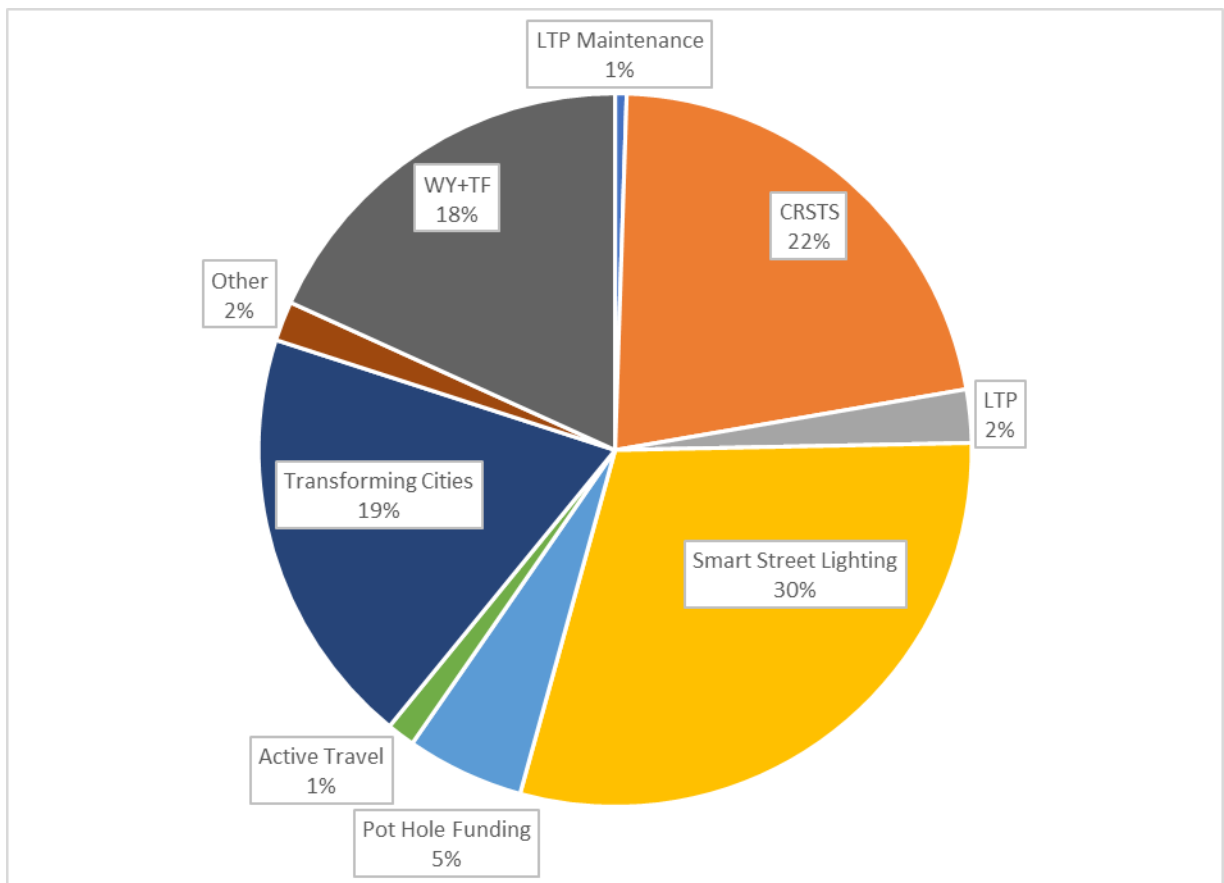
- g) In 2022/23 PAG has released £300,000 to enable charging infrastructure to be installed at our sites to enable our fleet vehicles below 3.5 tonnes (cars & small vans) to be replaced with electric vehicles. As vehicle are replaced with electric models, charging infrastructure is being installed to support this transition, to date 19 twin charge points have been installed at our depots / office locations.

Funding Bids

We have also been successful with two funding bids, including ATF4 and the Capability Fund. Although we were disappointed with the amount of money we received for ATF4.

5. FINANCIAL & RESOURCE APPRAISAL

- a) 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. In 2022/23 the service managed to deliver a programme of works of circa £36.816m across its portfolio of programmes comprised as shown below:



- b) 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.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

- c) 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, WY+TF and ATF 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.
- d) 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.

7. LEGAL APPRAISAL

- e) 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.

8. OTHER IMPLICATIONS

8.1 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.

8.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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.

8.3 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 and 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.

8.4 Human Rights Act

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

8.5 Trade Union

There are no trade union implications associated with this report.

8.6 Ward Implications

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.

8.7 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

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

8.9 Issues Arising from Privacy Impact Assessment

Not applicable.

9. NOT FOR PUBLICATION DOCUMENTS

None.

10. OPTIONS

None

11. RECOMMENDATIONS

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

12. APPENDICES

- 12.1 Appendix 1 – City Region Sustainable Transport Settlement including Transforming Cities Fund.
- 12.2 Appendix 2 – Transforming Cities Fund Portfolio Update.
- 12.3 Appendix 3 – WY+TF Portfolio Update.
- 12.4 Appendix 4 – Active Travel Fund.
- 12.5 Appendix 5 – LTP / Integrated Transport Block & Highways Maintenance Block.
- 12.6 Appendix 6 – Smart Street Lighting Programme.
- 12.7 Appendix 7 – Mass Rapid Transit.
- 12.8 Appendix 8 – Northern Powerhouse Rail (NPR).
- 12.9 Appendix 9 – Glossary of Terms and Abbreviations.

13. BACKGROUND DOCUMENTS

- 13.1 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 13.2 West Yorkshire Transport Strategy
<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>
- 13.3 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 13.4 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>
- 13.5 Bus Back Better, National Bus Strategy for England
[Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better)
- 13.6 LTN1/20 Cycle Infrastructure Design
[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/cycle-infrastructure-design-ltn-1-20)
- 13.7 Planning, Transportation & Highways Service Capital Monitor 2020-21

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

1. KINGS ROAD SUSTAINABLE TRANSPORT CORRIDOR

- 1.1 Funding has been secured through the City Regional Sustainable Transport Settlement (CRSTS) and the scheme will comprise of a 2-mile route from the Morrisons roundabout at the Enterprise 5 Retail Park along Bradford Road, Swain House Road, Kings Road onto the A6037 Canal Road south as far as the junction of the A6181/A650. The project is at the very early stages of development of a Strategic Outline business (SOC), so the full scope is yet to be determined. The scheme aims to realise inclusive growth; tackle the Climate Emergency; and deliver a high-quality and attractive sustainable transport corridor which puts pedestrians, cyclists, and bus users at the core. In doing so, the scheme will boost economic regeneration, housing growth and connectivity of a highly deprived area of Bradford to employment, education, and training opportunities, as well as two key retail employment areas, for the people living and/or travelling within or to/from the area. Approval of the SOC by the West Yorkshire Combined Authority (WYCA) is expected early 2024.

2. WAKEFIELD ROAD SUSTAINABLE TRANSPORT CORRIDOR

- 2.1 The scheme has been developed through the Strategic Assessment stage (SA) which proposes options for improvements to sustainable transport along the corridor. The corridor currently has poor sustainable transport and high dependency on private vehicles. The scheme aims to improve journey time and reliability of buses along the corridor to provide a competitive alternative to private car use, and provide sustainable, safe, and convenient infrastructure to support walking and cycling along and along the corridor.
- 2.2 A scope has been produced for the next stage (SOC) of the design development, and a design consultant is to be appointed in Q3 2023. Funding to develop the SOC, OBC, FBC and delivery has been provided by the West Yorkshire Combined Authority and identified through the City Regional Sustainable Transport Settlement (CRSTS).

3. BRADFORD BUS HOTSPOTS

- 3.1 The Bradford Bus Hotspots package sets out barriers to achieving the ambition for better buses in the region and opportunities for improvements to address these. These include:
- Improvements to accessing buses and improving bus user safety – including safer and more attractive bus stops
 - Ensuring communities have good access to services to allow fair access to employment, education and leisure opportunities – through a more comprehensive and better integrated bus network

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

- Enhancing the bus offer to contribute to modal shift and meet carbon targets for the region creating a more reliable bus network
- 3.2 These schemes are being developed in response to assessment work commissioned by local bus operators which identify key locations where the existing layout and delay contributes to unattractive journey times for buses across the Bradford District. The package will deliver two schemes that will reduce delay to buses at these key locations.
- 3.3 Westgate / Drewton Road / Lumb Lane
This scheme realigns traffic lanes and re-allocates road space within the existing boundary to provide smoother journeys through this key junction for buses during the evening peak. An inbound bus lane could potentially be accommodated in this location through road space re-allocation and subject to further design work
- 3.4 Leeds Road Gyratory
A heavily trafficked junction to access the city centre from the east, a number of options have been identified for minimising delay and enhancing the quality of bus journeys through this node. These include bus gates and a potential bus lane for inbound services. This scheme is currently being investigated further given the key strategic nature of the gyratory to both buses and general traffic.
- 3.5 The highway improvements will include measures such as junction improvements, signal changes and addressing parking that will prioritise bus movements in Bradford.
- 3.6 The scheme has been developed to Strategic Appraisal (SA) with further funding approved to develop a Programme Strategic Outline Case (SOC). The assurance pathway confirmed at SA approval will be continuation on to Outline Business Case (OBC) and Full Business Case (FBC).
- 3.7 Outputs relating to bus highways improvements are based on issues identified by bus operators and the schemes have been considered for viability by the Council. Engagement with the bus operators has been fundamental from conception and planned for effective communication through the stages of development.

4. STEETON AND SILSDEN CYCLING AND WALKING IMPROVEMENTS

- 4.1 Full funding for the Steeton and Silsden Cycling and Walking project was granted by the government in 2022 as part of the City Region Sustainable Transport Settlement (CRSTS) programme which is administered by the West Yorkshire Combined Authority (WYCA) and goes through the Combined Authority's Assurance Framework. The scheme is to address the issues of severance caused by the A629 dual carriageway where it passes between the two settlements of Steeton and Silsden.
- 4.2 Work on developing the Outline Business Case (OBC) for this project must now be revisited to align with the output requirements of the CRSTS funding and recent UK

APPENDIX 1 – CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

Government policies such as LTN 1/20. Connectivity improvements are proposed to improve active travel beyond the A629 roundabout linking a new bridge over the A629 to key destinations such as the rail station and Airedale Hospital. Approval of the refined OBC by WYCA is expected early 2024.

APPENDIX 2 – 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.

13.8 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.

13.9 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

13.10 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.

APPENDIX 2 – TRANSFORMING CITIES FUND

14. 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 Clean Air Zone.

New Green Public Spaces

- 14.1 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.
- 14.2 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 through traffic. Vehicular access would still be available for deliveries within restricted times.
- 14.3 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.

APPENDIX 2 – TRANSFORMING CITIES FUND

- 14.4 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

- 14.5 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.
- 14.6 New cycle routes and cycle parking would also be provided across the city centre, connecting into existing cycle routes such as [Route 66](#), 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.
- 14.7 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

- 14.8 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.
- 14.9 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.
- 14.10 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.
- 14.11 Works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

15. 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 the Manchester Road corridor, providing those who have previously not felt safe cycling on an arterial route a safer, segregated cycling option
- 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.

- 15.1 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) Targeted bus improvements along the length of Manchester Road that have been developed alongside public transport operators in order to maximise the efficiency of bus flows along the corridor.
 - c) Improvements to cycling connectivity to compliment National Cycle Route 66 as it passes through West Bowling and Little Horton in to the City Centre
 - d) 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
 - e) Improvements to the Croft Street Gyratory helping to facilitate quicker bus movements through the area.
- 15.2 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.
- 15.3 The scheme will be split into two phases – Phase 1 will include the ‘ride’ elements of public transport and active travel improvements and Phase 2 will include the ‘park’ elements and operation of the full park and ride service.
- 15.4 Phase 1 works are due to be completed by the end of November 2024.

APPENDIX 2 – TRANSFORMING CITIES FUND

16. 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.

- 16.1 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 Girington, Crossley Hall and Lower Grange
 - b) Cyclist priority at major junctions along Thornton Road to enable quick and safe passage between the city centre and Thornton
- 16.2 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.
- 16.3 The scheme is to be constructed in two phases- Phase 1 will incorporate the length of route between the City Centre and Allerton Road, while Phase 2 will consist of the remainder of the route out to Thornton Village.
- 16.4 Phase 1 works are due to be completed by the end of November 2024.

APPENDIX 3 – 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 to 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 project was completed at the end of May 2022. Initial observations and feedback are that the junction is performing successfully. The Monitoring and Evaluation for one year after opening has commenced and we are awaiting the results and analysis of the data collected. It is anticipated the report will be completed in Q3 of 2023. Further monitoring and Evaluation will take place 5 years after opening to assess the performance against the scheme's objectives.

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 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 Sustainable Transport Corridor 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 Improvements to the main routes between Bradford and Shipley are being revised following talks between Bradford Council and WYCA so they better meet Bradford's Clean Growth ambitions and keep pace with the latest thinking around sustainability and climate change. Development of new options for a revised OBC is currently ongoing for submission in 2024.

4. SOUTH EAST BRADFORD ACCESS ROAD (SEBAR)

- 4.1 The South East Bradford Access Route (SEBAR) project is a route development scheme which was originally proposed to improve access and transport links between the south of Bradford and Leeds.
- 4.2 A review of the scheme is taking place following a Local plan review and feedback from Leeds City Council. The development of the OBC is currently on hold. A separate review has also been completed by the West Yorkshire Combined Authority (WYCA) as part of a construction inflation review. CBMDC have been informed by WYCA that

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

the SEBAR scheme is now a “pipeline” project which means that it will only funded to be taken to the end of the next stage, in this case the OBC and then paused.

4.3 A decision on the way forward is yet to be confirmed.

5. A650 TONG STREET IMPROVEMENTS

5.1 This scheme is being funded via two funding streams, the West Yorkshire+ Transport Fund and the Department for Transport’s Large Local Majors (LLM) fund. The LLM provides the majority funding. Faithful & Gould have been appointed initially for the development of a revised Outline Business Case.

5.2 The development includes a review of the scheme objectives and updating these as necessary to ensure they are in line with the latest national and local policy / strategy changes including sustainable transport and active travel. It is anticipated that the scheme will have more emphasis on public transport and active travel improvements and less emphasis on improving car journey times and congestion. There is also now much more emphasis on climate change, air quality and carbon reduction that need to be factored into the need for the scheme. This will be followed by the optioneering and evaluation process to select the preferred option. Stakeholder engagement is planned to commence in Q3/Q4 2023.

5.3 The aim is to seamlessly deliver this scheme in conjunction with the Wakefield Road CRSTS scheme.

6. BRADFORD INTERCHANGE STATION GATEWAY

6.1 The scope of this project involves the 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.

6.2 Balfour Beatty are working closely with WYCA and Bradford in designing a new station access scheme, that will relocate the taxi rank onto Bridge Street and create a new public space. This new Welcome Square will compliment the demolition of the NCP car park on Hall Ings and create a direct passenger access onto Centenary Square complete with landscaping and planting.

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.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

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 Construction commenced on the scheme in March 2023 and is progressing well with the new link road now largely complete and 50% of the underground service diversions now complete. Construction is anticipated to be completed around February 2024, providing there are no unforeseen delays.

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

- 9.1 As with the Great 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 two junctions at Thornton Road / Cemetery Road and Toller Lane / Carlisle road, with the aim of improving 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 was 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 was a need to ensure that both schemes are compatible with each other to avoid any unnecessary redevelopment of the works.
- 9.3 As such it was decided to deliver the scheme in a phased approach, with the business case for the Thornton Road / Cemetery Road junction programme to be submitted in October 2023 and to be constructed simultaneously with the TCF Cycleway scheme, anticipated to commence construction in March 2024.
- 9.4 Due to the current economic climate and rising inflation costs, the affordability of delivering both junctions has been put into question. As such, a review is being done on the overall costs to ascertain whether one or both can be delivered with the existing approved funding. The Thornton Road scheme is being prioritised due to the interrelationship with the TCF cycleway scheme.

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

- 10.1 The original proposals for this scheme were 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.

APPENDIX 3 – WEST YORKSHIRE+ TRANSPORT FUND

- 10.2 Following a region-wide inflation review, carried out by the West Yorkshire Combined Authority in 2022, the scheme was identified as one which is to be progressed to the next decision point (Outline Business Case) and then pipelined, where it will need to wait for another funding stream to progress.
- 10.3 This scheme is currently working towards the re-submission of its Outline Business Case following the initial proposal being rejected on various grounds. A revised option has now been developed, which meets budget and objectives, with consultation with West Yorkshire Combined Authority to follow.

INTRODUCTION

- 10.4 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. Tranche 1 measures were developed rapidly within a tight delivery envelope, were generally temporary in nature and could, if necessary, be removed rapidly. Tranches 2 and 3 programmes were not delivered at such pace and therefore included more permanent installations in their programmes. For examples of schemes delivered under Tranches 1 and 2 see last year's "Transport Delivery Plan Performance Report 2022-23."

APPENDIX 4 – ACTIVE TRAVEL FUND

11. TRANCHE 2 INTERVENTIONS

- 11.1 A number of schemes originally proposed as part of Tranche 2 were removed from the programmed, these included
- a) Barkerend Active Travel Neighbourhood (ATN) – didn't meet funders requirements and lack of political support
 - b) Ivanhoe to Great Horton Road footway improvement and lighting (delivered using alternative funding)
- 11.2 The Cottingley Mercure to Bingley Cycleway is currently on site and due for completion by early October.
- 11.3 The Fenby Avenue scheme is currently being refined to meet funders requirements and needs to go out to consultation. It is due to be on site by the end of the 2023/24 financial year.
- 11.4 The Saltaire ATN scheme was successfully implemented and is currently being reviewed to see whether or not it will be retained, modified or removed.
- 11.5 The total value of this programme of works is £2.1m.

12. TRANCHE 3 INTERVENTIONS

1. We received £1.195m of Active Travel Fund (ATF) 3 money in October 2021 and have been developing the schemes below during 2022/23
- a) £600k for Darley Street - Footway widening and parking removal on Darley Street between Godwin St and North Parade
 - b) £525k for a further three ATNs (Keighley Central, Manningham and Holmewood)
 - c) £70k for at least 5 school streets
2. The schemes should have been completed by 31st March 2023 all schemes, or as a minimum, funding committed with consultation complete and delivery plans in place for delivery as soon as possible in 2023/24. Unfortunately, we haven't managed to deliver these schemes due to ongoing discussions with the funders (WYCA and Active Travel England) and the requirement for ongoing public consultation and engagement (particularly with regards to the ATNs).

13. ZZ) TRANCHE 4 INTERVENTIONS

- a. We received £1.045m of ATF4 money in May 2023 and we have been developing the schemes below:
- a. £475,000 Access to Schools
 - 1. Baildon Green footpath
 - 2. Cottingley Park Footpath improvements
 - 3. Oldfield Lane
 - 4. Langford Lane
 - 5. ASA Briggs Park Footpath improvements

APPENDIX 4 – ACTIVE TRAVEL FUND

6. Redburn Road
 7. St Stephens Road Footpath improvement
 8. Barnard Road – new pavement under bridge
 9. Shirley Manor Footpath improvement
 10. Green Lane
 11. Brownroyd Hill footpath
 12. Tewitt Hill point closure
 13. Silverhill Road point closure
- b. £570,282 Access to Hospitals
1. Airedale Hospital Bridleway Improvements
 2. Improvements to the promoted walking routes between the city centre and St Luke's Hospital

ACTIVE TRAVEL SOCIAL PRESCRIBING (ATSP)

2. INTRODUCTION

- 1.1. Bradford is one of 11 successful local authorities to receiving funding from Department for Transport/Active Travel England to deliver a 2.5 year pilot study to explore how Social Prescribing can support and encourage people to build physical activity into their daily lives. by switching some of their short everyday journeys to walking, cycling, wheeling or scooting. Being more active can support both our mental health and physical health. We have been working closely with the Public Health Team, Bradford and Craven District Health and Care Partnership (HCP) and Living Well, to deliver the initial successful Expression of Interest and secure the full Pilot funding. The funding sits within the Planning Transportation and Highways.
- 1.2. Social prescribing is an additional or alternative approach when a medical prescription is not the only answer, social prescribers or health link workers are based in primary care and some community settings, and support people to connect with community support and a wide range of local services including sport and leisure.
- 1.3. We are focussing the delivery of the pilot in 3 areas that are based on the footprint of a Primary Care Network (PCN – a group of surgeries) and that align with the Active Travel Neighbourhoods that we are delivering. The PCNs, selected in consultation with the Bradford and Craven Health and Care Partnership, are in areas with significant health inequalities, high levels of deprivation, and where we will be delivering Active Travel Schemes and initiatives. The areas identified were:
 1. Keighley
 2. Manningham/Girlington
 3. Bradford Moor / Barkerend

PROGRESS

- 1.4. The funding has enabled the recruitment of a Project Manager and 2 Officers to develop and lead the study. The team are already engaging with the social prescribing and active travel sectors, with a particular focus on Keighley as the first area. The proposed governance is to be through a new Active Travel Strategic Group to be established for this and other projects. As this project aims to improve health and wellbeing we will then report into the Living Well Board, which reports to the Wellbeing Board.

APPENDIX 4 – ACTIVE TRAVEL FUND

- 1.5. A short feasibility phase was carried out prior to the final bid, and from this Autumn will be extended through Community Readiness work, using a model developed at the University of Bradford/Bradford Institute of Health research. A local Voluntary Community Sector (VCS) organisation with prior experience of the approach has been commissioned to work with and community organisations, to understand how interested and aware people are of local paths, walking routes and cycleways, what support they would like to get more active and where they would want to see future schemes.

- 1.6. The aim of the pilot is to add another option for social prescribers to offer the people referred to them by GPs and other health professionals. Discussions are underway to link this pilot into an established local exercise referral scheme, already well-used by local GPs and health professionals as a safe route to refer people who wish to get more active for assessment.

APPENDIX 5 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB) AND HIGHWAY MAINTENANCE BLOCK (HMB)

1. INTRODUCTION

- 1.1 The Local Transport Block funding is provided under two core Blocks – 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 is used to deliver enhancements to the existing asset under a series of funding themes. During 2022/23 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 ward members and 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 Blue Badge 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 Safe 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 2022/23 include: -

- a) Highfield Road, Idle – traffic calming and 20mph speed limit;
- b) Reevy Road West – zebra crossing;
- c) Lumb Lane – Traffic Calming
- d) Shipley and Keighley 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 2022/23 this included the promotion of significant 20mph zones around schools (prioritised using ward-based child casualty rates).

3. LTP EXPENDITURE BY SPENDING THEME

- 3.1 The table opposite summarises the level of investment from the Local Transport Plan.

**APPENDIX 5 - LOCAL TRANSPORT PLAN – INTEGRATED TRANSPORT BLOCK (ITB)
AND HIGHWAY MAINTENANCE BLOCK (HMB)**

Highway Maintenance Block	£'000 22/23
CRSTS Highway Maintenance – North	3,737
CRSTS Highway Maintenance – South	4,908
Bridges, structures and retaining wall repairs	1,700
Street Lighting	170
SUB TOTAL	10,515
Integrated Transport Block	
Area Committee Safer Roads and Locally Determined schemes	1,165
Network Management & Enhancements	1,150
Active Travel/PROW	142
Bus Hot Spots	263
Kings Road and Wakefield Road Sustainable Transport Corridors	50
SUB TOTAL	2,770
TOTAL LTP FUNDING	13,285

APPENDIX 6 – 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 survey phase was completed in March 2022 providing the information regarding the assets that required column replacements based on their structural stability and provided the project team to plan the work type for each asset.
- 3.3 The design phase is now virtually complete except for around 1000 assets that relate to where overhead cables are currently utilised to feed the lighting, these designs are being undertaken by the project team within the Council.
- 3.4 In terms of the Installation phase, this is broken down into different operations for Lantern Change (LC), Lantern Change and Sleeve (LCS) and Column Replacement (CR). The Column Replacements were delayed by 16 weeks due to global materials shortages but are now progressing well with 8,673 units replaced. The number of

APPENDIX 6 – SMART STREET LIGHTING PROJECT

Lantern Changes from CR, LCS and LC's stands at 37,383 against a milestone of 36,018 so slightly ahead of programme as at 08/09/2023.

3.5 Based on the contractors programme the expected completion is due in August 2024

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 and a consortium of consultancy firms. 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.
- 1.2 As part of the CRSTS settlement, up to £200M has been set aside to develop a West Yorkshire Mass Transit system, which will enable preparatory stages of the programme to be undertaken.

2. PROPOSALS

- 2.1 Scheme proposals are currently in development. It is anticipated that the deployment of the full Mass Transit network will be phased.
- 2.2 Mass Transit routes are anticipated to bring high quality, fast, frequent and reliable public transport to major corridors. Infrastructure works are anticipated to be complemented with place-making programmes and parallel segregated cycle facilities.
- 2.3 In Bradford, Mass Transit would serve the city centre and link both city centre railway stations, as well as having numerous other stops to serve communities on the route.
- 2.4 An initial phase is anticipated to include the following Bradford routes:
 - a) Bradford-Leeds
 - b) Bradford-to the south (possibly to Dewsbury)
- 2.5 Future links could extend this core backbone with links from Bradford southwards (possibly to Dewsbury), northeastwards (possibly to Leeds Bradford International Airport), northwestwards to Heaton) and west/southwest (possibly to Halifax).

3. PROGRAMME

- 3.1 It is currently anticipated that the Strategic Outline Business Case for MRT would be completed by the end of 2023
- 3.2 More detailed proposals for Mass Transit routes are being developed by a consortium of consultants led by Jacobs. Bradford Council has partnered with WYCA in the scheme development and will continue to do so.
- 3.3 The development of a new rail or other guided transport system brings both legal and regulatory implications, which take time to be dealt with in full. It is anticipated that the first phase of the project would start on site in the late-2020's, completing several years later.

APPENDIX 8 – NORTHERN POWERHOUSE RAIL (NPR)

1. BACKGROUND

- 1.1 Proposals for NPR have been in development for several years following the announcement of the Government's HS2 programme. Under the auspices of Transport for the North (TfN), a programme of new lines and line upgrades was planned, to boost the economic productivity of the north of England. TfN's preferred option in 2021 was for a new line between Manchester and Leeds via Bradford, with options for stations in Bradford including a new station at St James' Market
- 1.2 Since the publication of the Integrated Rail Plan (IRP) in November 2021, this programme is being managed directly by the Department for Transport, with significantly less input from both WYCA and local authorities and thus less external oversight of the programme.
- 1.3 In the IRP, the Government announced that options for a new line via Bradford would not be progressed, despite strong local demands for this. However, the IRP did contain commitments to electrify the line between Bradford Interchange and Leeds.
- 1.4 Subsequent to a report by the Parliamentary Transport Select Committee into the IRP, the DfT updated their position to be more supportive of a new through station in Bradford, connected into the Calder Valley route, which could later link into TRU and NPR.

2. SCHEME PROPOSALS

- 2.1 At the current time, the proposals include:
 - a) Creation of new sections of high-speed line between Leeds and Manchester, not including Bradford
 - b) Electrification and upgrade of the line between Leeds and Bradford Interchange, aiming for a 12min journey time.
 - c) Works to accommodate the new services at Bradford Interchange or a new station, noting that a new station is not at present supported by DfT. A new through station to replace the current turnback station would cut journey times and make the rail network more efficient, as well as unlocking regeneration opportunities.
- 2.2 Additionally, DfT and Network Rail are investigating:
 - a) The case for a new through station in Bradford city centre to replace Bradford Interchange
 - b) The case for better links from Bradford towards Huddersfield and thence Manchester via NPR.

3. PROGRAMME

- 3.1 Scheme development is being undertaken by DfT for the sections of new line, with the Strategic Outline Case to be submitted in the coming months – but this will not be seen by the Council.
- 3.2 Network Rail is progressing work separately on the development of options for the electrification and upgrade of the line between Leeds and Bradford Interchange, under

APPENDIX 8 – NORTHERN POWERHOUSE RAIL (NPR)

its SPEED programme for delivering enhancements quicker. This will ensure that the upgrade is delivered by the early 2030s at the latest.

- 3.3 CBMDC have been working with Network Rail on the project timescales for a new station to be built to replace Bradford Interchange. This could be completed by 2030 if a decision was rapidly

APPENDIX 9 – GLOSSARY OF TERMS

ACRONYM	DEFINITION
ATF (1) / (2) / (3) / (4)	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.
CRSTS	City Region Sustainable Transport Settlement
DEFRA	Department for Environment, Food 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
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.
IRP	Integrated Rail Plan
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

LUF	Levelling Up Fund
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.
NPR	Northern Powerhouse Rail
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
TfN	Transport for the North
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 Assistant Director Office of the Chief Executive to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 3rd October 2023

N

Subject:

Skills for Work Update

Summary statement:

This report provides an update on Skills for Work - the Council's delivery arm for Apprenticeships, and Adult, Family and Community learning - including details of learner participation, achievements, and future plans.

EQUALITY & DIVERSITY:

Skills for Work's mission is to have a positive impact on residents across the whole of the district, address skills inequalities and to enhance everyone's equality of opportunity.

It also contributes to the Council's wider programme of work to ensure that there are suitable local workforce opportunities to meet the diversity of people in the district who are, or will be, seeking work so as not to inadvertently exclude certain protected characteristic groups.

Jenny Cryer
Assistant Director

Portfolio:

Education, Employment and Skills

Report Contact:
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Employment and Skills
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Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 Skills for Work (SfW) provision contributes to the Council Plan priorities: to develop better skills, more good jobs, and a growing economy; and to ensure a great start and good schools for all our children. The offer also aligns with the District Workforce Development Plan and District Economic Recovery Plan.
- 1.2 SfW is made up of two distinct teams delivering Apprenticeships, and Adult and Community Learning from our city centre location and in over twenty community settings.
- 1.3 SfW operates as a fully traded service to meet the learning and employment needs of our most disadvantaged residents, offering opportunities for parents, families, and unemployed adults. The service also supports the creation of apprenticeships across the district by providing training matched to local need therefore facilitating a clear pathway into further learning and employment.
- 1.4 SfW is within scope of the Ofsted education inspection framework. The most recent Self-Assessment has determined that the provision is “Good,” maintaining the “Good” judgement by Ofsted in December 2017. The service also successfully retained its ‘Matrix’ accreditation this year, this is the recognised sector quality mark for provision of information, advice and guidance.

2. BACKGROUND

- 2.1 The Council has an established track record of successfully delivering government funded employment and skills programmes. SfW works with residents who have multiple barriers and are furthest from employment, supporting them to gain the skills that will secure progression into work, further training, or an Apprenticeship.
- 2.2 Covid-19 affected education and training providers across the sector and the country having a significant impact on the operations of SfW. SfW recruitment and performance data demonstrates strong recovery from the challenges posed by the pandemic.
- 2.3 SfW has its own Governing Body, the “Advisory Board”, chaired by Lee Pryor (Director of Apprenticeships, Luminate FE group) to provide effective governance, and responding to an Ofsted recommendation at the last Inspection to set up a discrete Board. Appendix 1 sets out the Advisory Board’s membership and Terms of Reference.
- 2.4 In presenting this paper to Committee for additional scrutiny and insight, SfW seeks to further enhance our existing links to the communities we serve and alignment with local democratic processes.
- 2.5 This paper is specific to the SfW service which is one element of the Council’s response to the local employment and skills agenda. Whilst SfW is a key actor in the response to these challenges, it is one of many partners working to deliver the targets and strategic interventions identified in the District Workforce Development Plan.

3. REPORT ISSUES

3.1 Overall effectiveness

SfW was judged as Good at its last Ofsted inspection in December 2017. In the most recent self-assessment against the Ofsted framework, SfW leadership and its Board have determined that the “Good” judgement made by Ofsted would be sustained. Furthermore, as below, leadership have evaluated all the headline inspection measures as all being “Good.”

Table 1: Ofsted Inspection Self-Assessed Grades

OVERALL JUDGEMENTS	GRADES 22/23	GRADES 21/22
OVERALL EFFECTIVENESS	GOOD	GOOD
Quality of Education	GOOD	GOOD
Behaviour and Attitudes	GOOD	GOOD
Personal Development	GOOD	GOOD
Leadership & Management	GOOD	GOOD

3.2 Impact and Legacy of Covid-19

SfW has been a fully traded service since 2014, dependent on generating income to cover staffing and business costs. Income is from two main sources: West Yorkshire Combined Authority (WYCA) through the devolved Adult Education Budget; and the Apprenticeship Levy.

Income is driven by learner participation, success, and course type. Unfortunately, SfW’s operation was significantly impacted by the pandemic, through the series of national lockdowns and the disruption caused by the Omicron variant in 2022.

There was an immediate and significant impact from the start of the first lockdown on the recruitment and retention of learners. SfW’s ethos is a community-based approach to delivery of learning provision. Typically, 60% of delivery is locality-based in a range of schools, libraries, and other community venues. These were either closed entirely or had severely restricted access limiting the numbers who could attend. IT infrastructure was not in place to support swift move to any virtual learning in the first few weeks of the pandemic in 2020.

Due to these factors, SfW had to discontinue face to face learning, and could not hold or attend recruitment events. Experience in typical years has proven that local events and word of mouth are by far the most effective engagement and entry routes for community learning.

As such, there was a significant impact on numbers throughout the pandemic as can be seen in table 2.

Table 2: Learner Numbers 2018/19-2023/24

Year	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24 (planned)
Learners on adult programmes	790	1,006	281	791	1,278*	1,500
Learner enrolments on programmes (courses)	1,062	1,281	506	1424	1706	1,750
Number of Apprentices on programme	60	78	113	128	133	135
Total	850	1,084	394	919	1,411*	1,635

*Denotes part year figures

There was a reduction in learners from of almost 700, from 1,084 in 2019/20 to 394 in 2020/21. This impacted on initial recruitment as well as the reducing the number of learners that would normally have progressed to further learning in 2021, 2022 and 2023. Learner numbers have recovered in 2022/23 to 1,411 learners enrolled on 1,706 courses.

Table 3: Adult and Community Learning Qualification Achievement Rates (QAR)

Academic Year	SfW QAR	National QAR
2018/19	77.6%	89.1%
2019/20	83.3%	86.0%
2020/21	52.6%	85.5%
2021/22	70.0%	86.2%
2022/23	78% predicted	Not published until March 2024

As the numbers on programme reduced, this also affected the number of learners progressing to higher level courses for adult learning. Consequently, overall achievement which had been steadily increasing from 2017-2020 fell by 30.7% to 52.6% for 2020/21. There has been improvement to 70% in 2021/22, with the prediction of 78% overall achievement for 2022/23.

SfW mission is to support those learners in our most deprived areas facing multiple barriers to engaging and progressing in learning. This is reflected in our strategy to recruit increasing number of learners with no or few qualifications.

In 2018/19, 42% of our learners were assessed as being at entry level or below, this has risen to 62% of learners for 2022/23. Whilst this will have some effect on our achievement rates especially when compared to other providers' learner intakes, we are fully committed to working with this cohort and supporting them to realise their potential. This will in turn deliver significant positive impacts on our most deprived communities.

3.3 Apprenticeships

SfW is the preferred training provider for Apprenticeships within Bradford Council, supporting learners to gain valuable skills and qualifications including maths and English with the support of dedicated assessment officers. We also deliver provision for other local authorities and other employers. Apprenticeships are offered from Level 2 to Level 5 in the following vocational areas:

- Management;
- Team Leadership;
- Business Administration;
- Project Management
- Customer Service; and
- Public Service Operational Delivery.

Since the peak of the pandemic SfW has been steadily increasing the number of Apprenticeship starts. Currently in academic year 2022/23 SfW has 133 apprentices more than doubling the number of Apprenticeships from 60 in 2018/19.

Growth has been supported by the extension of the Government’s Apprenticeship incentives scheme, stimulating initial interest from employers that is now beginning to translate into new Apprenticeship opportunities.

Through maximising this, and other growth channels, SfW’s target is to have a minimum of 135 apprentices on programme in the 2023/24 contract year.

The calculation for the Apprenticeship achievement rate is based on planned end dates and as they are longer programmes, the impact on achievement rate was seen in 2021/22 rather than the immediate impact seen on adult learning achievement rates. For SfW this decreased to 64.4% from 81.7% in 2020/21, although this is still considerably better than the national rate of 53.7% (see Table 4 below).

Whilst the lifting of restrictions has meant more students are accessing their place of work, elements of online delivery have been maintained to maximise access to provision, thus supporting high levels of retention and ultimately achievement.

Table 4: Apprenticeships Overall Success Rates

Academic Year	2018/2019	2019/2020	2020/2021	2021/2022	2022/23
Skills for Work	70.7%	81.6%	87.1%	64.4%	Predicted 86%
National Average	64.8%	57.5%	57.7%	53.7%	Published March 2024

SfW’s Apprenticeship success rates have been strong when compared to the national rate. There is a clear and sustained improvement over an extended period and even at the point the pandemic had most impact, SfW was more than ten percentage points better than national rate.

The recovery from the pandemic has been strong, and the underlying quality of the provision has been sustained through the challenges posed. SfW is projecting an achievement rate of 86% for 2022/23. Whilst this minimum figure would represent a

slight decrease on 2020/21, it still clearly represents a strong recovery and remains well above the anticipated national average. DfE expects all Apprenticeship providers to achieve a minimum achievement rate of 67% by 2025.

3.4 *Adult and Community Learning*

SfW delivers a range of accredited courses through Adult and Community Learning funding, including functional English and maths, ESOL, and ICT, in community based venues and schools across the district. This includes Family Learning events that are organised throughout the year, and provision that enables parents to support their children as they start their education.

SfW offers a suite of qualifications covering a range of vocational areas and employability skills to support unemployed residents of the District with their search for work.

The offer has continued to successfully target those most in need of support, with low prior qualification levels and furthest from work. For many of our learners, this is their first experience with education since leaving formal education (often without qualifications). This is also often the first step of an extended journey to upskill, and address challenges in their lives, that ultimately leads to the workplace.

The approach taken by SfW is a community based model with the aim to deliver in trusted venues in communities and with flexible engagement, recruitment and delivery patterns reflecting caring responsibilities and inequality of digital access. This approach was particularly disrupted by the pandemic and the legacy is still apparent, many residents still lack the confidence to engage in face to face settings, some are still in households that have ongoing increased caring responsibilities.

In addition, SfW has a progression curriculum to support learners on their long-term journey to work. Typically, SfW will support with a learner for several years on different and further learning programmes. In particular, the challenges from spring 2020 to winter 2022 significantly disrupted this internal progression of learners, and their longer-term personal development and journey to work.

Despite these continued challenges, recruitment data demonstrates success in increasing learner numbers and course enrolments, Overall adult education numbers on programme have increased from the low of 394 in 2021/22 to 1,278 year to date in 2022/23 (see table 2 above). In particular, SfW continues to support those most in need. In the current academic year to date on adult skills provision:

- 61.7% of learners meet the WYCA definition of disadvantaged;
- 62% of learners present at entry level (i.e. pre-Level 1, where Level 2 equates to GCSE) or below;
- 33% of learners have no prior qualifications; and
- 75% learners are not in paid employment (89% on community learning)

In addition to this SfW monitors certain protected characteristics to ensure we are delivering in line with our mission to “address skills inequalities and enhance everyone’s equality of opportunity.” There has been considerable success targeting ethnic minorities, reflecting groups that are under-represented in the labour market, and statistically have fewer and lower level qualifications. For the academic year to

date, 81% of participants identified as being from a non-White British background. 14% of learners declared a disability.

Achievement had increased year on year from 2017/18 - 2019/20, however as is set out in table 2, there was a sharp drop in achievement for 2020/21 to 51.4%. There has been a recovery in overall achievement to 70% in 2021/22, and this is predicted to increase to 78% in 2022/23. As part of our three year recovery plan, we are working to achieve the national average achievement rate of 85% by 2024/25.

Lesson observations and quality reviews undertaken throughout the pandemic and subsequently have noted that the quality of provision has been sustained at high levels with teaching and learning continues to be evaluated as “Good.” The action plan for recruitment, completion, and achievement is refreshed and reviewed regularly with all staff. This academic year there has been a marked improvement in overall recruitment, completion, and achievement.

Adult and Community learning is also part of the wider support offer for residents through the cost of living crisis. The SfW learner newsletter details additional help, advice and support available locally across the District including food, warm spaces, debt advice, housing, mental health, and well-being. All learners have also received a copy of the “Cost of Living Support Booklet.”

AEB and Community learning funding is utilised to provide additional support with travel and childcare costs where eligible. SfW also uses different funding streams to offer budgeting support, and planning and purchase of food for family meals that learners can cook together with their family at home.

3.5 *Other funding*

As has been noted above the majority of SfW income is through two funding streams. However, SfW actively explores new opportunities as they arise and assesses if they align with the SfW mission, expertise, and local strategic priorities, and if the new provision will enhance the local offer to residents and employers.

From January 2023, SfW commenced delivery of the national Multiply programme, which is part of the UK Shared Prosperity, to improve adult numeracy. In year 1 (to the end of March) SfW supported 330 people. For years 2 (the current financial year) and 3 (2024/25 financial year) SfW will have a mix of direct delivery and commissioned provision.

SfW is also exploring opportunities presented by the Skills Bootcamp provision that the WYCA has been successful in securing, and again is considering options for direct and commissioned delivery.

3.6 *Meeting local needs*

As part of the implementation of the Skills for Jobs White Paper, government now requires certain types of training provider to produce a new accountability agreement. This sets out how providers are contributing to priorities outlined in the new Local Skills Improvement Plans, collaborating with employers, providers, and local agencies.

Whilst SfW was not necessarily in scope for this process, the Board have recognised this a valuable, additional tool to ensure that the strategic intent of SfW is aligning with local need. Given the LSIP was also a new process (led by the Chamber of Commerce) and the need to be cognisant of the priorities identified by that, SfW determined it would be valuable to follow the Accountability Statement process. The final version as endorsed by the Board is at Appendix 2.

3.7 *Matrix accreditation*

The matrix Standard is the national accreditation (owned by the Department for Education) that ensures the delivery of high-quality information, advice and guidance (IAG) services. There is a rigorous accreditation process for providers to evidence that they are meeting the requires standard.

SfW has held the Standard for a number of years and was successful in retaining its accreditation in May 2023. The SfW Matrix assessment report identified these particular strengths in:

- The organisation has developed a strong model of partnership working that is enhancing their resources, reach and ability to adapt.
- There is a strong belief and commitment from the managers across the across the organisation to ensure the quality of IAG is in place.
- Skills for Work has in place a solid coaching capability across the teaching and learning team that was consistently reported by learners to be of a high professional integrity and focused on their individual needs and progression in life.

3.8 *Stakeholder satisfaction*

In addition to meeting local strategic priorities as set out in 3.6 above it is critical that SfW teams and the Board have a strong understanding of how effective learners and employers (of apprentices) believe SfW provision is at meeting their needs. As such SfW undertakes annual satisfaction surveys.

The overall average for employer satisfaction is 95.1%, an improvement of 1.6 percentage points on 2021/22. 97% of Apprentices felt their course met their needs and Adult learning participant similarly recorded a very high level of satisfaction, with an average of 97.3% an increase of 2.2 percentage points.

100% of learners across all funding streams indicated that they felt safe in their learning environment.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 SfW is a fully traded service. No new issues arising from this report.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 Risk management processes are in place at programme level, and strategic risks are reviewed at meetings of SfW's Governing Body. The wider employment and skills delivery that SfW contributes to is included in the Council's corporate risk

register, with appropriate mitigation in place for any identified issues.

6. LEGAL APPRAISAL

6.1 No new legal issues arising from this report.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

Learners have progression pathways, and upskilling/reskilling provision that supports their work and career aspirations and links to our clean growth city district ambition and future-proofing skills, attitudes, and habits, contributing to a District workforce that is responsible, agile, and resilient.

SfW delivers family learning programmes that enable parents to support children with their education and reinforce the progress being made in school.

Council-based Apprentices will be contributing to our corporate goals around sustainability, and the programme serves to equip our workforce with relevant skills for sustainability.

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

Staff objectives link closely to the Council Plan and Council corporate goals including the Council's declaration of climate emergency, and as such SfW proactively considers the environmental effects of delivering the provision.

7.3 COMMUNITY SAFETY IMPLICATIONS

A key strategic intent of Adult and Community Learning provision, as set out nationally and in the West Yorkshire Combined Authority's "AEB Strategy" is to contribute to reducing isolation, promoting interaction and integration, bringing communities together, and making people happier and places smarter and more inclusive.

7.4 HUMAN RIGHTS ACT

No issues arising from this report

7.5 TRADE UNION

No issues arising from this report

7.6 WARD IMPLICATIONS

There are no Ward or Area implications as SfW supports residents in all areas of the District.

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

N/a

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

There are no specific implications for corporate parenting.

SfW provision supports families and enables them to support their children's education contributing to the Council's priority of all children having a great start and good schools.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

No new issues arising from this report.

8. NOT FOR PUBLICATION DOCUMENTS

N/a

9. OPTIONS

N/a

10. RECOMMENDATIONS

It is recommended that members:

- note the content of this report, the challenges posed by the pandemic to the service, and the significant progress made with recovery;
- welcome the continued success of SfW's Apprenticeships programme across the District, and the progress made in recovering Adult and Community Learning provision in 2022/23 to date;
- promote and support the Community and Family learning provision available in localities to stimulate residents' engagement with the programme; and
- consider current delivery data and community settings (Appendix 4) and facilitate appropriate connections to additional venues and/or community groups that may increase the reach of the service within disadvantaged communities.

11. APPENDICES

Appendix 1 – Skills for Work Advisory Board membership and Terms of Reference

Appendix 2 – Skills for Work Accountability Statement

Appendix 3 - Service Testimonials and Case Studies

Appendix 4 – Skills for Work delivery venues

12. BACKGROUND DOCUMENTS

n/a

Appendix1: Skills for Work Advisory Board Terms of Reference

Skills for Work Advisory Board Member List

Name	Organisation	Role	Member Type
Jenny Cryer	BMDC	Assistant Director Office of the Chief Executive	Attendee
Lee Pryor	Luminate Group of Colleges	Interim Principal of Printwoks and Director of Apprenticeships Luminate Group	Chair
Juliette Wright	Bankfoot Primary School	Headteacher	Member
Robert Fairburn	Oastlers	Head of Centre	Member
Max Robinson	Titus Salt School	Assistant Headteacher	Member
Nasim Qureshi	VCS INCIC.Co. Uk Inspired Neighbourhoods	Chief Executive	Member
Christine May	Central Libraries and Archives	Head of Libraries and Archives	Member
Dr Philip Hunter	BMDC	Employment and Skills Strategic Manager	Attendee
Jo Corbett	BMDC	Lead Officer for Governorship	Clerk to the Advisory Board
Suzan Mc Gladdery	BMDC	Skills for Work Manager	Attendee and Reports to the Board

Terms of Reference: Skills for Work Advisory Board

Date: 15/12/20

Purpose and Role of the Skills for Work Advisory Board

The purpose of the group is to advise on the development, activity and strategic direction of Skills for Work

Membership

The Advisory Board was established 15TH December 2020 by Bradford Council and partners

The Advisory Board will normally consist of not more than 10 members

Membership will have a mix of school representatives; local employer; voluntary sector representatives; Skills for Work representative

New Members will be invited to join the Advisory Board in consultation with existing members of the Board.

Aims and Responsibilities of the Advisory Board

Skills for Work Advisory Board will link with Bradford Council strategy and policies:

Economic Development Strategy (Pioneering Confident and Connected), District Workforce Development Plan (People Skills Prosperity), Apprenticeships, Equality Objectives, Sustainable Development Action Plan, Council Constitution

Working Methods

The Advisory Board will initially meet quarterly and will thereafter review the times and frequency of meetings to maintain the purpose and aims of the Board

Meetings of the board will be quorate if at least the following are present: one half of the board (places filled) including the Chair or Vice Chair.

Individual Board members will attend meetings at agreed times, or nominee if unable to attend and are responsible for reporting back to their respective organisations on the activities of the Board

Secretariat: Meetings will be organised by Clerk to the Skills for Work Advisory Board (Skills for Work to appoint Clerk)

Chaired initially by Skill's for Work in agreement with Advisory Board members, Chair and Vice Chair to be appointed in agreement with Advisory Board members.

The Advisory Board may convene sub-groups to work on defined projects as part of the Skills for Work strategic aims and project activities

Agenda topics will be generated in reference to the Advisory Board's purpose and aims

Minutes and reporting: Advisory Board meetings will be minuted, meeting papers will be circulated to all members prior to meetings by Clerk to the Advisory Board

Board members will attend on a voluntary basis, no financial remunerations from Skills for Work will be paid.

Sharing of Information

Individual Board members will share information and Board activities with their organisations

With members' agreement, the Board may identify items as confidential information

Review

The Skills for Work Advisory Board will meet at agreed frequency and times to review the value and relevance of its work and the terms of reference.

These terms of reference were agreed by the Skills for Work Advisory board on 15/12/20

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Our mission

Skills for Work is the training delivery arm of Bradford Council. Our mission is:

Our purpose is raising aspiration and raising achievement. We do this by creating inclusive learning environment where all learners and staff are valued, inspired and confident. We do this because we all share a relentless determination that every learner can succeed.

We strive to have a positive impact on residents across the whole District, address skills inequalities and enhance everyone's equality of opportunity.

Our curriculum offer

Skills for Work offers a broad range of Apprenticeships, and adult, family and community learning to local residents in both our city centre location and in over 40 community settings.

Strong internal progression routes are in place from Entry Level to Level 3 from the Adult Education Budget and Level 5 Apprenticeships provision across a broad and responsive curriculum; designed in partnership with communities and employers, this curriculum is agile to the needs of the local residents and the District's labour market.

We deliver a range of engagement activity and accredited courses through the Adult Education Budget (AEB) in line with national strategic intent of the fund, and the West Yorkshire Combined Authority's regional priorities (AEB is devolved to the Mayoral Combined Authority in West Yorkshire). Additionally, Skills for Work offers a suite of qualifications covering a range of vocational areas and employability skills to support unemployed residents of the District with their search for work.

Skills for Work is the preferred training provider for Apprenticeships within Bradford Council as well as delivering provision for other Local Authorities and external employers supporting learners to gain valuable skills and qualifications with the support of dedicated assessment officers. Apprenticeships are offered from Level 2 to Level 5 in the following vocational areas:

- Management;
- Team Leadership;
- Business Administration;
- Customer Service; and
- Public Service Operational Delivery.

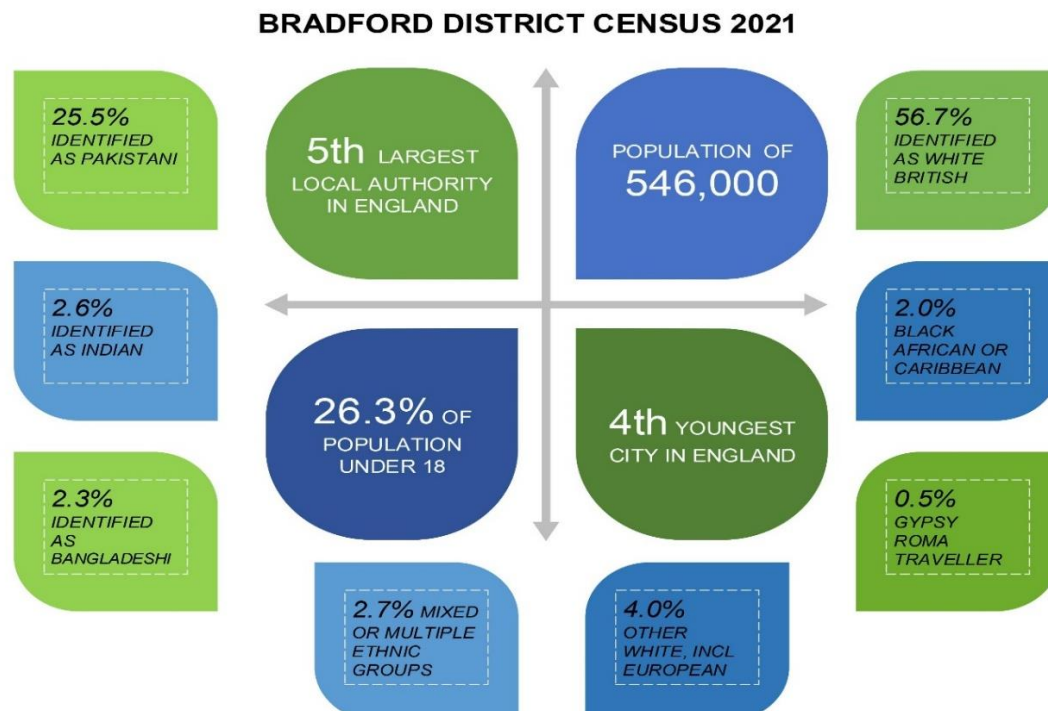
Our purpose

Our purpose is raising aspiration and raising achievement. We do this by creating inclusive learning environment where all learners and staff are valued, inspired and confident. We do this because we all share a relentless determination that every learner can succeed. Supporting our purpose is a commitment that we will:

- Deliver Outstanding Customer Service;
- Excellence in Teaching and Learning;
- Serve the Communities of Bradford and Keighley; and
- Provide a safe and enjoyable place to learn and work.

Our District: place and population

Bradford has a diverse, youthful and vibrant population living in a large urban area within the city itself, in the key towns of Ilkley, Bingley, Shipley, and Keighley each with its own distinct identity, and in addition around 70% of the district is rural with small village communities:



However, there are long standing employment and skills challenges. Bradford’s employment rate has consistently lagged behind the UK rate. The District’s Economic Strategy and Workforce Development Plan set the target of getting 20,000 extra people in work by 2030 to eliminate this gap. Alongside this despite some recent progress, gaps persist at each qualification level for our residents of working age:

- 12.3% of our working age population have no qualifications compared to a GB average of 6.6%;
- 54.4% hold a Level 3 (or above) qualification locally, this 61.5% for Great Britain;
- 35.8% are qualified to NVQ4 and above compared to 43.6% nationally.

(Annual Population Survey)

There is also clear inequality of opportunity and life chances across the District, with patterns replicated across key indicators including health outcomes, NEET rate, employment, and relative skills deprivation, with significant social and economic disadvantage adversely impacting the city centre wards, whilst the Wharf Valley is among the 10% least deprived areas in the country (IMD, 2021).

The District is home to over 16,000 businesses from micro through to the regional and national headquarters of major employers such as Morrisons, Yorkshire Water, Provident Financial and YBS.

Key stakeholders

Our approach in Skills for Work reflects and contributes to the Council’s strategic convening and place shaping role. Located in the Office of the Chief Executive and part of the wider Employment and Skills service, Skills for Work both benefits from and contributes to the Council’s extensive networks, partnership approach, and engagement resources and mechanisms.

The Council recognises that no single organisation can achieve our priority outcomes alone and that partnership and working together is central to our success. We have a passion to establish meaningful relationships that support and inform Skills for Work’s curriculum and the Council’s strategic approach. In developing our curriculum offer, Self-Assessment and Quality Improvement Plan, and creating our annual accountability statement we have engaged:

- A wide range of Council services, particularly local **elected members** and services to enable locality based delivery (eg **Libraries, Museums and Galleries**);
- **West Yorkshire Combined Authority**;
- Other **West Yorkshire Local Authorities**;
- Bradford Business Employment & Skills Board;
- **Bradford AEB partnership**;
- Employers and the Bradford Chamber of Commerce;

- **Yorkshire Learning Providers (YLP);**
- **Bradford 2025 (City of Culture);**
- Learners;
- Bradford Literature Festival;
- Schools; and
- **VCS organisations.**

Specifically, we have regular and detailed conversation with the partners and partnerships highlighted in bold above.

We are plugged into the strategic governance for the District. Skills for Work is an active member of the SkillsHouse Advisory Board (overseeing the local approach for adult skills, workforce development and employability), and the Bradford and west Yorkshire AEB partnership meetings.

This broad spectrum of engagement and connection to the Council’s strategic approach to employment and skills and the related priorities for the District enables us to consider the needs of communities, individuals, and businesses and to shape an agile curriculum that responds directly to their needs whilst delivering against key strategic frameworks such as the Local Skills Improvement Plan, WYCA Employment and Skills Framework and the Bradford District Plan.

Contribution to national, regional & local priorities

Skills for Jobs – The Council has reflected the priorities set out in the paper as the blueprint for the development of a curriculum that meets the needs of students, employers, and the community. We have built an agile, responsive, and engaging curriculum that supports the government’s key priorities:

- Putting employers at the heart of the system so that education and training leads to jobs that can improve productivity and fill skills gaps.
- Making sure people can access training and learning flexibly throughout their lives and are well-informed about what is on offer through great careers support (Skills for Work is Matrix accredited for CIAG)
- Simplify how funding is used so that residents can benefit from the full offer available to them without having to navigate the funding landscape; and
- Delivering excellent teaching in further education.

Levelling Up

Skills for Work’s offer incorporates the key elements of the Lifetime Skills Guarantee as set out in the Levelling Up White Paper, in particular:

- Multiply (numeracy); and

- Skills Bootcamp (occupation/vacancy specific; from 2023/24)

therefore, contributing directly contributing to the Levelling Up Mission to increase the number of people accessing high quality (Skills for Work has an overall Ofsted grade “Good”) skills training in every area of the UK. Skills for Work leadership support the White Paper’s recognition that workforce skills development and utilisation are critical drivers of the Levelling Up agenda.

Adult Education

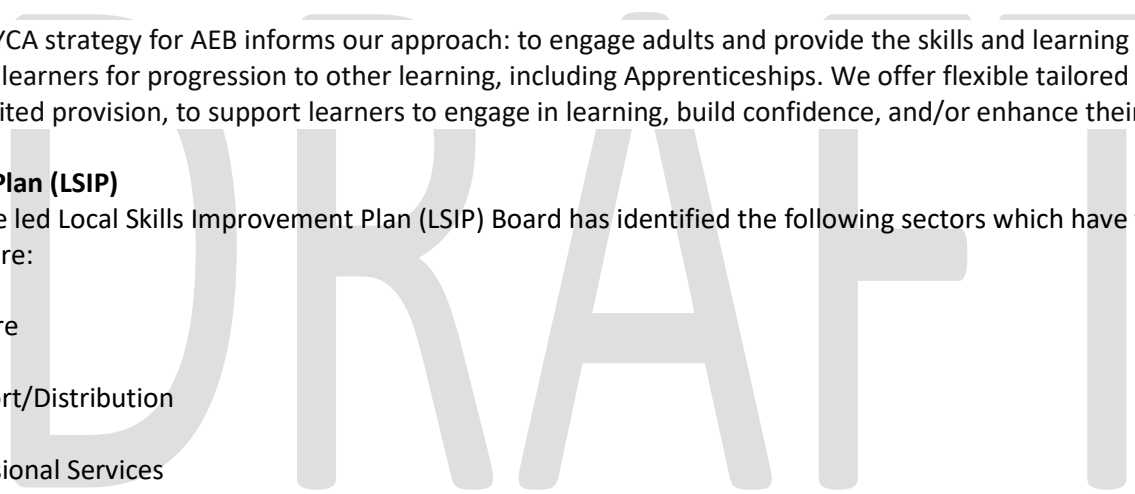
The national intent and WYCA strategy for AEB informs our approach: to engage adults and provide the skills and learning they need to progress into, or within, work; and to equip learners for progression to other learning, including Apprenticeships. We offer flexible tailored programmes of learning, accredited and non-accredited provision, to support learners to engage in learning, build confidence, and/or enhance their wellbeing.

Local Skills Improvement Plan (LSIP)

The Chamber of Commerce led Local Skills Improvement Plan (LSIP) Board has identified the following sectors which have the greatest demand for skilled employees in West Yorkshire:

- Health & Social Care
- Construction
- Logistics & transport/Distribution
- Low Carbon
- Financial & Professional Services
- Education
- Engineering & Advanced Manufacturing
- Creative Industries
- Digital & Technology

The draft priorities also identified the cross-cutting themes of Net Zero/Sustainability, STEAM, Transferable skills, Equality Diversity and Inclusion, Leadership & Management, as well as Digitalisation & Automation. Generic skills most in demand are communications, management, customer services and sales, whilst 400,000 adults in West Yorkshire lack foundation digital skills and nearly 0.5m workers lack essential digital skills for the workplace. Research also indicated 24% of all vacancies in West Yorkshire are skill shortage vacancies and many relating to higher skilled “STEM” professional roles.



There is a clear demand for language and fundamental communication, numeracy and digital skills and Skills for Work deliver functional English and maths, ESOL, and ICT. Additionally, we offer a suite of qualifications covering a range of transferable employability skills and vocational areas. Specifically in relation to the above priority sectors and skills, Skills for Work offer qualifications that contribute to: Financial and professional services, Digital and Technology, Customer Service, Education, and Leadership and Management.

Bradford District plans

Skills for Work's provision contributes to the Council's commitment in the District Plan to develop better skills, more and better jobs, a growing economy, to deliver a great start and good schools for all our children, and in alignment with the District's Workforce Development Plan, "People Skills Prosperity". A key focus for Skills for Work is working within our deprived communities to connect residents to good sustainable jobs and careers, directly reflecting a key theme of People Skills Prosperity in support of our District's strategic employment and skills targets for 2030:

- 20,000 more people in work; and
- 48,000 more residents qualified to Level 3.

Our Family Learning offer supports parents to help their children in education, enabling them to get a better start in life, and is a hook for people who may not have experienced education in the UK, or who had a negative experience of school to re-engage with learning to improve the range of opportunities life can offer them. Community Learning also delivers a wide range of benefits that contribute broadly to stakeholders' and residents' needs and ambitions, including a reduction in isolation, improved health and well-being, support with cost of living challenges and covid legacy, and community integration.

Bradford 2025 presents a generational opportunity to transform the local economy, drive economic growth, create jobs, and leverage funding and opportunity into the district. Skills for Work is developing provision to support our residents to access the opportunities that will be generated, including the development of a programme for volunteers.

What we know about our learners

Our learner surveys have indicated satisfaction of over 95% in the last two academic year. Critically, and in line with local, regional, and national priorities, including the EDI theme of the LSIP, we are very successful at reaching key and disadvantaged communities and demographics. In 2021/22 our formula funded AEB delivered to:

28% of learners on their first qualification

24% male and 76% female (women are more prevalent in the economically inactive and unemployed cohorts in Bradford);

76% from ethnic minority / mixed heritage;

18% declared a disability.

Our Objectives

Skills for Work has set a number of key objectives for the short to medium-term to ensure we meet local, regional, and national priorities for employers, communities and residents for the duration of the current LSIP process. This is not everything we do, but some high-level and strategic, skills-focussed objectives.

Aims & Objectives	Contribution towards National, Regional & Local priorities
Develop, commission, and deliver Multiply offer to individuals and communities, grow capacity for delivery of Numeracy provision.	Levelling Up funded provision with strategic oversight from WYCA and DfE. Fundamental workplace skill in demand across all sectors.
Growth of L3 curriculum offer and support district wide working group to maximise uptake of the provision.	Development of curriculum specialisms to meet local, regional, and national need. Increase number of residents with Level 3 in line with District level targets.
Determine and implement approach for Skills Bootcamp funding.	Support employers to recruit to skills shortage vacancies in line with LSIP and national intent to out employers at the heart of education.
To support those furthest from the labour market to gain the essential skills to increase progression to further learning, vocational skills development, and secure employment. Ensure all learners access appropriate learning support through better initial assessment and review processes.	Reflecting challenges in Bradford with unemployment and residents with no qualifications higher than regional and national averages, supporting inclusive growth ambitions of the Local Authority and WYCA.
Widen the Apprenticeship curriculum offer, targeted curriculum development to meet local employer and Council need.	Secure growth by meeting organisational and employer workforce requirements delivering in demand qualifications.
Liaise with other Council teams to develop and support inclusive pre-apprenticeship pathways into traineeships and apprenticeships especially for the most disadvantaged young people.	Tackles known local and national inequality of outcome for e.g., Care Leavers, young people with SEND, those who do not attain Level 2 by age 16. Supports inclusive growth/levelling up.
Develop reciprocal referral arrangements into learning/training or employment support for people of Bradford and surrounding areas	Challenges the complexity of the system in line with DfE priorities/consultation, local workforce plan and WYCA's Future Ready Skills Commission. Improves access for learners increasing access to skills employers need now, and improved learning and job outcomes.

Statement of sign off

On behalf of the Skills for Work Advisory Board, we can confirm that we have reviewed the statement and that this meets the purpose and objectives approved by the Corporation at the annual review (date tbc). This statement was presented on the 25th May 2023. We are committed to the Annual Accountability process, and this will be built into the Board’s governance processes and annual programme of work.

Role	Name	Signature	Date
Chair, Skills for Work Advisory Board	Lee Pryor		
Assistant Director, Office of the Chief Executive, Bradford Council	Jenny Cryer		

This plan will be published on the Council website for the start of the 23/24 academic year

Hyperlink

Will be added to this page: <https://www.bradford.gov.uk/education-and-skills/skills-for-work/about-skills-for-work/>

Supporting documentation

- [Bradford Council District Plan](#)
- [Latest Ofsted report](#)
- [LSIP](#)
- [Bradford District Workforce Development Plan](#)
- [Bradford District Economic Strategy](#)
- [West Yorkshire Combined Authority AEB Strategy](#)
- [WYCA Employment and Skills Framework](#)
- [Skills for Jobs](#)
- [Levelling Up White Paper](#)

Appendix 3: Service Testimonials and Case Studies

Apprenticeship Case Study - Company

Name	Rachel Eastwood
Job Title and Employer	Learning and Organisational Development Officer at Kirklees Council
Apprenticeship Standard and Level	Please add an x to any relevant apprenticeship standards: Public Service Operational Delivery Level 3
How did you hear about Skills for Works Services and Apprenticeship Offer?	Was trying to find a provider for the Level 3 PSODO and approached Bradford and Hull as they were the only 2 ones offering the apprenticeship in this area at the time.
Was your apprenticeship for a new recruit or existing member of staff?	Please add an x to the relevant answer(s) New recruit X
Why did you choose apprenticeship training for your staff?	Because of the apprenticeship levy and the desire to try to get younger people in our service.
What have been the main benefits of having an Apprentice?	Enthusiasm, new ideas and perspectives, they manage to get through lots of work, sometimes more than our existing staff!
Are there any apprenticeships that you are interested in that we currently do not deliver?	No
Would you recommend Skills for Work to others? Please explain why	Yes, I think the support that the trainees get is excellent and if I every phone or e-mail I feel that I get a very speedy response. The staff are very nice and helpful, and I feel go above and beyond.
Any additional comments	I am very happy with the support we get from Bradford Skills for work and would highly recommend them. All of our trainees have succeeded and have always said that they have felt very supported and that the tutors are always available and helpful.

Meet the Apprentice

Name: Jevannie Ambrose

Age: 24

Apprentice Level: Level 3

Company they work for: Bradford Council

Apprenticeship provider: Skills for Work, Bradford Council

Introduction about themselves

I am a Leeds Beckett University Computing graduate from Bradford. After completing my degree, I joined Bradford Council as part of a 6 month Kickstart Programme, after which I was able to secure an apprenticeship as an Administrator in the Work Experience team.

How long have you been an apprentice?

Approximately 11 months

What is your apprenticeship in and why did you choose this sector?

My apprenticeship is in Business Administration. I chose this sector because I believed that working in this field could provide me with many transferable skills and useful experiences.

What does your average working week look like?

My week is split into four days a week supporting my team in arranging work experience placements, and one day a week focussing on my apprenticeship learning. I am currently hybrid working – I work four days at home and one in the office.

Why did you opt to do an apprenticeship rather than A Levels or a B Tech?

I thought it was a good opportunity to get into the world of work and start earning a wage whilst gaining a useful qualification alongside it.

What is the most rewarding thing about your apprenticeship?

The most rewarding part of the apprenticeship so far for me has been the skills and experiences I've gained as an administrator working within a busy team. I believe what I have learned will be beneficial to me going forward, wherever my career may take me.

If one of your friends was thinking about doing an apprenticeship what advice would you give them?

I would tell them that I believe apprenticeships are a great opportunity to work in a field or industry you may have an interest in whilst furthering your education and gaining a qualification. Both can be of great value when looking to progress in your career.

Once you are qualified what are your plans for your future career?

Whilst on my apprenticeship I have managed to secure a full time job as an administrator, so my qualification will aid me whilst working within this role and open more opportunities future.



Family Learning Case Study - Learner

Name	Iamze Godoladze
Course studied with Skills for Work?	Studying L2 Teaching Assistant English E3 Passed & Finishing L1 Maths L2 passed
Where did you study with Skills for Work? (ie at home via a digital platform, St Peters House, School or Library?)	SPH And online during pandemic
Why did you choose Skills for Work for your course?	Before Pandemic it was at school and this was easy for me to drop off my children and then study
How did you hear about our courses?	Originally from the primary school then as I continued my study and then enrolled onto courses.
What have you taken from the course/training so far?	English, I was struggling with writing and now I am much more confident. I understand more and my spoken English is much better. TA – I learnt about safeguarding and discrimination things about these two I didn't know before and why transition effects children's. This was very interesting
How have you progressed or plan to progress following your course? (move into employment, move onto another course, improve my confidence etc?)	I am finishing off my TA and just today I have secured a job where my children attend. At the interview they asked learnt loads pf questions about everything I have learnt in the Teaching Assistant course. They asked me to give loads of examples and because I studied this in class I was really confident with my answers. Without this knowledge I wouldn't haven't this job. Uma my teacher is always challenging me to do better and encouraging me to develop myself. I am really happy everything she taught me go me this job.
Would you recommend Skills for Work to others? Please explain why	Yes, I would. It's a good team. My teacher Uma is really positive and has an enthusiastic way of teaching. Always there to help inside and outside the class
Any additional comments	Uma teaches from the heart

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Appendix 4: Skills for Work Delivery Locations

Knowleswood Primary School - Bradford

Brackenhill Primary School - Bradford

Horton Grange Primary School - Bradford

Ley Top Primary School - Bradford

SFW St Peters House - Bradford

St Vincents Centre - Bradford

Beckfoot Heaton Primary - Bradford

Lilycroft Primary School - Bradford

St Matthews CE Primary School - Bradford

Rainbow Primary - Bradford

St Clares Catholic Primary - Bradford

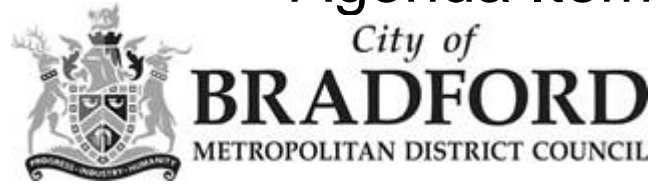
Bankfoot Primary School - Bradford

Manningham Dixons Primary School – Bradford

Scholemoor Community Centre

Keighley Library

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Report of the Director of Place to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 3rd October 2023

O

Subject:

Darley Street Market Project

Summary statement:

This report will update Members on the current progress of the Darley Street Market development scheme.

EQUALITY & DIVERSITY:

The market aims to maximise public access by being fully DDA compliant whilst offering excellent customer facilities including accessible toilets, Changing Places toilet, gender neutral toilet and separate parent and baby changing facilities, prayer/contemplation room, ablution room and indoor and outdoor seating.

The fresh food and food related goods offer will focus on providing opportunities for a diverse international fresh and hot food offer that reflects the socio-demographic profile of the district. The market is designed to attract a wider customer base through an events programme and to widen its appeal to new shoppers and new visitors to Bradford.

In addition, there will be a focus on changing trading hours to allow the hot food and beverage hall to trade into the evening to support the city centres' nighttime economy.

David Shepherd
Strategic Director
Department of Place
Report Contact: Colin Wolstenholme
Phone: (01274) 432243
E-mail: colin.wolstenholme@bradford.gov.uk

**Portfolio: Regeneration, Planning &
Transport**

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report will update Members on the progress of the Darley Street Market project since the last report presented to this committee on 20th September 2022.

2. BACKGROUND

- 2.1 In August 2017, Bradford Council appointed Greig and Stephenson, Architects, to lead a multi-disciplinary team of professionals with specialist market knowledge to develop concept designs for Darley Street Market.
- 2.2 The concept designs were presented to the Council's Executive at its meeting on 10th July 2018, who recommended the project proceed to detailed design stage, planning submission and construction. The Executive at its meeting on 8th January 2019, recommended extending the scope of the project through the acquisition by Compulsory Purchase Order of additional properties to deliver an enlarged market scheme along with a new outdoor market square.
- 2.3 Bradford Council's external design team submitted a planning application on 18th February 2019, with planning permission being granted on 21st May 2019.
- 2.4 Kier Construction were appointed in December 2019, to work alongside our external design team in contributing towards the final design, buildability and timetable.
- 2.5 Work on site commenced in May 2021 with the demolition of several properties on Darley Street. This was completed in April 2022, when the construction of the new market and market square commenced.
- 2.6 Darley Street Market will have four principal levels segregated into the following general categories:
- 1) **Level -1: underground delivery and waste handling area** located directly underneath the market square area including 17 individual storage rooms, 2 electric vehicle charging points, showers and bicycle storage.
 - 2) **Level 0: General Merchandising Hall** offering 28 stalls/units specialising in non-food, services, health & beauty as well as 3 external units; 2 cafes and 1 flower unit that can trade directly onto the market square.
 - 3) **Level 1: Fresh Market Hall** offering 32 stalls/units selling fresh foods along with 2 'pop up' test trading or short-term trading spaces.
 - 4) **Level 2: Dining Hall** offering 13 kiosks, seating for 500 customers both indoor and on the external terrace balcony and a stage for day and evening entertainment.
- 2.7 The market square will be a place for people to meet family and friends and where regular community, commercial, charitable and leisure events can take place. Around the edge of the market square will be seating for up to 66 people. 8 no large 7m x 4m umbrellas complete with heating and lighting will offer protection from the weather for ad-hoc trading and outdoor events. The umbrellas can be converted easily into a large 'pop up' marquee for bespoke events. Access onto the square is via three separate gated entrances, ideal for managing and delivering ticketed film or music events.

2.8 The design and layout of the new market takes advantage and makes use of the sloping adjacent streets of Darley Street and Piccadilly by providing street access to two out of the three trading levels – Levels 0 & 1.

3.0 REPORT ISSUES

3.1 A leasing brochure was published in January 2022 and widely promoted to potential businesses to register their interest in applying to trade in the market. Interest was strong and 261 outline expressions of interest were received.

3.2 An online application process was announced in June 2022, which guided both existing and new businesses on how to apply for a stall(s).

3.3 Each applicant was expected to demonstrate a sound business model, relevant business experience, marketing and promotional skills and an ambition to create a high quality and attractive shop unit. Applicants who propose to sell hot foods were also required to demonstrate how they can contribute to Bradford Council's good food vision and to meet consumer's growing demands for healthier foods.

3.4 The stall application process closed on 18th September 2022, with 141 applications being received. 62 applications were from existing market tenants and 79 applications were received from new businesses, many from outside of the District.

3.5 The breakdown of these applications is as follows:

- Level 0 - 47 existing market businesses & 33 new businesses
- Level 1 - 10 existing market businesses & 18 new businesses
- Level 2 - 5 existing market businesses & 28 new businesses

3.6 Each application was reviewed and scored by a trader selection panel made up of six persons: three market officers, two business advisors and a business support officer from the National Market Traders' Federation.

3.7 The application process resulted in the following:

- 43 businesses that represents 54 of the 63 stall/units on Level 0 & 1 have received and accepted their provisional offers.
- 28 businesses placed on a reserve list should any of the selected traders withdraw.
- 18 businesses rejected as being unsuitable or submitted a poor application.
- 12 businesses subsequently withdraw their application.
- 40 businesses have been pended. These businesses are either recent applications that are currently being assessed or have applied for our Level 2 Dining Hall and will be considered jointly with our operating partner when they are appointed in November following a competitive tendering exercise. The operating partner will manage the front of house operations, catering standards and sub-tenants on behalf of Bradford Council.

3.8 Stall enquiries continue to be received and reviewed with direct approaches taking place with selected businesses that can add value to the market's tenant mix.

- 3.9 The initial 43 selected business has been invited to initial meetings to discuss their shop fitting proposals and to gather information about their vision for each stall such as the types of display counters, product displays, wall and floor finishes, shelving, lighting ideas and signage designs. Each business has been provided with a stall layout plan and a 3D drawing to help them visualise how the stall will look.
- 4.0 The market is finished to an exceptionally high modern standard and it is important that each stall reflects this by providing an appealing high-quality design and professional product display offering market customers with a pleasurable shopping experience. To assist this process, Bradford Council has produced a stall design guide for traders that sets out our aspiration for the design of each stall from both a technical and quality perspective and to ensure consistency in the appearance and design of all stalls.
- 4.1 To assist each selected business achieve the required retail stall design, Bradford Council will offer a capital grant contribution and share the costs with traders towards their fitting out works. Each business can apply for a grant of up to 50% towards their fitting out costs up to a ceiling level that has been assessed for each stall.
- 4.2 To ensure the fitting out of each stall is carried out in a professional manner, follows the design intent and quality set out in the stall design guide, Bradford Council will appoint a stall fitting out contractor to work with each trader to create each bespoke stall design and to carry out the works on the trader's behalf.
- 4.3 Darley Street Market is not only a place for retailing but also provides opportunities for creating a vibrant and engaging community space where local community groups can benefit from the footfall the market will generate to raise their profile.
- 4.4 A series of community engagement events were held in museums and libraries and supplemented by online events. Through in-person meetings and online outreach, hundreds of community organisations were contacted, targeting families, youth, entrepreneurs, artists and social/recreational groups, including larger organisations like the Science and Media Museum and Bradford Producing Hub.
- 4.5 The engagement exercise was well received and resulted in a total of 76 applications being received from a variety of organisations reflecting the vibrant community spirit in the Bradford District.

5. TIMETABLE

- 5.1 Kier Construction is expected to complete the market building by the end of this year after which Bradford Council will manage several fitting out activities prior to the opening of the market, expected in May next year. These activities are as follows:
- **Stall Fitting Out Works** – The appointment of a fitting out contractor will take place at the end of October commencing with a thorough consultation exercise with each tenant over a six/eight week period to prepare detailed shop fitting drawings and a fully costed schedule of works for the tenant and Bradford Council's approval. The contractor will ensure that any equipment that is manufactured to order, such as refrigerated counters, are procured in a timely manner and brought to site when required. The fitting out works on site will

commence in January and expected to take up to 16 weeks to complete. The works will also include the installation of cooking extraction and canopies to each of the hot food and beverage kiosk as well as the internal and external terrace tables/seating.

- **Outdoor Screen and associated Audio Visual equipment** - A 7m x 4m LED screen will be installed that will form the focal point for activities on the market square. The screen will be linked to multiple indoor screens so that screenings can be shown simultaneously inside the market and on the market square. Digital signage will be installed at each of the five street entrances to the market along with two internal floor standing advertising and informational screens.
- **Market Square planting** - The planting around the new square has been designed to add a soft element to the hard landscape areas whilst providing year round interest and high ecological value. Shrubs, herbaceous plants and bulbs have been selected to create a high visual impact with a changing colour palette throughout the year. Particular species have been selected to create habitat for a range of insects with a particular focus on pollinators.
- **CCTV** - public safety and footfall counting cameras will be installed both internally as well as externally including the market square
- **Heritage Items** - Two sets of gates and overthrows from the former Kirkgate Market will be restored back to their original colour and repaired to a standard that can be put on display on the market square and Dining Hall.
- **Information Technology** - The market will be fitted with high speed wi-fi for the public as well as a secure private broadband connection for traders to take card payments and manage their e-commerce and online promotional activities. In addition, all traders will be provided with internet telephony. The IT solution will also allow for the introduction of food ordering apps, both table and deliveries, for our Dining Hall customers. Virgin Media O2 as the council's incumbent network provider will be providing a fully managed service that will include pro-active monitoring and maintenance.
- **Access Control** – Non-public areas will be controlled by an access control system which enables Bradford Council to manage the security to the back-of-house areas that are accessed by traders and Council staff. The system will enable the use of smart phones instead of a card or fob to unlock any authorised secure doors.
- **Stage Lighting** – LED colour lighting and lighting pre-set controls have been specified by colleagues in Theatres and will enhance the use of the stage by visiting performing artists.

6. OTHER CONSIDERATIONS

- 6.1 Bradford Council's vision for the new market is not only to revitalise and modernise its market offer but also to act as a catalyst for the regeneration of Darley Street and surrounding area.
- 6.2 It is encouraging that the owners of the buildings on either side of the market have submitted a planning application, as well as seeking funding from the City Centre Townscape Heritage Scheme, to upgrade their properties, which have been vacant for several years, and to let to potential tenants to coincide with the opening of the market. It is envisaged that the market will encourage further investment by other property owners.

- 6.3 A marketing and promotional activity plan is being prepared that will include both pre-opening, opening and post opening activities that will also include events on the market square during Capital of Culture 2025.

7. FINANCIAL & RESOURCE APPRAISAL

- 7.1 There are no financial issues arising from this report.

8. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 8.1 A governance board has been set up which is chaired by the Assistant Director for Assets & Facilities Management that includes the Assistant Director for Economy and Development and senior officers from Procurement, Finance, Legal, Client Services, Markets and Marketing & Communications.
- 8.2 The board oversee all matters relating to deliverability, building designs, procurement, construction, finance and legal matters.
- 8.3 Risks are routinely identified and assessed throughout the course of the project and logged onto the Project Risk Register and allocated to the most appropriate owner who is best able to ensure appropriate management of the risk. Ideally, risks are eliminated during the development of the scheme, however, those that are unable to be closed are monitored and, where required, actions to mitigate or reduce the risk are put in place.
- 8.4 Any lessons learnt during the life cycle of the scheme will be entered into the Lessons learnt Log and reported monthly to the board for review and further action.

9. LEGAL APPRAISAL

- 9.1 There are no legal implications.

10. SUSTAINABILITY IMPLICATIONS

- 10.1 The District Plan endorses sustainability and this investment delivers positive contribution to social, economic, environmental and culture performance and impacts in design, operation and business practices.
- 10.2 The new market will be an energy efficient, sustainable and low carbon building containing a computerised building energy management system to monitor, analyse and control the market's internal environment and energy systems. Almost 200 high-quality efficient solar roof panels will be installed that will provide enough power to operate the lifts, escalators and some energy efficient lights during daylight hours.
- 10.3 Automatically controlled natural ventilation louvers manage the heat accumulated during operating hours and to maintain ensure internal air quality.
- 10.4 A flood prevention holding tank will capture 9,000 litres of rainwater which will be used to flush the market's toilets and for planter irrigation on the market square.

- 10.5 The market will create a core food and non-food offer right in the heart of the city centre. It will be a critical location for cultural and community events – supporting Culture is Our Plan and Bradford 2025 - as well as showcasing the vibrant food economy of Bradford District, supporting the Sustainable Food Strategy delivery amongst others.
- 10.6 Bradford Council is working with a research team from Leeds University to develop a Trader Healthy and Sustainable Markets Charter. The charter supports efforts to achieve the Good Food in Bradford vision, and in turn reduce health and social inequalities, improve health and wellbeing, and create a food system that works for people and strengthens the local economy.

11. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

- 11.1 It is expected that there will be a significant decrease in overall GHG emissions as the designs will create an environmentally sustainable market and each market business will have a key role to play as they will be required to sign up to the Market's sustainability charter.
- 11.2 The creation of a well-designed market building and the control and management of utilities via the market's computerised building management system will monitor energy levels and provide energy savings in the longer term.
- 11.3 Two electric vehicle charging points in the basement servicing area will be available for traders or their suppliers when delivering to the market. Additional electrical capacity has been built in to allow for additional vehicle charging points as the take up of electric vehicles increases in the future.

12. COMMUNITY SAFETY IMPLICATIONS

- 12.1 The market and market square will be covered by a network of internal and external CCTV cameras, both for public safety and footfall counting. Multiple network points have been installed as part of the market design to allow camera locations to change or, where required, to increase their number.
- 12.2 Remote monitoring will be carried out by Bradford Council's CCTV Control Room based in Britannia House.

13. HUMAN RIGHTS ACT

- 13.1 There are no Human Rights implications.

14. TRADE UNION

- 14.1 There will be some redesigning, repurposing, or restructuring of operational staff to meet the needs of the new markets, although this will not involve any redundancies.
- 14.2 All the relevant Trade Unions will be consulted as required under Council HR procedures and will be invited to engage in any future staffing changes once the operating model of the new market is known.

15. WARD IMPLICATIONS

15.1 None.

16. AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

16.1 None.

17. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

17.1 None.

18.0 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

18.1 Individual trader's personal data will be managed in connection with this scheme. The legal basis for holding the data is contractual and relates to the trader's occupational agreements. General Data Protection Regulation (GDPR) principles relating to individual's rights will be fully respected.

18.2 The Markets Service's Privacy Impact Assessment will manage data protection and information security matters arising from the proposal.

19. NOT FOR PUBLICATION DOCUMENTS

19.1 None.

20. RECOMMENDATIONS

20.1 Members are asked to note the report and for a further visit to Darley Street Market to be organised in February/March 2024, prior to the opening of the market to the public.

21. APPENDICES

21.1 None



Report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee to the meeting to be held on 3 October 2023

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Subject:

Regeneration and Environment Overview and Scrutiny Committee Work Programme 2023-24

Summary statement:

This report presents the Committee's Work Programme 2023-24

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

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



1. SUMMARY

1.1 This report presents the Committee's Work Programme 2023-24

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). The Committee adopted its work programme at its meeting of 18 July 2023.

2.2 Appendix A of this report presents the Work Programme for 2023-24.

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 Better skills, more jobs and a growing economy, Safe, clean and active communities and Decent homes that people can afford to live in (Constitution of the Council Part 2, Article 6, para 6.5.1).

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 Regeneration and Environment Overview and Scrutiny Committee Work Programme 2023/24 reflects the priority outcomes of the Council Plan in particular: ‘better skills, more good jobs and a growing economy’, ‘decent homes’, ‘better health, better lives’, ‘safe, strong and active lives’, ‘and ‘a sustainable district’ (Our Council Plan: Priorities and Principles 2021-25).

3.4 The work programme as adopted by the Committee on 18 July 2023 forms the basis for the Committee's work during the year but will be regularly reviewed and amended as issues arise.

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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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 2023-24 continues to be regularly reviewed during the year

10. APPENDICES

10.1 Appendix A – Regeneration & Environment Overview and Scrutiny Committee Work Programme 2023-24

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 Items	Description	Report Author	Comments
Tuesday, 28th November 2023 at City Hall, Bradford Chair's briefing 06/11/23. Report deadline 16/11/23			
1) Bradford's Becks	Update to include the issue of main river status for Bradford Beck. Environment Agency to be invited	Ed Norfolk	See resolutions of 18 October 2022
2) Water management and resilience in the Bradford District	Annual update YW to be invited	Ed Norfolk	Resolution of 18 October 2022
3) Clean Air Zone	Update	Andrew Whittles	Resolution of 26 July 2022
Tuesday, 5th December 2023 at City Hall, Bradford Chair's briefing 13/11/23. Report deadline 23/11/23			
1) Museums and Galleries Service	Update	James Steward	Resolution of 6 Dec 2022
2) Libraries Update	Update	Christine May	Resolution of 6 Dec 2022
3) Climate and environment / sustainable green growth	Update	Andrew Whittles	Resolution of 15 Nov 2022
Tuesday, 30th January 2024 at City Hall, Bradford Report deadline 18/01/24			
1) Waste Services Performance	Update	Richard Galthen	Resolution of 17 Jan 2023
2) Biodiversity and Environment Act	Update to include an update on the Local Nature Recovery Strategy	Danny Jackson	Resolution of 17 Jan 2023
3) Use of glyphosate for weed control within Bradford MDC	Update to include info on the trails in Shipley parks and learning from other councils.	Damian Fisher	Resolution of 31 Jan 2023
Tuesday, 13th February 2024 at City Hall, Bradford Report deadline 01/02/24			
1) Active Bradford JU:MP programme	Update	Zuby Hamard	Resolution of 21 Feb 2023
2) Squire Lane Health and Wellbeing facility	Progress update	Ian Smart	Resolution of 21 Feb 2023
3) Towns Fund Update	Update	Angela Blake	Added to work programme 18 July 2023

Regeneration and Environment O&S Committee

Scrutiny Lead: Caroline Coombes tel - 432313

Work Programme

Agenda Items

Tuesday, 19th March 2024 at City Hall, Bradford

Report deadline 07/03/24

Agenda Items	Description	Report Author	Comments
1) Fly-tipping in Bradford District	Update	Amjad Ishaq	Resolution of 21 Mar 2023
2) Housing Standards	Update on the work of the Team	David North / Ruth Hudson / Shonu Miah	Resolution of 21 Mar 2023
3) Active Travel: school streets and play streets	Update	Angela Hutton / Andrew Smith	Resolution of 21 Mar 2023