
Bradford Local Infrastructure Plan

Infrastructure Baseline Review

Local Plans Team

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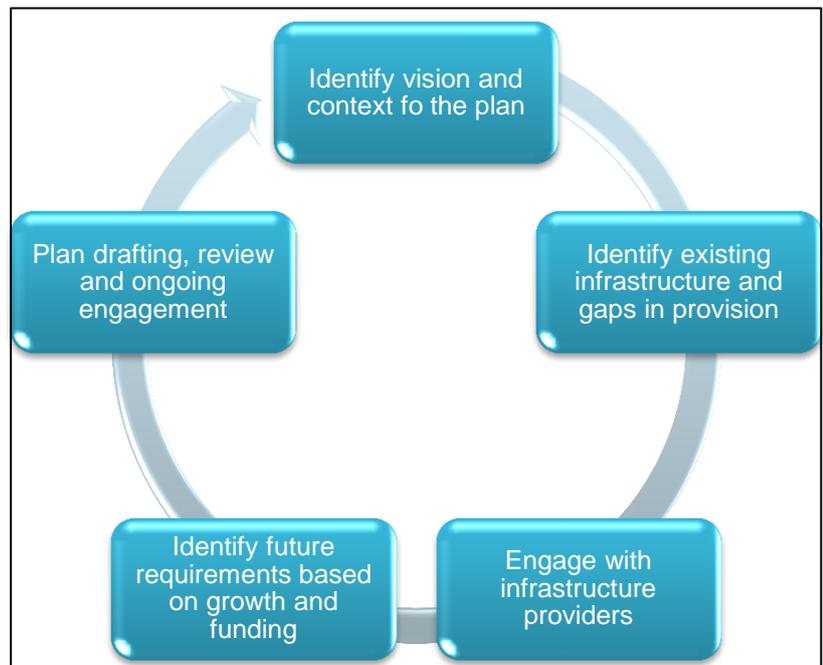
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1 Introduction

- 1.1 Delivering infrastructure alongside housing and economic development is vital as part of creating sustainable communities. Physical infrastructure such as transport and utilities connections are often critical to delivering development, without which development may not be able to happen; whilst people should be able to access education, health care, open space and play facilities on a day-to-day basis.
- 1.2 This means that infrastructure planning is an essential element in ensuring that Local Plans, and the policies and proposals they contain are robust and deliverable. It also provides an opportunity to identify and address shortages in provision. It is essential to ensure that appropriate developer contributions can be sought as part of planning permissions (through Community Infrastructure Levy, Section 106 agreements or the use of planning conditions).
- 1.3 A key part of the evidence base to support any Local Plan is an Infrastructure Delivery Plan & Schedule (IDP/IDS). The purpose of this paper is to carry out a baseline review of Bradford District's infrastructure, updating work previously carried out to support the Core Strategy DPD, Area Action Plans and Community Infrastructure Levy. It will form the basis for new IDP/IDS that will support the partial review of the Core Strategy DPD and Site Allocations DPD.
- 1.4 The LIP and IDS will set out the district's infrastructure requirements including:
- What is required
 - When it is required
 - The likely cost; and
 - How it will be funded
- 1.5 Planning for infrastructure is not a one-off process. The needs for infrastructure are constantly evolving and the means to deliver it changing. As such the Local Infrastructure Plan is a 'living' document and is subject to on-going revision to keep it up-to-date. Periodic progress with implementing this Plan will also be reviewed in the Council's Monitoring Report.

Figure 1: The IDP Process



2 Background

- 2.1 Infrastructure can broadly be defined as the range of services and facilities needed for the proper functioning of communities. Such services and facilities include: physical assets such as roads, power lines and sewerage systems; community services such as primary health care and education; and environmental assets such as public open spaces.
- 2.2 Section 216 of the Town and Country Planning Act 2008 defines infrastructure as:
- Flood defences;
 - Open space;
 - Recreation and sport;
 - Roads and transport facilities;
 - Education and health facilities.
- 2.3 In the context of preparing IDPs, infrastructure usually falls into three broad categories of physical, social and green (or environmental) infrastructure. In general these categories cover tangible assets that provide additional capacity for services and facilities.

Physical Infrastructure – this includes the provision of new or enhanced infrastructure such as the highway and transport network, utilities and waste

Social Infrastructure - this consists of the provision of new or enhanced infrastructure such as buildings to support services such as libraries, leisure centres, primary schools, secondary schools, health care facilities and emergency services. This also includes a wide variety of housing provision including affordable and market housing designed to meet a range of needs.

Environmental Infrastructure - includes the provision of new or enhanced parks, biodiversity public rights of way, playing pitches, open space, woodland and waterways that help to create a more pleasant natural environment and improve the health and wellbeing of residents and visitors.

3 Policy Context

- 3.1 Legislation, national planning policy and guidance sets out how councils should plan for infrastructure provision. The LIP will be prepared in line with this policy and guidance (see below). A key consideration when planning and delivering infrastructure is the sub-regional context.

National Policy

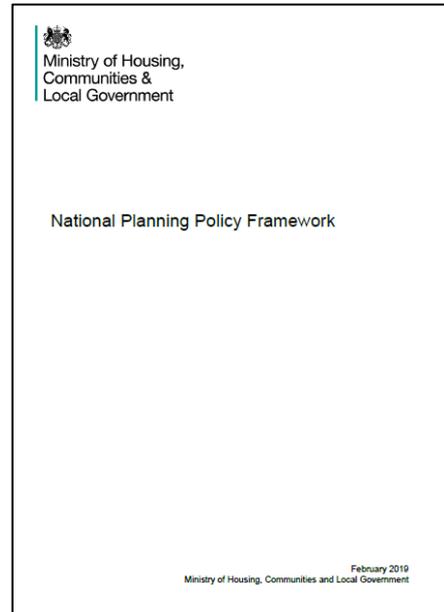
- 3.2 As identified in national policy and guidance, the planning and delivery of infrastructure is an important part of the planning system. It is a key piece of

evidence for the production of a Local Plan and for justifying the need for a Community Infrastructure Levy (CIL).

National Planning Policy Framework

3.3 The [National Planning Policy Framework \(NPPF\)](#)¹ was published in February 2019. It highlights the significance of infrastructure delivery. Paragraph 16b highlights that Local Plans should “...*be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees*”, whilst Paragraph 20 states that strategic planning policies should “*make sufficient provision for:*

- a. *housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b. *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)*
- c. *community facilities (such as health, education and cultural infrastructure)*
- d. *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, planning measures to address climate mitigation and adaptation”.*



3.4 The NPPF makes clear the importance of engaging with infrastructure providers and that engagement should be “*effective and on-going*” (paragraph 26) throughout the plan-making process. This is essential as meeting the Duty to Co-operate is a key test in determining whether a Local Plan is “sound”.

3.5 Paragraph 57 places emphasis on making sure that Local Plans are viable and is in line with national policy. It states: “*Where up to date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect*

¹ [National Planning Policy Framework, MHCLG \(February 2019\)](#)

the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.”

- 3.6 Planning for waste management is covered in the [National Planning Policy for Waste \(October 2014\)](#), whilst Gypsy & Travellers are covered in the [Planning Policy for Travellers \(August 2015\)](#).

Planning Practice Guidance

- 3.7 The web-based national [Planning Practice Guidance \(nPPG\)](#)² provides more detail on the policies set out in the NPPF and guidance on their implementation. This includes demonstrating the plan is capable delivering the strategic matters defined in the NPPF, including provision for housing and infrastructure.
- 3.8 It states that councils should pay careful attention to “*identifying what infrastructure is required and how it can be funded and brought forward.*” The need for planning to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters to identify infrastructure deficits and requirements, and opportunities for addressing them. The council will need to:
- *“assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
 - *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas”.*
- 3.9 The guidance recommends that available evidence of infrastructure requirements should be used to prepare an Infrastructure Funding Statement which sets out the anticipated funding from developer contributions, and the choices the authority has made about how they will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.
- 3.10 The infrastructure planning evidence can then be used a basis of setting Community Infrastructure Levy (CIL) charges and the type infrastructure that will be provided through this mechanism.

National Policy Statements

- 3.11 A series of [National Policy Statements](#)³ set out how proposals for the development of Nationally Significant Infrastructure Projects (NSIPs) should be considered. These cover energy, ports, national networks, airports, hazardous waste and waste water. NSIPs are major infrastructure projects such as new harbours, roads, power generating stations and electricity transmission lines. The various thresholds for the scale of development that constitutes an NSIP are set out in the [Planning Act 2008](#)⁴. Proposals are dealt with the Planning Inspectorate’s National

² [Planning Practice Guidance: Paragraph 56 – Reference ID: 61-056-20180913](#)

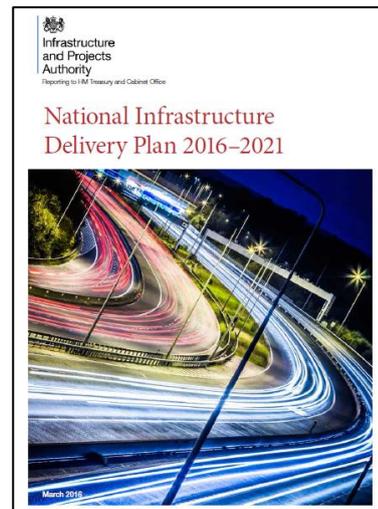
³ [National Policy Statements – National Infrastructure Planning website](#)

⁴ [Planning Act 2008 – Part 3: Nationally Significant Infrastructure Projects – Sections 14 to 30](#)

Infrastructure Planning Unit, and formally determined by the relevant Secretary of State.

National Infrastructure Plan Delivery 2016 to 2021

- 3.12 The [National Infrastructure Delivery Plan \(2016 to 2021\)](#)⁵ brings together the Government's plans for economic infrastructure with those to support delivery of housing and social infrastructure. It details £483 billion of investment in over 600 infrastructure projects and programmes across the UK. It is accompanied by a [National Infrastructure Pipeline](#)⁶ that shows the size and status of this planned public and private investment.



National Infrastructure Commission



- 3.13 The [National Infrastructure Commission](#) provides the Government with impartial, expert advice on major long-term infrastructure challenges. Once a parliament, the Commission will publish a National Infrastructure Assessment, which looks at the United Kingdom's future economic infrastructure needs up to 2050 and makes key recommendations for how to deliver new transport, low carbon energy and digital networks, how to recycle more and waste less, and how future infrastructure should be paid for. The first [Assessment](#)⁷ was launched in July 2018.

Regional/Sub-Regional Policy

Northern Powerhouse and Transport for the North

- 3.14 The [Northern Powerhouse](#) initiative seeks to boost the North of England's economy through investment in skills, innovation, transport and culture, together with devolving powers and budgets to directly elected mayors. It forms part of the government's industrial strategy. The area covered by the initiative includes the North East, North West and Yorkshire & Humber regions (including 11 Local Enterprise Partnership areas), as well as North Wales (Conwy, Denbighshire, Flintshire, Gwynedd, Wrexham & Ynys Mon [Isle of Anglesey]).

⁵ [National Infrastructure Delivery Plan 2016 – 2021, Infrastructure & Projects Authority \(March 2016\)](#)

⁶ [National Infrastructure Pipeline – Spring 2016 Update, Infrastructure & Projects Authority \(April 2016\)](#)

⁷ [National Infrastructure Assessment, National Infrastructure Commission \(July 2018\)](#)

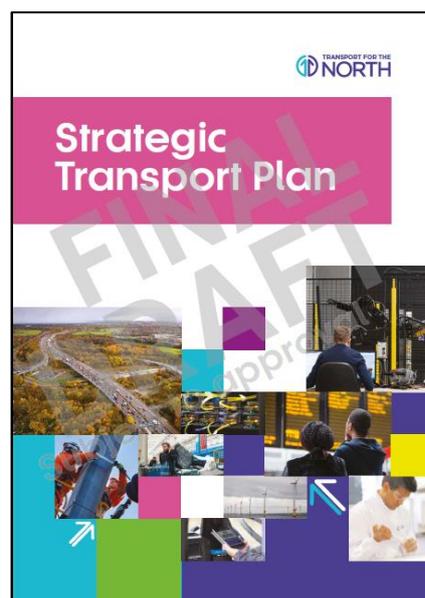
3.15 The [Northern Powerhouse Strategy](#)⁸, published in November 2016, sets out how the government intend to work with local stakeholders to address key barriers to productivity in the region. It states that the government will:

- invest in transport infrastructure to improve connections between and within the North's towns, cities and counties;
- work with local areas to raise education and skills levels across the North;
- ensure the North is an excellent place to start and grow a business; and
- ensure the Northern Powerhouse is recognised worldwide as an excellent opportunity for trade and investment

3.16 [Transport for the North \(TfN\)](#) was designated as England's first Sub-National Transport Body in April 2018. It is a partnership that brings the north of England's of 20 local transport authorities and business leaders together with Network Rail, Highways England and HS2 Ltd, and work with Central Government. It was formed to transform the transport system across the north, providing the required infrastructure to support economic growth. Their vision is:

Transport for the North's Vision

"Our vision is of a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life."



3.17 TFN's [Strategic Transport Plan](#)⁹ outlines how up to £70 billion of investment up to 2050 could contribute towards additional £100 billion in economic growth. This plan is due to be approved in February 2019.

3.18 They have produced an [Investment Programme](#)¹⁰ outlining a pipeline of transport interventions to better connect the whole of the North, with a short, medium and long-term plan for investment. It contains a number of key programmes such as Northern Powerhouse Rail; upgraded and new major roads; enhancements to the existing rail network; and the continued roll out of smart ticketing

Leeds City Region LEP and West Yorkshire Combined Authority

3.19 Bradford district falls within the [Leeds City Region Local Enterprise Partnership \(LCR\) \(LEP\)](#) and under the remit of the West Yorkshire Combined Authority (WYCA). The 2012 'City Deals' and the subsequent 'Growth Deals' introduced new freedoms and flexibilities for Local Enterprise Partnerships (LEPs).

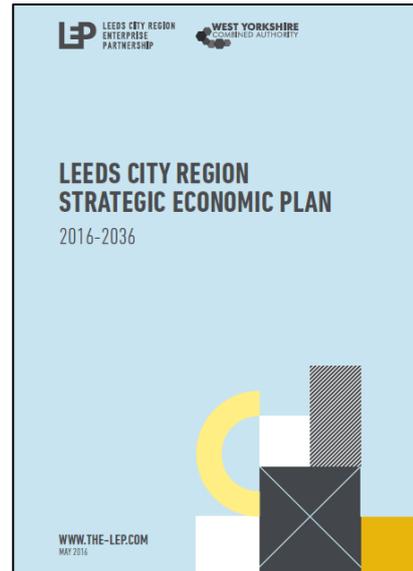
⁸ [Northern Powerhouse Strategy, HM Government \(November 2016\)](#)

⁹ [Strategic Transport Plan – Final Draft for Approval, Transport for the North \(January 2019\)](#)

¹⁰ [Investment Programme – Final Draft, Transport for the North \(January 2019\)](#)

3.20 The Growth Deals introduced the concept of Strategic Economic Plans (SEPs) multi-year plans setting out the economic growth ambitions for each LEP and how these are to be achieved. In the case of the [Leeds City Region SEP](#)¹¹, it sets out the LEP's ambition to:

- Deliver an additional £5.2bn in economic output;
- Help create an extra 62,000 jobs by 2021;
- Provide £675m in benefits savings to the Exchequer;
- Create an environment where for every £1 invested by the taxpayer, the City Region's – and the nation's – economic output will grow by nearly £10; and
- Ensure that the City Region will be a net contributor to the public purse.



3.21 The SEP was agreed with central government in July 2014 in a deal which approved:

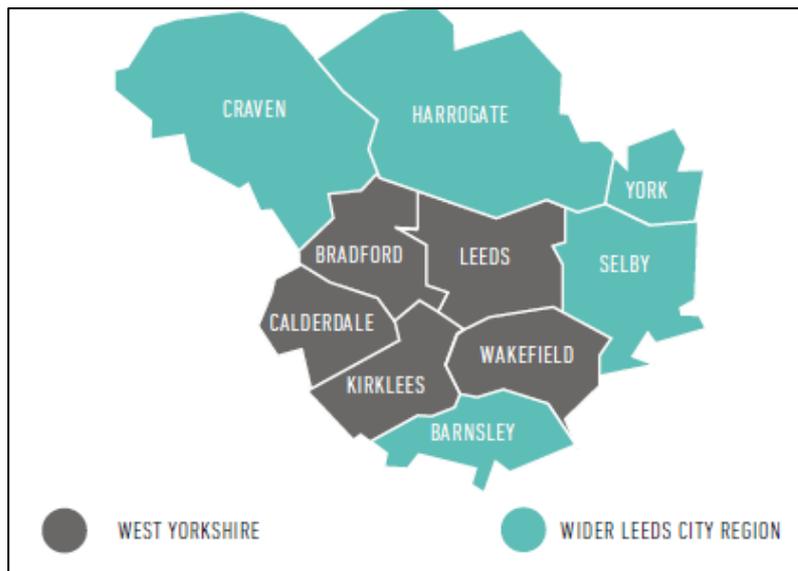
- £573m from the government's Local Growth Fund to deliver the ambitious economic agenda between 2015 – 2021– with £73m of “new” funding confirmed for the period of 2015/16.
- £420m between 2015 – 2035 to deliver the West Yorkshire Plus Transport Fund.

3.22 The [West Yorkshire Combined Authority \(WYCA\)](#) brings together local councils and business in order to help create and delivery economic prosperity and a modern, accessible transport network. The WYCA has four main areas of focus:

- A strong economy – helping businesses to become more productive and create more, better quality jobs for local people
- Inclusive growth – ensuring everyone in our region can benefit from this strong economy
- 21st Century transport – creating modern, efficient transport infrastructure that supports communities, the environment and our economy
- Devolution – securing funding and powers to help us do even more

¹¹ [Leeds City Region Strategic Economic Plan 2016 – 2036, Leeds City Region Enterprise Partnership & WYCA \(May 2016\)](#)

Figure 2: West Yorkshire Combined Authority/Leeds City Region Area



3.23 WYCA (together with the five West Yorkshire districts) have led to the development of the [West Yorkshire Transport Strategy 2040](#)¹² and are the accountable body responsible for administering £1bn+ [West Yorkshire Plus Transport Fund \(WY+TF\)](#). This fund was created in 2014 as an initial phase the government’s package of devolution to the regions and focuses on funding transport schemes that will facilitate and unlock growth.



3.24 Specifically, it is target is targeted specifically at increasing employment and economic growth across the Leeds City Region LEP area. It is a ten year programme of investment in transport, created to help free new and existing businesses from the current restrictions they are experiencing and enable them to create and sustain a substantial number of new jobs.

3.25 A number of Bradford transport schemes are included in the WY+TF. These are outlined later in the document.

Duty to Co-operate

3.26 The Duty to Co-operate (the Duty) was introduced by the [Localism Act 2011](#)¹³, which in turn amended the [Planning & Compulsory Purchase Act 2004](#)¹⁴. It placed a legal duty on the local planning authorities and a range of public sector bodies to engage with one another in active, constructive and on-going basis to address

¹² [West Yorkshire Transport Strategy 2040, WYCA & West Yorkshire Districts \(August 2017\)](#)

¹³ [Localism Act 2011 – Section 110](#)

¹⁴ [Planning & Compulsory Purchase Act 2004 – Section 33A](#)

cross-boundary, strategic planning matters as part of preparing Local Plans. Infrastructure has been identified as one of these matters.

- 3.27 The latest iteration of the NPPF has placed greater emphasis on cross boundary and cross agency/body working, with requirement for local planning authorities to prepare a Statement of Common Ground (SoCG).
- 3.28 The SoCG is a written record of the progress made by council and partner bodies on address cross boundary, strategic planning matters, and documents where effective co-operation is and is taking place during the plan-making process. It is also a way of demonstrating at examination that Local Plan are deliverable over their lifetime, as well as being based on effective joint working across local authority boundaries. In respect of local planning authorities, it forms part of the evidence to show they have complied with the Duty to Co-operate.
- 3.29 Bradford district shares boundaries with a number of other local authorities, who should be engaged under the duty. To the north lies North Yorkshire (and the districts of Craven and Harrogate), whilst Leeds is located to the east. Kirklees adjoining the south eastern edge of the district, with Calderdale being located to the south west. A short section of the western boundary is shared with Lancashire (Pendle District). The boundary of the Yorkshire Dales National Plan also abuts Bradford district.
- 3.30 Other bodies that will need to be involved include the Local Enterprise Partnership, Local Nature Partnerships, WYCA, statutory and government bodies/agencies, and infrastructure providers. Bradford shares a number of cross boundary challenges relating to infrastructure with its neighbours.

Local Policy

- 3.31 Bradford Council's current local planning policy framework consists of the:
- [Core Strategy DPD \(July 2017\)](#)
 - [Bradford City Centre AAP \(December 2017\)](#)
 - [Shipley & Canal Road AAP \(December 2017\)](#)
 - [Waste Management DPD \(October 2017\)](#) ; and
 - the saved policies of the [Replacement Unitary Development Plan \(October 2005\)](#).
- 3.32 As part of developing the evidence base for the Core Strategy DPD, a Local Infrastructure Plan was produced in 2013. This was subsequently updated in 2016 to provide supporting evidence for the [Community Infrastructure Levy \(CIL\)](#), which took effect in July 2017.
- 3.33 The council are now the process of undertaking a [Partial Review of the Core Strategy DPD](#) and preparing a Site Allocations DPD. The partial review may result in changes to the overall spatial strategy and development requirements over the period to 2035, and subsequent site allocations. As a consequence there are likely

to be changes to infrastructure requirements to support the delivery of the strategy and allocations. This means that having an update to Infrastructure Delivery Plan is essential.

4 Physical Infrastructure

Transport

- 4.1 The transport infrastructure covered in this study includes highways, buses, rail and walking and cycling.
- 4.2 Transport planning and investment decisions in the UK are devolved to country and local level. In England, the overall strategic direction of transport policy and investment is set by the Department for Transport (DfT). In July 2017, the government published its [Transport Investment Strategy](#)¹⁵, highlighting the importance of country's transport infrastructure in delivering their Industrial Strategy as well as connecting communities and businesses, and supporting growth. The strategy's investment ambitions are:
- Create a more reliable, less congested and better-connected transport network that works for the users who rely on it;
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities
 - Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
 - Support the creation of new housing.
- 4.3 Across the north of England, [Transport for the North \(TfN\)](#) are the statutory sub-national body responsible for transport. At sub-regional level, the [West Yorkshire Combined Authority \(WYCA\)](#) plays a key role in setting transport strategy and running services via its Metro network. Locally, Bradford Council is the transport authority. There is significant partnership working with the WYCA.
- 4.4 As highlighted in paragraph 3.23, the WYCA together with the five West Yorkshire districts were responsible for preparing the [West Yorkshire Transport Strategy 2040](#)¹⁶, adopted in August 2017 to replace the previous West Yorkshire Local Transport Plan (2011). It sets out WYCA's and district's ambitions for a transport system that serves the needs of businesses and residents as well as enhancing prosperity, health and wellbeing for people and places across West Yorkshire.
- 4.5 This strategy seeks to create a step change in the quality and performance of the transport system within West Yorkshire and its connections with the rest of the country. It is considered that by investing in radically improved transport infrastructure and services, the transport connections that businesses and people

¹⁵ [Transport Investment Strategy – Keeping Britain Moving, Department for Transport \(July 2017\)](#)

¹⁶ [West Yorkshire Transport Strategy 2040, WYCA & West Yorkshire Districts \(August 2017\)](#)

require can be delivered and create attractive places in which to invest, work and live. The three objectives of this Plan are:

- **Economy** – Create a reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets;
- **Environment** – Have a positive impact on our built and natural environment and increase resilience against climate change and;
- **People and Place** – Put people first to create a strong sense of place – increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

4.6 In relation to Bradford, the strategy notes that it is the second largest economy in the City Region has the fastest growing population. The focus points for housing and jobs growth are Bradford city centre and Shipley Canal Road Corridor. There are also opportunities for economic growth as part of urban extensions to the city at Holme Wood and Apperley Bridge/Esholt, that will include developments which support the growth of Leeds Bradford Airport as an important economic hub. There will also be jobs and housing growth in Airedale at Shipley, Bingley and Keighley.

4.7 A constraint faced by Bradford District is its relatively poor connectivity on to the regional and national road and rail networks, which is why significant investment in improved rail connectivity is seen as central to the city and the district areas in realising their economic potential.

4.8 The [West Yorkshire Plus Transport Fund \(WY+TF\)](#), worth £1 billion, was set up using funding secured by the Leeds City Region LEP and WYCA through the Leeds City Region Growth Deal in 2014. The fund is targeted at enabling key development areas and will help to create about 20,000 new jobs over the next 10 years. It will help to deliver a number of strategic transport projects designed to facilitate growth identified in the SEP, which encompass:

- Improved motorway access
- Orbital road improvements
- Radial improvements on corridors for better public transport options into our urban centres
- Road and rail improvements between district hubs to provide capacity and better connectivity
- Enhanced rail station gateways with increased car parking capacity for park and ride.

4.9 The key strategic connectivity priorities for Bradford can be summarised as:

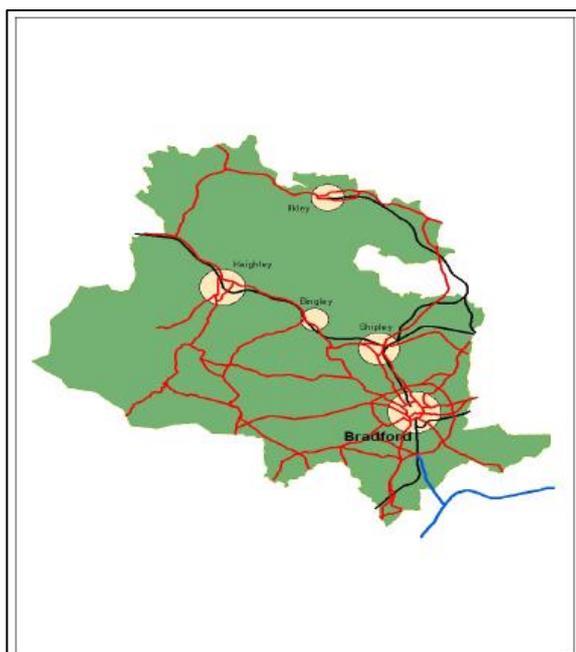
- Northern Powerhouse Rail to serve Bradford city centre
- Improving Leeds – Bradford connectivity for an interconnected urban economy
- Investment in bus services and vehicles

- Investment in walking and cycling infrastructure, building on the cycle superhighway
- Delivering transformed station gateways at both Bradford Interchange and Bradford Foster Square which support wider regeneration
- Establish the role of rail in respect of new mass transit across the Leeds City Region
- Development of Apperley Bridge station as Airport Gateway
- Additional trains to serve Low Moor Station, with additional station calls to at least a half-hourly service
- Calder Valley Line - Improving journey experience and options
- Additional East Coast Mainline through trains from Bradford and Shipley to London from May 2019
- Increasing capacity on the Airedale and Wharfedale lines
- Develop an operational solution to Bradford city centre's challenging rail network layout
- Highway junction improvements to the Bradford ring road, which would have benefits for the city centre
- Delivering Investment in the road network particularly at: Tong Street, Bradford; Hard Ings Road, Keighley; Harrogate Road New Line Junction, Bradford; Bradford Shipley Corridor; South East Bradford Link Road

Highways

- 4.10 [Highways England \(HE\)](#) is the government company that operates, maintains and improves the Strategic Road Network (SRN) in England. The SRN consists of the motorway and trunk road networks. Their primary aims are to provide a network that is free flowing, safe and serviceable and accessible and integrated. It aims to support economic growth through development of the SRN whilst collaborating with local authorities to identify appropriate interventions both on and off the network.
- 4.11 In Bradford district it consists of the M606 motorway, which provides access to the M62 at junction 26 (Chain Bar), located in the adjacent Calderdale Council area. Another key access to the M62 (and M621) is the A650 and junction 27 (Gildersome) in the Leeds City Council area. The M62 is the key transpennine route in the north of England providing links to the rest of West Yorkshire, South Yorkshire, the Humber, Greater Manchester, Merseyside, the North East and North West of England, as well as the Midlands and South via the M1 and M6.

Figure 3: A & B Road Network & Rail Links in Bradford

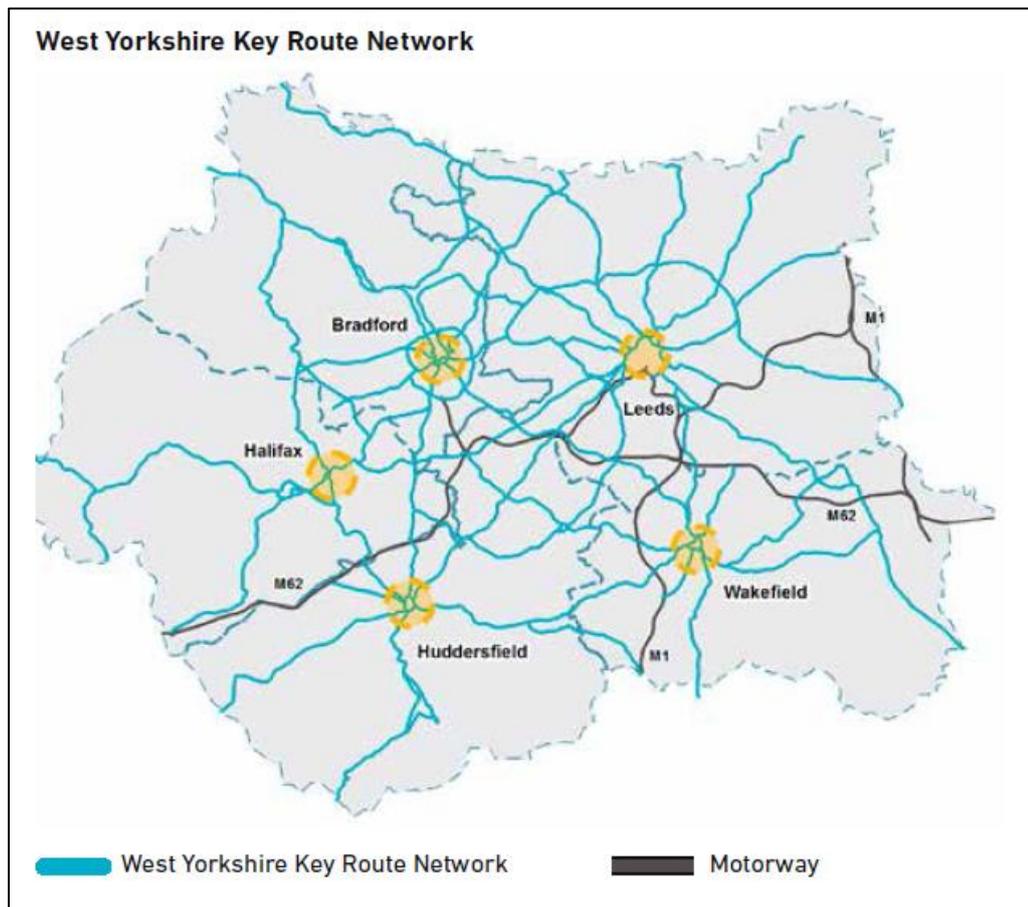


- 4.12 Bradford Council is responsible for the safe operation and management of the local road network within the district. The transport network in the urban area of Bradford City is strongly characterised by a radial pattern of routes leading to the city centre, though there is also an outer and an inner ring road.
- 4.13 The main routes to the north of the District follow or link Airedale and Wharfedale and there is also an important network of routes serving Keighley and smaller settlements to the west of the District. These key routes include:
- A6033: Hebden Bridge – Haworth
 - A6034: Steeton – Silsden – Addingham
 - A6036: Halifax – Bradford
 - A6037: Canal Road (Bradford – Shipley)
 - A6038: Shipley – Baildon – Guiseley – A65
 - A6177: Bradford Outer Ring Road
 - A6181: Bradford Inner Ring Road
 - A629: Halifax – Keighley – Skipton
 - A641: Huddersfield – Brighouse – Bradford
 - A644: Brighouse – Queensbury – A629
 - A647: Halifax – Bradford – Leeds
 - A65: Leeds – Menston – Burley in Wharfedale – Ilkley – Addingham – Skipton (extends to meet the M6 south east of Kendal)
 - A650: Wakefield – Bradford – Airedale

- A657: Saltaire – Shipley – Calverley – Leeds
- A658: Bradford – Greengates – Rawdon – Leeds Bradford Airport – Harrogate/Knaresborough
- B6145: Bradford – Thornton – A629
- B6265: Cottingley – Bingley - Crossflatts

4.14 All of the above have been identified by the WYCA as part of the West Yorkshire Key Route Network (WTKRN). This consists of more than 410 miles of mainly A-roads in West Yorkshire that are among the most important – and most congested in the area. They represented 7% of West Yorkshire's local authority roads, but nevertheless carry 60% of all vehicles and act as the main strategic road network. A Memorandum of Understanding has been signed between the five West Yorkshire councils to increase partnership working and collaboration on these routes.

Figure 4: West Yorkshire Key Route Network



- 4.15 These routes meet the following criteria
- the core network where vehicle flows exceed 20,000 vehicles per day and;
 - roads that perform strategic functions by:
 - connecting West Yorkshire Core and Key Centres together

- connecting these Centres to the Core District Centres within Leeds City Region and adjacent City Regions
- performing ring road/bypass functions around the five Core District Centres, Key Centres and primary Urban Areas
- connecting these Centres to the National Strategic Network and its emergency diversion route; and
- connecting these Centres to Leeds-Bradford International Airport

4.16 The key strategic principles of the Key Route Network are that it should:

- Facilitate development and economic growth;
- Reduce journey times and congestion across WY regardless of district boundaries;
- Assist in the delivery of West Yorkshire plus Transport Fund schemes
- Enable closer working with Highways England and other combined authorities in the North of England

4.17 This network will play a key role in ensuring that development in Bradford District can be accommodated by ensuring and facilitating optimal traffic flow and therefore economic performance. It is envisaged that these roads will be the focus for strategic transport investment going forward.

4.18 Many of the key routes in Bradford District are congested at peak times with some also suffering congestion in the off peak periods. There are particular congestion problems around Keighley, Saltaire, Shipley/Baildon, A658/A657 Greengates, the Outer and Inner Ring Roads and A650 Tong Street

Previous Projects

4.19 In relation to the motorway network, a Smart Motorway scheme was introduced in October 2013 on the M62 between junctions 25 and 30. This scheme uses variable mandatory speed limits and dynamic hard shoulder running in order to increase capacity and relieve traffic delays. The scheme has resulted in significant journey time savings during the AM and PM peaks, increased journey time reliability and a significant reduction in collision rates.

4.20 The Government's first [Roads Investment Strategy 2015-2020 \(RIS1\)](#)¹⁷ and its associated Route Strategies, including the [South Pennines Route Strategy](#)¹⁸ covering the M62 corridor, outline a long-term investment programme for the strategic road network and sets out specific route-based operational and investment priorities.

4.21 A comprehensive assessment of the potential impact of Local Plan aspirations on the strategic road network up to 2040, the [West Yorkshire Infrastructure Study](#)

¹⁷ [Road Investment Strategy 2012 to 2020, Department for Transport \(March 2015\)](#)

¹⁸ [South Pennines Route Strategy, Highways England \(April 2014\)](#)

[\(WYIS\)](#)¹⁹, was completed in 2016. This takes into account committed network schemes for which funding has been confirmed and develops a list of further mitigation schemes and additional areas for investigation as part of future network enhancement planning.

- 4.22 The key scheme identified that is relevant to Bradford district is the [major scheme for M62/M606 \(M62 junction 26\) Chain Bar interchange](#). This involves the provision of a direct link from the M62 westbound to the M606 northbound which will facilitate easier movement between Leeds and Bradford and reduce congestion from the main part of the existing junction. The expected cost is between £100m to £250. It was expected to start in road period 1 (2015 to 2020), however the scheduling of this project is being reconsidered as part future road investment planning as it requires further development before it can demonstrate value for money.
- 4.23 An [£11m improvement scheme](#) to improve traffic flow on the Chain Bar roundabout through the provision of an extra lane and reconfiguration of traffic signals was completed in Spring 2017.
- 4.24 Other relevant projects, although not in the Bradford area that may have benefits, including the provision of Smart Motorway across the Pennines between [M62 junctions 20 \(Oldham/Rochdale\) and 25 \(Brighouse\)](#). Together with other smart motorways under construction in Greater Manchester and existing ones in Yorkshire, it will provide a full four lane smart motorway link between Leeds, Bradford and Manchester. Works are expected to start during 2019/2020.
- 4.25 Other projects included in HE's plans are:
- [Minor Safety Improvements Programme](#) at M62 junctions 27 (Gildersome) and 28 (Tingley). The work includes alterations to the existing junction layouts, providing additional lanes to the exit slip roads westbound at junction 27 (M62 and M621 exit slip roads) and junction 28 (M62 westbound exit slip road) as well as widening of the southern roundabout at junction 27. This work is ongoing.
 - [M621 junctions 1 to 7 improvements](#). It is intended to start in the current roads period (2015/16 to 2019/20)
- 4.26 As part of comments received on Bradford Council's Community Infrastructure Levy Draft Charging Schedule, HE identified a number of other projects need by 2022 and 2030 that should be identified in the Local Infrastructure Plan:

Needed by 2022:

- M62 new junction 24a: the WYIS tested the addition of a new junction at 24a to the network. Initial modelling results indicated that this would provide strategic and local road network benefits through increased connectivity and network resilience. It was stated that more detailed feasibility work is required to better understand the benefits of the best performing option.

¹⁹ [West Yorkshire Infrastructure Study – Final Study Report, CH2M for Highways England \(June 2016\)](#)

- M62 junction 25 Signalisation (in conjunction with Kirklees Council Cooper Bridge scheme): to maintain the level of circulatory operation in the context of increased traffic flows.
- M62 junction 27: widening of slip roads on the west side of the junction on approach to junction through improved stacking capacity.
- M62 junction 27: scheme of capacity improvements to the northern dumbbell roundabout.

Needed by 2030

- M62 junction 26: opening of the High Occupancy Vehicle lane to all traffic and signalisation of the approach to Chain Bar roundabout. Upgrade of the M62 westbound diverge to type D1 ghost island (or D2 parallel diverge) to give enhanced junction operating capacity.
- M62 junction 27: New link road between M621 and M62 south, new link road between M62 west bound and M621 and westbound slip road and associated segregated left turning lane on A62 south.
- M62 junction 29: increase current two lanes eastbound and westbound on M62 through Lofthouse Interchange to three lanes in each direction. This is intended to provide additional capacity to the M1/M62 Lofthouse Interchange RIS scheme.

4.27 The government and HE are in the process of developing a second iteration of the [Roads Investment Strategy \(RIS2\)](#). This will look at proposals to address existing and future needs beyond 2020. Within this period it is expected that improvements identified by the Manchester M60 North West Quadrant study will come forward. M60 is a crucial part of the northern motorway network.

4.28 On the Bradford local highway network, the previous WYLTP identified a several road schemes that should be delivered in the first three implementation plan. These are:

- Completion of Little Horton Lane/Southfield Road junction improvement.
- Completion of Leeds Road/Laisterdyke Junction Improvement.
- Improvements to Canal Road corridor to ease congestion and provide better walking and cycling facilities.
- Improvements to Saltaire Roundabout and surrounding area

4.29 In addition it was highlighted that work was to continue or commence on developing the several other schemes in order to secure future funding in 2014 or beyond. These were:

- Harrogate Road / New Line Junction Improvement
- Tong Street Corridor Improvements
- Hard Ings Road, Keighley Improvements

- Carlisle Road/Toller Lane Junction Improvement

Ongoing/Future Projects

4.30 There are number road schemes and projects in the Bradford that are listed as key priorities for the WYCA. Some have been identified in the previous LTP. These schemes include:

- [A650 Tong Street](#) - The A650 connects Bradford to parts of Leeds and Kirklees and serves as an alternative access to the motorway network. The current vehicle capacity causes congestion and results in significant levels of traffic through residential areas, presenting a key pinch point in the road network. This scheme is likely to consist of highway capacity, efficiency, safety and air quality improvements along with enhancements to pedestrian and cycle provisions. An outline business case has been prepared for this scheme, with delivery expected by 2023

- [Bradford/Shiopley Corridor](#) - This scheme aims to improve the links between Bradford city centre and Shiopley. Proposals include improvements to Canal Road / Valley Road (A6037) to increase capacity and speed up traffic, and interventions on Manningham Lane / Bradford Road (A650) to improve bus and cycle journeys.

The scheme aims to reduce traffic congestion, improve air quality and increase road safety. A key local benefit of the scheme will be improvements to green spaces along the route, providing pockets of wildlife and pleasant walking paths which can be used by residents.

The scheme will also complement the work that is ongoing to build a dedicated cycle route along the Canal Road / Valley Road corridor. Funding of £47 million will come from the WY+TF, with commencement expected in 2020 and completion by 2024.

- [Harrogate Road/New Line](#) - Harrogate Road and New Line are significant routes within Bradford's transport network. The A658 Harrogate Road key commuter route between the city, Rawdon and Harrogate and is the main access to Leeds Bradford Airport, whilst the A657 New Line is a key route between Keighley, Shiopley, Bingley and Leeds.

The scheme involves the provision of extra right-turn lanes at junctions, a new P-Loop for left and right turns from Harrogate Road onto New Line, the introduction of double yellow lines and responsive traffic signals will help reduce congestion on the two routes.

Cycle lanes and wide inside lanes will enable cyclists to use the junction more safely and more comfortably and also anticipate future potential cycle routes to the railway station. Pedestrians will benefit from new islands, with controlled crossings, tactile pavement surfaces for visually impaired people, a new puffin crossing near Greengates Primary School on Harrogate Road an improved zebra crossing on New Line and new street lighting.

Bus stops will be relocated and upgraded with shelters providing real-time information and , where space permits, dedicated bus bays will be constructed, which will improve overall traffic to flow through the junction.

New trees and grass verges will increase green space around the junction and where trees need to be removed because of the scheme, new ones will be planted to replace them at other locations within the scheme and nearby. Funding of £6.826 million will come from the WY+TF, with commencement expected in 2019 and completion by 2020.

- [A650 Hard Ings Road Improvement, Keighley](#) – this scheme is designed to reduce congestion on this key route between Bradford and Keighley and beyond. It involves to road widening, remodelled junctions and new traffic signals to improve traffic flow. Reducing congestion along Hard Ings Road will increase investment opportunities in the area and increase economic growth. Local people will enjoy the benefits of new, segregated cycle and pedestrian routes along the southern side of Hard Ings Road and a new toucan crossing at Lawkholme Lane to Royd Way tying into the existing cycle route on Royd Ings Avenue. Where possible, new native trees will be planted along the roadside and verge areas and any trees needing to be removed for road widening will be replaced with trees either as part of the scheme or nearby. Landscaped areas affected by the construction works will be replanted and the embankment at the cricket ground cleared and replaced with new shrubs and trees.
- [South East Bradford Access Road](#) - The South East Bradford Link Road scheme aims to provide invaluable resilience for the South Bradford highway network (and beyond) by creating a viable alternative to the M62/M606. This scheme aims to reduce congestions for all road users accessing South East Bradford, and parts of Leeds and Kirklees. This will also improve the reliability of public transport within the area and improve air quality. This scheme will also unlock land for development of housing within the surrounding area and improve safety provisions for pedestrians and cyclists.

4.31 Another element of the WT+TF is the Corridor Improvement Plan (CIP). It is a programme of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN) and aims to deliver benefits for all road users with an emphasis on reducing journey times, in order to improve connectivity and accessibility to economic growth sites including those located in spatial priority areas. Several projects in Bradford district are included in Phase 1 of the programme including:

- [Great Horton Road](#) - the proposed scheme intends to increase capacity on Great Horton Road, reduce congestion, increase productivity and attract investment, and support the delivery of 8,000 new homes in the area by 2030. Great Horton Road is used by approximately 16,768 vehicles on an average weekday, with frequent bus services to Halifax and Shipley. This scheme also supports the additional road improvements within the area bringing a wider benefit to all road users. £3.15m from the WY+TF will be used to deliver it, with construction due to commence in early 2020.

- [A6177 Outer Ring Ring/Thornton Road](#) - the scheme involves a package of measures to improve highway efficiency for the benefit of all road users along part of the A6177 Outer Ring Road. Providing extra capacity at the Thornton Road/ A6177 junction will reduce congestion at this key pinch point on the road network and help to facilitate housing and employment growth along both the A6177 and B6145 corridors and the regeneration of Bradford City Centre.

The B6145 is used by 24,797 vehicles on an average weekday with high frequency bus services to Thornton, Bingley, Cottingley and Keighley. This scheme will improve journey times along this route for all road users. It also aims to increase capacity at the Toller Lane/ A6177 junction including the facility of turning movements, pedestrian and cycling facilities, and bus priority lanes where feasible. This scheme will provide access to employment through the reduction in journey times and unlock land for housing development. £8.5m from the WY+TF will be used to deliver it, with construction due to commence in late 2019

- [A641 Bradford – Huddersfield Corridor](#) - The A641 between Bradford, Brighouse and Huddersfield, including the A644 between Brighouse and the M62's Junction 25 is an important manufacturing corridor that forms part of West Yorkshire's Key Route Network.

It carries more than 20,000 vehicles a day and has significant traffic congestion issues in a number of locations. Reducing journey times along the route will increase economic investment in the area by unlocking land for employment and housing growth, as well as improving conditions for all users. This will include increasing the use of sustainable transport and improving facilities for public transport.

The project will be delivered in cooperation with the investment projects managed by both Kirklees Council and Bradford Council. Anticipated costs are £50m to £75m, with funding anticipated from the WY+TF and a start date between 2017 and 2026.

- 4.32 In addition to the projects listed above, the [Department of Transport announced £300,000 in funding](#)²⁰ for the council to carry a feasibility study into the potential of a **new eastern bypass for Shipley**. The study will explore benefits that a bypass may bring such as reducing congestion, improving air quality and reducing barriers to economic growth.
- 4.33 A [further study](#)²¹ (commencing in April 2019) is being undertaken by Highways England to consider potential enhancements to road connections between the end of the M65 at Colne in East Lancashire and communities like Skipton in North Yorkshire and Keighley and Bradford in West Yorkshire.
- 4.34 Beyond the M65, there is currently no consistent strategic route for trans-Pennine traffic, with the limited alternative routes suffering from congestion and drivers facing poor journey times given the large distances involved. It is suggested that

²⁰ [Government supports study into potential of new Yorkshire bypass. Department for Transport website \(7th September 2018\)](#)

²¹ [New trans-Pennine roads study announced, www.gov.uk \(22nd March 2019\)](#)

investment could supported economic and housing growth in Lancashire and North and West Yorkshire as well as the wider north of England. In addition, it could relieve congestion on other parts of the northern motorway network.

- 4.35 This initial strategic assessment will be followed by analysis of potential options – and will consider the difficult terrain, environmental impacts, economic growth, the role of other modes in the corridor and concerns and aspirations of key road user groups. Highways England is aiming to conclude publish its findings by autumn 2019 and presenting a Strategic Outline Business Case for ministerial decision.

Rail (Passenger & Freight)

- 4.36 [Network Rail](#) is the owner and infrastructure manager of the National Rail Network in the UK. Local rail services in Bradford District are provided by a franchise operator, currently [Northern \(Arriva Rail North\)](#). Long distance intercity services to/from London Kings Cross are provided by [Grand Central](#) (4 return services per day from Bradford Interchange) and [London North Eastern Railway \(LNER\)](#) (1 return service from Bradford Foster Square and 1 return service from Skipton via Keighley and Shipley).
- 4.37 Overall, the district’s strategic position provides good access to all parts of the UK by rail although most long distance journeys currently require passengers to change trains, usually at Leeds. Connections with other long distance services can also be obtained at Manchester and York.
- 4.38 There are 16 railway stations within the District which provide good access to both Leeds and Bradford City Centres as well as to other destinations such as Halifax, Huddersfield, Manchester, Preston and York. The most recent additions to the network are Low Moor (on the Calder Valley line) and Apperley Bridge (on the Airedale & Wharfedale Lines).

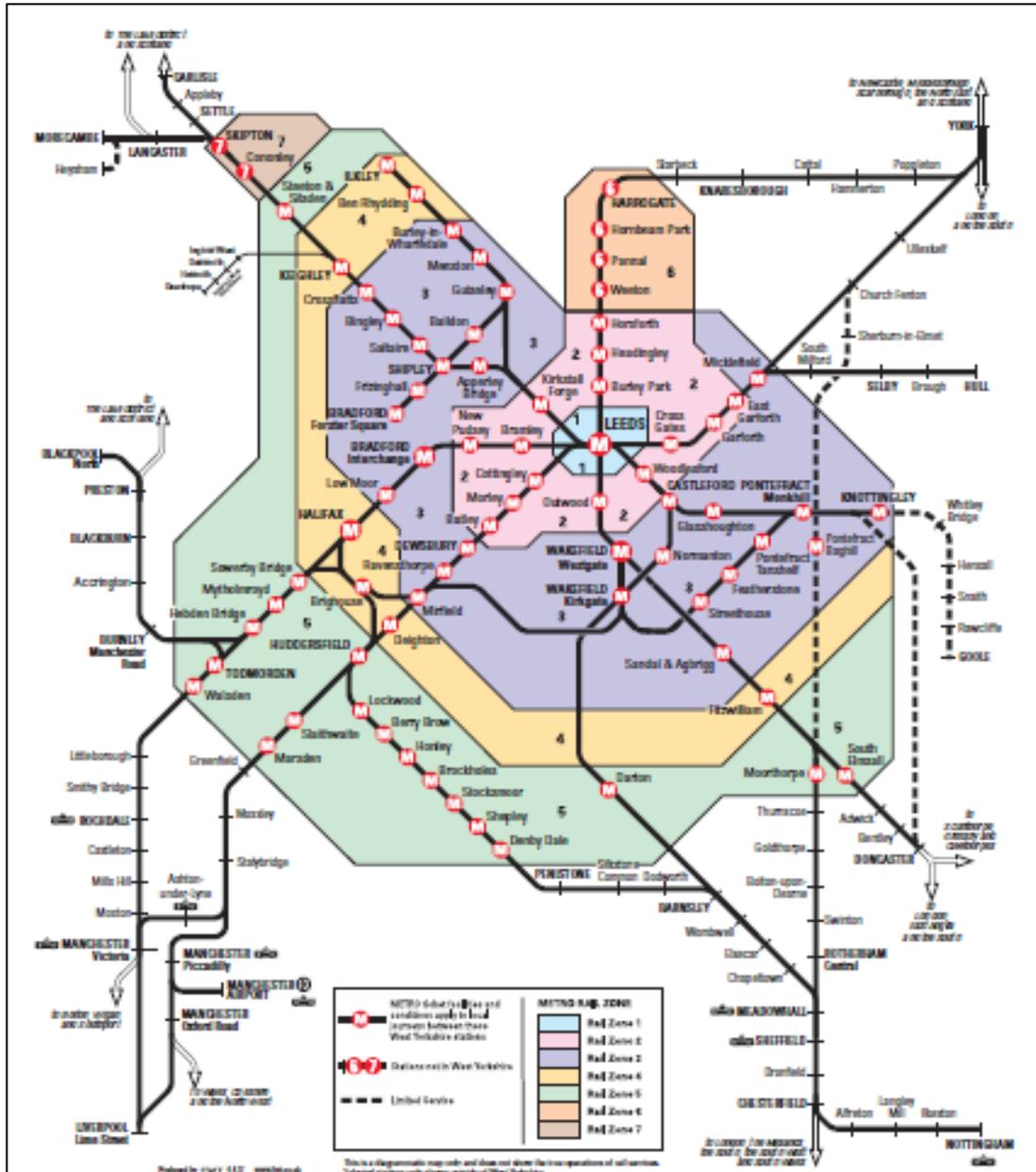
Table 1: Railway Stations in Bradford District

| | |
|---------------------------|---------------------|
| • Apperley Bridge | • Frizinghall |
| • Baildon | • Ilkley |
| • Ben Rhydding | • Keighley |
| • Bingley | • Low Moor |
| • Bradford Forster Square | • Menston |
| • Bradford Interchange | • Saltaire |
| • Burley in Wharfedale | • Shipley |
| • Crossflatts | • Steeton & Silsden |

- 4.39 In addition to the national rail network, the Keighley & Worth Valley Railway is 5 mile long heritage railway in the Worth Valley. It runs from Keighley to Oxenhope via Ingrow, Damens, Oakworth and Haworth. It has connections with Airedale line services via a cross platform interchange at Keighley station. The line is major tourist attraction and provides access to Haworth and Bronte Country. Local residents living in postcode areas BD20, BD21 and BD22 are eligible for a Residents Railcard that can be used to obtain discount fares when the line is

operating. Some studies have been undertaken regarding the feasibility of providing commuter services. However, to date none have been taken forward.

Figure 5: West Yorkshire Rail Network



4.40 The Airedale and Wharfedale lines link Leeds and Bradford Forster Square to Ilkley and Skipton. These lines were modernised and electrified during the mid-1990s and benefit from good quality, high capacity and fast modern rolling stock. This investment led to significant growth in passenger numbers during the last ten or more years. There are issues with crowding on some services, especially those to Leeds. Services on these lines generally operate (Monday to Saturday) on the following basis, with some additional services at peak periods²²:

²² Timetables [39 \(Wharfedale Line – Ilkley to Bradford Forster Square/Leeds\)](#); [40 \(Airedale Line – Skipton to Bradford Forster Square/Leeds\)](#); [46 \(Bradford Forster Square to Leeds\)](#) – 9th December 2018 to 18th May 2019, Northern

- Leeds to Skipton via Shipley, Saltaire, Bingley, Crossflatts, Keighley, Steeton and Silsden & Cononley – 2 trains per hour in each direction
 - Leeds to Bradford Forster Square via Kirkstall Forge, Apperley Bridge, Shipley & Frizinghall – 2 trains per hour in each direction
 - Leeds to Ilkley via Guiseley, Menston, Burley in Wharfedale & Ben Rhydding – 2 trains per hour in each direction.
 - Bradford to Skipton via Frizinghall, Shipley, Saltaire, Bingley, Crossflatts, Keighley, Steeton and Silsden & Cononley – 2 trains per hour in each direction
 - Bradford to Ilkley via Frizinghall, Baildon, Menston, Burley in Wharfedale & Ben Rhydding – 2 trains per hour in each direction
- 4.41 The Calder Valley line links Bradford Interchange with Leeds, Halifax, York, Greater Manchester and the North West of England. This route has experienced issues with the quality of rolling stock, line speeds and journey times. As part of the latest franchise agreement Northern are refurbishing existing rolling stock and are introducing new or cascaded trains onto routes across the area. Service frequencies tend to be based on following pattern (Monday to Saturday):
- Leeds to Manchester Victoria via Bradford Interchange, Halifax & Rochdale – 2 trains per hour in each direction²³
 - York to Preston/Blackpool North via Leeds, Bradford Interchange, Halifax, Burnley & Blackburn – 1 train per hour in each direction²⁴
 - Leeds to Huddersfield via Bradford Interchange, Halifax & Brighouse – 1 train per hour in each direction²⁵.
- 4.42 Beyond the limit of the Airedale line at Skipton, services link stations in Bradford district (Shipley, Bingley & Keighley) with Carlisle (via the Settle & Carlisle line) and Lancaster/Morecambe (via the Bentham Line). These operate at slightly more than two hour frequencies.
- 4.43 In relation to rail freight, [Network Rail's Route Specifications for London North Eastern & East Midlands](#)²⁶, highlights that there are an average of six trains per day in each direction on the Airedale line (between Leeds and Skipton). Some of these are likely to originate from major aggregate quarries at Arcow and Rylstone in North Yorkshire. On the Calder Valley line there is an occasional service between Laisterdyke (Bradford) and Healey Mills (Wakefield). There are no railfreight terminals in Bradford district.

Previous Projects

²³ [Timetable 36 \(Leeds to Manchester Victoria via Bradford Interchange/Brighouse & Manchester to Blackburn\), 9th December 2018 to 19th May 2019, Northern](#)

²⁴ [Timetable 8 \(York/Leeds to Blackpool North\), 9th December 2018 to 19th May 2019, Northern](#)

²⁵ [Timetable 45 \(Leeds to Hebden Bridge & Huddersfield\), 9th December 2018 to 19th May 2019, Northern](#)

²⁶ [Route Specifications 2018 – London North Eastern & East Midlands, Network Rail \(April 2018\)](#)

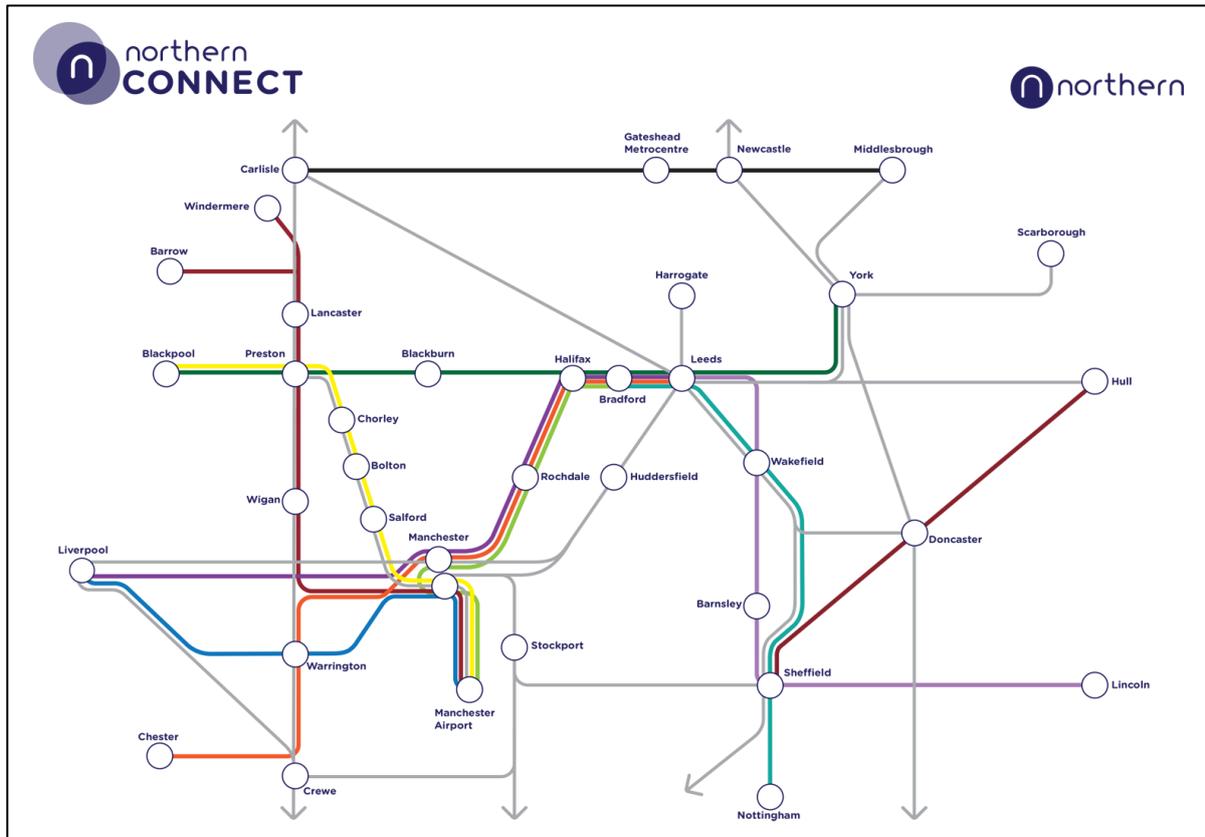
- 4.44 As mentioned in paragraph 4.34, two new stations have opened Bradford district in recent years. Apperley Bridge station was opened in December 2015 (the first for 10 years in West Yorkshire). It was funded via a £15.9m Rail Growth Package, which was approved by the Department for Transport in May 2014. The £10.8m Low Moor station on the line between Bradford Interchange and Halifax opened in April 2017.
- 4.45 As part of the Great North Rail Project, Network Rail completed major upgrade work to the Calder Valley line between Hebden Bridge and Leeds via Halifax and Bradford Interchange, as part of programme to increase capacity and capability of the route and follows completion of earlier work between Manchester Victoria and Hebden Bridge that resulted in increased line speeds and more operation flexibility at Rochdale station.
- 4.46 This work involved track improvements with installation of new points to the south of Bradford Interchange station to allow services approaching from the south to cross over onto lines (and ultimately platforms) previously only available to services approaching from the east and vice versa. The second involved major works to install a new signalling system along the route to help improve reliability.
- 4.47 Work to improve access to Bradford Interchange was completed in August 2018, at a cost of £210,000. This involved the construction of revised layout at the entrance to the station to enhance access and safety, by reducing conflict between users and limiting pedestrian infringements.

Future Projects

- 4.48 A number of commitments and projects will be delivered in the coming years to enhance the rail network in Bradford district as well as the across the north of England as a whole. Some of these relate to the provision of enhanced services and rolling stock as well as improvements to local stations.
- 4.49 The new Northern franchise awarded in 2016 promises significant improvements for the rail network in the district. On the Airedale and Wharfedale new trains will introduced, running in six car formation, on the most crowded services. The Calder Valley line will see the provision of new and refurbished trains, introduction of staffing and enhanced facilities at some stations, faster journeys, a simplified and improved ticketing offer and new destinations. There is also a strong desire to see this route electrified.
- 4.50 A number of these improvements fall under the new [Northern Connect](#) banner, Northern's brand name for a group of specific routes that cover longer journeys in the franchise area. They will be introduced into the timetable by December 2019. Four routes via Bradford Interchange will be included:
- Blackpool – Preston – Burnley – Halifax – Bradford – Leeds - York
 - Bradford - Halifax - Rochdale - Manchester - Manchester Airport
 - Chester - Warrington Bank Quay – Manchester – Rochdale – Halifax – Bradford - Leeds

- Leeds - Bradford - Halifax - Rochdale - Manchester - Liverpool

Figure 6: The Northern Connect Network



4.51 As part of service improvements and enhancements on the East Coast Main Line from London Kings Cross, LNER will introduce a two-hourly service to Bradford, as part of the introduction of new rolling stock. Grand Central submitted proposals to the Office of Rail and Road for additional services that would increase the number of services to 6 southbound and 5 northbound.

Gateway Stations

4.52 Proposals have been drawn up to enhance both main stations serving Bradford City Centre – Bradford Interchange and Bradford Forster Square. They form part of the West Yorkshire Combined Authority’s Station Gateways programme, along with Castleford, Halifax, Huddersfield and Leeds.

4.53 At [Bradford Interchange](#) it is proposed to make physical improvements to transition the site to be a high quality contemporary gateway/arrival point to the city of Bradford and improve the interchange between different modes of transport.

4.54 Since 2014, Bradford Council has engaged in a masterplanning exercise to determine the most appropriate way forward for the station. This project is proposed to take place in three phases. Phase 1 (up to 2026) will involving spending between £5m & £10m from the WY+TF. Subsequent phases (phases 2 & 3) are more ambitious relating to more comprehensive development and to bringing a Northern Powerhouse Rail station to the city.

- 4.55 [Bradford Forster Square](#) station is the fifth most used railway station in West Yorkshire with approximately two million entries and exits per year. This project aims to re-develop the existing station to provide a new, high quality, modern station facility to enhance user experience and provide an attractive and welcoming gateway to Bradford.
- 4.56 The main station will provide a dedicated café, ticket office/ information centre with ticket vending machines, seating on the main concourse, cycle parking and two lifts to School Street replacing the current existing lift, which will be in operation from the first to the last trains.

Rail Parking Package

- 4.57 As part of the WY+TF, a £31.5m package of car park extensions at rail stations has been identified to enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity at selected stations. It will deliver more localised benefits as a result of improved access to the rail network.
- 4.58 This package is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into and between the urban centres by rail for other purposes. In Bradford district, two schemes are currently under development for Shipley and Steeton & Silsden stations with future schemes proposed for Apperley Bridge and Ben Rhydding.
- 4.59 For [Shipley](#), the WYPTF will investment £2.5m to increase parking provision, whilst for [Steeton & Silsden](#), £2m will be invested to increase the number of parking spaces and help to alleviate unauthorised parking in the surrounding area. In addition other improvement works include resurfacing work, extra CCTV and lighting and improved drainage.

Rail Park & Ride

- 4.60 At [Apperley Bridge](#) Station, an estimated 300 new parking spaces will be added to the existing car park. Overall £1.2m will be invested in these new parking spaces, the provision of new blue badge spaces, improved CCTV, improved drainage and low energy lighting.

Northern Powerhouse Rail (NPR)

- 4.61 [Northern Powerhouse Rail \(NPR\)](#) is a £35bn major strategic rail programme, designed to transform connectivity between the north of England's six main cities (Hull, Leeds, Liverpool, Manchester, Newcastle and Sheffield), Manchester Airport and other significant economic centres with rapid, frequent and more reliable train services. It is a key element of Transport for the North's (TfN) 30 year Strategic Transport Plan. NPR will be delivered over 30 year period via a combination of new lines, use of the planning HS2 infrastructure and major upgrades to existing routes. TfN will submit an outline business case for NPR will be submitted to the Department for Transport during 2019.

Figure 7: Northern Powerhouse Rail



4.62 NPR proposals include the construction of a new line between Leeds and Manchester via Bradford. In order to capitalise its economic and connectivity benefits, it is proposed to development an NPR station in Bradford city centre as part of a revamped Bradford Interchange. Studies estimate that this station would benefit the north’s economy by up to £15bn by 2060 and significantly reduce journey times. For example, the journey time from Bradford to Leeds would be 7 minutes, whilst Manchester could be reached in 20 minutes.

4.63 High Speed 2 (HS2) is planned to reach Leeds city centre by 2033. WYCA and partners are working on a [Leeds City Region HS2 Growth Strategy](#)²⁷ in order to maximise the benefits of HS2 and NPR, part of which involves the development of the [Leeds City Region HS2 Connectivity Strategy](#)²⁸. This sets out the strategy for delivering a step-change in connectivity required to enable the benefits of HS2 to

²⁷ [Leeds City Region – HS2 Growth Strategy, WYCA, Leeds City Region Enterprise Partnership & Leeds City Council](#)

²⁸ [Leeds City Region – HS2 Connectivity Strategy, WYCA & Leeds City Region Enterprise Partnership \(May 2018\)](#)

be realised throughout the City Region via improved internal and external transport links.

Skipton to Colne Railway Line

- 4.64 In February 2018, it was announced that the Department for Transport and Transport for the North had co-commissioned a [feasibility study](#)²⁹ into the value of re-opening the Skipton to Colne railway. This 12 mile line provided a link between East Lancashire and North Yorkshire was closed in 1970. Should it be feasible, a reopened rail link between Skipton and Colne could create a new, faster freight-route across the Pennines as well as benefiting passengers with new services between Lancashire, Skipton and Leeds.
- 4.65 Whilst this route is not in Bradford district, re-opening could connect towns on the Airedale line to new employment, education and leisure opportunities in East Lancashire and the north west of England. Similarly, it would allow East Lancashire residents to access similar opportunities in Bradford. The study is expected to be presented to the Secretary of State for Transport in early 2019.

Buses

- 4.66 The majority of Bradford's bus services are run on a commercial basis by a number of operators who determine the routes, timetables and fares.
- 4.67 [First Bradford](#) is the major operator within the district, with other services provided by [Transdev \(Keighley Bus Company\)](#), [Arriva Yorkshire](#), TLC Travel and [Yorkshire Tiger](#) as well as other smaller operators. Some services are funded by local authorities. Bus stations are located at Bradford Interchange, Keighley, and Ilkley. Details regarding routes and frequencies are available on the [Bus Maps and Guides section of the Metro website](#).
- 4.68 National Express and Megabus coach services operate from Bradford Interchange to a range of destinations including London, Heathrow Airport, Liverpool, Manchester, Birmingham, Cardiff, Newcastle upon Tyne and Oxford. Details of services can be found on the [National Express](#) and [Megabus](#) websites.
- 4.69 There is a high level of bus use throughout the urban area which is encouraged by a generally good quality and high frequency network, though in common with other parts of West Yorkshire bus use has been declining in recent years and there have been some service cuts that have further discouraged the use of buses for travel.
- 4.70 In addition to bus stations and stops, there are numerous [bus lanes](#), [bus gates](#) and [bus only streets](#) across the district. These are aimed at ensuring the efficient operation of the area's bus network. Another key piece of bus infrastructure in Bradford is the guided busway on Manchester Road. This was £12m public/private partnership. It extends for 3.7km and sought to deliver significant public transport benefits in South Bradford and ease congestion on one of the main routes into the

²⁹ [Feasibility study to investigate the possibility of reopening Skipton-Colne rail link, Transport for the North Website \(6th February 2018\)](#)

city centre. It is made up of 2.3km of guided busway and 1.2km of dedicated bus lanes.

- 4.71 The [West Yorkshire Bus Strategy 2040](#)³⁰ developed by WYCA and the five West Yorkshire districts as well as the main bus operators in the area. Its objectives are:
- To enable economic growth in West Yorkshire by improving connectivity to areas of economic opportunity
 - To realise environmental aspirations, including significantly reducing local emissions
 - To support local communities by improving access to health services, education, employment, leisure and retail destinations.
- 4.72 The strategy aims to grow bus passenger numbers by 25% over the next ten years and sets out a number of policies to achieve this including
- To provide modern, coherent and integrated bus services
 - To provide integrated, simple and affordable bus fares for all
 - To present the bus system as a single network
 - To provide easily accessible and reliable travel information
 - To create modern, low carbon bus system which contributes to improved air quality
 - To provide an inclusive and accessible bus system
- 4.73 The [Bus 18 Partnership](#) with West Yorkshire's commercial bus operators is already delivering benefits regarding the quality of the bus offer and is working with the West Yorkshire Districts on a number of minor capital schemes to address congestion pinch-points on the highway network.
- 4.74 The Bus Services Act 2017 provides the City Region with new powers which could be used to deliver the ambitions of the Bus Strategy including enhanced partnership schemes, franchising and advanced multi-operator ticketing.
- 4.75 A number of Bradford projects were included in Local Transport Plan (LTP) 3 including a £265,000 package of bus priority measures including:
- Allerton Road – inbound bus lane
 - Bolton Road – outbound bus lane
 - Thornbury Gyratory – scheme to be determined
 - Thornton Road – inbound bus lane
 - Toller Lane, both directions bus lanes
 - Woodside Road, Low Moor – inbound bus lane

³⁰ [West Yorkshire Bus Strategy 2040, WYCA, West Yorkshire Districts, First Group, Arriva & Transdev \(August 2017\)](#)

Airport

- 4.76 [Leeds Bradford Airport \(LBA\)](#), located to the north east of Bradford within the Leeds City Council area, is the main international gateway to the Leeds City Region and surrounding area. It is a key economic driver for the Leeds City Region, contributing around £336m annually to the local economy and supporting over 2,350 direct jobs. There are aspirations to develop the role of the airport as a transport hub as well as to facilitate the development of the airport area as an employment growth zone.
- 4.77 Owned by Bridgepoint Capital, it handles around 3.6 million passengers and offers scheduled and charter flights to a wide range of UK and European destinations. This includes flights to major hub airports such as London Heathrow, Amsterdam Schiphol and Paris Charles de Gaulle that provide global connections.
- 4.78 The airport does not have a rail access and is served by a range of direct, frequent bus services from Leeds, Bradford, Harrogate and Otley. Services to Bradford and Leeds link the Airport with the national rail network via Bradford Interchange, Leeds and Harrogate rail stations, and connect with long distance coach services at Bradford Interchange and Leeds City bus station.
- 4.79 A [strategic development plan \(SDP\)](#)³¹ has been prepared in line with the Government's Aviation Policy Framework setting out details on the levels of growth and investment that has taken place since 2005 and a high level strategy for the airport's development up to 2030. The SDP identifies the following objectives:
- Meeting the Demand for Air Travel
 - Delivering a Great Service
 - Improved Surface Transport Links
 - Expanding Employment Opportunities
- 4.80 To support the SDP, a [surface access strategy](#)³² has been developed in order to determine the key transport interventions that will be needed to underpin the airport's sustainable growth and offer increased choices for passengers and staff, as well as to realise the aspirations set out above. This includes improvements to the road access and public transport. Leeds City Council are taking forward proposals for a link between the airport and the A65, whilst the long-term public transport goal is to have a fixed, rapid, mass-transit link joining the airport with the centres of Bradford and Leeds.



³¹ [Route to 2030 – Strategic Development Plan, Leeds Bradford Airport \(March 2017\)](#)

³² [Route to 2030 – Strategic Development Plan – Surface Access Strategy, Leeds Bradford Airport \(March 2017\)](#)



- 4.81 For the short-to-medium term proposals for a parkway-type station on the existing Leeds to Harrogate line are being developed to provide enhanced access. This would result in improved connectivity to Leeds, Bradford, Harrogate and York.
- 4.82 Bradford Council continue to support surface access improvements by road and rail to the airport, including the connections between Bradford city centre and the airport via Apperley Bridge as an important gateway station.
- 4.83 In addition to LBA, Bradford has good access to Manchester Airport via the motorway network (M606/M62/M60/M56) and by rail (although a change of train is required in Manchester City Centre). This will improve with the introduction the new direct service as part of the Northern Connect network (see paragraph 4.48)

Walking & Cycling

- 4.84 Walking and cycling, also known as active travel has an important role to play in reducing congestion whilst also improving health and wellbeing of the local population as well as reducing carbon and pollutant emissions.
- 4.85 Bradford district has a well development network of over 1,000km of urban and rural Public Rights of Way (PROWs). This network is for walkers and riders to enjoy the area's natural environment and to local facilities by foot, on horseback or cycle. They are an important part of the area's transport network. There are several categories PROWs:
- **Footpaths** – which can be used on foot only. These are often way-marked with yellow arrows.
 - **Bridleways** – which can be used on foot or by horse or bicycle. These may be way-marked with blue arrows.
 - **Restricted Byways** – which you can be used on foot, horse or cycle or with non-mechanically propelled vehicles. These may be way-marked with purple arrows.
- 4.86 The council prepared a Public Rights of Way Improvement Plan (ROWIP) covering the period 2007 to 2017 set out how it will identify the change to be made in respect of the management of, and improvement to, the local rights of way network, in order to meet the government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

4.87 Several sections of the [National Cycle Network \(NCN\)](#) run across Bradford district. It is operated by Sustrans and is 16,575 mile network of signed paths and routes for walking and cycling across the UK. In the routes passing through the district are:

- **NCN Route 66: Manchester to Spurn Head** – it runs south to north through the district from Low Moor to Apperley Bridge via Euroway Industrial Estate, Bierley, Bowling Park, City Centre, Frizinghall, Shipley & Esholt. It is a mixture of traffic free and on road routes.
- **NCN Route 69: Morecambe to Grimsby** – it runs north to south from Silsden to Queensbury via Keighley, Haworth, Cullingworth, Denholme and Thornton. It includes part of the Great Northern Trail. It is not continuous within the district.
- **NCN Route 696** - it is a combined walking and cycling route connecting Keighley, Bingley, Saltaire and Shipley and is also known as The Airedale Greenway. It follows the Leeds and Liverpool Canal and connects to - also forming part of - The Aire Valley Towpath between Leeds and Bingley

4.88 [CityConnect](#) is a £40 million project being delivered by the WYCA that supports improvements to sustainable and active travel in the City Region with the aim of encouraging more people to travel by bike. It is funded through the Department for Transport's Cycle City Ambition and local match funding. The money is ring fenced for spend on cycling and walking improvements. There are two phases in the project, with Phase 1 being delivered between 2014 and 2017, and Phase 2 between 2015 and 2018. The projects relevant to Bradford District are:

- **[Cycle Superhighway](#)**: As part of Phase 1, a 14km long Cycle Superhighway (CS1) running between Leeds City Centre and Bradford City Centre along the A647 corridor was opened in July 2016. It is segregated route. A second phase (CS2) links Leeds City Centre and Seacroft. As part of this project a number of 20 mph zones were introduced on surrounding streets.
- **[Leeds Liverpool Canal Towpath Improvements](#)**. A two phase project it was completed in 2018. It involved significant improvements to the towpath of the Leeds Liverpool Canal from Leeds City Centre to Silsden to create a continuous off-road route to Skipton. Part of this route forms the Airedale Greenway (between Silsden and Riddlesden).
- **[Canal Road Corridor Cycleway](#)** - this new segregated cycle route would run between Bradford City Centre near to the Forster Square station area, for approximately 2.3km along the Canal Road/Valley Road corridor. It will connect to the Canal Road Greenway and will provide a strategic and safe link for cyclists between the growing residential areas along Canal Road and the employment and training opportunities within Bradford City Centre. Separate ways for pedestrians, cyclists and motor vehicles will be provided with traffic lane widths adjusted to suit the space available. Construction will start on the scheme mid-November 2017 and is due to be complete by mid-February 2019.

- 4.89 The Bradford District Cycle Strategy (2016 to 2026) sets out the vision for cycling in the area and how it will be delivered. It has three aims and a number of objectives related to each of them:

Table 2: Bradford District Cycle Strategy - Aims & Objectives

| Aim | Objective |
|--|--|
| Aim 1: Improve the environment for cycling | 1A: Strategic Route Development 1B: Local Network Development 1C: Wayfinding & Maintenance 1D: Destination Infrastructure |
| Aim 2: Provide greater encouragement for cycling | 2A: Championing Cycling 2B: Cycle Training 2C: Support for Cycle Events & Activities |
| Aim 3: Improve engagement in cycling | 3A: Advertising & Promotion 3B: Educating Partners 3C: Leadership, Responsibility & Delegation |

- 4.90 The previous West Yorkshire Local Transport Plan 3 (LTP3) sought to promote these travel modes during its initial implementation plan 1 period. It stated the Living Street/Connect 2 scheme will be completed supported by £1.5m of match funding from the National Lottery secured by Sustrans. This will link Bradford City Centre, West Bowling and beyond with a high quality walking and cycling route. Another major active travel project is the Great Northern Trail linking villages to the west of the District and the council continue to develop this scheme in partnership with Sustrans and the Great Northern Trail Forum.
- 4.91 It also highlighted that funding will be provided in LTP Implementation Plan 1 to deliver a number of minor cycle facilities and footpath improvements, including continuing to make enhancements to the Rights of Way network and improving the accessibility of our streets. In the longer term a network of strategic walking and cycling routes will be developed to better link communities to each other and to the City Centre and other employment, learning and leisure areas.
- 4.92 In addition, it was stated that the promotion of the benefits of cycling and walking, in terms of health and wellbeing, as a leisure activity as well as a means of getting around the District, required further development, whilst cycling would be further embedded into the planning process, with developers required to include facilities for cyclists as part of new planning applications wherever possible.
- 4.93 As one of its objectives, the West Yorkshire Transport Strategy 2040 seeks to encourage walking and cycling. A key target is 300% more trips to be made by bicycle by 2027 in the sub-region. A key policy is to encourage healthy, active travel with improved cycling and walking facilities supported by training and promotional campaigns.

4.94 In relation to walking, four Green Miles have been established in the Bradford urban area. These mile long circular routes are aimed at encouraging more people to walk, jog or run around the city. Bradford is the first city in the country to install these routes as part of a national initiative to help people get active. The four routes are:

- **Route 1: City Park and the University** – following part of the well-established Bradford City Runs route along Thornton Road before going around the Bradford University campus and returning to the Alhambra.
- **Route 2: Little Germany** – A route that winds itself through the beautiful architecture of this historic part of the city, next to the Cathedral.
- **Route 3: Manningham Lane** – Around the Valley Parade football stadium, this route links Manningham Lane, Thornccliffe Road and Midland Road passing the nursery and children’s centre.
- **Route 4: Myra Shay** – Taking in the Myra Shay playing fields and linking the Lapage, Delius Bradford Moor and Byron schools.

Waterways

4.95 Waterways and canals in England are managed by the Canal & River Trust. The canal network was originally used to transport raw materials and goods, however this function has long since ceased and the remaining network now has a range of heritage, recreational and environmental uses.

4.96 The Leeds & Liverpool Canal, the longest in Britain built as a single waterway (127 miles in length), runs through Bradford District between Apperley Bridge and Silsden. It passes through the Saltaire World Heritage Site and the Bingley Five Rise Locks. Today the canal and its towpath is a key recreational and nature conservation resource for the area.

Utilities & Telecommunications

4.97 The majority of utilities provision in the United Kingdom is primarily private sector led, following changes introduced to create a more competitive market during the 1980’s and 1990’s. They tend to be provided on a sub-regional basis, although these boundaries are usually not coterminous with public sector boundaries (e.g. local authority areas).

4.98 The delivery of utilities infrastructure is based on population growth forecasts over areas defined by the companies themselves, rather than Local Planning Authorities. They also generally use adopted development plans to identify infrastructure upgrade projects within their investment strategies. Companies are often unable to commit funding to schemes that do not have planning permission.

4.99 The utilities sector is governed by legislation in the form of various Acts of Parliament and is overseen by a number of statutory regulators. Relevant legislation includes:

- Electricity Act 1989
 - Gas Act 1986,
 - Utilities Act 2000
 - Energy Act 2004.
 - Water Industry Act 1991
- 4.100 The regulators seek control charges to customers and establish pricing regimes over five year periods. They include:
- OFGEM – regulates the gas and electricity markets
 - OFWAT – regulates water and sewerage providers
 - OFCOM – regulates the media and communications industry
- 4.101 Regulators’ main concern is price control for existing customers. Given that housing completions are difficult to predict, ensuring that the funds for investing in providing for additional infrastructure to serve new households are available may mean ensuring that infrastructure is provided ahead of need. This would raise prices and is not generally supported by regulators.
- 4.102 Provided that the utility companies and the regulators agree at the beginning of the price setting process that investment is needed within the five year period to support additional growth, the investment can be tied into the rolling programme of asset replacement. However, any requirements for utility investment which arise after the conclusion of the price setting exercise have to be financed by external sources, such as developer contributions or specific grants.
- 4.103 The main companies operating in Bradford district are:
- Electricity supply – Northern Powergrid
 - Gas supply – National Grid
 - Water supply and waste water treatment – Yorkshire Water.
- 4.104 Given the commercial nature of utilities companies, they are often cautious about revealing investment plans.

Electricity Supply

- 4.105 The United Kingdom has a national system for generating electricity and its distribution. The national high voltage electricity transmission network, owned and operated by National Grid PLC³³, ensures the flow of electricity supplies through regional distribution companies. There are 14 distribution network operators

³³ National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity. To allow competition in electricity supply and generation, they must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply.

(DNOs), each of which is responsible for the distribution network of towers and cables that bring electricity from the National Grid to homes and businesses across the country. The electricity is then sold to consumers by electricity suppliers.

- 4.106 Northern Powergrid is the DNO covering the North East of England, Yorkshire and North Lincolnshire, that takes electricity from National Grid's transmission network and converts it into a lower voltage for safe delivery to its 3.9 million residential and business customers. It is one company but has two distribution licence areas, Northern Powergrid (North East) and Northern Powergrid (Yorkshire).
- 4.107 Their network consists of more than 63,000 substations and some 60,000 miles of overhead power lines and underground cables cover an area of 9,650 square miles. Its main function is to ensure that all reasonable steps are taken to maintain supply to customers
- 4.108 Northern Powergrid has a responsibility for operating a safe, secure, efficient and co-ordinated distribution network that meets the needs of its customers. It offers connections to new load and generation customers and monitors and forecasts the changing patterns of supply and demand to identify requirements for strengthening the network if required:
- It has a legal obligation to provide customers with a quotation for a connection to the network and then install the connection if the customer wishes to proceed.
 - It reinforces the network if there is a requirement to do so due to either organic demand growth from existing customers or intensive development of particular towns to avoid overloading the networks or the creation of fault level or voltage issues.
 - It is working to support the development of a low carbon economy, which requires the decarbonisation of generation, heat and transport, by connecting renewable generation to its network, and developing new techniques for forecasting and accommodating the projected increase in the use of heat pumps and electric vehicles.
 - It is developing smart solutions that will offer customers that have flexibility on how and when they use electricity the opportunity to financially benefit from that flexibility where it results in avoiding the need for network reinforcement.

Current Provision

- 4.109 National Grid's has three high voltage electricity overhead transmission lines/underground cables within Bradford district, which form an essential part of the national electricity transmission network:
- 4ZZ line – 400kV route from Monk Fryston sub-station in Selby to Bradford West substation in Bradford
 - VR line – 275kV route/underground cable from Bradford West substation in Bradford to Kirkstall sub-station in Leeds

- YW line – 275kV route from Bradford West substation in Bradford to Elland sub-station in Calderdale
- 4.110 The following substations are also located within the administrative area of Bradford:
- Bradford West substation – 275kV
- 4.111 As part of consultation on the Core Strategy DPD, it was identified that several proposed development sites/areas were crossed by, or located within close proximity to National Grid’s high voltage overhead/underground transmission lines/cables. There were Esholt Business Park, Apperley Bridge station, Shipley Town Centre and Shipley Eastern Link Road.
- 4.112 The standard operating voltages of the Northern Powergrid (Yorkshire) network in Bradford are 132kV, 33kV, 11kV and low voltage (230/400v). The company bring the electricity capacity into the region via its major substations operating at 132kV and 33kV. Information about these substations including information on their current capacity utilisation and forecast capacity utilisation over the next five years is published annually in Northern Powergrid’s Long Term Development Statement (LTDS).
- 4.113 The current capacity and future development of the 132kV and 33kV networks in Northern Powergrid (Yorkshire) plc are set out in its Long Term Development Statement (LTDS) which is compiled in accordance with Condition 25 of the Standard Conditions of the Electricity Distribution Licence and revised and published on or before the 30th November each year. The LTDS includes the maximum measured demands in the previous year and forecasts forward over the next five years. It also includes details of any financially authorised projects in place to increase the capacity of the networks.
- 4.114 Appendix 5 of the LTDS shows the firm capacity, the maximum demand for the previous year and the forecast maximum demand on each primary substation for the next five years. Table 3 below is an extract from Appendix 5 of the LTDS showing the current utilisation of the substations supplying the Bradford area.

Table 3: Substation Utilisation in Bradford District

| Substation | Voltage Level | Maximum Load for | Firm Capacity | Utilisation |
|-------------------------|---------------|------------------|---------------|-------------|
| | | 2017/18 | | |
| | kV | MVA | MVA | % |
| Bingley 132/33kV | 33 | 53.50 | 117.00 | 46 |
| <i>Airedale Road</i> | <i>11</i> | <i>9.87</i> | <i>23.00</i> | <i>43</i> |
| <i>Bingley 33/11kV</i> | <i>11</i> | <i>14.37</i> | <i>23.00</i> | <i>62</i> |
| <i>Harden</i> | <i>11</i> | <i>4.35</i> | <i>8.00</i> | <i>54</i> |
| <i>Haworth 1</i> | <i>11</i> | <i>6.31</i> | <i>30.00</i> | <i>21</i> |
| <i>Nabwood</i> | <i>11</i> | <i>11.48</i> | <i>23.00</i> | <i>50</i> |

| | | | | |
|---------------------------|-----------|--------------|---------------|-----------|
| <i>South Street</i> | 11 | 9.25 | 23.00 | 40 |
| Bradford | 33 | 85.31 | 117.00 | 73 |
| <i>Balme Street</i> | 11 | 12.66 | 24.00 | 53 |
| <i>Gaisby Lane</i> | 11 | 13.54 | 23.00 | 59 |
| <i>Idle</i> | 11 | 13.58 | 23.00 | 59 |
| <i>Killinghall Road</i> | 11 | 0.77 | 7.50 | 10 |
| <i>Manchester Road</i> | 11 | 9.13 | 23.00 | 40 |
| <i>Moorside Road</i> | 11 | 13.13 | 23.00 | 57 |
| <i>Mount Street</i> | 11 | 13.28 | 23.00 | 58 |
| <i>Shipley</i> | 11 | 13.00 | 23.00 | 57 |
| Girlington | 33 | 52.00 | 54.31 | 96 |
| <i>Crown Street</i> | 11 | 4.96 | 5.08 | 98 |
| <i>Four Lane Ends</i> | 11 | 12.96 | 14.00 | 93 |
| <i>Legrams Mill Lane</i> | 11 | 9.80 | 10.44 | 94 |
| <i>Rawson Road</i> | 11 | 11.90 | 12.20 | 98 |
| <i>Saint Street</i> | 11 | 6.54 | 6.71 | 98 |
| <i>Toller Lane</i> | 11 | 10.51 | 10.77 | 98 |
| Holmfield | 33 | 58.45 | 117.00 | 50 |
| <i>Denholme</i> | 11 | 3.79 | 6.50 | 58 |
| <i>Furness Avenue*</i> | 11 | 12.31 | 23.00 | 54 |
| <i>Gibraltar Road*</i> | 11 | 17.44 | 24.00 | 73 |
| <i>Queensbury</i> | 11 | 15.12 | 24.00 | 63 |
| <i>Thornton</i> | 11 | 13.53 | 23.00 | 59 |
| Menston | 33 | 55.00 | 117.00 | 47 |
| <i>Bramhope*</i> | 11 | 3.51 | 8.00 | 44 |
| <i>Chevin End</i> | 11 | 9.00 | 30.00 | 30 |
| <i>Hallam Street*</i> | 11 | 10.23 | 23.00 | 44 |
| <i>Kirk Drive</i> | 11 | 13.27 | 23.00 | 58 |
| <i>North Avenue*</i> | 11 | 11.30 | 23.00 | 49 |
| <i>Pool*</i> | 11 | 8.42 | 23.00 | 37 |
| Silsden | 33 | 91.62 | 108.00 | 85 |
| <i>Barnoldswick*</i> | 11 | 9.19 | 15.30 | 60 |
| <i>Bolton Road</i> | 11 | 8.20 | 15.30 | 54 |
| <i>Chelker Reservoir*</i> | 11 | 4.17 | 8.00 | 52 |
| <i>Cracoe*</i> | 11 | 7.30 | 12.50 | 58 |
| <i>Crosshills*</i> | 11 | 11.30 | 15.30 | 74 |
| <i>Haworth 2</i> | 11 | 4.60 | 30.00 | 15 |
| <i>Ilkley</i> | 11 | 13.40 | 23.00 | 58 |
| <i>Ings Lane</i> | 11 | 6.73 | 8.00 | 84 |
| <i>Salterforth</i> | 11 | 13.40 | 15.30 | 88 |
| <i>Skipton*</i> | 11 | 14.00 | 19.20 | 73 |
| Staygate | 33 | 84.00 | 123.00 | 68 |
| <i>Dudley Hill</i> | 11 | 14.62 | 30.00 | 49 |

| | | | | |
|---------------------------|----|-------|-------|----|
| <i>Low Moor</i> | 11 | 12.00 | 23.00 | 52 |
| <i>Odsal</i> | 11 | 17.78 | 23.00 | 77 |
| <i>Spring Mill Street</i> | 11 | 15.89 | 23.00 | 69 |
| <i>Tong Street</i> | 11 | 12.22 | 23.00 | 53 |
| <i>Wibsey</i> | 11 | 12.85 | 23.00 | 56 |

- 4.115 In addition to the LTDS, Northern Powergrid also provides load and generation availability maps, also known as heat maps on its [website](#)³⁴. These heat maps are updated monthly and provide the latest picture of the capacity for the connection of load and generation at particular points across the whole of the Northern Powergrid network area.
- 4.116 Statistical information from the Department for Business, Energy and Industrial Strategy (BEIS)³⁵, shows that between 2012 and 2017, electricity consumption in Bradford district is lower than the national (England) average, but higher than both the regional and sub-regional average.

Table 4: Average Domestic Electricity Use (2012 to 2017)

| Area | Average Domestic Electricity Consumption Per Household (kWh) 2012 to 2017 |
|--------------------|---|
| Bradford | 3,868 |
| West Yorkshire | 3,772 |
| Yorkshire & Humber | 3,786 |
| England | 4,030 |

Potential Projects, Plans or Investment

- 4.117 Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations.
- 4.118 If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.
- 4.119 Northern Powergrid also provides details of its ten year investment plan on its website in the form of an [Investment Map](#). This allows users to see the wider range of network investments planned in a particular geographic area and includes details of condition based replacement/refurbishment, reinforcement works and flood defence work. Based on the latest version, the following investments are schedule in the Bradford area:

³⁴ [Demand Availability Map, Northern Powergrid](#)

³⁵ [Regional & Local Authority Electricity Consumption Statistics, BEIS](#)

Table 5: Northern Powergrid - Investment in Bradford District

| Site Name | Description of Works | Cost | Start Date | Duration |
|----------------------------------|--|------------|-------------|----------|
| Asset Replacement | | | | |
| Bingley | Replacement of two 33kV to 11kV transformers and refurbishment of fourteen 11kV circuit breakers | £1,421,147 | In Progress | 3 years |
| Canal Road/Valley Road, Bradford | Refurbishment of one 132kV transformer | £60,980 | 2020 | 1 year |
| Gaisby Lane, Bradford | Refurbishment of one 33kV to 11kV transformer | £978,589 | 2020 | 2 years |
| Idle | Replacement of eleven 11kV circuit breakers and one 33kV to 11kV transformer. | £2,006,054 | 2020 | 3 years |
| Ilkley | Replacement of ten 11Kv circuit breakers. | £1,111,189 | 2019 | 2 years |
| Manchester Road, Bradford | Refurbishment of 33kV breakers | £360,273 | 2019 | 1 year |
| Nabwood | Replacement of eleven 11kV circuit breakers | £1,105,502 | In Progress | 3 years |
| Odsal | Refurbishment of one 33kV to 11kV transformer | £62,742 | 2021 | 1 year |
| Saint Street, Bradford | Refurbishment of thirteen 11kV circuit breakers | £983,729 | In Progress | 4 years |
| Silsden | Replacement of three 132kV to 33kV transformers and three 132kV circuit breakers | £3,665,789 | 2020 | 2 years |
| Thornton | Replacement of eleven 11kV circuit breakers | £1,047,281 | In Progress | 3 years |
| Thornbury | Replacement of 15 11kV circuit breakers and two 33kV to 11kV transformers | £4,312,245 | 2020 | 2 years |
| Tong Street | Replacement of fourteen 11kV circuit breakers | £1,201,123 | 2020 | 2 years |
| Tong Street | Refurbishment of on 33kV to 11kV transformer | £62,742 | 2021 | 1 year |
| Wibsey | Replacement of twelve 11kV circuit breakers | £651,372 | 2018 | 2 years |
| Flood Defence | | | | |
| Silsden | Flood prevention works to be carried at Silsden sub-station | £157,199 | In Progress | 2 years |
| Overhead Line Replacement | | | | |
| Bingley to Cross Roads | Refurbishment of 33kV overhead line, where deemed necessary | £341,841 | In Progress | 2 years |
| Bingley to Silsden | Refurbishment of 33kV overhead line, where deemed necessary | £1,926,620 | 2019 | 1 year |
| Bingley to Silsden & Graincliffe | Refurbishment of 33kV overhead line, where deemed necessary | £1,588,587 | 2019 | 1 year |
| Holmfield to | Refurbishment of 33kV overhead line, where | £494,552 | 2019 | 2 years |

| | | | | |
|--|--|-------------|------|---------|
| Denholme | deemed necessary | | | |
| Menston | Refurbishment of 132kV overhead line, where deemed necessary | £187,904 | 2019 | 1 year |
| Menston | Refurbishment of 33kV overhead line, where deemed necessary | £415,453 | 2019 | 1 year |
| Menston to Dyneley Arms | Refurbishment of 33kV overhead line, where deemed necessary | £81,330 | 2019 | 1 year |
| Menston to Kirk Drive to Graincliffe Reservoir | Refurbishment of 33kV overhead line, where deemed necessary | £95,241 | 2019 | 1 year |
| Menston to Pool | Refurbishment of 33kV overhead line, where deemed necessary | £322,997 | 2019 | 1 year |
| Menston to Pool & Dyneley Arms | Refurbishment of 33kV overhead line, where deemed necessary | £584,124 | 2019 | 1 year |
| Rodley to Thornbury | Refurbishment of 33kV overhead line, where deemed necessary | £401,601 | 2022 | 1 year |
| Shipley to Kirk Drive, Baildon | Refurbishment of 33kV overhead line, where deemed necessary | £400,318 | 2018 | 1 year |
| Silsden to Barlic | Refurbishment of 33kV overhead line, where deemed necessary | £1,274,418 | 2019 | 1 year |
| Silsden to Bolton Road | Refurbishment of 33kV overhead line, where deemed necessary | £486,557 | 2020 | 1 year |
| Silsden to Bolton Road | Refurbishment of 33kV overhead line, where deemed necessary | £259,537 | 2021 | 1 year |
| Silsden to Brown Bank Lane | Refurbishment of 33kV overhead line, where deemed necessary | £222,396 | 2022 | 1 year |
| Silsden to Ilkley | Refurbishment of 33kV overhead line, where deemed necessary | £571,068 | 2023 | 1 year |
| Silsden to Salterforth | Refurbishment of 33kV overhead line, where deemed necessary | £995,041 | 2020 | 1 year |
| Silsden to Shortbank Road, Skipton | Refurbishment of 33kV overhead line, where deemed necessary | £71,392 | 2020 | 1 year |
| Staygate | Refurbishment of 132kV overhead line, where deemed necessary | £224,704 | 2019 | 1 year |
| Staygate to Tong Street | Refurbishment of 33kV overhead line, where deemed necessary | £115,668 | 2019 | 1 year |
| Underground Cable Replacement | | | | |
| Bradford West to Bradford | Replacement of 10.1km of 132kV underground cables | £7,009,826 | 2019 | 3 years |
| Bradford West to Gillington | Replacement of 14.5km of 132kV underground cables | £11,113,504 | 2020 | 3 years |
| Bradford West to Menston | Replacement of 10.5km of 132kV underground cables | £7,339,846 | 2019 | 3 years |
| Dudley Hill to Staygate | Replacement of 2km of 33kV underground cables | £839,806 | 2023 | 1 year |

Gas Supply

- 4.120 Gas is distributed around the mainland United Kingdom via the high pressure National Transmission System (NTS). This network of pipelines supplies gas to around forty power stations and large industrial users from natural gas terminals situated at five coastal locations, and to gas distribution networks that supply commercial and domestic users. The NTS is owned and operated by National Grid Gas PLC.
- 4.121 There are eight gas distribution networks (GDNs) that cover different parts of the country, owned and managed by four companies:
- Cadent Gas Ltd – West Midlands, North West, East of England and North London
 - Northern Gas Networks Ltd – North East England (including Yorkshire and Northern Cumbria)
 - Wales & West Utilities Ltd – Wales and South West England
 - SGN – Scotland and Southern England (including South London)
- 4.122 In addition, there are also several (eight in total) smaller networks owned and operated by Independent Gas Transporters (IGTs). Most IGTs have been developed to serve new commercial or residential developments. These are located in areas covered by GDNs. Both networks are regulated by Ofgem.

Existing Provision

- 4.123 In relation to existing infrastructure in Bradford district, an NTS pipeline runs through the north western edge of the area, close to Addingham. This pipeline runs from Pannal (near Harrogate) to Nether Kellet (near Carnforth).
- 4.124 As highlighted above Northern Gas Networks (NGN) is responsible for the gas transmission network and distribution infrastructure in Northern England, including Bradford district. It owns and manages a gas distribution system of 37,000km supplying gas to 2.6 million users across the north of England. However, it does not supply gas.
- 4.125 NGN operates in two Local Distribution Zones (LDZs) – Northern (covering Cumbria (parts), County Durham, Northumberland, North Yorkshire (parts), Tyne & Wear and Teesside) and North East (East Yorkshire, North Yorkshire (parts) and West Yorkshire) (see Figure 9) . NGN infrastructure in Bradford is extensive, covering most built up areas.
- 4.126 NGN publishes a [Long Term Development Statement \(LTDS\)](#)³⁶ annually. This document provides a ten-year forecast of transportation system usage and likely system developments that can be used by companies contemplating connecting to the gas network, entering into transport arrangements, or wishing to identify and evaluate opportunities.

³⁶ [Long Term Development Statement 2018, Northern Gas Networks](#)

4.127 The Long Term Development Statement is the product of an annual cycle of planning and analysis. The statement sets out our assessment of future supply and demand, for natural gas, on our network. It also outlines proposals for investment in our local transmission and distribution systems.

Figure 8: North East Gas LDZ Schematic

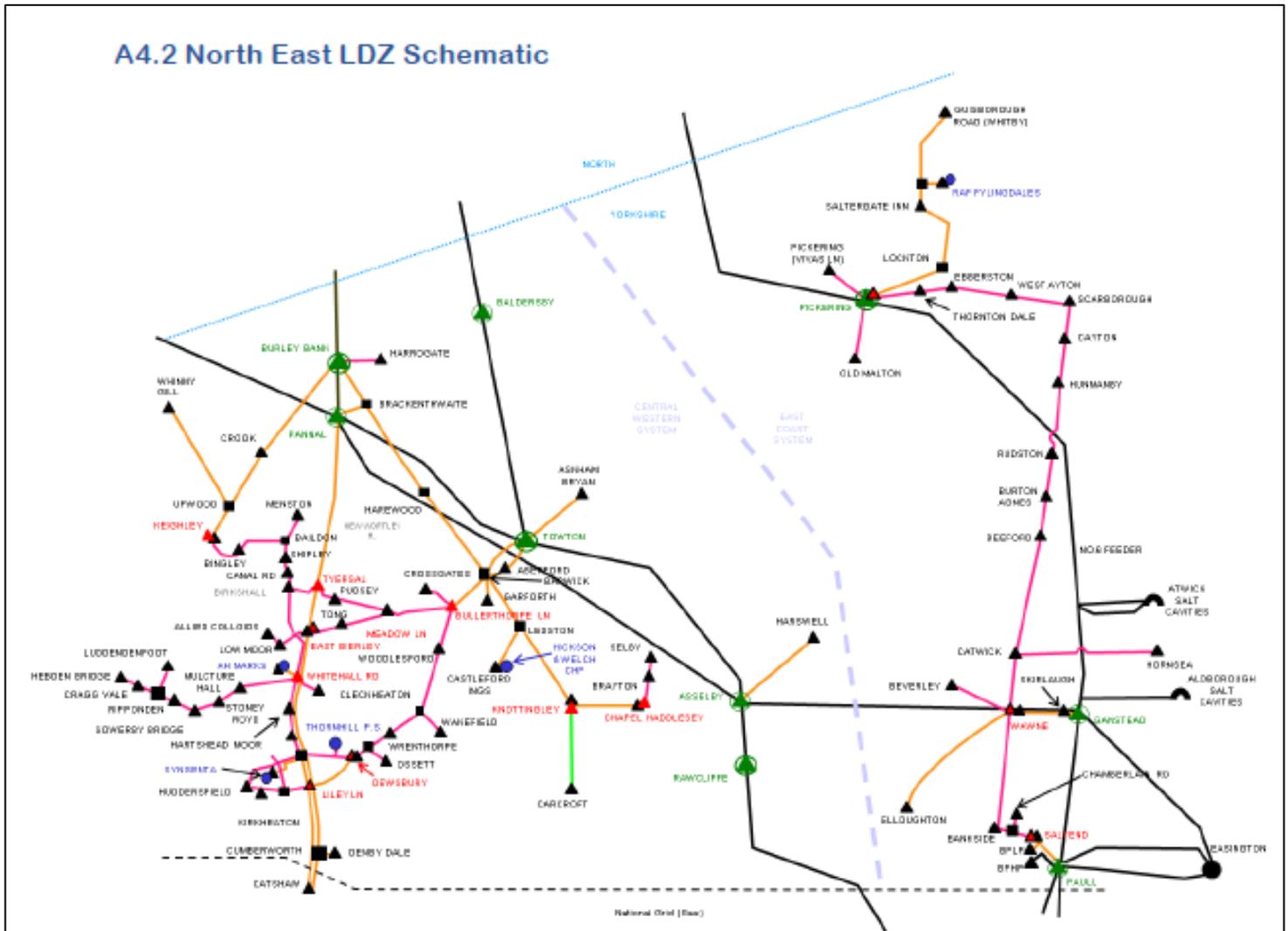
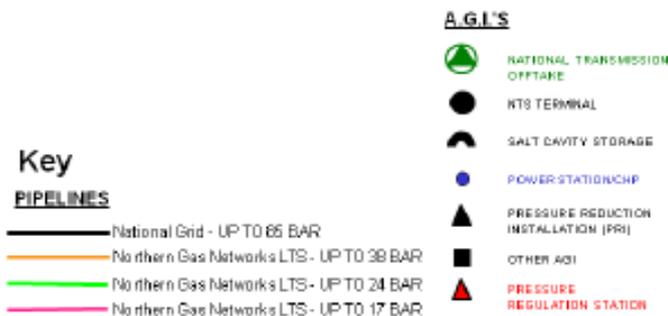


Figure 5A – North East LDZ schematic



Future Provision

- 4.128 NGN's LTDS does not highlight any major investment in the gas distribution network in Bradford district.
- 4.129 National Grid PLC has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 4.130 New gas transmission infrastructure developments (pipelines and associated installations) are sometimes needed to meet increases in demand and changes in patterns of supply. These developments tend to be as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.
- 4.131 Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.
- 4.132 Under the Gas Act 1986, the Distribution Operators (DOs) have an obligation to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect premises, provided that it is economic to do so.
- 4.133 DOs use an Economic Test to calculate the maximum economic investment for Specific Reinforcement, which they can make for any specific load. A load is deemed to be economic where the incremental transportation income from the additional load exceeds the incremental costs of the load. The test shall be applied over the anticipated life of the load.
- 4.134 Connection costs to the existing gas network and works downstream of this are generally fully funded by the customer. If it is necessary to reinforce the network upstream of the connection point, an Economic Test is applied to these costs (based principally on the size of the load and the nature of the upstream network); the result of which being that none, part, or all of the upstream reinforcement will be funded by NGN.
- 4.135 However, connections are a competitive arena and other parties are also able to provide the downstream infrastructure. These can be either Utility Infrastructure Providers (UIPs) who will install the pipes to the appropriate standards and then pass ownership to NGN, or Independent Gas Transporters who will install and subsequently own the infrastructure.
- 4.136 NGN continues to invest in the replacement of its transportation network assets, primarily for the renewal of mains and services within Distribution systems. This includes expenditure associated with decommissioning of mains and services to a programme agreed with the Health and Safety Executive. This covers the decommissioning of all smaller-diameter iron gas pipes (Tier 1: 8 inches and below) within 30 metres of occupied buildings before April 2032, and the

progressive decommissioning of larger iron pipes based on their Risk and Condition.

- 4.137 To date NGN have abandoned 2,463km of iron main against an inferred 5-year target of 2,473.4km. However in addition they have also abandoned 43km of main outside of 30m of domestic properties, and 51.6km of Other Mains, based on cost benefit analysis. They have also abandoned 298.3km of steel against an inferred 5-year target of 243.6km.

Water Supply & Waste Water Treatment

- 4.138 In common with the gas and electricity industry, water is also a privatised utility. In Under the provisions of the Water Industry Act 1991, Yorkshire Water is the appointed water and sewerage undertaker in Bradford district. It is the only company who provides this service. The industry is regulated by Ofwat.
- 4.139 Yorkshire Water are required to develop and maintain an efficient and economical system of water supply and treatment in its area. Pricing and customer services are regulated by Ofwat, whilst the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency deals with environmental protection. The Consumer Council for Waste represents customer interests.
- 4.140 National planning policy requires local planning authorities to include strategic policies for the provision of water supply and wastewater infrastructure, and to work with other authorities to assess the quality and capacity of infrastructure for wastewater and its treatments³⁷
- 4.141 In relation to water supply, Yorkshire Water has in place a grid system for water distribution running west to east and vice versa, and north to south and vice versa across the region. This allows water to be moved around the area to help balance supply with demand, and supports greater resilience. Water is taken from a range of supply options including reservoirs, rivers and groundwater sources.
- 4.142 The Yorkshire Water region consists of two water resource zones:
- The Grid Surface Water Zone (Grid SWZ), which is an integrated surface and groundwater zone that makes up over 99% of the supply area; and
 - The East Surface Water Zone (East SWZ), which is a small zone covering Whitby part of the North York Moors National Park.
- 4.143 Bradford district is located within the Grid SWZ. Water comes from reservoirs in and around the area and is sent to Chellow Heights water treatment works, where it is treated and put into supply. The treatment works provide clean water to every home in Bradford along with surrounding towns and villages, including parts of Mirfield, Morley and Brighouse.
- 4.144 As well as supply water for domestic and commercial purposes, Yorkshire Water is also responsible for the removal, and treatment of sewage/waste water through

³⁷ National Planning Policy Framework (NPPF) – February 2019 – paragraphs 20 and 26

the provision, improvement and extension of a system of public sewers to ensure that its area is effectually drained.

- 4.145 In respect of existing provision, Bradford district is served by eight waste water treatment works (WWTW), located at various points across the area.

Table 6: Waste Water Treatment Works in Bradford District

| Waste Water Treatment Works | Settlements Served |
|-----------------------------|--|
| Ben Rhydding | Ben Rhydding & Ilkley East |
| Bingley (Dowley Gap) | Bingley, Cottingley, Wilsden, Harden & Cullingworth |
| Burley/Menston | Burley in Wharfedale & Menston |
| Denholme | Denholme |
| Esholt | Bradford, Thornton, Shipley & Baildon (also Guiseley & Yeadon) |
| Ilkley | Addingham & Ilkley (West) |
| Keighley/Marley | Keighley, Oakworth, Haworth, Riddlesden & East Morton |
| Oxenhope | Oxenhope |

- 4.146 Yorkshire Water requires a 400m cordon sanitaire to be maintained around each of its WWTW's.
- 4.147 In calculating the future capacity of these WWTW's Yorkshire Water takes into account a number of factors including extant planning permissions and proposals in development plans (such as the Local Plan) together with those initiatives aimed at reducing water usage. Where a shortfall in capacity is identified technological advances mean that the most likely solution will be an upgrading of existing WWTW's rather than entirely new facilities being built. Such an approach means that the availability of land for expansion or new facilities is not a constraint on Yorkshire Water's ability to increase capacity.
- 4.148 Yorkshire Water is required to prepare and maintain a [Water Resources Management Plan \(WRMP\)](#)³⁸ to show they plan to maintain a secure supply of water to customers over the next 25 years. The plan is developed following guidance from the Environment Agency and is reviewed and revised every 5 years. The latest WRMP was published in September 2018, and covers the period up to 2045.
- 4.149 The water industry operates on five-yearly cycles called Asset Management Plan (AMP) periods. Prices are set by Ofwat at the beginning of each period, following submissions from each company about what it will cost to deliver their business plans.
- 4.150 The current Asset Management Plan (AMP6) for Yorkshire Water covers the period April 2015 to March 2020, and details projects that are required to maintain and upgrade the network. The next Asset Management Plan (AMP7) period will run from April 2020 to March 2025. As part of that process, Yorkshire Water considers a number different data sources to compile its business case. This

³⁸ [Revised Draft Water Resources Management Plan, Yorkshire Water \(September 2018\)](#)

includes population projections based on its drainage areas, growth information provided and outputs from its drainage area studies.

- 4.151 Developers should contact Yorkshire Water's Developers Services Team at the earliest opportunity to discuss detailed network requirements, and associated costs for individual sites.
- 4.152 All water companies require at least a three to five year lead-in time for provision of extra capacity. Where a complete new water works is required, for larger-scale development for example, the lead-in time can be five to ten years. Large-scale new development may therefore need to be appropriately phased to enable the prior completion of the necessary infrastructure.
- 4.153 It is essential that promoters of major developments contact Yorkshire Water as early as possible to discuss their water needs (both on and off site) so that water strategies can be drawn up as supporting documentation to planning applications.
- 4.154 Where development needs a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility ('adopt') for self-laid water mains that meet the terms of its agreement with the developer or self-lay organisation that carries out the work. Where a developer has constructed the sewerage system themselves using contractors, they can invite the water and sewerage company to adopt, using section 104 of the Water Industry Act.
- 4.155 Water mains are generally installed as and when required usually in association with new development. Network reinforcement to provide, extend or modify the existing water and sewerage networks to accommodate new development is funded through infrastructure charges applicable for first time connection of premises to a public water supply or to a public sewer for domestic purposes. These costs are met by developers and by customers in such premises.
- 4.156 Yorkshire Water highlights that they will be investing £32m in key sewage treatment works to reduce the nutrients passing through to water courses in the Calder and Aire valleys as part of their regional programme of quality investment. They are also allocating an additional £6m to opening up the region's rivers at more than 20 sites across Yorkshire so fish can more easily travel up them to breed. In West Yorkshire this includes work the River Worth near Keighley and the River Aire near Silsden.
- 4.157 New developments are governed by Building Regulations that require developers to build water efficient properties such that occupants use a maximum of 125 litres per person per day (including an allowance of 5 litres per person per day for outdoor water use).

- 4.158 High quality communications infrastructure is increasingly important in promoting social cohesion and economic development. They cover a range of services including voice, audio visual, mobile telephone and Internet. Unlike other utilities their provision is based on a commercial basis or through government supported projects such as Broadband UK (BDUK).

Landline

- 4.159 British Telecommunications plc (BT) is the designated universal service telephone provider. Whilst the growth in mobile technology has meant a reduction in landline usage, it nonetheless forms an important part of our communications network. Some broadband requires landline technology.
- 4.160 BT has to meet all reasonable requests for a connection to the public telephone network at a fixed location and for access to publicly available telephone services at a fixed location.

Broadband

- 4.161 Openreach (a subsidiary of BT plc) owns and manages the fibres, wires and cables that form the UK's telephone and broadband network. They work on behalf of 560 service providers e.g. Sky, TalkTalk & BT, to maintain the physical network in the country. The main cable service provider in the UK is Virgin Media with the current maximum speed available to customers being 200Mbit/second.
- 4.162 Superfast broadband coverage in Bradford district is 97.1%³⁹. This is mainly found in the built up areas of the district⁴⁰. The Superfast West Yorkshire and York Local Broadband Programme is funded by the five West Yorkshire authorities (Calderdale, Wakefield, Kirklees, Bradford and Leeds), City of York Council, West Yorkshire Combined Authority and Broadband Delivery UK (BDUK). Split into two phases the programme seeks to deliver up to 98% superfast broadband coverage by 2021. The project is working with BT Openreach to improve and add the new infrastructure needed to improve digital connectivity in the region.
- 4.163 Phase one of the Superfast West Yorkshire project was jointly funded by the European Regional Development Fund Programme 2007-2013 (ERDF), the Department for Culture, Media and Sport, BT, and West Yorkshire's five Local Authorities – Bradford, Calderdale, Kirklees, Leeds and Wakefield Councils. It commenced in September 2013 and was completed by July 2015.
- 4.164 Phase two, worth £19.5 million, includes £6.89 from BDUK, whilst £6.89m of funding has been secured from the ERDF 2014-2020 England Operational Programme. Additional investment comes from the five West Yorkshire authorities. The WYCA supports the delivery and resource of the day-to-day running of the project. This was scheduled for completion in 2018.

Mobile Phone Networks

³⁹ <https://labs.thinkbroadband.com/local/bradford,E08000032>

⁴⁰ [Mobile & Broadband Checker, Ofcom](#)

- 4.165 Mobile phone technology has changed rapidly since becoming commonplace. It has moved from a voice only, analogue service (first generation – 1G) via 2G and 3G to 4G, which delivers a truly mobile broadband service. Fifth generation (5G) technology is beginning to be rolled out in the UK.
- 4.166 Due to growing consumer demand, mobile operators continually invest in network coverage and capacity. In recent times, this has been due to demands for increased data, the adoption of smartphones and uptake in tablet devices.
- 4.167 A good mobile connection has a positive impact on the economy and also promotes efficient delivery of public services, social inclusion and other benefits. Across the UK as a whole, research by Ofcom has shown that in recent years, more people rely on a mobile phone than rely on a landline; and that people on lower incomes are even more likely to live in a mobile-only household, or to access the Internet using a mobile connection.
- 4.168 [Mobile UK](#) is the trade association for the UK's four Mobile Network Operations (MNOs) - EE, O2, Three and Vodafone. Their role is to identify the barriers to progress, seek solutions and work with all relevant parties to bring about change. A key ambition is to work towards full mobile coverage across the UK.
- 4.169 Investment in mobile communications infrastructure, such as more base stations (the site where the mobile device communicates over the air with the mobile network), is critical to responding to this changing environment. The consolidation of several operators, and subsequently their networks, has resulted in the joint use of existing base station site infrastructure and hardware which results in one set of equipment on site, and this is enabling the reduction of duplicate sites.

Existing Provision

- 4.170 Nationally, 91% of the country has mobile coverage. However, there are differences between coverage in urban and rural areas. Ofcom data shows that urban areas have 100% coverage, whilst in rural areas it is around 89%. Indoor coverage has increased (around 99% of UK premises in 2018 experienced effective indoor coverage of voice services from all operators) up from 89% in 2015), there is still some way to go with geographic coverage⁴¹.
- 4.171 The Government has identified two issues with mobile coverage in the UK: 'not-spots' – areas where there is currently no coverage available; and 'partial not-spots' – areas which have coverage from some but not all of the four mobile networks. This mainly applies to rural and remote areas of the country.
- 4.172 The Government launched the Mobile Infrastructure Project to improve mobile coverage to 'mobile not-spots', but it was considered to be unsuccessful, partially due to difficulty in gaining planning permission to install tall masts (20-30m) in sensitive rural areas. The Government is taking action to make it easier to roll out the fixed and mobile infrastructure that the UK needs:

⁴¹ Connected Nations 2018 (Ofcom)

- by introducing extended permitted development rights for taller mobile masts in both protected and non-protected areas in England⁴²;
- by reforming the Electronic Communications Code - which regulates the relationship between electronic communications network operators and site providers – via the Digital Economy Bill. It is intended that the Code include provision for automatic rights to upgrade/share infrastructure where there is no additional burden to the landowner.

4.173 The four MNOs entered into a binding agreement with the Government in December 2014 to improve mobile infrastructure and enable, amongst other things, 90% geographic voice coverage throughout the UK by December 2017 via a £5bn investment programme.

4.174 Ofcom's mobile coverage mapping⁴³ suggests that Bradford district has good coverage from all four operators.

Planned Provision

4.175 The MNOs have individual targets to improve coverage across the county. Most are currently engaged in rolling out 4G technology. It is considered that MNOs are best placed to determine where and when new and/or improved infrastructure will be required. Each MNO produces an Annual Network Update Plan for the country. They are issued to Local Planning Authorities and identify areas where mobile phone coverage needs to be improved.

4.176 Over the coming years, it is anticipated that 5G will emerge. In March 2017, the Government published its 5G Strategy. It explains how there will be a significant challenge both in finding suitable sites for 5G infrastructure, and ensuring that telecommunications networks meet local needs. The Government aims to deploy 5G technology to the majority of the country by 2017. To date some small scale trials having been taking place before it is launched commercially during 2019.

4.177 It is noted that local planning policy can facilitate the growth of such infrastructure. Outside of the planning framework, the Government anticipates that there may be an obligation by local areas to develop broader plans to deliver local mobile connectivity: 'local connectivity plans', which will articulate how an area will meet its connectivity needs.

Waste & Recycling

4.178 Nearly all activities create waste, whether it is through the production or consumption of goods and services as part of the economy and wider society. This means that it needs to be managed in the most appropriate and sustainable manner. Waste is viewed as a resource rather than something that is to be disposed of, whilst its management is seen as being a part of efforts to reduce carbon emissions and combat climate change.

⁴² Changes brought into force by the Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2016, from 24 November 2016

⁴³ [Mobile & Broadband Checker – Mobile Availability, Ofcom](#)

- 4.179 Much of the policy framework covering planning for sustainable waste management is derived from various European Union directives that have subsequently being transposed into UK law.
- 4.180 One of the most important is the [Waste Framework Directive \(WFD\) \(2008/98/EC\)](#)⁴⁴. It sets out the legislative framework for the collection, transport, recovery and disposal of waste. It has been transposed into UK law via the Waste (England & Wales) Regulations 2011.
- 4.181 The WFD requires Member States to put plans in place to promote sustainable waste management through the application of the Waste Hierarchy (see Figure 5). It seeks to promote the prevention of waste in the first instance and, where this is not possible, requires waste to be reused, recycled or recovered where possible. Disposal, usually by landfill, is considered to the last resort. Compliance with the hierarchy is a legal requirement and any deviation from needs to be justified.

Figure 9: The Waste Hierarchy



- 4.182 Government policy set out in the National Waste Strategy (2013) clearly points towards a zero waste economy. This means that material resources like waste are re-used, recycled or recovered, wherever possible, and only disposed of as the last option. In a similar vein to the NPPF, the [National Planning Policy for Waste \(NPPW\)](#) stresses a positive approach to planning for waste management and delivering sustainable development in accordance with the Waste Hierarchy. This prioritises ⁴⁵ the options for managing waste in order according to their environmental impact.
- 4.183 The Department for Environment, Food & Rural Affairs (DEFRA) is government department for waste and recycling. The National Waste Strategy sets out targets for recycling and composting of household waste.

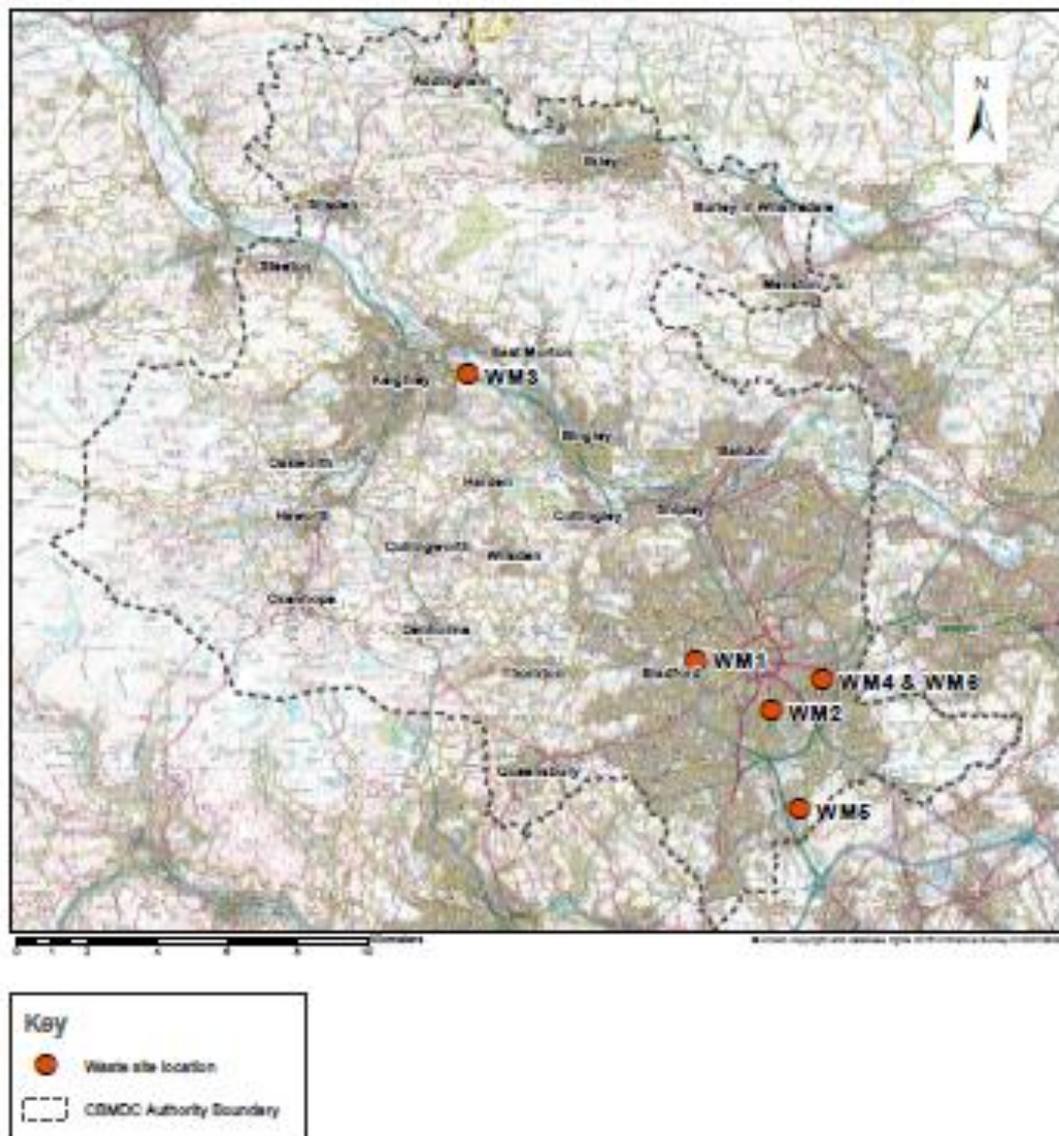
⁴⁴ [Waste Framework Directive \(2008/98/EC\), European Commission \(2008\)](#)

⁴⁵ [National Planning Policy for Waste, DCLG \(October 2014\)](#)

- 4.184 Bradford Council is the Waste Planning Authority, Waste Collection Authority & Waste Disposal Authority for its area. It has statutory responsibility for a number of waste management services including:
- household waste and recycling collection services for residents at the kerbside;
 - provision of Household Waste Recycling Centres (HWRCs) across the district;
 - community recycling sites known as Bring Sites;
 - management of recycling and/or disposal of collected wastes, including bulky waste and electrical goods;
 - maintaining street cleanliness; and
 - maintaining closed council-owned landfill sites.
- 4.185 In addition to this the council also provides trade waste services, clinical waste collections and chemical advisory services. Most commercial waste collection is handled by the private sector.
- 4.186 The council's [Municipal Waste Minimisation & Management Strategy](#) was approved in January 2015. It summarises the current waste services and performance levels, highlights future waste policy development, and the need to manage waste to more sustainable levels, by minimising waste, encouraging re use and improving recycling at the kerbside.
- 4.187 Local planning policy is established in the Waste Management DPD (adopted in October 2017). The Waste Management DPD is an important tool in ensuring that the District has sufficient and appropriate waste infrastructure to deliver established aspirations for net self-sufficiency in waste management where appropriate, over the plan period. It outlines the Council's strategy for the effective management of waste arisings generated within the District over the plan period. It includes site allocations together with criteria based policies for assessing proposals for waste management facilities.
- 4.188 The [Waste Management DPD](#)⁴⁶, and its supporting evidence base, examines future waste management requirements – the need to manage around 1.625 million tonnes of waste over the period to 2030. It proposes to allocated six sites for managing Local Authority Collected Waste and Commercial & Industrial Waste:
- Princeroyd Way, Ingleby Road, Listerhills (WM1)
 - Ripley Road, Bowling (WM2)
 - Aire Valley Road, Keighley (MW3)
 - Bowling Back Lane Household Waste Collection and Recycling Site (WM4 & WM6)
 - Merrydale Road, Euroway (WM5)

- Steel Stock & Scrapholders Site, Birkshall Lane (WM6).

Figure 10: Location of Waste Management Site Allocations (Waste Management DPD)



- 4.189 Bradford has a wide range of facilities for managing and treatment different type of wastes. The Environment Agency’s Waste Data Interrogator shows that the district’s permitted waste management facilities received around 1.05 million tonnes of waste. Of this 630,542 tonnes arose locally, with the remainder 419,146 tonnes being imported from elsewhere, primarily from the Yorkshire & Humber region (311,435 tonnes).
- 4.190 217,000 tonnes of waste arising in the district is exported directly to facilities in other areas, again mainly within the Yorkshire & Humber region. The largest quantities were sent to Leeds (55,427 tonnes), Kirklees (51,961 tonnes), Hull (17,817 tonnes), and Wakefield (16,965 tonnes)
- 4.191 Households living in Bradford District are provided with two bins that are collected from the kerbside on an alternative week basis. They have:

- 1 x 240 litre general waste (green) bin - for general waste that cannot be recycled
 - 1 x 240 litre recycling waste (grey) bin - for paper, cardboard, glass bottles, jars, cans, aerosols, plastic bottles, plastic food trays, yoghurt pots, margarine/butter tubs, food and drinks cartons (all together in the same recycling bin)
- 4.192 Some residents also have a garden waste bin. There is a charge to have this bin emptied. Residents who want to have their garden waste collected from their home will be able to sign up for the annual service which runs from 1 June until 31 May, which includes 12 four-weekly collections. The annual payment for the service is £36, payable in advance. Bulky waste can also be collected from households by arrangement and subject to paying a fee.
- 4.193 DEFRA publishes statistics on the amount of waste collected by local authorities in England and how it is managed. Bradford Council collected over 222,000 tonnes of LACW in 2017/18.

Table 7: Local Authority Collected Waste in Bradford District (2014/15 to 2017/18) (Tonnes)

| Year | Total Local Authority Collected Waste | Household – Total Waste | Non-Household – Total Waste |
|---------|---------------------------------------|-------------------------|-----------------------------|
| 2014/15 | 225,646 | 197,455 | 28,191 |
| 2015/16 | 233,263 | 204,358 | 28,905 |
| 2016/17 | 231,453 | 201,190 | 30,263 |
| 2017/18 | 222,003 | 191,682 | 30,321 |

Source: DEFRA Local Authority Collected Waste Statistics

- 4.194 In 2017/18, the majority of Bradford’s LACW was been managed through incineration (with energy recovery [EfW]) or by recycling/composting.

Table 8: Management of Local Authority Collected Waste in Bradford District (2014/15 to 2017/18) (Tonnes)

| Year | Landfilled | Incineration (with Energy from Waste) | Incineration (without Energy from Waste) | Recycled/Composted | Other |
|---------|------------|---------------------------------------|--|--------------------|--------|
| 2014/15 | 43,366 | 66,880 | 0 | 115,791 | -1 |
| 2015/16 | 39,511 | 88,521 | 2,623 | 91,879 | 10,729 |
| 2016/17 | 17,711 | 97,398 | 0 | 92,433 | 23,919 |
| 2017/18 | 10,095 | 114,495 | 153 | 79,753 | 17,505 |

Source: DEFRA Local Authority Collected Waste Statistics

Waste Infrastructure

4.195 Bradford Council operates eight Household Waste Recycling Centres (HWRCs) at various locations in the district (see Table 7). Materials accepted at HWRCs include; residual waste, paper, cardboard, metal, glass, green waste, wood, plastics, cartons, tyres, shoes, textiles, books, oil (both engine oil and vegetable oil), paints, carpets, mattresses, plaster board, push bikes (which go to a reuse scheme) soil, bricks and rubble, polystyrene, batteries, light bulbs, florescent tubes, electrical equipment and unwanted household chemicals. Certain HWRCs, with prior notice, also accept tyres, gas bottles and bonded asbestos waste from residents.

Table 9: Household Waste Recycling Centres in Bradford District

| Site Name | Location |
|------------------------------|--------------------------------------|
| Bowling Back Lane HWRC, | Bowling Back Lane, Bradford, BD4 8SZ |
| Dealburn Road HWRC, Low Moor | Dealburn Road, Low Moor, BD12 0RG |
| Dowley Gap HWRC | Wagon Lane, Bingley, DB16 1TP |
| Ford Hill HWRC | Hill End Lane, Queensbury, BD13 2NQ |
| Golden Butts HWRC | Golden Butts Road, Ilkley, LS29 8HS |
| Keighley HWRC | Royd Ings Avenue, Keighley, BD21 4BZ |
| Midland Road HWRC | Midland Road, Manningham, BD8 7DQ |
| Sugden End HWRC | Halifax Road, Keighley, BD22 9DQ |

4.196 As well as the HWRCs, the Council previously provided “Bring” sites: a network of mini-recycling sites which provide a series of recycling banks often located in public areas, such as supermarket car parks. These provided facilities for residents to recycle glass bottles, jars, textiles, plastic bottles, paper, cans etc., and 6 sites which included WEEE Banks for small electric items. Following the introduction of Alternate Weekly Collections and the provision of free recycling bins to residents along with the recycling facilities available at the HWRCs, the provision of Bring sites was no longer considered viable. The Council have therefore now removed all their recycling banks from “Bring” sites.

4.197 The majority of waste management facilities are operated on a commercial basis. Within Bradford district there are:

- 4 Hazardous Waste Transfer Stations
- 16 Household, Commercial & Industrial Waste Transfer Stations
- 3 Metal Recycling Sites (Vehicle Dismantlers)
- 9 End of Life Vehicle Sites
- 5 Metal Recycling Sites (Mixed)
- 2 sites disposing of waste on or in land as a recovery operation

See Appendix 2 for full details.

5 Social Infrastructure

- 5.1 This section of the document covers a wide range of services and facilities under the broad umbrella of ‘social infrastructure’. This includes things like education, health, sport and leisure facilities. The ‘softer’ side of infrastructure is often taken for granted or overlooked but is essential for successful communities. The NPPF places a strong focus upon community facilities and services including those for rural areas (para 83d and 84) and supporting healthy and safe communities (numerous references under section 8)

Housing

- 5.2 A key role for the Local Plan to ensure that sufficient housing provided to meet the needs and aspirations of existing and future residents as well as to support economic growth.

Housing Provision

- 5.3 Housing growth is a key driver for the provision of new or improved infrastructure. Existing targets are set out in the Core Strategy DPD (2017). This seeks to deliver at least 42,100 homes over the period 2013 to 2030, an annual requirement of 2,200 per year. The most recent published figures (2016/2017) show that 1,488 were completed.
- 5.4 Following the introduction the standard methodology for calculating an area’s Objectively Assessed Housing Needs (OAHN), the council has commenced a partial review of the Core Strategy and are preparing a new Strategic Housing Market Assessment (SHMA). The SHMA will examine all relevant factors and provide figure for future housing needs in the district. This revised figure will be contained in the emerging Core Strategy DPD: Partial Review.

Affordable Housing

- 5.5 Affordable housing can be considered local infrastructure to support community needs. However, it is not included within the scope of the Local Infrastructure Plan, as the Core Strategy DPD sets down that it will be provided by developers within new residential developments. Current targets and policy approach are set out in Core Strategy Policy HO11.
- 5.6 As part of the developing the evidence base for the Core Strategy DPD: Partial Review, the council is preparing a new SHMA to determine the area’s Objectively Assessed Housing Need (OAHN), including future targets of the affordable housing. It will assist in identifying future needs for specialist accommodation.

Education

- 5.7 All children in England between the ages of 4 and 16 are entitled to a free place at a state school. There are four main types of state school:

- Infant – Reception, Years 1 and 2 (ages 4 – 7)
- Junior – Years 3 – 6 (ages 7 – 11)
- Primary – Reception to Year 6 (ages 4 – 11)
- Secondary – Years 7 – 11 (ages 11 – 16).

5.8 The main legislation governing school organisational changes is found in the Education and Inspections Act 2006, as amended by the Education Act 2011. The Academies Act 2010 made it possible for all publicly funded schools in England to become academies, still publicly funded (via the Education Funding Agency) but with more control over their curriculum, budget and staffing. The 2010 Act also authorised the creation of ‘free schools’ – a type of academy – a non-profit making, independent, state-funded school which is free to attend but which is not controlled by a local authority. The Department for Education (DfE) is the central government department responsible for the system in England.

5.9 The 2011 Act gave rise to the ‘academy/free school presumption’: any local authority in need of a new school must in most circumstances seek proposals for an academy or free school. In July 2015, the advice was renamed the ‘free school presumption’, reflecting the fact that ‘free school’ is the department’s term for any new provision academy. The presumption arrangements require local authorities to seek proposals to establish a free school where they have a clearly identified need for a new school in their area. Under the presumption route, the local authority is responsible for providing the site for the new school and meeting the associated capital and pre/post-opening costs⁴⁷.

5.10 The Council (as the Local Education Authority) is responsible for the provision of school places and therefore has a legal obligation to plan for the education needs of new developments. The council must ensure that:

- Sufficient early education and childcare provision is available which offers the early years free entitlement;
- Sufficient high-quality, maintained school provision is available to meet the needs of all Bradford District children aged 5-16;
- Sufficient high-quality, maintained school or college provision is available to meet the needs of all Bradford District young people aged 16-18;
- At all ages, priority is given to meeting appropriately the needs of all children with special educational needs, learning difficulties and/or disabilities; and that:
- All maintained nurseries, schools and colleges are able to function as high-quality, viable and financially efficient institutions.

5.11 Providing high quality education infrastructure, including primary, secondary and special schools, is a key consideration in the development of sustainable

⁴⁷ Department for Education (February 2016) The Free School Presumption: Departmental advice for local authorities and new school providers

communities. Good quality education can also help improve the social and economic health of communities through opportunities to access further and higher education.

5.12 The Council’s School Organisation and Place Planning Team prepares a [School Organisation Plan](#)⁴⁸ (the latest edition was published in September 2018), which sets out information on:

- The current pattern of education provision across the District
- Forecasts of pupil numbers in future years
- Information on government regulations, guidance and policies concerned with these issues
- Bradford Council policy and strategy with respect to school organisation in the District.

5.13 Projections for changes between 2018 and 2022/23 anticipate that the Districts primary school population, excluding nursery, will decrease by 1.1% and the Districts secondary school population, excluding sixth form, will increase by 8.4%. This is an overall increase of statutory aged pupils in the Districts schools of 2.4%.

5.14 As of January 2018, the District had a total of 100,704 school pupils. This included 59,441 in primary schools, 6,043 in all through schools and 32,658 in secondary schools. It also has a diversity of school provision (see Table 10) with 74 academies, 84 community schools, 9 foundation schools, 2 trust schools, 7 free schools and 34 Voluntary-Aided / Voluntary-Controlled schools belonging to the Church of England diocese and the Catholic diocese. There are no Grammar Schools in Bradford other than in the independent sector. Although as of 1st July 2018 there are 74 Academies within Bradford, with a number of other schools going through the conversion process. Four Free Schools have been approved by the DfE but are not expected to open before September 2019, 2 of which will be Sixth Form Colleges.

Table 10: School Provision in Bradford District

| School Type | Academy | Aided | Community | Controlled | Foundation | Free | Trust | Total |
|-----------------------|---------|-------|-----------|------------|------------|------|-------|-------|
| Nursery | | | 7 | | | | | 7 |
| Primary | 49 | 21 | 64 | 10 | 8 | 2 | 1 | 155 |
| All Through (3 to 18) | 3 | | | | | 1 | | 4 |
| Secondary (11 to 16) | 1 | | | | | | | 1 |
| Secondary (11 to 18) | 17 | 3 | 2 | | 1 | 4 | 1 | 28 |
| Special | 4 | | 4 | | | | | 8 |
| Pupil Referral Unit | | | 7 | | | | | 7 |

⁴⁸ [Bradford District School Organisation Plan, Bradford Council \(September 2018\)](#)

| | | | | | | | | |
|--------------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|
| Total | 74 | 24 | 84 | 10 | 9 | 7 | 2 | 210 |
|--------------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|

- 5.15 The Council collects data on past and present uptake of school places, which is used together with source data sources, including health authority and housing data, to predict the future need for school places. These are known as pupil projections or forecasts.
- 5.16 For the purposes of forecasting pupil numbers, the district is split up into a number of school planning areas - 26 for primary and 8 for secondary. Primary school planning areas are typically made up of between 3 and 10 schools. They vary in size depending on the rural or urban nature of the area with rural areas generally having bigger planning areas. The sizes of the planning areas are also dependent on where children live and where they are likely to attend schools. Other factors are taken into account when determining the areas e.g. major roads which are difficult to cross, adjacent to moor land with little access (natural topography).
- 5.17 Secondary school planning areas are based loosely on geographical areas. They were originally set up as schools that worked together in some cases sharing resources, however this has now changed particularly as some have converted to Academy status or have had new builds through the former Building Schools for the Future (BSF) programme.
- 5.18 Specialist provision is not planned using areas in the same way because they do not correspond as closely to demographic change given the specialised nature of the need. However, since 2017 a new Special School forecast has been produced using knowledge of historic trends, retention rates of pupil movement, taking into account the increase in referrals for assessment.

Primary

- 5.19 There are 157 Primary Schools in Bradford district. 26 are voluntary aided primary school, 16 of which are Catholic and 10 Church of England (CE). 12 primary schools are voluntary controlled all of which are Church of England (CE) schools. There are 9 Primary Foundation schools, a Primary Trust, 18 Academies and 2 Primary Free schools.

Table 11: Primary School Provision in Bradford District

| School Planning Area | School |
|----------------------|---|
| Bingley & Keighley | Crossflatts; East Morton CE; Riddlesden St. Mary's CE |
| Bingley 1 | Cottingley Village; Eldwick; Myrtle Park; Beckfoot Priesthorpe; St. Joseph's Catholic (Bingley); Trinity All Saints CE |
| Bingley 2 | Cullingworth; Denholme; Harden; Wilsden |
| Keighley1 | Eastwood; Keighley St. Andrew's CE; Laycock; Long Lee; Merlin Top; Our Lady of Victories Catholic; Parkwood; St. Anne's Catholic; Victoria |
| Keighley 2 | Haworth; Holycroft; Ingrow; Lees; Nessfield; Oakworth; Oxenhope CE; St. Joseph's Catholic (Keighley); Stanbury Village School; Worth Valley |
| North East 1 | Blakehill; Cavendish; Greengates ; Holybrook; Idle CE; Our Lady & St. Brendan's Catholic; Parkland; |

| | |
|---------------|---|
| | Thackley; Thorpe. |
| North East 2 | Fagley; Grove House; Poplars Farm; St. Clare's Catholic; St. Francis Catholic; St Luke's CE; Swain House; Wellington. |
| North East 3 | Barkerend; Byron; Dixons Marchbank Academy; Feversham; Killinghall; Lapage; Peel Park; St. Mary's & St. Peter's Catholic; Thornbury; Westminster CE. |
| North West 1 | Keelham; Thornton. |
| North West 2 | Beckfoot Allerton Academy; Dixons Allerton Academy; Ley Top; Sandy Le; The Academy at St. James' Church; St. Matthew's Catholic. |
| North West 3 | Bradford Girls Grammar School; Crossley Hall; Girlington; St. Philip's CE; St. William's Catholic; Whetley. |
| North West 4 | Atlas Community Primary; Green Lane; Iqra; Miriam Lord Community; Dixons Manningham Academy. |
| North West 5 | Beckfoot Heaton Academy; Frizinghall; Heaton St. Barnabas' CE; Lilycroft; Lister; Margaret McMillan; St. Cuthbert & the First Martyr Catholic; Westbourne |
| Queensbury 1 | Foxhill; Russell Hall; Shibden Head. |
| South East 1 | Carrwood; Fearnville; Knowleswood; Lower Fields; Newhall Park; Ryecroft; St. Columba's Catholic; St. John's CE. |
| Shipley 1 | High Crag; Low Ash; St. Anthony's Catholic (Shipley); Christ Church CE Primary Academy |
| Shipley 2 | Saltaire; Shipley CE; St. Walburga's Catholic; Wycliffe CE. |
| Shipley 3 | Baildon CE; Glenaire; Hoyle Court; Sandal. |
| South Craven | Eastburn Junior & Infant; Silsden; Steeton Primary. |
| South West 1 | Appleton (all through); Hill Top CE; Low Moor CE; Shirley Manor; Woodlands CE; Worthinghead. |
| South West 2 | Farfield; Reevy Hill; St. Paul's CE ; St. Winefride's Catholic; Wibsey; Woodside. |
| South West 3 | Brackenhill; Hollingwood; Home Farm; Southmere; St. John the Evangelist; Stocks Lane. |
| South West 4 | All Saints' CE (Bradford); Copthorne; Dixons Music Academy; Farnham; Horton Grange; Horton Park; Lidget Green; Princeville; Rainbow; St. Joseph's Catholic (Bradford); St. Oswald's CE. |
| South West 5 | Bankfoot; Bowling Park; Bradford Academy; Marshfield; Newby; St. Matthew's CE; St. Stephen's CE. |
| West 1 | Clayton St. John CE; Clayton Village; St. Anthony's CE (Clayton). |
| Wharfe Valley | Addingham; All Saints' CE (Ilkley); Ashlands; Ben Rhydding; Burley & Woodhead CE, Burley Oaks; Menston; The Sacred Heart Catholic. |

5.20 The Schools Organisation Plan shows that the District's primary schools have capacity to accommodate 58,863 pupils⁴⁹. The continuing expansion programme has to date increased the previous total capacity from 49,550 in 2010 to 58,683 in 2018.

5.21 Individual planning areas do however show that there could be a shortfall of places in some areas, e.g. North East 2, due to large housing development approvals, and a small shortfall in West 1 although places may be available in adjoining areas.

Secondary

5.22 There are 35 secondary schools in Bradford District. 25 are academies, 3 are voluntary aided, 2 are community schools, 3 are Free Schools and 1 is run by a Trust. Some are part of multi academy trusts.

Table 12: Secondary School Provision in Bradford District

| School Planning Area | School | School Type | Multi Academy Trust (MAT) | Published Admission Number | 6 th Form Provision |
|----------------------|--------|-------------|---------------------------|----------------------------|--------------------------------|
|----------------------|--------|-------------|---------------------------|----------------------------|--------------------------------|

⁴⁹ As of September 2018

| | | | | (PAN) – Year 7 | |
|---------------------|--|-----------------|------------------------------------|----------------|-----|
| Aire Valley | Beckfoot School | Academy | Beckfoot Trust | 270 | Yes |
| | Bingley Grammar School | Voluntary Aided | - | 300 | Yes |
| | Dixons Cottingley | Academy | Dixons | 180 | Yes |
| | Titus Salt School | Community | | 240 | Yes |
| Total | | | | 990 | |
| Bradford Central | Bronte Girls' Academy | Free | Feversham | 120 | No |
| | Beckfoot Upper Heaton Academy | Academy | Beckfoot | 145 | No |
| | Belle Vue Girls' School | Academy | BDAT | 180 | Yes |
| | Bradford Girls' Grammar School | Academy | Free School | 104 | Yes |
| | Dixons Allerton Academy | Academy | Dixons | 240 | Yes |
| | Dixons McMillan Academy | Academy | Dixons | 112 | Yes |
| | Dixons Trinity Academy | Academy | Dixons | 112 | Yes |
| | Eden Boys Leadership Academy | Free | Star | 120 | Yes |
| | Oasis Academy Lister Park | Academy | Oasis | 160 | Yes |
| | St Bede's & St Joseph's Catholic College | Voluntary Aided | | 290 | Yes |
| Total | | | | 1,583 | |
| Bradford East | Carlton Bolling College | Community | - | 300 | No |
| | Feversham College | Academy | Feversham Education Trust | 120 | Yes |
| | Hanson School | Foundation | | 300 | Yes |
| | Immanuel College | Academy | BDAT | 240 | Yes |
| | Laisterdyke Leadship Academy | Academy | Star | 180 | Yes |
| | One In A Million Free School | Free | | 75 | Yes |
| Total | | | | 1,215 | |
| Bradford South | Appleton Academy | Academy | Exceed | 180 | No |
| | Bradford Academy | Academy | Church of England Diocese of Leeds | 230 | Yes |
| | Bradford Forster Academy | Academy | BDAT | 210 | No |
| | Buttershaw Business & Enterprise College | Academy | BDAT | 300 | No |
| | Dixons City Academy | Academy | Dixons | 165 | Yes |
| | Grange Technology College | Academy | Southfield Grange Trust | 300 | Yes |
| | Tong Leadership Academy | Academy | Star | 270 | Yes |
| Total | | | | 1,655 | |
| Bradford West | Beckfoot Thornton Academy | Academy | Beckfoot | 260 | Yes |
| | Dixon Kings Academy | Academy | Dixons | 160 | No |
| | Queensbury School | Academy | Feversham Education Trust | 240 | No |
| Total | | | | 660 | |
| Cullingworth | Parkside School | Trust | - | 210 | Yes |

| | | | | | |
|---------------|---------------------------------|-----------------|-----------------------------|------------|-----|
| Total | | | | 210 | |
| Ilkley | Ilkley Grammar School | Academy | Moorland Trust | 300 | Yes |
| Total | | | | 300 | |
| Keighley | Beckfoot Oakbank Academy | Academy | Beckfoot | 300 | Yes |
| | The Holy Family Catholic School | Voluntary Aided | | 165 | Yes |
| | University Academy Keighley | Academy | Bradford University & CBMDC | 180 | Yes |
| Total | | | | 645 | |

- 5.24 The Schools Organisation Plan shows that the District's secondary schools have capacity to accommodate 41,548 pupils⁵⁰.
- 5.25 The Education and Skills Funding Agency/DfE have approved 4 free school proposals. 2 are for sixth form colleges, one, Bronte Girls' will be an 11 to 16 girls' secondary school and the other, and Eden Boys' will be an all boys' 11 to 18 faith school.
- 5.26 Bronte Girls is to be opened on the former Future House site in West Bowling which is in Bradford Central Secondary School Planning Area in September 2019. A site has not yet been agreed for Eden Boys'. Both schools have been included in the forecast for 2019 onwards. Once opened these new schools are likely affect the places and capacity in secondary schools across the District.

Special Needs

- 5.27 There are eight special schools across the District. These include three primary, four secondary and one all through school (see Table 13). Some are generic, whilst others are more specialist. High Park caters specifically for pupils with Autism (ASD) and Speech, Language and Communication Needs (SLCN), and Oastler caters for pupils with Social, Emotional and Mental Health Needs (SEMH). 2 of the area's Pupil Referral Units (PRUs) are meeting the
- 5.28 In addition, a number of primary and secondary mainstream schools meet the needs of pupils with SEND in Designated Specialist Provision (DSPs) or Additionally Resourced Centres (ARCs).

Table 13: Special Educational Needs Provision in Bradford District

| Level | School Name | School Type | Multi Academy Trust (MAT) | Funded Places |
|---------|------------------|-------------|---|---------------|
| Primary | Beckfoot Phoenix | Academy | Beckfoot Trust | 102 |
| | Chellow Heights | Community | | 248 |
| | Delius | Community | | 148 |
| | High Park* | Academy | Interaction & Communication Academy Trust | 54 |
| | Total | | | 552 |

⁵⁰ As of September 2018

| | | | | |
|-----------|--------------|-----------|---|------------|
| Secondary | Beechcliffe | Community | | 144 |
| | Hazelbeck | Academy | Beckfoot Trust | 140 |
| | High Park* | Academy | Interaction & Communication Academy Trust | 60 |
| | Oastlers | Community | | 94 |
| | Southfield | Academy | Southfield Grange Trust | 275 |
| | Total | | | 713 |

*All through school

- 5.29 Bradford has a greater proportion of school aged children identified with SEND with an Education Health and Care (EHC) plan than the England national average (3.5% of statutory school aged children in Bradford compared with 2.8% across England). There are also a higher proportion of children identified at SEND Support in Bradford than the national averages (13.8% of statutory school aged children compared to 11.6% across England).
- 5.30 The projected population growth of the District's special schools shows there are a number of children and young people who transfer to a special school from other provision (whether resourced provision and/or mainstream schools) within the school year. The SEND Primary pupil forecast currently shows a shortfall of 147 specialist places however from 2018/19 there appears to be sufficient primary special school places.
- 5.31 In comparison the SEND Secondary pupil forecast shows a shortfall of 125 specialist places rising to 178 by 2023/24.
- 5.32 The opening of a Council commissioned free school for children and young people with SEMH is proposed for September 2020 and will cater for 72 pupils aged 10-19. This will also incorporate a 12 place residential provision.
- 5.33 The Council continues to assess the current and future need of specialist places against the uncertainty surrounding the delayed announcement of the SEND/AP Free Schools Programme. Nationally 30 new schools will be funded via this free school programme.

6th Form/Further Education

- 5.34 Further Education (FE) broadly means formal learning outside of schools and higher education institutions. People learning in the FE sector include:
- young people continuing their academic or vocational learning outside of school;
 - adults and young people seeking basic skills; and
 - others seeking skills or formal qualifications.
- 5.35 This section also considers sixth form colleges, which operate under the same legal framework as the FE sector, but are generally treated as part of the schools sector.

5.36 The Education and Skills Act 2008 requires all young people in England to continue to education or training until at least their 18th birthday, although in practice the majority of young people continue until the end of the academic year in which they turn 18. This does not mean young people must stay in school. They can choose from:

- full-time study in a school, college or with a training provider;
- full-time work or volunteering (20 hours or more) combined with part-time
- education or training leading to relevant regulated qualifications; or
- an apprenticeship; traineeship or supported internship.

5.37 In 2017/18, there were 27 sixth forms in schools and academies (see Table 12), 5 special schools with post-16 provision (see Table 13) and 3 General Further Education colleges with significant sites in the District. Two schools have consulted on closing their sixth forms and will not recruit to Year 12 from September 2018 and 2019 respectively. Two further schools are consulting on closing their sixth form and another has ceased offering A Levels.

5.38 There are three general Further Education colleges in Bradford district:

- **Bradford College:** Bradford College is one of the largest FE colleges in the country, having a study body of around 20,000. It offers a range of full and part time courses from introductory level through to postgraduate level and caters for a variety of students. These include school leavers, adults returning to education, degree-level students and those seeking professional qualifications.

It offers more university level qualifications than any other college in England via its University Centre, with approximately 170 full and part time HE courses to choose from. Most of the college's degrees are validated by a number of universities.

The college's campus is located on the edge of Bradford city centre and recently undergone major investment, with opening of the £50m David Hockney Building, the £10m Advanced Technology Centre and the £20m Trinity Green campus.

- **Leeds City College at Keighley:** this is the former Keighley College which merged with the Park Lane College Leeds which in turn became the new Leeds City College.
- **Shipley College:** The college is mainly based in the village of Saltaire but there is a Bingley Connection building, which is a building based in the centre of Bingley. There are a wide range of courses offered at Shipley College, but they mainly offer BTEC's as full time courses. The BTECs on offer include BTEC National Diploma, First Diploma and Introductory Diplomas and Certificates. In terms of investment, the new Jonathon Silver Building has been opened as a specialist facility to address a specific need for a cohort of post-16 learners with particular special educational needs. This is similar to the above in that this development not intended to significantly increase 16-18

learner numbers. The college is also home to Askham Bryan College's Saltaire campus offering courses in animal care/management.

- 5.39 FE colleges are independent, self-governing organisations. However, they have always relied on government funding, with around 75% of their income coming from public funding through a range of different funding streams. In terms of capital funding for buildings and space, colleges can fund this themselves by using their own funds, borrowing or Government grants.

Higher Education

- 5.40 Higher education in the district is offered through the University of Bradford, whilst the colleges, in particular Bradford College, offer degree level courses and awards. The university was established in 1966 and has a student body of around 10,000.
- 5.41 The main university campus, covering 13.38ha is located on the western edge of Bradford city centre, whilst a separate management campus is located on a 4.85ha site at Emm Lane, two miles to the north.
- 5.42 The university's 10 year corporate strategy was published in February 2015, with the aim of informing its strategic objectives and decision making over the ten year period 2015 to 2025. Its vision is:

The University of Bradford is a technology university with great strengths. Our ambition is to build on our heritage and these areas of strength, and to be a world leader in:

- (a) The creation of knowledge through fundamental and applied research
- (b) The dissemination of knowledge by teaching students from all backgrounds
- (c) The application of knowledge for the prosperity and wellbeing of people

- 5.43 The corporate plan is supported by a Development Plan and several other strategies, including an Estates Strategy. Funding for higher education is drawn from a number of sources. Public spending on higher education consists of three elements:
- Direct funding through funding councils for teaching and research;
 - Student maintenance grants
 - Student loans.
- 5.44 Bradford students also have opportunities to access higher education elsewhere in the region and the country through the UCAS system. Other nearby higher education facilities include the University of Leeds, Leeds Beckett University and the University of Huddersfield.

Sport, Leisure & Recreation

5.45 Sporting, leisure and recreation facilities form an important element of sustainable communities. The sport, leisure and recreation infrastructure section covers both indoor and outdoor sports provision. For the purposes of this report, this is defined as: swimming pools, sports halls, health and fitness gyms and other specialised sports centres such as tennis centres, athletic tracks and ice rinks. This section also covers the current and future need for grass pitches and artificial grass pitches for the following sports: football, rugby union, rugby league, cricket and hockey. The section will look at sports, leisure and recreation infrastructure operated by CBMDC, private operators and voluntary organisations.

Built Sports Facilities – Indoor & Outdoor

5.46 In Bradford, the Council own and manage a number of facilities, whilst there are also a number of private health and fitness clubs which have gyms, swimming pools and other indoor sports facilities. In addition, many local schools have indoor sports facilities which are made available for wider community use – particularly at secondary schools.

5.47 The council operates several built sports facilities in the district (see Table 14)

Table 14: Built Sports Facilities in Bradford District (Council Operated)

| Area | Facility Name | Provision |
|------------|-------------------------------------|--|
| Baildon | Baildon Recreation Centre | Sports Hall |
| Bingley | Bingley Pool | Swimming Pool; Sauna; Fitness Suite |
| Bradford | Horsfall Athletics Stadium | Athletics Track |
| Bradford | Richard Dunn Sports Centre | Swimming pool; Waterslide; Lazy River; Sauna; Fitness Centre; Sports Hall; Activity Areas; Fitness Studio; Squash Courts |
| Bradford | Eccleshill Pool | Swimming Pool; Learner Pool; Waterslide; Diving Boards |
| Bradford | Bowling Pool | Swimming Pool |
| Bradford | Manningham Sports Centre | Sports Hall, Fitness Suite; Five and Six- a side outdoor pitches. |
| Bradford | Thornton Recreation Centre | Sports Hall; Dance Studio; Gymnasium; Indoor Cycling Studio; 3G Outdoor Pitch; Fitness Centre |
| Bradford | Tong Sports Centre & Pool | Sports Hall; 3G Outdoor Pitch; Gynasium; Swimming Pool. |
| Denholme | Doe Park Water Activities Centre | Water and Land Based Outdoor Activities |
| Ilkley | Ilkley Pool & Lido | Indoor Swimming Pool; Outdoor Swimming Pool; Tennis Courts; Putting Green; Bowling Green |
| Keighley | Leisure Centre, Keighley | Leisure pool; Waterslide; Learner Pool; Fitness Centre; Sports Hall; Movement Hall; |
| Keighley | Marley Activities & Coaching Centre | 3G Football Pitch; Sports Hall; Grass Football Pitches (8); Grass Football Pitch – Junior (1); Grass Pitch – Mini Soccer (1); Cricket Wicket (1) |
| Queensbury | Queensbury Pool | Swimming Pool |

| | | |
|---------|--------------------|---|
| Shipley | Shipley Pool & Gym | Swimming Pool; Diving Pool; Teaching Pool; Fitness Centre |
|---------|--------------------|---|

5.48 The council are providing two new modern leisure centres that will encourage even more people to take up physical activity. The aim is to deliver a greatly improved experience for leisure centre customers as well as significantly reduce running costs.

5.49 The new sports facilities will be located to better serve Bradford's residents. Every community should be within a reasonable distance of a high quality leisure centre. However, this will result in the closure of some older facilities, with proceeds being used to pay for the new facilities. These new facilities are:

- **Sedbergh Sports and Leisure Centre:** located at the Sedbergh Recreation in the Odsal area of Bradford, this £17.5 million centre will include 25m swimming pool, learner pool, sports hall, gym/fitness centre dance studios, spinning studio and associated facilities. Construction commenced in early 2018 with an anticipated opening in summer 2019
- **Squire Lane Sports & Leisure Centre:** located on the site of the former Springfield Children's Home on Squire Lane in the Girdlington area of Bradford. It will involve the development of a derelict site opposite the Bradford Royal Infirmary in conjunction with the NHS and local community. Facilities will include a 25m swimming pool, studio pool, gym, sports hall, dance/aerobics studios and associated facilities. Design work is ongoing.

5.50 In addition to the council-run facilities there are also a number of privately owned and operated leisure facilities in the district. These include gyms, fitness centres and health clubs.

Swimming Pools

5.51 There are 21 swimming pools on 16 sites in Bradford District. These are evenly distributed within the main urban area of Bradford, with a further string located along the Aire Valley corridor. In terms of ownership, the pools are predominantly Local Authority owned with eight of the sites falling within this category. The remaining pools are split equally between the education sector (schools and university) and the private sector (health clubs).

5.52 There is a wide range of age of pools in Bradford: Queensbury pool dates from 1900 while Bingley pool was built in 1927 although both pools have been refurbished a number of times. Overall the stock is relatively elderly with many of the key community pools built in the 1960s and 1970s. Only two pools are less than 10 years old, Tong Sports Centre and Bradford Grammar School.

Table 15: Swimming Pools in Bradford District

| | |
|------------------------|----------------------------|
| Bingley Grammar School | Queensbury Swimming Pool |
| Bingley Swimming Pool | Rhodesway Pool |
| Bowling Swimming Pool | Richard Dunn Sports Centre |

| | |
|---|--------------------------------------|
| Bradford Grammar School | Shipley Fitness & Wellbeing Centre |
| Cottingley Fitness & Wellbeing Centre | Shipley Swimming Pool |
| Eccleshill Swimming Pool | The Leisure Centre, Keighley |
| Ilkley Swimming Pool | Tong Sports Centre & Pool |
| Marriot Leisure & Country Club (Hollins Hall) | University of Bradford Sports Centre |

5.53 There are 57 sports halls across 37 sites. Locationally they are well distributed across the district. The majority are within the education sector, with the remainder being owned by the council. One hall is commercially owned and operated. As whole Bradford is well served compared to the national average.

Table 16: Sports Halls in Bradford District

| Site | Year Built | Year Refurbished |
|--|------------|------------------|
| Appleton Academy | 1965 | |
| Beckfoot & Hazelbeck School | 2001 | 2010 |
| Bingley Grammar School | 1992 | 2010 |
| Bradford Academy | 2007 | |
| Bradford College (Trinity Green Campus) | 2008 | |
| Bradford Girls Grammar School | 1988 | |
| Bradford Grammar School | 1989 | 2013 |
| Buttershaw Business & Enterprise College | 2008 | |
| Carlton Bolling College | 1978 | 2001 |
| Dixons City Academy | 1990 | |
| Dixons Trinity Academy | 2014 | |
| Grange Interlink Community Centre | 2005 | |
| Grange Technology College | 2011 | |
| Holy Family Catholic School | 2005 | |
| Ilkley Grammar School | - | |
| Immanuel College CofE School | 2000 | |
| Kings Science Academy | 2013 | |
| Manningham Sports Centre | 1980 | 2005 |
| Nab Wood Sports Centre | 1975 | 2008 |
| Oakbank Recreation Centre | 1980 | 2003 |
| Oasis Lister Park Academy | 2000 | |
| Parkside School | 2000 | |
| Parkside Youth Sports Centre | 1980 | |
| Pulse Health And Fitness Hanson | 2011 | |
| Queensbury School | 1970 | 2001 |
| Richard Dunn Sports Centre | 1977 | 1998 |
| St Bede's Catholic Grammar School | 2007 | |
| Tfd Youth Centre | 1960 | 2004 |
| The Leisure Centre Keighley | 1989 | 2008 |
| The Lighthouse Group (Bradford) | 2008 | |
| The Zara Sports Centre | 2007 | |

| | | |
|--------------------------------------|------|------|
| Thornton Recreation Centre | 1974 | 2010 |
| Titus Salt School | 2008 | 2013 |
| Tong Sports Centre And Pool | 2008 | |
| University Academy Keighley | 2011 | |
| University Of Bradford Sports Centre | 1973 | 2009 |
| Woodlands Sports Hall & Cricket Club | 1991 | 2010 |

Playing Pitches

5.54 Playing pitches are natural or artificial surfaces that may be available for a range of sporting activities. In relation to planning, the definition of a playing pitch is defined by the Town and Country Planning (Development Management Procedure) (England) Order (2015) as being:

“a delineated area which, together with any run off areas is of 0.2 hectares or more, and which is used for association football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, American football, Australian football, Gaelic football, shinty, hurling, polo or cycle polo”.

5.55 The National Planning Policy Framework (NPPF) sets out the requirement of local authorities to establish and provide adequate and proper leisure facilities to meet local needs. Paragraphs 96 and 97 outline the planning policies for the provision and protection of sport and recreation facilities.

5.56 In order to meet the requirements of the NPPF, the Council commissioned the production of a Playing Pitch Strategy (PPS) to provide a clear, strategic framework for the maintenance and improvement of existing outdoor sports facilities and ancillary facilities up to 2030. This updates a previous PPS, published in November 2014. It is due to be adopted in early June 2019. The updated PPS consists of two pieces of work:

- Bradford Playing Pitch Strategy – Assessment Report;
- Bradford Playing Pitch Strategy.

5.57 The updated PPS will also support the delivery of wider corporate outcomes under the Bradford District Plan (2016 to 2020) and the Active Bradford Strategy, which include relevant sporting strategies for the district including the Physical Activity & Sport Strategic Framework for Bradford District. In addition, it will provide additional evidence to support the Local Plan and Leeds City Region Green and Blue Infrastructure Strategy.

5.58 The PPS covers the following sports:

- Pitch sports:
 - Football pitches
 - Rugby union pitches
 - Rugby league pitches

- Cricket pitches
- Third generation artificial grass (3G) pitches
- Artificial grass pitches (including use for hockey)
- Outdoor sports:
 - Outdoor bowling greens
 - Outdoor tennis courts
 - Athletics tracks

5.59 Pitch sports were assessed using the guidance set out in Sport England's PPS Guidance: An approach to developing and delivering a PPS (2013), whilst outdoor sports were assessed using Sport England's Assessing Needs and Opportunities Guidance (2014). Non-pitch outdoor sports require a different methodology to assess demand and supply to that used for pitch sports.

5.60 In terms of current provision in the district, the PPS assessment:

- Football – there are a total of 234 grass football pitches across 117 sites. Of these pitches, 217 are available for some level of community use across 103 sites. Those unavailable are mostly located at education sites. The Shipley area has the largest number community available grass pitches (62 or 29% of the districts overall provision)
- 3G Pitches – there are 15 full size 3G pitches, all of which have floodlighting. Of these, 14 are available for community use, although only 11 are fully available during peak periods. There are a further 15 small size 3G pitches, all but three, are located at primary school sites and available for community use. Furthermore, there are three small size 3G pitches which features on the FA register and can thus be used for competitive matches.
- Cricket – 73 natural turf cricket squares are located at 69 sites, all of which are available for community use. There are 20 non-turf pitches, five of which are standalone with remainder being located at club sites within existing squares. The Shipley area has the most natural grass squares with 32% of the supply, whilst the Bradford South, East and West areas each have 11 natural grass squares (15% each).
- Rugby Union – 30 senior pitches, two junior pitches and a mini pitch are provided at 19 sites. Seven of the senior pitches are floodlit. The Keighley area has the largest number of rugby union pitches available for community use (12 pitches), distributed across eight sites.
- Rugby League – 24 grass rugby league pitches (23 senior and one junior) across 19 sites. All, but one (Odsal Stadium), is identified as being available for community use on some level.

- Hockey (Artificial Grass Pitches) – 6 full sized hockey suitable AGPs, all of which are floodlit. 5 are considered to be available for community use. Additionally, there are five smaller sized hockey suitable AGPs
- Bowling Greens – 65 crown bowling greens distributed across 48 sites, with nine double green sites and four triple green sites. The Shipley area accommodates the most bowling greens with 17.
- Tennis Courts – 164 located across 42 sites including sports clubs, councils and schools. Of these, 150 courts are categorised as being available for community use across 39 sites. The majority of courts available for community use are located in the Keighley area - 49 courts (33%), in contrast the Bradford East area has just nine courts (6%) available for community use.
- Athletics - There are currently two 400m athletics tracks in Bradford; at Horsfall Stadium and University Academy Keighley. In addition, there is a shorter 210m track at Beckfoot and Hazelbeck School.

5.61 The issues and shortfalls for pitches across Bradford district are summarised for each type of sport, considering their quality and whether they are subject to 'overplay' or spare capacity. It then sets out a site-by-site action plan to address them.

5.62 The PPS highlights the following sport specific issues:

- Football – There are current and future shortfalls across Bradford District on adult, youth 11v11 and youth 9v9 pitches. However, there is spare capacity expressed on mini pitches. Shortfalls are predominately as a result of overplayed pitches, particularly adult pitches.
- 3G Pitches – Supply and demand analysis highlight that Bradford District has insufficient supply of 3G pitches to meet current and future demand for football training, based on the FA training model. This shortfall equates to three full size 3G pitches.
- Cricket – Present and future demand for cricket cannot be sufficiently accommodated by existing supply of facilities. Supply and demand analysis of natural turf cricket squares in Bradford District at peak times suggests there is a significant shortfall of provision.
- Rugby Union – There is a current and future overall shortfall of senior rugby union pitches in Bradford District. However, there is sufficient supply of junior and mini pitches. Clubs training on match pitches are contributing to the significant levels of overplay.
- Rugby League – Currently there is a significant level of overplay on senior rugby league pitches resulting in shortfalls (36.75 match equivalent sessions per week) in all areas except Bradford West Analysis Area which has minimal spare capacity.

This is predominantly a result of training and competitive demand taking place on pitches, several of which have limited capacity for use anyway due to poor quality. The current picture for junior pitches across Bradford District indicates that the one pitch located in Keighley area has capacity for additional demand.

- Hockey (Artificial Grass Pitches) – The current supply of available hockey suitable AGPs is considered insufficient to accommodate the current and future level of hockey demand at peak time (Saturday) and midweek (for training) in Bradford District.

Dependent upon which AGP Airedale HC relocates to (Beckfoot Oakbank School when it is re-provided, or to the new AGP at Holy Family Catholic School), the other available pitch could be utilised by Bingley Bees HC albeit the potential timeframe for this could significantly impact upon its current participation levels. There is also a priority need to address the quality of a number of AGP surfaces in Bradford to ensure their continued use to accommodate hockey.

- Bowling Greens – Overall existing supply of bowling greens is sufficient for both current and future demand in Bradford. Demand for bowls appears to be particularly high in Shipley area with three greens being overplayed beyond their recommended capacity by a potential total of 86 members. Further to this, two of these greens are assessed as standard quality.
- Tennis Courts – There is currently sufficient supply of tennis courts in Bradford District to meet current and future club demand expressed. However, most Council managed courts in the District are of poor quality which is likely to result in the high levels of latent demand expressed.
- Athletics - Key priority for formal athletics facilities should be to secure long-term tenure and management responsibility for Bradford athletics clubs through formal agreement, thus giving the Club confidence to invest in improving facilities and track quality onsite. In addition, a requirement to resurface the track at Horsfall Stadium should be addressed in the shorter term to enable the track to continue to service demand in the south of the District.

Community & Cultural Facilities

5.63 Community facilities and cultural spaces perform a wide variety of functions which help underpin and support the sustainable development of communities. In the context of this Local Infrastructure Plan community facilities and cultural spaces include, for example, cemeteries to cinemas and libraries to community meeting places.

5.64 Culture is generally understood to include the following areas: art (including visual arts, literature, music, theatre and dance), architecture, crafts, creative industries, design, heritage, historic environment, museums and galleries, libraries, archives, film, broadcasting and media. Cultural facilities therefore provide venues for members of the public and the community to congregate, providing a valuable

form of social infrastructure, ensuring that a location is valued and the wider area is seen as a desirable place to live and work. Culture is also key driver of tourism.

- 5.65 The City of Bradford is well served by community and cultural facilities reflecting its position as the main urban area in the district. The city of is also a designated UNESCO City of Film. Facilities such as the National Media Museum, Alhambra Theatre, St George’s Hall, two Art Galleries and the Central Library highlight the city centre’s role in raising the profile of tourism and the visitor economy in the district and acting as a location for the clustering of community and cultural facilities. Outside the city centre, Cartwright Hall, Bradford Industrial Museum, Cliffe Castle, Bolling Hall, Salt’s Mill and the Saltaire World Heritage Site near Shipley adds variety to the cultural offer of the area.
- 5.66 A renewed strategic framework for cultural investment and support, entitled Bradford District – A Leading Cultural City was approved in the April 2014. It outlines a vision, mission and five strategic priorities outlining the agenda for culture over the period up to 2024 (see below).

Strategic Framework for Culture – Vision, Mission & Priorities

Vision – A leading cultural city that people love and enjoy

Mission - Every day we will celebrate, inspire and engage residents and visitors in a magnificent cultural experience.

Priorities:

1. Investing in our People - A City where people can freely access, enjoy, create, engage in and contribute to Bradford’s cultural offer.
2. Building a resilient and sustainable sector – Create an agile, enterprising, and entrepreneurial creative and cultural sector.
3. Responsible and active Leadership – A ‘can-do’ leadership position at all levels that engenders ownership, responsibility and ambition
4. A thriving cultural offer – One that inspires our residents and visitors and delivers a magnificent cultural experience for all.
5. A cultural destination – telling and selling our story – Encouraging people to actively take part, watch, engage and experience Bradford as a leading cultural city locally, nationally and internationally.

Libraries

- 5.67 Public libraries meet the wide social, educational, cultural and information needs of the community. Bradford Council has a statutory duty to provide a ‘comprehensive and efficient library service’, for all persons desiring to make use of it under the Public Libraries and Museums Act 1964. The precise size and scope of the service is not specified, and there is no national strategy guiding the library service.

5.68 There are 29 public libraries in Bradford district (see Table 14). The majority are managed by the Council. A Community Managed Libraries model (CML) has been established in 17 libraries with support from the council’s library service. In addition to this in 2017 two libraries became hybrid managed, a mix of staff and volunteers. Most libraries are housing in their own buildings, although some are co-located with other uses. There are also two Local Studies Libraries in the area, based in Bradford (Margaret McMillan Tower) and Keighley (within the library)

Table 17: Libraries in Bradford District

| Libraries in Bradford District | |
|--|--|
| <ul style="list-style-type: none"> • Addingham Library • Allerton Library • Baildon Library • Bingley Library • Bolling Hall Library • Burley Library • City Library • Clayton Library • Denholme Library • Eccleshill Library • Great Horton Library • Heaton Hub Community Library • Holme Wood Library • Idle Library • Ilkley Library • Keighley Library | <ul style="list-style-type: none"> • Keighley Local Studies Library • Laisterdyke Library • Local Studies Library (Bradford) • Manningham Library • Menston Library • Queensbury Library • Shipley Library • Silsden Library • St. Augustine’s Library • Thornbury Library • Thornton Library • Wibsey Library • Wilsden Library • Wrose Library • Wyke Library |

Community Halls/Centres

5.69 Community centres and halls are public locations where members of a community can gather for group activities, social support and public information. They may sometimes be open for the whole community or for a specialised group within the wider community such as faith based groups, or facilities serving a specific age group such as a youth club.

Youth provision

5.70 Provision for young people, in particular youth provision, is an important part of the community infrastructure. There are many organisations that cater specifically for young people ranging from uniformed organisations to sports activity clubs, from open youth clubs to clubs attached to churches or which cater for minority groups or interests. These are provided by a number of different public, private and voluntary sector organisations.

5.71 Bradford Council’s Youth Service provides information and support for young people on a wide range issues that affect their lives such as education, training, housing, health and their rights as well as opportunities to become involved in a

range of activities or experiences that help to develop their personal and social skills.

- 5.72 Youth work in Bradford operates from community buildings, schools, mobile units, pods and health centres. Youth workers also meet young people through detached and outreach work on the streets, in parks or other places where they gather. Services are also delivered in alongside other professionals and organisations such as schools, colleges, voluntary groups, health service staff and Connexions Bradford.

Theatres/Cinemas/Performance Venues

- 5.73 There are a number of theatres, cinema and performance venues across Bradford district that allow local residents and visitors to enjoy a variety of events, films, concerts and productions.
- 5.74 The Alhambra Theatre in Bradford City Centre is one of the north of England's main venues for touring theatrical productions, whilst the recently renovated and restored St. Georges Hall hosts live music, comedy, variety and children's shows. The Studio, located adjacent to the Alhambra Theatre provides further opportunities for performances, business needs and exhibitions. In Ilkley, the Kings Hall and Winter Gardens includes a traditional theatre and a glass roofed spa hall. These venues are operated by Bradford Theatres, an operating arm of the council.
- 5.75 There are a number of other privately operated theatres and arts centres in the districts including the Bradford Playhouse, Ilkley Playhouse, Kala Sangam, Keighley Playhouse, Bingley Arts Centre, the Theatre in the Mill and the Tasmin Little Music Centre.
- 5.76 Alongside the area's theatres and performance venues, there are a number of cinemas. Within the Bradford urban area there are three multiplex cinema complexes – Cineworld located in the Leisure Exchange, City Centre; The Light, Broadway, City Centre; and the Odeon situated in the Gallagher Leisure Park at Thornbury. In addition, the National Science and Media Museum houses three cinemas - the Bradford IMAX, Pictureville and the Cubby Broccoli cinemas. Elsewhere in the district there are the Ilkley cinema and Picture House in Keighley. All are owned and operated by the private sector, therefore any future provision will be market led.
- 5.77 Work is currently underway to convert the former Odeon cinema in Bradford City Centre to create a 4,000 capacity live music and entertainment venue in a historic building. The project is being undertaken by Bradford Live, a not for profit distribution social enterprise.

Museums/Galleries

- 5.78 Bradford district plays host to a number of museums and galleries that attract visitors to the area and give local residents the opportunity to participate in the arts. These venues are provided by a number of public, private and voluntary sector

organisations. Bradford Museums and Galleries is part of the council and is responsible for four venues in the area. These are:

- Cartwright Hall Art Hall
- Cliffe Castle Museum, Keighley
- Bradford Industrial Museum; and
- Bolling Hall

5.79 The National Science and Media Museum is located in Bradford city centre and is part of the Science Museum Group. Other key museum attractions include the Bronte Parsonage in Howarth (owned by the National Trust), the Keighley and Worth Valley Railway and the museum of Rail Travel at Oakworth. There are also a number of galleries including:

- Dye House Gallery, City Centre, Bradford
- Gallery II, Bradford
- Guzelian Café Bar & Gallery, Little Germany, Bradford
- Impressions Gallery, City Centre
- Salts Mill & 1853 Gallery, Saltaire
- South Square Centre, South Square, Thornton
- The Bingley Gallery. Bingley

5.80 Given the nature of cultural provision, there is a heavy reliance on working with a wide range of bodies (national, local and community) and the private sector to secure funding and deliver/maintain facilities.

Cemeteries/Crematoria

5.81 There is a statutory duty under the Local Government Act 1972 and the Cremation Act 1902 and 1952 for the disposal of the dead; however this does not have to be provided by a local authority. Section 214 of the 1972 Act gives the Council the power to provide for the disposal of the dead or contribute towards the expenses of another provider (where provision is made for local residents), however where existing provision exists the Council is under no obligation to do either.

5.82 Whilst the primary function of cemeteries and churchyards is as burial grounds, their secondary function as green infrastructure is also recognised; providing opportunities for quiet recreation and biodiversity.

5.83 In Bradford, there are 67 sites classified as cemeteries, churchyards and burial grounds. This consists of 44 closed church yards and 24 municipal cemeteries in various locations across the area (see Table 11). The Bradford Council for Mosques currently manage burial space on behalf of the Muslim community and pay CBMDC a fee for the right to bury on this land. There are three crematoria

sites at Scholemoor, Nab Wood and Oakworth. Residents are also know to use crematoria facilities in neighbouring areas at Park Wood (Halifax), Fixby (Huddersfield), Dewsbury Moor (Dewsbury), Rawdon (Leeds) and Skipton.

Table 18: Cemeteries in Bradford District

| Cemeteries in Bradford District | |
|--|--|
| <ul style="list-style-type: none"> • Bingley • Bowling • Burley-in-Wharfedale (God's Acre) • Charlestown • Clayton • Haworth • Ilkley • Menston • Morton • Nab Wood • North Bierley • Oakworth | <ul style="list-style-type: none"> • Oxenhope • Queensbury • Scholemoor • Silsden • Silsden Churchyard • Stanbury • Steeton-with-Eastburn • Thornton • Tong • Utley • Wilsden • Windhill |

- 5.84 As part of developing the previous Local Infrastructure Plan, the Council's Bereavement Services team, highlighted that Nab Wood cemetery is full and is closed to new grave burials, unless space is available in existing graves, and that there will also be a need to identify a new burial site in the Bingley/Keighley area within 15 years. This will be required when other cemeteries in the area, in addition to Nab Wood Cemetery become full. This is currently not critical as there are existing facilities at Bingley, Charlestown, Utley and Morton. The cost of providing the required infrastructure to make a field into a cemetery is approximately £600,000 to £800,000 depending on the size of the field. They are also searching for a potential site for a crematorium in South Bradford.
- 5.85 The Council's [Bereavement Services Strategy](#)⁵¹ was adopted in November 2016, covering future development of the authority's cemeteries and crematoria with an indicative capital requirement of £17m.
- 5.86 The strategy recommended provision of sustainable, modern, fit for purpose crematoria to enhance services for the District's residents. This will help to ensure that facilities comply with latest environmental standards and meet resident needs. The preferred methodology of delivery is to build two new crematoria to replace the Scholemoor and Nab Wood facilities, whilst Oakworth will be refurbished. The preference is to purchase privately owned sites for the new facilities⁵².
- 5.87 It is considered (as of January 2019) that sufficient space exists within the Council's cemeteries to cover current levels of burial activity for some 30 years, with exception of Muslim burials at Scholemoor, for which there is currently 2 to 3

⁵¹ [Bereavement Services Strategy 2016 to 2021, CBMDC \(November 2016\)](#)

⁵² [Bereavement Services Strategy – Delivery Plan Update – Report of the Strategic Director of Place to the meeting of the Executive to be held on 8 January 2019](#)

years of burial space remaining. The delivery plan proposes conversion of further land at Scholemoor to increase this provision to 8 to 10 years. The need for new cemetery provision beyond 10 years is recognised for both Muslim burial and more generally within the Shipley/Keighley corridor⁵³.

Emergency Services

- 5.88 This section is concerned with key emergency or “blue light” services including policing, fire and rescue and ambulance services. In common with other parts of the public sector, emergency services have undergone restructuring in terms of how they are delivered in order reflect changing levels of resources and demands from society.

Policing/Community Safety

- 5.89 The Home Office is the central government department responsible for security and law and order. It is responsible for setting the strategic direction and overseeing policing in England and Wales. In total there are 43 territorial police forces in England and Wales.
- 5.90 West Yorkshire Police (WYP) serves 2.2 million people living in the five metropolitan districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield. The force is varied, combining busy cities and towns with quieter rural communities. Policing is delivered from 5 separate police districts, providing most of the day-to-day policing services performed through the county. There are also teams of specialist police and support staff personnel based at headquarters and at various other locations around the Force area.
- 5.91 There are 21 Neighbourhood Policing Teams in West Yorkshire, of which 6 cover Bradford District:
- Bradford City
 - Bradford East
 - Bradford South
 - Bradford West
 - Keighley
 - Shipley
- 5.92 The Police and Crime Commissioner (PCC) for West Yorkshire is elected by the public to hold the Chief Constable and the Force to account. They day-to-day running of the Force rests with the Chief Constable. The PCC’s role is to be the voice of the community, set the strategic direction for the Force and provide

⁵³ [Bereavement Services Strategy – Delivery Plan Update – Report of the Strategic Director of Place to the meeting of the Executive to be held on 8 January 2019](#)

effective financial and budgetary planning for the short, medium and longer term working with the Chief Constable.

- 5.93 The West Yorkshire Police and Crime Plan sets out the outcomes, priorities and pledges that will drive the work of the Office of the Police and Crime Commissioner (OPCC), the police and partnership working. It sets the strategic direction for policing and community safety over the five year period between 2016 and 2021. The plan has been produced after extensive consultation and has been informed by listening to people and partners from across the county. It is informed by wider information gathering, is evidence based.
- 5.94 Its vision is “*Keeping West Yorkshire safe and feeling safe*” with key outcomes being:
- Tackle crime and anti-social behaviour
 - Safeguard vulnerable people
 - Make sure criminal justice works for communities
 - Support victims and witnesses.
- 5.95 The OPCC and WYP also prepared an estates strategy covering the period 2015 to 2020. It sets out the strategic direction for the Force estate to ensure that it supports the priorities of the Force Policing Strategy and Police and Crime Plan. The Estate Strategy is required to address the changing nature of policing which is becoming increasingly mobile, agile and in partnership with other agencies.
- 5.96 The PCC sets the revenue and capital budget for the Forces and determines the level of council tax raised to fund policing. Funding for policing in West Yorkshire comes three main sources – Home Office; income and Council Tax. In terms of government grant, the Home Office allocates a total amount for policing in England and Wales and this is then divided up by means of a funding formula. The formula estimates police workloads on the basis of the socio-economic and demographic characteristics of each force area.
- 5.97 The total gross budget for the WYP in 2016/17 was £485.664 million, with funding coming from three sources:
- Government (Home Office) Grant: 65.4%
 - Income: 15.8%
 - Council Tax: 18.8%
- 5.98 In terms of policing infrastructure, there are six police stations in the district – Bradford (Divisional Headquarters); Eccleshill; Ilkley; Keighley, Manningham and Shipley. There are proposals to provide a new police in Keighley town centre, replacing the existing site on the Hall Royds Industrial Estate

- 5.99 The West Yorkshire Fire and Rescue Services (WYFRS) manages fire risk across Bradford, Calderdale, Kirklees, Leeds and Wakefield, covering a population of more than two million people over an area of more than 800 square miles.
- 5.100 The service is government by the West Yorkshire Fire and Rescue Authority (WYFRA) which is made up of 22 local councillors appointed by five West Yorkshire districts. The authority takes its direction from the Ministry of Housing, Local Government & Communities (MHCLG) which sets the overall structure of the 46 fire authorities in England, and is responsible for the legislation and guideline that the authority is required to work within. MHCLG provides funding via an annual central government grant for fire and rescue services to meet their on-going costs. WYFRA also levies a precept on council tax in its area.
- 5.101 WYFRS Service Plan⁵⁴ was published in 2015 and sets out the service's priorities for the period 2015 to 2020. The service's ambition is "*Making West Yorkshire safer*" with the aim to "*Provide an excellent fire and rescue service working in partnership to reduce death, injury, economic loss and contribute to community well being*". There are four key priorities:
- Deliver a proactive community safety programme
 - Deliver a professional and resilient emergency response service
 - Provide a safe, skilled workforce that serves the needs of a diverse community
 - Provide effective and ethical governance and achieve value for money.
- 5.102 Under the latter priority, the service will provide buildings, vehicles, equipment and technology that are fit for purpose to maximise organisational effectiveness.
- 5.103 In common with other public services, the fire service is facing major cuts in funding over the next four years which will result in major changes in the way the service is provided. It is likely therefore, that the cost of the service will reduce significantly over the period covered by the service plan. The service budget for 2018/19 is £81.912 million. Funding comes from the following sources:
- Grants from central government - £31.418 million
 - Council tax precept - £40.821 million
 - Local business rates - £7.673 million
 - Revenue Balances - £2.000 million
- 5.104 The local command structure is based on the five districts that make up West Yorkshire. There are eight fire stations with Bradford district, the majority of which are staffed by a station commander⁵⁵, a team of firefighters and support staff, as well as having a range of fire appliances and other support vehicles. The stations in Bradford can be found at:
- Bingley (Keighley Road)

⁵⁴ [West Yorkshire Fire & Rescue Service – Service Plan \(2015 to 2020\). WYFRS](#)

⁵⁵ Station commanders may oversee more than fire station

- Bradford (Leeds Road)
- Fairweather Green (Thornton Road)
- Ilkley (Little Lane)⁵⁶
- Keighley (Bradford Road)
- Odsal (Huddersfield Road)
- Shipley (Shipley Fields Road)
- Silsden (Elliot Street)⁵⁷

5.105 The majority of the district's fire stations date from the 1960's and 1970's. The newest station is Shipley, opened in 2017. Bradford (Leeds Road) Fire Station, opened in 2007 to replace the previous Nelson Street Fire Station in the city centre is the largest fire station in the area. It is home to the area's operational and command team. Keighley Fire Station is to be replaced during 2020/21 at a cost of £2.2m.

Ambulance

5.106 Ambulance service provision in the United Kingdom is part of the National Health Service (NHS) and provides free at the point of use emergency medical care to those requiring treatment. In England, there are eleven NHS ambulance trusts providing this service, with boundaries generally following those of the former regional government offices. Since 2012, responsibility for commissioning ambulance services rests with commissioners in each region, rather than central government. Ambulance trusts are regulated by the Care Quality Commission (CQC).

5.107 Bradford district is covered by the Yorkshire Ambulance Service NHS Trust (YAS). YAS serves around 5 million people in the Yorkshire and Humber region, and is headquartered in Wakefield. Its operations are divided into five Clinical Business Units (CBUs) that are coterminous with county and/or local authority boundaries:

- North Yorkshire
- Hull & East Riding
- Airedale, Bradford & Leeds
- Calderdale, Kirklees & Wakefield
- South Yorkshire

5.108 In addition to emergency ambulance services, YAS also provide patient transport to and from hospitals for those attending clinics or receiving treatment. There are three ambulance stations in Bradford district:

- Northside Road, Lidgett Green, Bradford

⁵⁶ Ilkley Fire Station is staffed by retained firefighters

⁵⁷ Silsden Fire Station is staffed by a Watch Commander and retained firefighters

- Hard Ings Road, Keighley
- Victoria Road, Menston

5.109 The Yorkshire Air Ambulance (YAA) is a charity that provides the region with state-of-the-art emergency care, covering an area of four million acres and serving five million people. Two helicopters are based at Nostell (near Wakefield) and RAF Topcliffe (in North Yorkshire).

Health & Wellbeing

5.110 The link between how an area is planned and developed, and the health and wellbeing of its population has long been established. The planning system, either through developing Local Plans or taking decisions on planning applications, can help to create communities that are healthy, happy and sustainable, by ensuring places are well designed, offer opportunities for leisure and recreation and access to employment and services. This means that health and wellbeing, and health infrastructure need to be fully considered in local plans and in decision making

5.111 Nationally, policy on health and well-being is primarily driven by the Department of Health and Social Care (DoHSC). The Health & Social Care Act 2012 (HSCA 2012) established new arrangements, that took effect in April 2013, for health and social care which seeks to ensure:

- better integration between public health and other local authority policies and strategies;
- closer integration of health and social care;
- better integration and a more holistic approach to health and wellbeing at local level through the new local authority led Health and Wellbeing Boards; and
- a more outcome focussed approach to policy and service delivery.

5.112 In addition to The HSCA 2012, the Care Act 2014 sets out a number of new rights for adults who choose to access support from services, carers and families from adult social care, and new duties for City of Bradford Metropolitan District Council. These rights are underpinned by a general duty on the Council to promote the wellbeing of all citizens (section 1 of the Care Act).

5.113 The NPPF (February 2019) places a strong emphasis upon the importance of supporting strong vibrant and healthy communities through the planning process and enabling and supporting healthy lifestyles, as well as the design of healthy places (paras 8b, 91c and 122e). Strategic policies in local plans should make sufficient provision for community facilities, including health (para 20). There are also several linked public health themes in the NPPF connected with open space / greenspaces provision and minimising noise and air pollution.

- 5.114 Since April 2013, due to changes to the structure of the NHS introduced by the Health & Social Care Act 2012, responsibility for planning, designing and buying NHS services lies with Clinical Commissioning Groups (CCGs). Nationally, there are 195 CCGs. They are membership bodies with local GP practices as members together with other clinicians and lay members. Services they commission include primary health care, mental health services, urgent and emergency care, elective hospital services, and community care. They are responsible for approximately 2/3 of the total NHS England budget; or £75.6 billion in 2018/19;
- 5.115 Bradford District is covered by three clinical commission groups (CCGs), each of whom works closely with the Council, NHS England and other CCGs in West Yorkshire and Harrogate to ensure services for local people are integrated and joined up. The three CCGs are:
- Bradford City CCG – made up of 25 GP practices⁵⁸ and covers much of central and inner city Bradford.
 - Bradford Districts CCG – made up of 35 GP practices⁵⁹ and covers the suburbs of Bradford as well as towns such as Baildon, Bingley and Shipley
 - Airedale, Wharfedale & Craven CCG – made up of 16 GP practices (13 in Bradford District)⁶⁰ and covers Addingham, Keighley, the Worth Valley, Ilkley, Steeton and Silsden (within Bradford district) and extending into the Craven district of North Yorkshire.
- 5.116 Within Bradford district, there are a total of 73 GP practices. It should be noted that several practices operate from more than one site and that some premises house more than one practice. These serve a total of 599,720 registered patients, although list sizes and employ 404 GPs. This figure includes people living outside the district as the catchment areas of some practices extend beyond the local authority boundary.
- 5.117 The Voluntary and Community Sector are also commissioned to provide a range of services, including social prescribing (Community Connectors) and mental health support.
- 5.118 Bradford District is part of the West Yorkshire and Harrogate Health and Care Partnership, a partnership of organisations, working closely together to plan services and address the challenges facing health and care systems.

Public Health

- 5.119 Under the Health and Social Care Act 2012, responsibility for public health was moved out of the NHS into local government in April 2013. Health and Wellbeing Boards (HWBs) promote co-operation from leaders in the health and social care system to improve the health and wellbeing of their local population and reduce health inequalities. HWBs are responsible for producing a Joint Health &

⁵⁸ [About Us – Who We Are – Members Page, Bradford City CCG Website](#)

⁵⁹ [About Us – Who We Are – Members Page, Bradford Districts CCG Website](#)

⁶⁰ [About Us – Who We Are – Members..Our GP Practices Page, Airedale, Wharfedale & Craven CCG Website](#)

Wellbeing Strategies (JHWS), Joint Strategic Needs Assessments (JSNA) and Pharmaceutical Needs Assessments (PNA).

- 5.120 Public health services are commissioned by Bradford Council. This includes commissioning smoking cessation services, health checks, 0-19 services (health visiting and school nursing), drug and alcohol treatment services, and sexual health services. These are currently delivered by a range of providers.
- 5.121 Local data on Public Health is published annually by a number of national organisations including Public Health England and the NHS. This includes the local Health Profiles and the Public Health Outcomes Framework.

Acute care (Hospital services)

- 5.122 Hospital services in Bradford district are provided by two NHS Foundation Hospital Trusts across a number of sites.
- 5.123 Bradford Royal Infirmary, operated by the Bradford Teaching Hospitals NHS Foundation Trusts provides in-patient services and is home to one of the district's two Emergency Departments. St Luke's Hospital focuses on outpatient and rehabilitation services. The trust also manages local community hospitals at Westwood Park, Westbourne Green, Shipley and Eccleshill. The trust itself provides a core population of 500,000 people and provides specialist services for some 1.1 million.
- 5.124 Airedale NHS Foundation Trust provides acute, elective, specialist and community care for a population of over 200,000 people from a widespread area covering 700 square miles within Yorkshire and Lancashire – stretching as far as the Yorkshire Dales and the National Park in North Yorkshire, reaching areas of North Bradford and Guiseley in West Yorkshire and extending into Colne and Pendle in the East Lancashire. Services are provided from the trust's main base at Airedale General Hospital in Steeton, which is also home to the area's other Emergency Department as well as in-patient services. Some services are offered from locations across the trust area including the Castleberg Hospital (near Settle), Coronation Hospital in Ilkley and Skipton Hospital.
- 5.125 The Bradford District Community NHS Foundation Trusts provide community services such as district nursing and mental health services for the Bradford, Airedale, Wharfedale and Craven.
- 5.126 The Voluntary and Community Sector are also commissioned to provide a range of services, including social prescribing (Community Connectors) and mental health support.

Dental Services

- 5.127 NHS dental services are provided in primary care and community settings, and in hospitals for more specialised care. NHS England directly commissions all dental services for the NHS. Dentists working in the general dental practices are not employed by the NHS. They are independent providers from whom the NHS

commissions services. They are responsible for managing their practices and tend to offer both NHS and private services.

- 5.128 In Bradford, there are 58 dental contracts currently in place, with an additional three orthodontic only contracts. The district also has an emergency dental service that offers emergency appointments on a daily basis for those not register with a dentist, as well as offering emergency provision at bank holidays and weekends.

Pharmacy Services

- 5.129 The commissioning of pharmacy services in England is the responsibility of NHS England. There are three types of pharmaceutical services – Essential; Advanced; and Enhanced. Essential services are services which every community pharmacy provide NHS pharmaceutical services must provide and is set out in their terms of service. Advanced and Enhanced services are additional services that pharmacies may offer but are not obliged to do so. These are often dependant on the needs of the population being served.
- 5.130 Under the Health and Social Care Act 2012, all Health and Wellbeing Boards have a statutory duty to produce a Pharmaceutical Needs Assessment (PNA) every three years, or earlier if there have been significant changes. A PNA is a statement of needs for pharmacy services in the local area. It provides information for commissioners to help ensure that pharmacies across the District are located in the right places, and that pharmacies are commissioned to provide services according to the needs of the local population.
- 5.131 One of the main purposes of the PNA is to support decision making in terms of market entry for NHS England. It can, however, also be used to support local commissioners to identify opportunities to deliver health and wellbeing services and interventions within pharmacy settings. The current [PNA for Bradford District](#)⁶¹ covers the period 2018 to 2021.
- 5.132 If an individual or organisation wants to provide NHS pharmaceutical services, they are required to apply to the NHS to be included on a pharmaceutical list. Pharmaceutical lists are compiled and held by NHS England. This is commonly known as the NHS “market entry” system. Under the NHS (Pharmaceutical and Local Pharmaceutical Services) Regulations (“the 2013 Regulations”), a person who wishes to provide NHS pharmaceutical services must generally apply to NHS England to be included on a relevant list by proving they are able to meet a pharmaceutical need as set out in the relevant PNA.
- 5.133 In addition to the PNA, the Bradford District Health and Wellbeing Board have a statutory duty to publish a Joint Strategic Needs Assessment (JSNA). The JSNA describes the current and future health and care needs of the local population to inform the commissioning of health and care services. The PNA should therefore be considered alongside the Bradford District JSNA, which is accessible via the following link: <http://jsna.bradford.gov.uk>

⁶¹ [Pharmaceutical Needs Assessment \(2018 to 2021\), Bradford & District Health and Wellbeing Board \(April 2018\)](#)

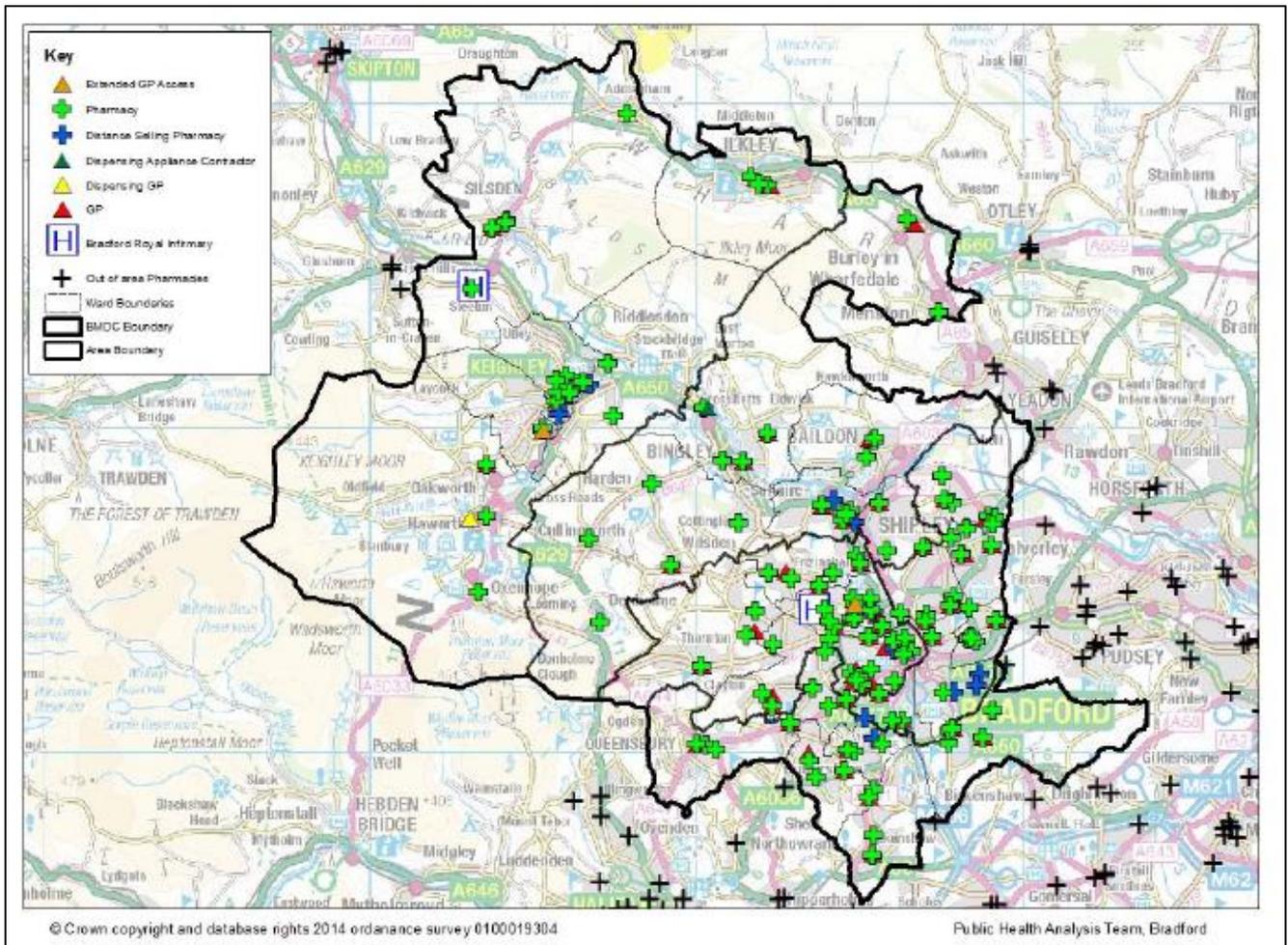
Current Provision

5.134 There are currently 150 pharmacies within Bradford District, 14 of which are Distance selling and do not provide essential services on their premises. There are 31 100 hour pharmacies. A breakdown of current provision by area is provided in Table 16.

Table 19: Number of Pharmacies per 100,000 Population

| Area | Number of Pharmacies (exc. distance selling) | Number of Distance Selling Pharmacies | Number of 100 hour pharmacies | Pharmacies per 100,000 population | Estimated Population Served Per Pharmacies |
|-------------------------------|--|---------------------------------------|-------------------------------|-----------------------------------|--|
| Bradford East | 28 | 4 | 6 | 24 | 4,177 |
| Bradford South | 23 | 1 | 5 | 22 | 4,522 |
| Bradford East | 37 | 3 | 11 | 32 | 3,150 |
| Keighley | 24 | 4 | 5 | 25 | 4,072 |
| Shipley | 24 | 2 | 4 | 25 | 3,998 |
| Bradford | 136 | 14 | 31 | 26 | 3,906 |
| Yorkshire & Humber | 1,275 | - | - | 24 | 4,228 |
| England | 11,688 | - | - | 21 | 4,687 |

Figure 11: Location of Pharmaceutical Services Provision in Bradford District



5.135 The PNA examines those factors that may affect future provision in the district between 2018 and 2021. These factors include:

- Future Housing Plans
- Population Growth/Demographic Changes
- Extended GP Services
- NHS England – Five Year Forward View
- GP Five Year Forward View
- Happy, Healthy and at Home
- Funding Cuts

5.136 It also provides an assessment on area by area basis, as listed in Table 11. It is concluded that there are no gaps in provision of necessary and other services in each area. The PNA does not identify any future needs which could not be met by existing pharmacies during the period 2018 to 2021.

5.137 The PNA concludes that:

- having regard to likely changes to the number of people requiring pharmaceutical services, the demography of the area, and the health and wellbeing of people in the District, has not identified any future needs which are not already met by providers currently on the pharmaceutical list.
- It notes that pharmacies appear to be located in areas of greatest need, as determined by population density, deprivation and identified health needs.
- There are no gaps in necessary provision, in accordance with the regulations in an area.
- There are no gaps in provision to suggest more services in the area would result in better access to pharmaceutical services.
- This is supported by the public engagement exercise in which 91% of respondents said that they can get to a pharmacy of their choice when they want to.
- A range of additional/enhanced services are provided; these appear to be based on population need.
- Population growth is unlikely to influence the need for pharmacy services over the next 3 years to the extent that new services would need to be commissioned.
- There are, however, likely to be changes to GP extended access schemes. There is a good geographical spread of pharmacies operating extended opening hours. These are likely to be sufficient to cover any extended GP opening hours, and any additional cover is likely to be met by an existing pharmacy contractor currently on the pharmaceutical list. The situation will, however, remain under review by Public Health and the CCG lead for Medicines Management.

6 Green & Blue Infrastructure

- 6.1 The National Planning Policy Framework (NPPF) defines Green Infrastructure as *“a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”*.
- 6.2 It encompasses the full range of natural and historic landscape, including woodlands, street trees, allotments, parks and gardens, and ‘blue infrastructure’ in the form of rivers, ponds and wetlands. It brings many social, economic and environmental benefits, attracting investment, jobs and people, including:
- Places for outdoor relaxation, social interaction, community development and play
 - Space and habitat for wildlife with access to nature for people
 - Climate change adaptation (for example flood alleviation)

- Environmental education
 - Local food production - in allotments, gardens and through agriculture
 - Improved health and well-being – lowering stress levels and providing opportunities for exercise
- 6.3 The NPPF places a strong emphasis upon strategic policies in plans focusing upon the conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure (para 20d). Green infrastructure is also seen as part of essential place-making to enable and support healthy lifestyles (para 91c), tackle air pollution (para 181) and managing the impacts of climate change particularly in vulnerable areas (para 150a). It is important for local plans to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure (para 171).
- 6.4 In relation to developer contribution the NPPF (para 34) states plans should set out the contributions expected from development included for green infrastructure, whilst ensuring that such policies should not undermine the deliverability of the plan. Local Green Space (LGS) is a specific designation, that allows green areas to be identified and protected in local and neighbourhood plans (para 99). Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.
- 6.5 The importance of green infrastructure provision has been recognised at the regional and sub-regional levels.
- 6.6 In 2010/11, Natural England, working in partnership with all local authorities in the region as well as other partners undertook the Yorkshire & Humber Green Infrastructure Mapping Project. This was aimed at help local planning authorities protect and create green infrastructure in their Local Development Frameworks (Local Plans), and ensuring that a consistent approach was taken to green infrastructure mapping. It has since informed working the Leeds and Sheffield City Regions. In essence the aim was to:
- protect green infrastructure
 - be a starting point for more detailed or localised green infrastructure work
 - increase awareness of where green infrastructure functions exist and how they complement each other
 - establish a baseline of green infrastructure from which change can be measured
 - inform planning decisions and development proposals
 - provide evidence for policy and strategy creation
 - form the basis of sub-regional delivery projects
- 6.7 At the Leeds City Region level, a Green & Blue Infrastructure Strategy (GBI) has been prepared with the aim of making quality green and blue infrastructure one of the city region's defining characteristics. It considers that doing so will help the

economy to prosper, enable people to enjoy a great quality of life, and further enhance and utilise the area's natural capital. The vision is to expand green and blue infrastructure so that:

“Everybody in the city region is within easy reach of an outstanding and well used network of green and blue infrastructure that reduces flood risks and supports health, the economy, the environment and a superb quality of life.”

- 6.8 The GBI strategy is a strategic document and covers one of the suite of named 'Delivery Plan' areas that will drive the implementation of the Leeds City Region Strategic Economic Plan (SEP) 2016-2036.
- 6.9 In Bradford, local planning policy, in particular the Core Strategy (2017) (policy SC6), Shipley & Canal Road Area Action Plan (2017) (policy NCR/NBE1) and Bradford City Centre Area Action Plan (2017) (policy M6) seeks to support the creation, maintenance, enhancement and delivery of green infrastructure networks in the district. This includes ensure that it is an integral part of part development.
- 6.10 The most recent work on open space was published in 2006 as part of the Bradford Open Space, Sport and Recreation Study. This assessed existing open space within the district (based on parliamentary constituencies) in terms of its usage, quality, provision and accessibility. It formed part of the evidence base for the Local Plan.
- 6.11 As part of developing the evidence to support the Bradford Local Plan Core Strategy: Partial Review and Site Allocations, work is being undertaken on a Green Infrastructure Scoping Report, supported by the Council's Conservation and Design team, whilst a new Open Space Study will be undertaken. A new Strategic Flood Risk Assessment (SFRA) is also being undertaken to replace the previous version, published in 2014. This will further support policy making in relation to flood risk, drainage and the wider Blue Infrastructure network. The results of updated evidence will be fed into the Local Infrastructure Plan, as it is developed.
- 6.12 Other key local strategies and initiatives also recognise the importance green infrastructure, in particular open space and green space, in contributing toward the wider health and wellbeing of the community. These include:
- **Connecting People and Place for Better Health and Wellbeing - the Joint Health & Wellbeing Strategy for Bradford & Airedale (2018 to 2023)** - One its ambitions is to increase and improve urban green space. It recognises the link between access to open space and mental health. It indicates that increasing the amount of useable urban greenspace will help to improve wellbeing, reduce health inequalities and may help to reduce demand on the health service.
 - **Playing Pitch Strategy and Local Action Plan (Jan 2019)** – this aims to maintain an attractive and welcoming environment by supporting people to play their part in making our district a better place to live, and make sure we have enough parks, activity areas and green spaces.

- **Active Bradford** - This strategy provides a framework which will be used to shape plans to help increase activity levels across the district. The purpose of the strategy is to influence decision makers on the role that physical activity and sport can play, support those planning and delivering opportunities, develop new opportunities through strategic plans and programmes, and promote opportunities through campaigns and other communications. People are more likely to use green space if it is of good quality, safe and easily accessible.
- **Housing Design Guide (emerging)** – seeks to ensure that all streets are designed according to their function, as set out in the movement strategy. With a focus on greening, they should become a high-quality part of the public realm for social and environmental benefit. New residential developments should integrate with the local blue infrastructure for the purposes of developing the local character, improving outdoor amenity, enhancing biodiversity, providing urban cooling and to support a sustainable urban drainage system for the scheme.

Green Infrastructure Networks

- 6.13 Bradford's Green Infrastructure network is made up a wide range of different spaces and places that contribute to the well-being of the district. These include formal and informal open spaces, woodlands, allotments, formal parks and gardens, biodiversity and geodiversity sites, outdoor sporting and play facilities, cemeteries and civic spaces.

Open Space/Green Space

- 6.14 Open space and green space plays a key role in the area's green infrastructure network. The most recent Open Space Assessment was undertaken in 2006, looking at the following types of spaces, most of which are highlighted within this document:
- Parks & Gardens
 - Natural and semi-natural greenspaces, including urban woodland
 - Green corridors
 - Amenity greenspace
 - Outdoor sports facilities
 - Provision for children and young people
 - Allotments
 - Cemeteries
 - Civic Spaces
- 6.15 It is important that green space is accessible to communities. This means establishing accessibility standards. Nationally, during the 1990's Natural England developed Accessible Natural Greenspace Standards (ANGSt), based on research

into minimum distances people would travel to access the natural environment. These standards were reviewed in 2008 and it was concluded that they were still useful. ANGSt recommends that everyone, wherever they live, should have accessible natural greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes' walk) from home;
- at least one accessible 20 hectare site within two kilometre of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometres of home; plus
- a minimum of one hectare of statutory Local Nature Reserves per thousand population.

6.16 Locally, accessibility standards for open space were set in Appendix 9 of the adopted Core Strategy (2017). There were based on the Bradford Open Space, Sport and Recreation Study, dating from 2006.

Table 20: Open Space Accessibility Standards in Bradford Local Plan - Core Strategy DPD (2017)

| Typology | Accessibility Standards |
|---------------------------------------|---|
| Parks & Gardens | All settlement areas within 400m of a local park and/or 1,200m of district park and/or a borough park |
| Natural/Semi-natural Greenspace | All settlement areas within 120m of a site up to 0.66ha and/or 1,200m of a site between 0.66ha and 1ha and/or 900m of a site between 1ha and 10ha and/or a site of more than 10ha |
| Amenity Greenspace | All settlement areas within 120m of a site up to 0.66ha and/or 1200m of a site between 0.66ha and 1ha and/or 900m of a site between 1ha and 10ha and/or a site of more than 10ha |
| Provision for Children & Young People | All settlement areas within 400m of a LEAP (pedestrian route) and/or 1000m of a NEAP (pedestrian route) and/or 1000 of a site greater than a SEAP* (Straight line distance) |
| Allotments | All settlements areas within 120m of a site up to 0.66ha and/or 1200m of a site between 0.66ha and 1ha and/or 900m of a site between 1ha and 10ha and/or a site of more than 10ha |
| Cemeteries | No standard identified |
| Civic Spaces | No standard identified |

*Settlement Equipped Area of Play

- 6.17 A number of local studies and reports have shown the importance between access to green space and the health and wellbeing of communities. Access to green space is highlighted in the Joint Health & Wellbeing Strategy (2018 to 2023) as key measure of success in delivery of one its key outcomes – Bradford District is a healthy place to live, learn and work.
- 6.18 A 2018 report to the council's Regeneration and Environment Overview and Scrutiny Committee on the subject of improving health and wellbeing through green space and green infrastructure set out useful overview on the use of green spaces in the district. It noted that there is a clear link to health inequalities and access to green space, with areas of higher deprivation have less green space.
- 6.19 The report highlighted that access to green space is not equally distributed across the District with more green space being located in the north and west of the area providing residents with more opportunities to be active. A mapping exercise showed that safe, accessible green space is less easy to access in parts of Bradford City and the south of the area as well as in areas of Keighley (to the north side of A629), Silsden, along the A65 and in pockets around Wilsden, Queensbury and Menston. This inequality will have greater impact in areas of low-income and high-density, terraced housing without private gardens, where there are fewer opportunities for children to play outdoors
- 6.20 The Better Start Bradford programme involved a further mapping exercise in the Bradford Moor, Bowling, Barkerend and Little Horton areas to identify green space and green assets with the aim of understanding these assets, improving knowledge of the opportunities they present and bringing unused land into use as community-orientated green space, where resources permit.
- 6.21 It is also considered that where viable, feasible, and directly related to the development, and consistent with the provisions of the CIL regulations development proposals within Bradford City Centre could to contribute to and aid in the delivery of key Green Infrastructure interventions to improve the public realm. Similarly, it has been highlighted that new urban residential and commercial developments are likely to bring both challenge and opportunity to include green space or green elements on-site to support the health and wellbeing of residents and staff. Development of the District's first Housing Design Guide and a Masterplan for the Top of Town will provide guidance on inclusion of green space.
- 6.22 As highlighted previously, the council will be preparing a new Open Space Assessment. This will:
- collect data on the provision of open space in the district and to assess the quantity, quality and accessibility of sites.
 - provide a definition of open space and establish the different typologies which will be used to categorise the sites.
 - determine the geographical areas and site size threshold to be used in the analysis and look at how local standards can be derived.

- consider how key stakeholders will be engaged with the work and the timescales for completing the study.

Natural & Semi-Natural Green Space

- 6.23 This typology includes woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g. downland, meadow), heath or moor, wetlands (e.g. marsh, fen), open running water, wastelands (including disturbed ground), and bare rock habitats (e.g. cliffs, quarries, pits).
- 6.24 The Open Space Assessment 2006, stated that there were 355 open spaces in the district classified as natural and semi-natural green spaces, covering an area of 751ha.

Table 21: Provision of Natural & Semi-Natural Green Space (taken from Open Space Assessment 2006)

| Analysis Area | Semi/Natural Greenspaces | |
|-----------------|--------------------------|---------------|
| | Number | Size (ha) |
| Bradford North | 60 | 111.97 |
| Bradford South | 48 | 172.80 |
| Bradford West | 42 | 98.06 |
| Keighley | 107 | 151.72 |
| Shipley | 98 | 216.71 |
| Bradford | 355 | 751.25 |

- 6.25 The catchments for semi-natural open spaces was identified using data from a street survey and guidance issued by the Greater London Authority. The following catchments were used:
- Borough-wide significance (site of more than 10ha) – 1,600 metres
 - Settlement significance (site between 1ha and 10ha) – 900 metres
 - Neighbourhood significance (site between 0.66ha and 1ha) – 600 metres
 - Local significance (site up to 0.66ha) – 120 metres
- 6.26 Catchment mapping showed that there were mainly minor catchment gaps in the provision of natural and semi-natural greenspace in the district. The assessment notes that Burley in Wharfedale and Menston catchments may be provided for in neighbouring local authority areas due to their proximity to the district boundary. In addition, it was noted that much of the urban area had adequate provision.

Woodland

- 6.27 Public and private woodlands provide many benefits to citizens, visitors and businesses as well as being a vital component of the natural environment or “green infrastructure”. Protecting and enhancing the district’s woodlands against the background of climate change and the pressures of population growth within

the context of a complex policy and regulatory framework is a challenge for all woodland owners and managers.

- 6.28 Woodlands have multiple uses and provide multiple benefits from helping to prevent floods, capture carbon, provide a habitat or a place for recreation and education.
- 6.29 Approximately 5% of the Bradford District's area is covered by woodland. This is less than the national average of 10%. Some of this can be found in steep sided valleys and 'cloughs' which support remnants of the ancient Oak and Birch woodlands of the South Pennines.
- 6.30 Ancient semi-natural woodlands (dating back to 1600 or before) have immense biodiversity value but cannot be replaced once destroyed. The District has over 550ha of ancient woodlands, 285ha of which is classed as ancient semi-natural (i.e. not replanted) and these will be strongly protected against development; aged or veteran trees also have irreplaceable biodiversity value.
- 6.31 Bradford Council is the single largest woodland owner in the District with 111 sites (74 woods, 37 parks) totalling 857 hectares (590ha woodland, 267ha in parks) managed as woodland. A Woodland Strategy for Bradford District was adopted in 2012, covering the period up to 2028. It was linked with the Local Development Framework.
- 6.32 The Council owns and manages large areas of woodland (some 590ha) across the district. The aim is to create high quality, sustainable and publically accessible woodland. It was noted in the 2016 version of the Local Infrastructure Plan that the Wharfedale area has more extensive areas of woodland and tree cover than many other parts of the district. Some of the areas woodlands are listed in the Collins Guide to the most beautiful woodlands in Yorkshire and the North East including:
- Middleton Woods (Ilkley);
 - Judy Woods (Bradford);
 - St Ives Estate (Bingley)
- 6.33 Buck Wood, Judy Woods, St Ives Estate and Northcliffe Woods have active 'Friends of' groups, who work with the service to care for and protect the woodlands.
- 6.34 The Woodland Trust sets out a "Woodland Access Standard", which aspires that:
- No person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size
 - There should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes.
- 6.35 Information suggests that only 8% of people in the District have accessible woodland within 500 metres of their home, compared to a national average of 17%.

- 6.36 As mentioned previously, woodland and forests can have role in relation to education. In Bradford, the development of Forest schools in the District is helping very young children to connect with nature and spend more time outside. The Forest School Play Project is an exciting, inclusive and adventurous nature-based play programme which seeks to create and embed positive outcomes for young children and their families across the Better Start Bradford area.
- 6.37 The Forest School Play Project will:
- Provide a playful, active format in the fresh air, offering exercise in a form that is accessible and enjoyable for all.
 - Offer choice and decision-making, combined with time to reflect, supporting families to experiment and build confidence.
 - Encourage the development of healthy habits for children and parents which can be sustained.
- 6.38 Forest school sessions are aimed at early years, set across the Better Start Bradford area and will be attended by children aged 3 years and their parents. Beyond the first year of the programme, the target age group may extend to 0-3 year olds.

Children's play facilities

- 6.39 Children's play is important for a variety of complex reasons. Play arises from an innate need for children and young people to explore, make sense of and learn about their world and their relationships with one another. It is essential for children's health, well-being, and quality of life.
- 6.40 Provision of play space for teenagers is important for health and well-being, social development and quality of life. Many young people need safe spaces where they can meet with others away from parental supervision and it has become increasingly recognised that such places are vital to the long-term well-being of young people and the development of sustainable communities.
- 6.41 Fields in Trust (FiT) (formerly the National Playing Fields Association) provide benchmark guidelines for the provision of equipped/designated play space as part of new residential developments. FiT state that this should be provided on-site and reflect the minimum sizes outlined in their published guidelines. A financial contribution (i.e. through S106 or CIL) towards improvement of an existing equipped/designated play space may be sought in lieu of on-site provision for larger scale play spaces, or where existing play space lies within the walking distance guideline of a proposed development.

Table 22: Fields in Trust Benchmark Guidelines for Play Provision

| Scale of Development | Local Area for Play (LAP) | Locally Equipped Area for Play (LEAP) | Neighbourhood Equipped Area for Play (NEAP) | Multi-Use Games Area (MUGA) |
|----------------------|---------------------------|---------------------------------------|---|-----------------------------|
| 5 to 10 dwellings | ✓ | | | |

| | | | | |
|----------------------|---|---|--------------|--------------|
| 10 to 200 dwellings | ✓ | ✓ | | Contribution |
| 201 to 500 dwellings | ✓ | ✓ | Contribution | ✓ |
| 501+ dwellings | ✓ | ✓ | ✓ | ✓ |

6.42 Locally, the adopted Core Strategy DPD – Appendix 9 (July 2017) sets out the accessibility standards for open space in terms of distance, including equipped/designated play areas. It states that all settlement areas should be:

- within 400m of a LEAP (pedestrian route) and/or
- within 1,000m of a NEAP (pedestrian route) and/or
- within 1,000m of a site greater than a SEAP (straight line distance)

6.43 It is likely to be looked at on a case-by-case basis, taking account of the current levels of provision in an area and what additional provision or improvements are required – in order to achieve the standards.

6.44 The most recent data on children’s play space is set out in the Bradford Open Spaces, Sport and Recreation Study, dating from 2006. This assessment reflect the requirements of the former Planning Policy Guidance (PPG) 17, that required up to date assessments of open space to be put in place to support emerging Local Development Frameworks.

6.45 The 2006 assessment identified a total of 215 play areas in Bradford district, totalling 30ha. Play areas were classified in the assessment using National Playing Fields Association (NPFA) (now Fields in Trust) guidance to identify their effective catchment:

- Unclassified: this area is classified as such when there is less than 0.01ha of play area
- No equipment
- A local area for play (LAP): this area must contain more than or equal to 0.01ha and contains more than or equal one piece of play equipment
- A local equipped area for play (LEAP): this area must contain more than or equal to 0.04ha and contain more than or equal to five types of play equipment
- A neighbourhood equipped area for play (NEAP): this area must contain more than or equal to 0.1ha. This area may be divided into sub-sections and possibly contain play equipment catering for a variety of ages, including multi-activity community area (MACA)
- A settlement equipped play area (SEAP): caters for all ages, includes a MACA, skateparks, youth shelters, adventure play equipment and is often included within large parks site.

| Children’s Play Area Type | Bradford North | | Bradford South | | Bradford West | | Keighley | | Shipley | | Total | |
|---------------------------|----------------|-----------|----------------|-----------|---------------|-----------|----------|-----------|---------|-----------|-------|-----------|
| | No. | Size (ha) | No. | Size (ha) | No. | Size (ha) | No. | Size (ha) | No. | Size (ha) | No. | Size (ha) |

| | | | | | | | | | | | | |
|---------------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|------------|--------------|
| Unvisited | 18 | 1.72 | 14 | 0.69 | 20 | 1.83 | 30 | 2.08 | 29 | 1.81 | 111 | 8.15 |
| Unclassified | - | - | - | - | 1 | 0.10 | 1 | 0.02 | - | - | 2 | 0.13 |
| LAP | 4 | 0.11 | 3 | 0.08 | 3 | 0.04 | 3 | 0.04 | 3 | 0.06 | 15 | 0.35 |
| LEAP | 1 | 0.04 | 3 | 0.16 | 1 | 0.06 | 7 | 0.52 | 4 | 0.33 | 16 | 1.13 |
| NEAP | 1 | 0.14 | 2 | 0.23 | 2 | 0.98 | 2 | 0.21 | 4 | 0.62 | 11 | 2.20 |
| SEAP | 1 | 0.18 | 1 | 0.27 | 2 | 0.73 | 1 | 0.27 | - | - | 5 | 1.46 |
| Wheeled Sports Only | 4 | 0.38 | 3 | 0.39 | 2 | 0.42 | 4 | 0.90 | 5 | 0.54 | 18 | 2.66 |
| MACA only | 13 | 1.43 | 5 | 0.29 | 9 | 0.94 | 6 | 0.46 | 4 | 0.28 | 37 | 3.41 |
| Total | 42 | 4.02 | 31 | 2.15 | 39 | 5.13 | 54 | 4.54 | 49 | 3.66 | 215 | 19.52 |

6.46 Where sites are show as “unvisited”, these means that they were not visited by the team undertaking the assessment and have not been classified as the number of pieces of play equipment could not be confirmed. The two sites deemed “unclassified” did not meet the minimum standards to be considered as a LAP.

6.47 Catchment areas for play areas were based on the distances and walking times set out in NPFA (now Fields in Trust) guidance. Distances were based on straight lines. These were:

Table 23: Methodology Used to Calculate Catchments Areas for Play Areas (taken from Open Space Assessment, 2006)

| Facility | Time | Pedestrian Route | Straight Line Distance |
|----------|------------|------------------|------------------------|
| LAP | 1 minute | 100 metres | 60 metres |
| LEAP | 5 minutes | 400 metres | 240 metres |
| NEAP | 15 minutes | 1,000 metres | 600 metres |
| SEAP | | | Over 1,000 metres |

6.48 The assessment showed that there were the following gaps in provision for children and young people’s play in the district:

- Bradford North – in the north of the analysis area
- Bradford South – in the east of the analysis area on the boundary with the Leeds City Council area
- Bradford West – in the west and north of the analysis area
- Keighley – in Addingham, south of Keighley, Ikley, Steeton and north east of Keighley
- Shipley – in Bingley, Baildon and Harden as well as minor gaps in Burley in Wharfedale.

6.49 In order to address these gaps, the assessment suggested that in areas of slight catchment gaps, the upgraded of certain play areas from LAPs to LEAPs could be considered. However, in other areas with significant gaps, such as in north and south Shipley and west Keighley, the installation of new equipped play areas would be required to reduce these gaps.

- 6.50 The Council are undertaking new Open Space Assessment, which will examine future standards for provision that can be incorporated into emerging planning policies. Again until the data and information from the new assessment and understand the level of provision in each area, it is unlikely that gaps in provision will be able to identified. In addition, it will also necessary to set the standards to determine whether each settlement area is meeting the required levels of provision.

Parks and Gardens

- 6.51 Parks and gardens is a typology of open space that describes a more formally managed area. It includes urban parks, country parks and formal gardens. The District Plan 2016-2020 highlights the District's 36 parks as a key asset and important in achieving zero carbon economy. Improving quality and access to green space will enable more people to be active every day and improve health and well-being.
- 6.52 The Bradford district has 36 parks, totalling an area of over 270ha. Ten of the parks are on the English Heritage Register of Parks and Gardens of Special Historic Interest in England. A number include a range of facilities such as play areas, bowling greens, cafes, sports pitches, skate parks and Multi-Use Games Areas (MUGAs) as well as more formal gardens.
- 6.53 In recent years Lister Park (Bradford) and Roberts Park (Saltaire) have undergone extensive refurbishment and are among some of Britain's Best Parks. They have received the Prestigious Green Flag Award, together with Central Park Haworth, Peel Park and Harold Park.
- 6.54 A number of projects involving the area's parks have been undertaken to improve them. Better Start Bradford provides a range of projects for pregnant women and families with babies and children aged under four in Bowling and Barkerend, Bradford Moor and Little Horton. The Programme aims to create and improve public parks and play areas. This includes 50 sites for tree planting
- 6.55 At Horton Park, Bradford a climate change adaption project and community engagement programme was undertaken. The project will also help to alleviate flood risk, whilst in Keighley; a Dementia Garden has been developed. It has created a new memory garden that has been planted with memory invoking plants and plants that will stimulate the sense of smell will support people who are affected by dementia. The garden creates an area where people can sit quietly and reflect.
- 6.56 The Open Space, Sport & Recreation Study (2006) classified 44 sites are parks and gardens totalling 475ha. It classified parks and gardens have been classified in the following ways to identify their catchments:
- Borough Park – sites between 20ha and 60ha, large specialised areas, attractivng a large number of visitors from a wide area

- District Park – sites between 2ha and 20ha, areas that attract a significant proportion of users from particular parts of the local area, designed principally for passive recreation, serving the recreational needs of the local population
- Local Park – sites of 2ha or less, smaller areas that attract almost all users from a particular area, normally located on the edge of housing estates and serve the immediate population

Table 24: Parks & Garden Provision in Bradford District (Taken from Open Space Assessment 2006)

| | Local Park | | District Park | | Borough Park | | Total Provision | |
|-----------------|------------|--------------|---------------|---------------|--------------|---------------|-----------------|---------------|
| | Number | Size (ha) | Number | Size (ha) | Number | Size (ha) | Number | Size (ha) |
| Bradford North | 2 | 2.90 | 3 | 24.74 | 1 | 29.72 | 6 | 57.36 |
| Bradford South | 0 | 0 | 7 | 66.09 | 0 | 0 | 7 | 66.09 |
| Bradford West | 3 | 1.88 | 2 | 17.05 | 1 | 21.90 | 6 | 40.83 |
| Keighley | 6 | 6.31 | 10 | 55.31 | 0 | 0 | 16 | 61.62 |
| Shipley | 4 | 3.81 | 4 | 24.60 | 1 | 220.49 | 9 | 248.90 |
| Bradford | 15 | 14.90 | 26 | 187.79 | 3 | 272.11 | 44 | 474.80 |

6.57 Catchments were identified using data from a street survey and guidance published by the Greater London Authority, with following catchments being used to identify the coverage of current provision:

- Local Parks – 400 metres
- District Parks – 1,200 metres
- Borough Parks – 3,200 metres

6.58 Mapping work showed that, based on the provision identified, the majority of the district is adequately provided for in terms of parks and gardens. However, there were catchment gaps in Addingham, Steeton, Baildon and Menston, and minor catchment gaps in the Bradford South and Bradford West areas.

Allotments

6.59 The need and demand for allotments is increasing with the growth of interest in healthy eating and organic food production, as well as a result of rising housing densities and the reduction in the size of many gardens. They also provide opportunities for social interaction and have mental and physical health benefits, as well as forming an important wildlife habitat. Local Authorities have a specific responsibility for the management and provision of allotments in their area, taking into account local demand.

6.60 Government has also set out the importance of allotments in updated guidance on allotment disposal, stating that allotments are valuable community spaces that provide people with the opportunity to enjoy regular physical exercise; meet new people in their neighbourhood; and benefit from a healthier diet, regardless of

income. National planning policy also highlights the role that allotments can play in enabling and supporting healthy lifestyles (NPPG para 91c).

- 6.61 If an allotment is on land owned by a local authority then it will either be classified as a statutory or temporary site. Statutory sites are protected by the Allotments Acts, in particular the Small Holdings and Allotments Act 1908. This means that the authority cannot dispose of allotment land without the consent of the Secretary of State⁶².
- 6.62 There are no currently nationally adopted standards of provision for allotments. The former Planning Policy Guidance Note 17 (PPG17), referred to a standard of 0.2ha per 1,000 population for allotments, whilst the National Society of Allotment and Leisure Gardeners (NSALG) recommends a standard equivalent to 0.23ha of allotments per 1,000 people.
- 6.63 There are 86 sites classified as allotments in Bradford district equating to 98 hectares. 34 allotment sites in the District are managed by the Council with a further 19 that are managed separately. A number are provided by the council, with other being managed by community groups such as town or parish councils. Information suggests that there are over 1,400 plots on the council managed sites, with a total of 62 being available. 714 people are on the waiting list for a plot.
- 6.64 In relation to large and strategic housing allocations, opportunities may be available to provide new allotment space as part of the green infrastructure mix for particular developments. The development of new allotments will not only require the supply of cultivatable land, but also the provision of main water, car parking and security measures, such as fencing.
- 6.65 Through new community rights – such as those enabled by Neighbourhood Planning – local residents have increased opportunities to protect existing allotments from development, and increase provision of green spaces. Allotments can also be listed as assets of community value

Amenity Green Space

- 6.66 This open space typology classes sites that offer opportunities for informal activities close to home or work or enhancement of the appearance of residential areas. These include informal recreation spaces, housing green spaces, village greens and other incidental space.
- 6.67 The Open Space Assessment (2006) highlighted that Bradford district had a total of 466 amenity green space sites, totalling 330ha.

Table 25: Amenity Greenspace Provision (take from Open Space Assessment 2006)

| Analysis Area | Amenity Greenspace | |
|---------------|--------------------|-----------|
| | Number | Size (ha) |

⁶² [Allotments Act 1925 – Section 8](#) – “Where a local authority has purchased or appropriated land for use as allotments the local authority shall not sell, appropriate, use or dispose of the land for any purpose other than use for allotments without the consent of the Secretary of State”

| | | |
|-----------------|------------|---------------|
| Bradford North | 110 | 69.40 |
| Bradford South | 95 | 73.03 |
| Bradford West | 91 | 55.89 |
| Keighley | 69 | 39.92 |
| Shipley | 101 | 92.25 |
| Bradford | 466 | 330.48 |

6.68 The catchments for amenity green spaces were identified using data from a street survey and guidance issued by the Greater London Authority. The following catchments were used:

- Borough-wide significance (site of more than 10ha) – 1,600 metres
- Settlement significance (site between 1ha and 10ha) – 900 metres
- Neighbourhood significance (site between 0.66ha and 1ha) – 600 metres
- Local significance (site up to 0.66ha) – 120 metres

6.69 This work highlighted the following catchment gaps in each of the analysis areas:

- Bradford North – in the centre and north of the analysis area
- Bradford South – in the north west of the analysis area and a minor gap in the east of the area
- Bradford West – in the west of the area
- Keighley – in Ilkey, North Keighley, North Haworth and Oxenhope, as well as a minor gap in West Silsden
- Shipley – in Denholme, central Bingley and South & West Menston, as well as a minor gap in North Baildon.

Biodiversity

6.70 Biodiversity sites and corridors form an important part of the green infrastructure network. In Bradford, this is made up of a range of internationally, nationally, regionally and locally designated sites of nature conservation importance. There are also home a range of priority species and habitats that contribute to its overall environmental wellbeing.

Nature conservation designations (International, National & Local)

6.71 Over 18% of the Bradford District is designated for nature conservation purposes. These range from internationally designated Natura 2000 sites – Special Protection Areas (SPAs) and Special Areas of Conservation (SACs)⁶³, through to nationally designated Sites of Special Scientific Interest (SSSIs) and Local Nature Reserves (LNRs), as well as regionally recognised Sites of Ecological/Geological Importance

⁶³ [Natura 2000 sites \(SPAs & SACs\)](#) are an ecological network of protected areas across the territory of the European Union, under the 1992 Habitats Directive and 1979 Birds Directive. These are transposed into UK law through the Habitat Regulations which requires local authorities to undertake an 'appropriate assessment' of land use plans to ensure the protection of the integrity of sites designated as Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

(SEGI) and Regionally Important Geological Sites (RIGS). There are also a number of Bradford Wildlife Areas.

6.72 Bradford's network of biodiversity sites includes:

- 1 Special Protection Area/Special Area of Conservation (SPA/SAC) – South Pennine Moors internationally important moorland sites – 4,295 hectares (includes Council owned Ilkley Moor and the moors above Haworth and Bronte Country (Haworth Moor, Keighley Moor, Oxenhope Moor, Thornton Moor)
- 4 Sites of Special Scientific Interest (SSSI) – nationally important sites – 4,304 hectares (includes SPA/SACs)
- 3 Local Nature Reserves (LNRs)
- 22 Sites of Ecological/Geological Importance (SEGI) – regionally important sites – 390 hectares + 84km waterways
- 16 Regionally Important Geological Sites (RIGS)
- 152 Bradford Wildlife Areas (BWA) – locally important wildlife sites – 2,500 hectares

Habitats & Species

6.73 Under the Local Biodiversity Action Plan, the following Habitats and Species have Action Plans to protect and enhance their status in the Bradford District.

| Habitats | Species |
|---|--|
| <ul style="list-style-type: none"> • Upland Oak Woodland • River Corridors • In Bye Pasture • Hedgerows | <ul style="list-style-type: none"> • Otter • Water Vole • Pipistrelle • Brown Hare • Crayfish • Grayling (fish) • White Letter Hairstreak • Green Hairstreak • Blue Butterflies • Twite • Yellowhammer • Lapwing • Lesser Twayblade • Marsh Fern |

Blue Infrastructure Networks

6.74 Blue infrastructure refers to infrastructure relating to water. Blue infrastructure is commonly associated with green infrastructure and may be referred to as "blue-green" infrastructure when in combination. Rivers, streams, waterways, ponds and

lakes may exist as natural features in urban and rural areas, or be added to an urban environment as an aspect of its design, such as the provision of flood defences, flood management measures and sustainable drainage systems.

- 6.75 In common, with green infrastructure, these natural and man-made features can form an important element of the backdrop

Flood Risk & Drainage

- 6.76 Flooding can occur from different sources and in many different ways. Different types and forms of flooding present a range of different risks and the flood hazards of speed of inundation, depth and duration of flooding can vary greatly. Sources include:

- **Main River Flooding:** rivers are usually larger watercourses or strategic watercourses for which the Environment Agency (EA) is the Risk Management Authority (RMA). Flooding from main rivers occurs when the capacity of the river channel is exceeded causing banks to overtop and adjacent areas to flood.
- **Ordinary Watercourse Flooding:** an ordinary watercourse is every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a main river. Flooding from an ordinary watercourse occurs when the capacity of the watercourse is exceeded (open or piped) causing banks to overtop and adjacent areas to flood.
- **Surface Water Flooding:** occurs when rainwater does not soak away into the ground or drain away through the local drainage systems such as surface water sewers, combined sewers and highway drains. As a result, water ponds and flows above ground.
- **Groundwater Flooding:** occurs when ground water levels rise and reach the surface as a consequence of storm events. It can affect properties and structures above and below ground.
- **Sewer Flooding:** occurs when the capacity of a sewer or sewer network is exceeded, resulting in area and property flooding. Public sewers are the responsibility of Yorkshire Water Ltd
- **Reservoir Flooding:** A reservoir is an enlarged natural or artificial lake, storage pond or impoundment created using a dam or lock to store water. Reservoirs can be a major source of flood risk and whilst the probability of dam failure or breaching is very small, the consequence of such an event can be devastating presenting a risk of flooding that must be considered.
- **Canal Flooding:** Canals are human-made channels for water. A navigation canal parallels a river and shares its drainage basin. Canal flooding may occur either as a result of its channel being overwhelmed or as a result of dam or bank failure.

- 6.77 A number of bodies have responsibilities for deal with flood risk and drainage matters. The Flood & Water Management Act 2010 (FWMA 2010) gives the Environment Agency (EA) responsibility for taking a strategic overview of the management of all sources of flooding. They also have operation responsibility for managing flood risk from watercourses (main rivers⁶⁴) and reservoirs. This includes permissive powers to maintain main rivers and its own flood defences. They are also responsible for maintain and improving the ecological status of water bodies in line with the Water Framework Directive.
- 6.78 Bradford Council is the Local Lead Flood Authority (LLFA) and is responsible for managing flood risk from ordinary watercourses, ground water and surface water as well as highway drainage. One of the duties conferred on the council by the FWMA 2010 is the requirement to produce a [Local Flood Risk Management Strategy \(LFRMS\)](#)⁶⁵. This was published in December 2016. It sets out the council's objectives and measures for managing local flood risk as well as effectively guide the flood risk management activities of the various bodies operating in the district. The council's objectives are:
- Improve understanding of flood risk
 - Reduce the impact of flooding on a priority basis
 - Communicate flood risk to partners and stakeholders
 - Carry out target maintenance on a priority basis
 - Ensure appropriate development
 - Improve flood response and post flood recovery
- 6.79 Other powers include:
- A Duty to Co-operate with other flood risk management authorities (e.g. the Environment Agency and neighbouring LLFAs)
 - Powers to request information from other RMA's in connection with local FRM function.
 - A duty to appropriately investigate flooding within the district.
 - A duty to maintain a register of structures or features that have a significant effect on flood risk.
 - A duty to make a contribution to sustainable development.
 - A power to formally consent works within ordinary watercourses.
- 6.80 In addition, private landowners have responsibilities in relation to flooding. Where a watercourse runs through or adjacent to their land, they have riparian duties to maintain it.

⁶⁴ Main rivers are generally larger streams or rivers, but can also be smaller watercourse of local significance.

⁶⁵ [Local Flood Risk Management Strategy, Bradford Council \(December 2016\)](#)

- 6.81 The delineation of Bradford's natural floodplains is well understood as experienced from the recent flood events. The main flood risk areas lies along the course of river Wharfe, River Aire and Silsden Beck covering their catchment areas mainly in Ilkely, Burley, Stockbridge, Shipley, Bingley, Apperley Bridge and Silsden. Developments in those floodplains are strictly controlled by dedicated planning policies and through extensive consultation process with related partners including the Environment Agency.
- 6.82 The main surface water and drainage related issues that are known to cause flood risk are in the following locations:
- Idle (Haigh Beck) - Residential properties affected by flooding within lower reaches. Complex combined sewer network of unknown capacity;
 - Apperley Bridge (Carr Beck) - Properties affected by watercourses within lower reaches near the confluence with the Aire;
 - Addingham (Town Beck) – Residential properties affected by watercourse and drainage flooding within constrained upper reaches;
 - Silsden (Silsden Beck Tributaries) - Residential properties affected by localised flooding within constrained upper reaches;
 - Cross Hills on Skipton Road;
 - Bradford City Centre (Bradford Beck) - High value commercial properties affected by localised flooding within the city centre. Complex combined sewer network upstream.
- 6.83 Following the flood event of 2015, the Environment Agency and the Council identified priority locations for further work or detailed investigations. These desktop studies were known as [Initial Assessments \(IAs\)](#) and covered six locations:
1. Silsden
 2. Keighley and Stockbridge
 3. Bingley and Airedale
 4. Baildon and Shipley
 5. Esholt and Apperley Bridge
 6. Ilkley
- 6.84 These assessments allowed partners to better understand the reasons for flooding in a particular area and the costs of tackling the sources of flooding. This will mean partners are in a better position to progress particular projects in the future should funding become available.
- 6.85 The outputs from the IAs are supporting the development of the Bradford Flood Programme, which includes initiatives such as:
- Modelling assessments of upstream storage options

- Surface water modelling
- In-water debris clearance at the Initial Assessment locations, in partnership with the Aire Rivers Trust stewardship project
- Resident and business Flood Resilience and Community Engagement information packs

6.86 Bradford Council's current Strategic Flood Risk Assessment was published in 2014. This is currently being updated and will help to identify potential flood risk issues to be address via the emerging Core Strategy Partial Review and Site Allocations DPD. Existing policy in the adopted Core Strategy DPD (2017) (policy EN7) adopts a pro-active approach to flood risk and sets out the key considerations when assessing development proposals. These include the need to:

1. Integrate sequential testing into all levels of plan-making
2. Require space for the storage of flood water within Zones 2 and 3a
3. Ensure that any new development in areas of flood risk is appropriately resilient and resistant
4. Safeguard potential to increase flood storage provision and improve defences within the Rivers Aire and Wharfe corridors
5. Manage and reduce the impacts of flooding within the beck corridors, in a manner that enhances their value for wildlife
6. Adopt a holistic approach to flood risk in the Bradford Beck corridor in order to deliver sustainable regeneration in LDDs and in master planning work
7. Require that all sources of flooding are addressed, that development proposals will only be acceptable where they do not increase flood risk elsewhere and that any need for improvements in drainage infrastructure is taken into account
8. Seek to minimise run-off from new development; for Greenfield sites run off should be no greater than the existing Greenfield overall rates
9. Require developers to assess the feasibility of implementing and maintaining SUDS in a manner that is integral to site design, achieves high water quality standards and maximises habitat value
10. Use flood risk data to inform decisions made about Green Infrastructure. Only support the use of culverting for ordinary water courses, and additional flood defence works that could have adverse impacts on the environment, in exceptional circumstances. The Council will not permit development in areas shown as functional floodplain in the Bradford SFRA, with the exception of water compatible uses and essential infrastructure.

6.87 Drainage, in particular surface water drainage is the shared responsibility of Yorkshire Water, the LLFA and the Environment Agency. The Airedale Internal Drainage Board is responsible for maintaining effective land drainage within the low lying areas along the River Aire between Eastburn and Steeton Ings. The amount

of surface water is influenced by a number of factors including the use of Sustainable Urban Drainage Systems (SUDS).

- 6.88 One blue/green Infrastructure project that is underway in the district using the social innovation fund (BEGIN) seeking to make the Shipley/Canal Road Corridor route in Bradford greener, adding wildlife and making it more accessible and user friendly.

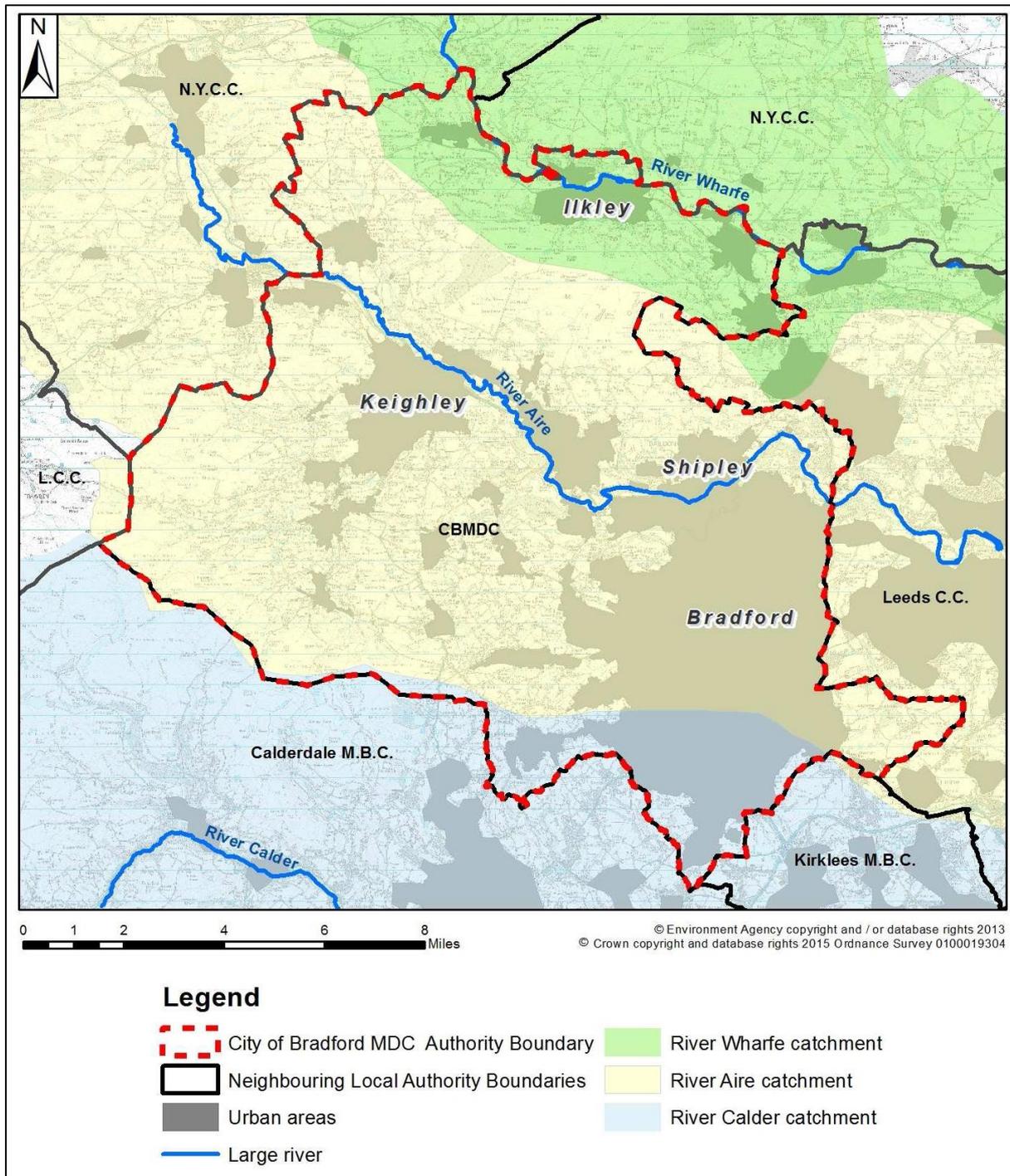
Rivers & Waterways

- 6.89 Bradford District includes the catchment areas of the River Aire and the River Wharfe, the latter forming a main river within the River Ouse catchment. There a number of other water courses in the District (see Table 14, below). In addition, 24 km² of the District drains to the River Calder. This area includes the M606 motorway and major employment sites. Full details of Bradford District’s Drainage Area can be viewed in the draft Strategic Flood Risk Assessment, 2014

Table 26: Main Rivers in Bradford District

| Aire Catchment | Ouse Catchment |
|---|---|
| River Aire River Worth North Beck Silsden Beck Bridgehouse Beck Eastburn Beck Providence Lane | River Wharfe Town Beck Backstone Beck |

Figure 12: Bradford District's Administrative Area & River Catchments



6.90 The River Aire rises in the Yorkshire Dales near Malham at a height of around 350m above sea level and flows downstream to its confluence with the River Ouse near Goole. The River Worth is one of the larger contributing catchments and joins the River Aire at Keighley. The upper River Aire is predominately rural with small urban settlements scattered throughout the valley bottoms whilst the middle reaches of the Aire are heavily urbanised and contain the towns of Keighley, Bingley, Shipley and the City of Bradford. The urban nature of the middle reaches

of the Aire results in significant restrictions to the natural floodplain due to dense development.

- 6.91 The River Worth is 6.67km in length. It flows from its source near Oxenhope through Haworth to Keighley where it joins the River Aire. The catchment area is generally urban to the east and rural in the uplands although some development has taken place within the upland valley which confines the floodplain. This situation is repeated within the urban low lands of the River Worth in Keighley. There are a number of tributaries of the River Worth. These include three 'Main Rivers', North Beck, Bridgehouse Beck, and Providence Lane covering a length of 13.3 km and 31km of 'Non Main River'. Downstream of the city centre, Bradford Beck is joined by Bolton Beck, Trap Sike and Red Beck.
- 6.92 There will be upgrades to the Sewage Works at Ilkley. There are plans to increase storm tank capacity. Raising the consent limits will require Yorkshire Water to secure investment in upgrades of the plant and we expect to be consulted on the options for this, including solutions that future proof the sewage works against the planned increase of population of 3,000 by 2030 with clear modelling of the impact of the upgrades in relation to both this population increase and changes in climate. The local residents expect the investment to include diverting surface flow to bypass the plant. Concerns from the public regarding the on-going environmental damage to the river and threats to public health Welcome Yorkshire Water initiatives to help schools install SuDS in the catchment but much more could be done by YW to encourage the uptake of SuDS throughout the catchment.
- 6.93 Bradford Beck Aire River Trust, ESIF funded as part of the Shipley/Canal Road Corridor work to improve the area. There is also close work with the Friends of Bradford Beck, Environment Agency and Bradford Council project to support fish in the Beck. There is also the DNAire project, revitalising the River Aire with the aim of getting salmon breeding in the river again.

Lakes, Pond & Reservoirs

- 6.94 There are number of lakes, ponds and reservoirs in the Bradford district area, that are important features in the landscape. There are 16 reservoirs of varying sizes located within the boundaries of the district:

| Reservoirs in Bradford District | |
|---|--|
| <ul style="list-style-type: none"> • Carr Bottom • Chellow Dean (2 reservoirs)* • Compensation • Doe Park • Graincliffe • Hewenden. • Keighley Moor • Leeming | <ul style="list-style-type: none"> • Leeshaw • Lower Laithe, • Ponden • Silsden • Stubden • Thornton Moor • Water Sheddles • Weecher |

*Owned by Bradford Council and no longer supplies water. They are maintained for recreation purposes.

- 6.95 Warley Moor reservoir is located mainly in the Calderdale area, although its northern extremity is within the Bradford district boundary. Chelker Reservoir is adjacent to the north western boundary of the district, in North Yorkshire.
- 6.96 Reservoirs are an essential element in the area's water supply system, and provide opportunities for leisure and recreation activities such as fishing and watersports.
- 6.97 In relation to investment, £1.5m of safety improvements were made to the Stubden reservoir spillway to ensure that the overflow continues to effectively protect the reservoir embankment from flood erosion by safely diverting excess flows away from the site. Works were completed in 2016.
- 6.98 They can also store and attenuate flows in a similar manner to washlands and floodplains, depending upon how they are managed. At present these reservoirs are often full in winter and therefore provide little potential attenuation for flooding.

7 Funding Sources

- 7.1 The infrastructure required as part of the Local Plan can be funded through a range of sources from the public, private and not for profit sectors or a mix of the above. Some the infrastructure will come through developer contributions from the private sector (developers). Public sector funding can be made up of central government grants, borrowing, Local Enterprise Partnership funding or capital receipts from the disposal of assets. Not for profit sector funding can support affordable housing provision through Housing Associations, the delivery of community transport services and the delivery of community facilities. The funding sources listed below are not an exhaustive list.

Developer Contributions

- 7.2 Private sector funding can be made up of works paid for and carried out by, for example, utility providers as well as contributions from private developers. Developer contributions can be broken down as follows:
1. Section 106 agreements (Town & Country Planning Act 1990) - planning obligations (including developer contributions) can deliver funding to mitigate the 'site specific' impacts of development as long as the meet the three following tests:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

2. Section 278 agreements (Highways Act 1980) - these agreements allow private developers to fund or complete works to the public highway outside the development site itself.
 3. Community Infrastructure Levy (Community Infrastructure Levy Regulations 2010) (as amended) - this is a levy which provides generalised contributions from private developers towards the cost of infrastructure in a local area.
- 7.3 The Bradford District Community Infrastructure Levy Charging Schedule was formally approved by Full Council on 21 March 2017 and took effect from 1 July 2017. This followed two rounds of community and stakeholder engagement and an independent examination.
- 7.4 In accordance with Council's Charging Schedule, the following types of development are liable for Community Infrastructure Levy:
- Any residential development of 1 new dwelling or more
 - Residential extension/annexes over 100m² in size (gross internal floor area)
 - Supermarket over 2,000m² in size (use class A1)
 - Retail warehouse (use class A1) central Bradford
- 7.5 Community Infrastructure Levy Regulation 123 provides for the Council to set out a list of those projects or types of infrastructure that it intends will be, or may be, wholly or partly funded through the CIL. In order to ensure that individual developments are not charged for the same infrastructure items through both Section 106 Agreements and the CIL, a S106 contribution or a S278 agreement cannot then be made towards an infrastructure item already on the List.

Existing Budgets/Capital Programmes

- 7.6 Over the plan period, some infrastructure will be funded through the existing budgets or capital programmes of the council or providers. As well as identifying needs for general infrastructure improvements, a number of providers already consider issues such as population growth and local development plans in their future plans and therefore some infrastructure needed to meet future growth is already planned, with funding in place.

8 Next Steps

- 8.1 The document sets out a baseline for existing infrastructure provision in Bradford district and seeks, where possible, to identify current and future gaps in that provision. It also seeks to clarify the status of existing infrastructure projects as well as those that are due to be implemented in the coming years.
- 8.2 It will be circulated to Bradford Council officers and departments who have role in delivering and/or providing infrastructure in the district, as well as key external providers. The results of this consultation will be fed into an updated version.

- 8.3 As the overall development strategy and growth levels become more clearer as work on the Core Strategy DPD: Partial Review and Site Allocations, an assessment will be made of the infrastructure required to deliver them. The end result will be a comprehensive Infrastructure Delivery Plan and Schedule that will accompany both documents. The new IDP is an essential part of the evidence base for both documents and will help to demonstrate to a Planning Inspector that development and sites can be delivered. It will also provide a useful tool for the council and its partners to lobby for, or composing bids for funding for future projects.

Appendix 1: Infrastructure Providers/Delivery Agencies in Bradford District

The following public and private sector bodies and organisation are responsible for the provision of infrastructure and services in Bradford district that support the economic, social and environmental wellbeing of the area. Most also have key role in delivering infrastructure that will support and enable the future growth outlined in the Bradford Local Plan over its lifetime. The council will involve them on an on-going basis as work on the Local Plan emerges.

- **City of Bradford Metropolitan District Council** (Highway Authority; Local Education Authority; Local Lead Flood Authority; Bereavement Services; Waste Planning Authority; Waste Collection Authority; Waste Disposal Authority; Sport & Culture; Transportation & Highways; Housing; Public Health; Children's Services; Adult Services)
- **Transport** – Network Rail; Northern; London North Eastern Railway; Grand Central; First Bradford; Transdev (Keighley Bus Company), TLC Travel Ltd; Leeds Bradford Airport; Canal & River Trust
- **Utilities** – National Grid; Northern Powergrid; BT; Virgin Media; EE; O2; Three; Vodafone; Yorkshire Water Services PLC
- **Flooding & Drainage** – Environment Agency; Airedale Internal Drainage Board
- **Education** – Academies & Free Schools; Bradford College; Shipley College; University of Bradford
- **Health & Wellbeing** – Airedale NHS Foundation Trust; Airedale, Wharfedale & Craven Clinical Commissioning Group; Bradford City Clinical Commissioning Group; Bradford District Community Foundation Trust; Bradford Districts Clinical Commissioning Group; Bradford Teaching Hospitals NHS Foundation Trust; West Yorkshire & Harrogate Health and Care Partnership
- **Emergency Services** – West Yorkshire Police; West Yorkshire Fire & Rescue Service; Yorkshire Ambulance Service NHS Trust
- **Biodiversity** – Natural England; Local Nature Partnerships
- **Other Bodies** – Leeds City Region Local Enterprise Partnership; West Yorkshire Combined Authority
- **Neighbouring Authorities**
 - Unitary Authorities - Calderdale; Kirklees; Leeds
 - District Councils – Craven; Harrogate; Pendle
 - County Councils – Lancashire; North Yorkshire
 - Other Authorities – Yorkshire Dales National Park

Appendix 2: Waste Management Facilities in Bradford (Excluding Household Waste Recycling Centres)

Waste Transfer Stations

| Permit/Waste Management Licence | Site Operator & Location | Site Type |
|---------------------------------|--|---|
| EP3998EK (200000) | City of Bradford Metropolitan District Council, Bradford Bulk Transfer Loading Station, Bowling Back Lane, Bradford, BD4 8SZ | A9: Hazardous Waste Transfer Station |
| FB3307XB (65417) | Acumen Waste Services/Highspeed Group Ltd, Newbridge Industrial Estate, Pitt Street Keighley, BD21 4PQ | |
| SP3299ZG (60654) | Manor Coating Systems Ltd/Shipleigh Paint Ltd, Otley Road, Baildon, Shipley, BD17 7DP | |
| UP3498VG (65487) | McHale Contracts & Plant Environmental Ltd, South Bradford Trading Estate, Spartan Road, Low Moor, Bradford, BD12 0RY | |
| BP3299ZN (60644) | City of Bradford Metropolitan District Council, Peel Park Depot, Bolton Road, Bradford, BD2 4BX | A11 : Household, Commercial & Industrial Waste Transfer Station |
| BP3399ZV (60638) | On the Dot Ltd, Premises Off Ripley Road, Ripley Road, Bradford BD4 7EX | |
| DB3408KN (65423) | AA Skips Ltd, Handel Works, Handel Street, Bradford, BD7 1JB | |
| KP3999ZZ (60721) | City of Bradford Metropolitan District Council, Keighley Bulk Transfer Station, Royd Ings Avenue, Keighley, BD21 4BZ | |
| LP3399ZS (60658) | Envirowaste Services Ltd, Queens Road, Bradford, BD8 7BS | |
| MP3599ZG (60671) | Yorkshire Water Services Ltd, Esholt Sewage Treatment Works, Bradford, BD10 0TW | |
| MP3899ZZ (60672) | Gill Demolitions Ltd, Progress Works, Hall Lane, Bradford, BD4 7DT | |
| PP3192ZC (65198) | Associated Waste Management Ltd, Canal Road Materials Recycling Facility, Frizinghall, Bradford, BD18 2DD | |
| SP3599ZZ (60651) | Autospares (Bingley) Ltd, Hill Top Works, Walsh Lane, Bingley, BD16 6AA | |
| UP3299ZT (60687) | Associated Waste Management Ltd, Premises At Whitwell Street, Victoria Works, Barnard Road, Bradford, BD4 7ED | |

| | | |
|----------------------|--|------------------------------------|
| UP3899ZY (60684) | UK Waste Management Ltd, Laisterdyke Transfer Station, Peace Street, Laisterdyke, Bradford, BD4 8UF | |
| XP3199ZH (60702) | Mr. C. Atkinson, Land Of Bradley Road, Silsden, BD20 9PW | |
| XP3299ZC (60700) | City of Bradford Metropolitan District Council, Wakefield Road Depot, Foundry Lane, Bradford, BD4 7NW | |
| XP3499ZV (60699) | City of Bradford Metropolitan District Council, Stockbridge Depot, Royd Ings Avenue, Keighley, BD21 4BZ | |
| XP3599ZA (60696) | City of Bradford Metropolitan District Council, Harris Street Depot, Harris St, Bradford, BD1 5HU | |
| EB3706HN (400270) | New Stratton Energies Ltd, Bradford Skip Hire Limited, Estate House, Ripley Road, Bowling, Bradford, BD4 7EX | S0801 : HCI Waste Transfer Station |

Metal Recycling Sites, End of Life Vehicle and Vehicle Depollution Facilities

| Permit/Waste Management Licence | Site Operator & Location | Site Type |
|---------------------------------|--|---|
| CB3508XM (60675) | CCS Auto Salvage & Spares Ltd, Yard at Simmonites, 755 Thornton Road, Thornton, Bradford, BD13 3NW | A19 : Metal Recycling Site (Vehicle Dismantler) |
| MP3499ZU (60673) | City Car Dismantlers, Whitwell Street, Bradford BD4 7DS (<i>Site Closed Down</i>) | |
| ZP3494ZK (65067) | Quarry Auto Spares, Carr House Lane, Wyke, Bradford, BD12 8DH | |
| DB3604GX (65441) | Listerhills Salvage Ltd, Unit 1, Handel Street, Bradford BD7 1JB | A19a: ELV Facility |
| DB3604GX (65441) | 5 th Gear Auto Salvage, Birksland Street, Bradford BD3 9SU | |
| FB3005KS (65392) | Bowling Autos, Rutland Street, Bradford, BD4 7ED | |
| FP3290SW (65350) | Lees Auto Spares Ltd, The Old Coalyard, Mill Lane, Bradford, BD5 0HF | |
| HP3092ZS (65340) | Hall Lane Car Spares, 163 Hall Lane, Bradford, BD4 7DJ | |

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|---------------------|---|--|
| PP3496ZS (65518) | Yorkshire Van Breakers Ltd, Hutson Street, Bradford, BD5 7LY | |
| RP3392ZA (65451) | City Salvage, 115 Beckside Road, Bradford, BD7 2JN | |
| RP3992ZX (65453) | Mr. F. Mohaggegh, Tay Motors, 115, Beckside Road, Bradford, West Yorkshire, BD7 2ST | |
| TP3092ZN (65323) | Bradford Autospares & Salvage, Rutland Street, Bradford BD4 7EA | |
| BP3499ZA (60643) | E M R Bradford, Planetrees Road, Bradford, BD4 8AE | A20 : Metal Recycling Site (mixed MRS's) |
| BP3899ZS (60642) | Bradford Waste Traders Ltd, Newgate Works, Bowling Back Lane, Bradford, BD4 8SJ | |
| GP3999ZT (60707) | Wainmans, Foster Cliffe Farm South, Low Lane, Silsden Moor, Silsden, Keighley, BD20 9JH | |
| PP3299ZM (60633) | Hector Moore Ltd, Deal Street, Keighley, BD21 4NY | |
| PP3699ZC (60635) | Ridgenorth Ltd T/a Tommy Holmes, The Scrap Yard, Lawkholme Lane, Keighley, BD21 3LB | |

Treatment Facilities

| Permit/Waste Management Licence | Site Operator & Location | Site Type |
|---------------------------------|--|---|
| AB3101TP (400363) | Midgeham Cliff End Quarry Ltd, Midgeham Cliff End Quarry, 21 Ryecroft, Harden, Bingley, BD16 1DH | A16 : Physical Treatment Facility |
| BB3005UK (100821) | Octane Holdings Group Ltd, Octane House, Peace Street, Bradford, BD4 8UF | |
| UP3499ZZ (60686) | Thornton Processing Ltd, Caledonia Works, 25 Fullerton Street, Bradford, BD3 9QT | A21: Chemical Treatment Facility |
| KP3337AN | Yorkshire Water Services Ltd, Esholt Sewage Treatment Works, Bradford, BD10 0TW | Other Biological Treatment installation |

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|----------------------|---|---|
| ZP3435WB | BASF PLC, Low Moor Chemical Works, Cleckheaton Road, Low Moor, Bradford BD12 0JZ | Physico-chemical treatment installation |
| EB3530DY (103792) | F. Khan, Unit 15 Iron Works Park, Bowling Back Lane, Bradford, BD4 8SX | S0803 : HCI Waste TS + treatment |
| CB3201UU (401895) | Associated Waste Management Ltd, Wharfedale Road, Euroway Industrial Estate, Bradford, BD4 6SD | S0814: Materials Recycling Facility |
| AB3901GL (103083) | Juz Electronic Ltd, Carter Gate Works, Thornbury Road, Bradford, BD3 8HE | S0823: WEEE treatment facility |
| FP3992SF (101425) | Bradford Waste Traders Ltd, Newgate Works, Bowling Back Lane, Bradford, BD4 8SJ | |
| KB3938RK (60685) | C J Metal Recycling, Heber Street, Keighley, BD21 5JU | |
| FB3231AE (103917) | Tarmac Trading Ltd/Bradford Recycling, Becksde Works, Old Corn Mill Lane, Bradford, BD7 2LB | S0906: Inert and excavation WTS with treatment |
| DB3807UX (403081) | E Safe Recycling Limited, Alliance Business Park, Unit 8/9, York Street, Bradford, BD8 0HA | S1515: 75kte WEEE |
| AB3100XS (400354) | Associated Waste Management Ltd, Hammerton Street Aggregate Recycling Facility, Hammerton Street, Bradford, BD3 9SN | SR2010 No12: Treatment of waste to produce soil <75,000 tpy |

On/In Land

| Permit/Waste Management Licence | Site Operator & Location | Site Type |
|---------------------------------|--|--|
| CB3402FD | The Green Mineral Company Limited, The Shay, Brighouse & Denholme Road, Denholme, Bradford, BD13 4HF | A25 : Deposit of waste to land as a recovery operation |
| NB3637WW | Midgeham Cliff End Quarry Ltd, Midgeham Cliff End Quarry, 21 Ryecroft, Harden, Bingley, BD16 1DH | |

