



# Local Infrastructure Plan



February 2021

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### **What is Local Infrastructure Plan (LIP)**

- 1.1 The Local Infrastructure Plan (LIP) is a supporting document to the emerging new Bradford Local Plan. The Local Plan sets out that the council will plan for 30,672 new homes over the plan period 2020-2038. Delivery of this housing is required to meet the needs of the predicted increase in population and economic growth over the next 15-20 years; The LIP sets out what level of new or improved infrastructure will be required to deliver this proposed growth in the Local Plan. It is an essential element in ensuring that the Local Plan is robust and deliverable.
- 1.2 This LIP forms an update of the previous iteration (March 2016) which supported the Core Strategy Submission Draft and went through extensive public consultation before and during the scrutiny of the Core Strategy by the Planning Inspector.
- 1.3 The aim of the LIP is to establish the extent of current infrastructure provisions and identify the costs, delivery agents and means of funding for the infrastructure required to support the future growth proposed in the Local Plan.
- 1.4 It identifies as far as possible the currently planned infrastructure provision in Bradford District, including the critical infrastructure necessary for the delivery of the Area Action Plans (AAP) and Land Allocations processes up until 2038. It also provides an overarching framework for other service providers' plans and programmes, to bring them into one place and to ensure that all providers are planning for the predicted locations of future growth as set out in the Local Plan.
- 1.5 As such, the LIP will enable the Council to gather a thorough understanding of existing infrastructure provision in the District as well as to plan and co-ordinate new infrastructure required to support new development and growth. It will provide a user-friendly set of information which can be updated and reviewed as part of overall plan monitoring and become a key evidence base to support the deliverability of the Local Plan.
- 1.6 It is not appropriate for this document to include every scheme or project planned by every infrastructure provider or service operator in the District, nor should this document be read as a shopping list for developer contributions. Instead it should be read as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified.

- 1.7 The LIP focuses on infrastructure the Local Plan can help facilitate, improve or upgrade. This will help ensure that new development and infrastructure are planned for and delivered in a timely and co-ordinated manner.
- 1.8 It is important to note that infrastructure planning is an iterative process and the precise nature of infrastructure needed to support future development is influenced by a range of factors and arrangements that change over time. The LIP therefore is inherently a 'living' document which means it is necessary to review it over time.

### **Defining Infrastructure**

- 1.9 In the context of preparing LIPs, 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, cycling and walking infrastructure, utility services, telecommunication and digital infrastructure, waste management etc.

**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, bereavement services, emergency services etc.

**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.

- 1.10 While the Planning Act 2008 provides a relatively broad definition of what can be considered infrastructure, this does not mean that this LIP seeks to cover all of the above items in similar detail. That would make the process unmanageable. This LIP aims to give a broad overview of what specific infrastructure is planned and envisaged and the agencies and stakeholders likely to be involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the Local Plan. It is also important to note that this infrastructure is actually delivered by a range of stakeholders and authorities and only a small proportion is or will be delivered by Bradford Council.

- 1.11 Local infrastructure is about facilities or services that are essential in meeting day-to-day needs of the population-for example schools, healthcare facilities, community facilities and local green spaces or measures to mitigate the impact of development at the site or neighbourhood level.
- 1.12 The current LIP focuses on the following key areas of infrastructure provision that will help support the growth of Bradford District and the delivery of the Local Plan:
- Physical Infrastructure: Highways and Road Network, Rail Network and Capacity, Station Improvements including Park & Ride, Bus Services, Walking and Cycling, Utilities- Electricity and Gas, and Water Supply and Waste Water Treatment.
  - Social Infrastructure: Education, Health and Wellbeing, Built Sports Facilities and Playing Pitches, and Community and Cultural Facilities.
  - Environmental Infrastructure: Open space and Green Infrastructure Network including parks and gardens.

### **Policy Context**

- 1.14 The LIP has been reviewed and written in line with the National Planning Policy Framework 2019 (NPPF) which highlights the significance of infrastructure planning and delivery. Infrastructure is an important thread throughout the document which sets the framework for local planning authorities to follow during the plan making process and when determining planning applications.
- 1.15 Section 3 Paragraph 20 of the NPPF states that, “*Strategic policies should...make sufficient provision for:*
- 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; and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*
- 1.16 Paragraph 16 identifies the need for early engagement with infrastructure and service providers:

*“Plans should:*

*c) be shaped by early, proportionate and effective engagement between plan makers and...infrastructure providers and operators...”*

1.17 Local planning authorities should engage with infrastructure providers to identify relevant strategic matters (Paragraph 25). The NPPF also highlights the importance of joint working between strategic policy – making authorities and relevant bodies, including infrastructure providers. This will help determine where additional infrastructure is necessary (Paragraph 26).

1.18 Paragraph 34 discusses developer contributions stating that:

*“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan”.*

1.19 In accordance with Section 6 Paragraph 81 of the NPPF, to build a strong competitive economy, *“Planning policies should:*

*“c) seek to address potential barriers to investment, such as inadequate infrastructure, services...”*

1.20 To promote healthy and safe communities, Section 8 Paragraph 91 states that,

*“Planning policies and decisions should...*

*“c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”*

1.21 Paragraph 114 states that, to promote sustainable transport;

*“Planning policies should:*

*“b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

*c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

*d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

*e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;”*

- 1.22 Paragraph 112 recognises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. It states that planning policies should *“set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments”*.
- 1.23 The capacity of existing infrastructure and availability of services is referenced as a key consideration for achieving appropriate densities (Paragraph 122 c).
- 1.24 The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making. Paragraph 149 explains that this includes, *“...providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.”*
- 1.25 The policies reviewed above set the principal context of infrastructure planning at local plan level. However, there is a wider policy context for infrastructure which includes the regulatory requirements of infrastructure providers and joint priorities for investment planning at local, sub-regional and national level, and the overall legislation for maximising resource use, delivering a range of common objectives and sustainable development.

## How is this LIP Produced?

- 1.26 The LIP is intended to be a user-friendly publication, which allows the reader to identify and understand quickly the connection between land use planning and related infrastructure demands.
- 1.27 As there is no prescribed approach to undertaking infrastructure studies, the Council considers that a balanced or hybrid methodology allows for a rounded consideration of issues. It also facilitates strong stakeholder involvement in the study development assisting with the 'ownership' of joint infrastructure priorities. The work has also involved considering the wide range of representations submitted by members of the public and organisations on infrastructure issues associated with plan-making.
- 1.28 Figure below illustrates the current broad approach of undertaking infrastructure planning in Bradford District-



### **Stage 1**

- Review of Infrastructure Policy, Plan and Strategy
- Stakeholders Engagement
- Update LIP Baseline Information incorporating review of planned and proposed infrastructure works



### **Stage 2**

- Identify and analyse potential impact of predicted growth on infrastructure provisions
- Identify infrastructure cost, potential funding mechanism, timescale and responsibility for delivery
- Draft LIP report and delivery schedule



### **Post publication**

- Ongoing monitoring of LIP implementation
- Review and update of LIP Schedule to report progress to date and additional schemes

- 1.29 The Infrastructure Schedules appended to each section outline the details of infrastructure programmes, projects and initiatives according to their respective category i.e. social and community, physical and green.



- 1.30 It should be noted that figures contained within this schedule are generally indicative and subject to change. Some projects are further forward than others, so they have robust investment figures and implementation timelines; others are in the early stages of design and are less well known. Many figures are provided based on best estimates and best available forward projections in the absence of more up-to-date information being made available by the infrastructure providers; therefore, they need to be reviewed in consultation with the respective providers throughout the plan period. Subsequent iterations of this document may therefore remove items where more detailed data becomes available. This may also reflect real-world changes such as actual housing delivery, migration rates and population growth.
- 1.31 Where funding sources are known to be secured, this has been indicated. Where appropriate, other possible funding sources are identified but, at this stage, these are only possible sources and no funding has been secured from them. The funding gap therefore identifies the extent of funding required that has not been secured and made available at this point in time.
- 1.32 Each infrastructure type has infrastructure planning details collated under standardised headings:
- What – a brief context is provided giving an overview of the relevant infrastructure.
  - Where – where do the plans affect?
  - When – what timescales are involved, what is the time horizon for infrastructure planning?
  - Why – why is a change needed? What assumptions are being used?
  - Where are we now – in terms of infrastructure planning processes including delivery of key projects? what requirements have been identified?
  - What are the next steps - in terms of project delivery and infrastructure planning?
  - Who- in terms of key responsibilities in delivering the identified infrastructure needs/schemes.
  - Risk and Mitigation- potential challenges or risks associated with infrastructure and how they may be mitigated.
  - Key supporting evidence- important documents providing baseline data, future directions, specific project detail etc.
  - Infrastructure Schedule: projects which are scoped to a reasonable level of detail and committed to by the necessary stakeholders. This will not include projects that are substantially underway or those which have yet to have sufficient detail such as costing scoped.

1.33 The projects contained in the Infrastructure Schedules are also prioritised as follows:

**Critical:** infrastructure that must be provided to enable physical development to occur. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.

**Essential:** infrastructure in this category is unlikely to prevent physical development in the short term, however failure to invest in it could result in delays in development in the medium to long term.

**Desirable:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Whilst not designated as critical or essential, the importance of this infrastructure to the delivery of sustainable development should not be underestimated.

## 2.0 Physical Infrastructure: Highways and Road Network

### What?

- 2.1 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. 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.
- 2.2 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. In Bradford district it consists of the M606 motorway, which provides access to the M62 at junction 26 (Chain Bar), located in the adjacent Kirklees 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 trans Pennine 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.

### Where?

- 2.3 District wide

### When?

- 2.4 Short-Medium-Long term

### Why?

- 2.5 Bradford's strategic road network plays an important economic role in facilitating the movement of people and freight across the district and beyond. It is therefore critical that this network is fit for purpose. Furthermore, the comprehensive system of local highways is essential for connecting communities.

- 2.6 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 these networks is seen as central to the city and the district areas in realising their full economic potential.
- 2.7 Transport network and capacity improvement are therefore critical to ensuring development potential can be realised in a sustainable way. Improving road connectivity and movement, including utilising existing highways infrastructure and securing new or upgraded infrastructure, is a strategic objective of the Local Plan.

### Where are we now?

- 2.8 The Government's first [Roads Investment Strategy 2015-2020 \(RIS1\)](#)<sup>1</sup> and its associated Route Strategies, including the [South Pennines Route Strategy](#)<sup>2</sup> 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.
- 2.9 A comprehensive assessment of the potential impact of Local Plan aspirations on the strategic road network up to 2040, the [West Yorkshire Infrastructure Study \(WYIS\)](#)<sup>3</sup>, 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.
- 2.10 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.
- 2.11 The key scheme identified that is relevant to Bradford district is the major scheme for the M62/M606 (M62 junction 26) Chain Bar. This involves the provision of a direct link from the M62 westbound to the M606 northbound. This scheme was originally planned as part of RIS1 but has been postponed and is no longer planned in RIS2.
- 2.12 There are no projects planned in Bradford District in RIS2. 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](#)

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<sup>1</sup> [Road Investment Strategy 2015 to 2020, Department for Transport \(March 2015\)](#)

<sup>2</sup> [South Pennines Route Strategy, Highways England \(April 2014\)](#)

<sup>3</sup> [Roads Investment Strategy 2020-2025 \(RIS2\), Department for Transport \(March 2020\)](#)

<sup>4</sup> [West Yorkshire Infrastructure Study – Final Study Report, CH2M for Highways England \(June 2016\)](#)

[\(Brighouse\)](#). 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 started in 2019/2020.

2.13 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)

### **Ongoing/Future Projects**

2.14 There are a number road schemes and projects in the Bradford District that are listed as key priorities for the WYCA in the West Yorkshire + Transport Fund. 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/Shipley Corridor](#) - This scheme aims to improve the links between Bradford city centre and Shipley. 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 dedicated cycle route along the Canal Road / Valley Road corridor. Funding of £47 million will come from the WY+TF, with commencement expected in 2022 and completion by 2026.

- [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, Shipley, 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 2020 and completion by 2021.

- [South East Bradford Access Road](#) - The South East Bradford Access Road scheme aims to unlock development land in South East Bradford. It may also provide resilience for the South Bradford highway network (and beyond) by creating a viable alternative to the M62/M606 and reducing congestion for all road users accessing South East Bradford, and parts of Leeds and Kirklees. It could improve the reliability of public transport within the area, improve air quality improve safety provisions for pedestrians and cyclists.
- [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 project managed by Calderdale Council (in which the majority of the route is found) and delivered in cooperation with Bradford and Kirklees Councils and any related projects. Anticipated costs are around £75m and a start date of 2023

- 2.15 Another element of the WT+TF is the Corridor Improvement Plan (CIP). This 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 2022.
  - [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 provision 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 2022
- 2.16 In addition to the projects listed above, the [Department for Transport announced £300,000 in funding](#)<sup>4</sup> for the council to carry a feasibility study into the potential of a **new eastern bypass for Shipley**. This study is exploring the benefits that a bypass may bring such as reducing congestion, improving air quality and reducing barriers to economic growth.
- 2.17 A [further study](#)<sup>5</sup> (commenced 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.

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<sup>4</sup> [Government supports study into potential of new Yorkshire bypass, Department for Transport website \(7<sup>th</sup> September 2018\)](#)

<sup>5</sup> [New trans-Pennine roads study announced, www.gov.uk \(22<sup>nd</sup> March 2019\)](#)

### What are the next steps?

- Working with DfT, HE and WYCA to continue progress on critical infrastructure schemes and secure the timely delivery of the short term projects.
- Continued analysis of local highway network mitigation options.
- Maintenance of existing assets.
- Consideration of the implications of the Council's declared Climate Emergency

### Risks and Mitigation

- Increased development, economic growth and increased commuting needs are likely to lead to further pressure on the highways network. Additionally, impacts from changing travel patterns associated with the Local Plan and transport improvement schemes will have impacts. These will need to be appraised further as part of continued investment decisions.
- Cost and time for some schemes are not fully known.
- Predicting travel patterns after covid
- Funding to deliver new or improved roads and highways infrastructure is dependent upon a wide range of factors (e.g. the Council's declared Climate Emergency) and organisations and agencies. There are generally many competing demands on the funding available. As with any major construction project these can change as studies and designs progress. These can however be mitigated by robust project management and value-driven engineering implementations.
- Some schemes may subject to statutory consultation and the outcome of that process is not guaranteed.

### Who?

- WYCA
- Highways England
- DfT
- Transport for North
- CBMDC
- Developers



## Infrastructure Schedule: Highways and Road Network

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Highways and Road Network</b>									
Essential	Harrogate Road / New Line	The improvement of the Greengates junction includes road widening to increase capacity and reduce congestion on the A657 & A658. The Scheme will involve major civil engineering works.	Bradford (The A658 Harrogate Road / A657 New Line junction (Greengates))	Estimated start date March 2020	June 2021	£7.67m	West Yorkshire Plus Transport Fund	£2.88m	Bradford Council; West Yorkshire Combined Authority
Essential	Tong Street	Corridor improvements on A650 Tong Street to increase capacity and provide: new cycle routes, upgraded crossing and junctions to include toucan crossing facilities, and green infrastructure improvements.	Bradford (Dudley Hill roundabout to north-west end of Drighlington Bypass)	Estimated start date November 2021	September 2023	£20.00m	West Yorkshire Plus Transport Fund	£0.19m	Bradford Council; West Yorkshire Combined Authority
Essential	South East Bradford Link Road	A new Highway link to the SE of Bradford to meet housing and regeneration targets and to address congestion on existing routes to improve connectivity in SE of Bradford and neighbouring areas.	Bradford SE of Bradford from East of Holme Wood and north of the A650 Westgate Hill Street to Dick lane or into West of Leeds (No option is finalised so far).	Estimated start date April 2024	April 2026	£46.3m	West Yorkshire Plus Transport Fund	£0.01m	Bradford Council; West Yorkshire Combined Authority

Essential	BSRIS - Bradford to Shipley Route Improvement Scheme	Junction improvement scheme	Bradford A6037 Canal Road corridor (Kings Road to Otley Road) & A650 Manningham Lane corridor (Hamm Strasse to Otley Road) & Otley Road (Manningham Lane Corridor to Canal Road corridor)	Estimated start date September 2022	July 2026	£47.9m	West Yorkshire Plus Transport Fund	£1.60m	Bradford Council; West Yorkshire Combined Authority
Essential	CIP - Thornton Rd / Toller Lane	Junction Improvement Scheme	Bradford A6177 Outer Ring Road at the junction of Thornton Road and Toller Lane, Bradford. (BD8)	Estimated start date 2021	2022	£9.66m	West Yorkshire Plus Transport Fund	£0.33m	Bradford Council; West Yorkshire Combined Authority
Essential	CIP - Great Horton Road / Horton Grange	Junction Improvement Scheme	Bradford A6177 Outer Ring Road at the junction of Great Horton Road/Horton Grange Road, Bradford. (BD7 3)	Estimated start date 2021	2022	£4.21m	West Yorkshire Plus Transport Fund	£0.31m	Bradford Council; West Yorkshire Combined Authority

## 3.0 Physical Infrastructure: Rail Network and Capacity

### What?

- 3.1 [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 Northern. 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).
- 3.2 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 made at Manchester and York.
- 3.3 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).
- 3.4 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.

### Where?

- 3.5 District wide and network wide if/where rail freight movement is concerned.

## Why?

- 3.6 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.

## When?

- 3.7 Most of the ongoing/planned schemes are to be delivered within short-medium term. Physical infrastructure development and network improvement schemes envisaged as part of the proposed NPR is a long term project. If the work is authorised and funded, associated works could potentially start from 2024-25 onwards. The full extent of potential infrastructure works are still to be finalised.

## Where are we now?

- 3.8 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.
- 3.9 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.
- 3.10 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.
- 3.11 In relation to rail freight, [Network Rail's Route Specifications for London North Eastern & East Midlands](#)<sup>6</sup>, 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 rail freight terminals in Bradford district.

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<sup>6</sup> [Route Specifications 2018 – London North Eastern & East Midlands, Network Rail \(April 2018\)](#)

### **Previous Projects**

- 3.11 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.
- 3.12 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. New and refurbished trains have been introduced alongside simplified/improved ticketing and new destinations (e.g. Chester).
- 3.13 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.
- 3.14 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.

### **What are the next steps?**

#### **Future Projects**

- 3.15 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.
- 3.16 The new Northern franchise awarded in 2016 promises significant improvements for the rail network in the district to 2021 and beyond. Planned work to improve platform lengths on the Airedale and Wharfedale lines should enable trains to be lengthened to six carriages at peak times where they are currently limited to four.

- 3.17 Following the demise of the Northern Franchise several years early in February 2020, Northern services are run as Northern Trains by the Operator of Last Resort and there is no concrete future planning. Future plans are expected to be set out in 2021 as a result of implementing rail reforms prepared by the [Williams Rail](#) Review, which could involve more devolved decision-making in respect of these services.
- 3.18 Network Rail's Continuous Modular Strategic Planning process has identified future interventions needed to accommodate predicted growth on the rail network outside the major projects detailed below. Their [Leeds Area Strategic Study](#) identifies interventions in Bradford district, such as improvements to capacity at Bradford Forster Square and redoubling the Apperley Junction to Springs Junction section of the Wharfedale Line. There is ongoing work through the [West Yorkshire Rail Strategy](#) to identify future investment priorities, including new stations, services and new rail lines. There is also a strong desire to see rail infrastructure improvements in the district, with the Calder Valley route electrified to enable more services to operate and new stations to be built. In order to meet the need to transport more freight by rail in the District, there may be need for greater capacity and segregation of services with new freight terminals and other infrastructure to permit this, to be identified through the strategy.
- 3.19 As part of service improvements and enhancements on the East Coast Main Line from London Kings Cross, LNER has introduced new rolling stock and extra services to Bradford. They will introduce a two-hourly service to Bradford, dependent on infrastructure works, from late 2022. 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.

#### **Northern Powerhouse Rail (NPR) & High Speed 2 (HS2)**

- 3.20 [Northern Powerhouse Rail \(NPR\)](#) is a £39bn 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, including Bradford, 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 via a combination of new lines, use of the planning HS2 infrastructure and major upgrades to existing routes.
- 3.21 In 2020 the Council commissioned a Masterplan to establish how NPR could best benefit Bradford. It is intended to build on this work, yet to be finalised, through the commissioning of a 2<sup>nd</sup> phase of work in 2021.

3.22 A Draft Strategic Outline Business Case (SOBC) was approved by the TfN Board and submitted to the Government. Further work is underway on a final version of the SOBC, with a submission expected in 2021.

**Figure: Northern Powerhouse Rail**



3.23 NPR proposals include the construction of a new line between Leeds and Manchester with a stop at a through station in Bradford City Centre. In order to capitalise its economic and connectivity benefits, it is proposed to develop an NPR station in Bradford city centre which offers connections between high speed, regional and local rail services, future Mass Transit and bus, while also being a focus point for cycle and walking routes.. 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 as little as 7 minutes, whilst Manchester could be reached in 20 minutes.

3.24 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](#)<sup>7</sup> in order to maximise the benefits of HS2 and NPR. This is supported by WYCA's Connectivity Strategy that emerged from the Leeds City Region HS2 Connectivity work that studied the connectivity requirements to enable the benefits of HS2 to be realised throughout the City Region via improved internal and external transport links.

### **Skipton to Colne Railway Line**

3.25 In February 2018, it was announced that the Department for Transport and Transport for the North had co-commissioned a [feasibility study](#)<sup>8</sup> 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 re-opened 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.

3.26 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.

### **Risks and Mitigation**

- A City Centre high speed rail station and a protected line to support NPR is not a finalised or funded project.
- Increased development, economic growth and increased commuting needs are likely to lead to further pressure on the railway network. Additionally, impacts from changing travel patterns associated with the Local Plan and transport improvement schemes will have impacts. These will need to be appraised further as part of continued investment decisions.
- Cost and time for some schemes are not fully known.
- Funding to deliver new or improved roads and highways infrastructure is dependent upon a wide range of factors and organisations and agencies. There are generally many competing demands on the funding available. As with any major construction project these can change as studies and designs progress. These can however be mitigated by robust project management and value-driven engineering implementations.
- Some schemes may subject to statutory consultation and the outcome of that process is not guaranteed.

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<sup>7</sup> [Leeds City Region – HS2 Growth Strategy, WYCA, Leeds City Region Enterprise Partnership & Leeds City Council](#)

<sup>8</sup> [Feasibility study to investigate the possibility of reopening Skipton-Colne rail link, Transport for the North Website \(6<sup>th</sup> February 2018\)](#)



## Who?

- WYCA
- CBMDC
- DfT
- MHCLG
- Network Rail
- Train operators
- Transport for the North

## Infrastructure Schedule: Rail Network and Capacity

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Rail Network and Capacity</b>									
Essential	North Powerhouse Rail (NPR) - City centre protected line - NPR	Provision of NPR line between Leeds and Manchester via Bradford include a new station in Bradford City Centre.	Bradford City Centre	TfN board has agreed upon a preferred network. The proposals are now being considered by the Transport Secretary and further decisions are set to be made in early 2021, with an updated business case to be submitted in Spring 2021	TBC	TBC	TBC	TBC	DfT TfN WYCA CBMDC

Essential	Mass Transity System	The West Yorkshire Combined Authority in collaboration with partner councils are developing a mass transit system which will offer a new public transport option and an attractive alternative to car travel.	West Yorkshire	Vision Paper published	TBC	TBC	TBC	TBC	Bradford Council; West Yorkshire Combined Authority
Essential	Rail Parking Package - Ben Rhydding	At Ben Rhydding rail station, WYCA are carrying out feasibility studies on how we can use the West Yorkshire-plus Transport Fund to increase parking capacity for rail users.	Ilkley (Ben Rhydding)	Not Started	2022	£2.08m	West Yorkshire Plus Transport Fund	£0.15m	Bradford Council; West Yorkshire Combined Authority
Essential	Rail Parking Package - Shipley	£2.5 million investment from the West Yorkshire-plus Transport Fund will result in increased parking provision for station users, subject to planning permission and approvals.	Shipley	Not Started	2022	£2.55m	West Yorkshire Plus Transport Fund	TBC	Bradford Council; West Yorkshire Combined Authority
Essential	Rail Parking Package - Steeton and Silsden	This scheme will deliver an extension to the existing car park at Steeton & Silsden rail station, increasing the free parking capacity by 104 spaces through the installation of 2 parking decks. Scheme delivery is to also include CCTV provision, one fully accessible lift, enhanced draining infrastructure, increased blue badge bay provision and electrical ducting to future proof 2 electric vehicle charging bays.	Steeton with Eastburn	Not Started	2022	£3.88m	West Yorkshire Plus Transport Fund	£3.88m	Bradford Council; West Yorkshire Combined Authority

Essential	Apperley Bridge Parking Extension	£1 million investment through the West Yorkshire-plus Transport Fund could mean the creation of an additional 300 parking spaces subject to approvals and planning permission. This will increase access to the rail network and alleviate on-street parking nearby.	Bradford North East	Not Started	2023	£113,000	West Yorkshire Plus Transport Fund	£113,000	Bradford Council; West Yorkshire Combined Authority
Essential	Low Moor Station	Parking extension	Bradford South East	Not Started	TBC	TBC	TBC	TBC	TBC
Essential	Keighley Station	Refurbishment the existing station building, footbridge and entrance as well as the canopies over the platform access ramps. The platforms are also being resurfaced.	Keighley	Not Started	2022	£4 million	Network Rail	£4 million	Network Rail

## 4.0 Physical Infrastructure: Station Improvements including Park & Ride

### What?

#### **Station Improvements**

- 4.1 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.
- 4.2 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.
- 4.3 [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.
- 4.4 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/Rail Park & Ride**

- 4.5 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.
- 4.6 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.

- 4.7 For [ShIPLEY](#), the WYPTF (subject to planning permissions and approvals) will invest £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.
- 4.8 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.

### Where?

District wide

### When?

Medium-Long term

### Why?

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

### Where are we now?

#### **Station Improvements**

- 4.10 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 involve 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.
- 4.11 Contract was awarded in January 2020 for the redevelopment of Forster Square Station. The £17.3m redevelopment of Forster Square Station will include a new station building, lift and staircase tower to Cheapside and Manor Row. The new, enhanced building

would incorporate the arches behind the station and provide a new cafe, information centre, new toilets and seating, parking for 75 cars and a community garden and meadow area.

### **Rail Parking Package**

- 4.12 A number of rail parking packages are planned across the district. These schemes will deliver improvement and/or extension to the existing car park at various rail stations, increasing the free parking capacity. Some schemes delivery is to also include CCTV provision, fully accessible lift, enhanced draining infrastructure, increased blue badge bay provision and electrical ducting to future proof electric vehicle charging bays.

### **South Bradford Park & Ride and Expressway**

- 4.13 The scheme will provide a bus Park and Ride facility, located in south Bradford, adjacent to the M606 motorway. It will operate with dedicated bus services and provide high quality facilities. Improved bus priority through provision of a Bus Expressway – a two-way segregated busway and bus priority at key junctions along the corridor will improve journey times and reliability for all buses on the corridor.
- 4.14 A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 enhancing the wider strategic cycle network across the city.
- 4.15 This package will reduce the use of private vehicles along this corridor and encourage modal shift to bus. Traffic congestion and road transport emissions along the corridor and in the city centre will be reduced supporting the proposed Clean Air Zone through reduce transport related emission and improving local air quality.

### **What are the next steps?**

- Working with Network Rail and WYCA to continue progress on infrastructure schemes and secure the timely delivery of the short term projects.
- Continue analysis of local network capacity issues and explore mitigation options.
- Ongoing collaboration with WYCA and DfT to consider option and opportunities for the Mass Transport project.
- Ongoing works with WYCA and DfT to consider option and opportunities for a City Centre NPR station and protected line.
- Maintenance of existing assets.

## Who?

- WYCA
- DfT
- Network Rail
- CBMDC
- Developer

## Risks and Mitigation

- Increased development, economic growth and increased commuting needs are likely to lead to further pressure on the rail and highways network. Additionally, impacts from changing travel patterns associated with the Local Plan and transport improvement schemes will have impacts. These will need to be appraised further as part of continued investment decisions.
- Cost and time for some schemes are not fully known.
- Predicting the potential impacts of covid on rail commuting patterns
- Funding to deliver new or improved station and parking facilities is dependent upon a wide range of factors and delivery agencies. There are generally many competing demands on the funding available. As with any major construction project these can change as studies and designs progress. These can however be mitigated by robust project management and/or value-driven engineering implementations.

## Infrastructure Schedule: Station Improvement incl. Park & Ride

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Station Improvements including Park and Ride</b>									
Essential	Bradford Forster Square	New station building, frontage, lifts and canopies.	Bradford Forster Square Station	Estimated start date February 2021	2024-25	£3.67m	West Yorkshire Plus Transport Fund	£17.32m	Bradford Council; West Yorkshire Combined Authority

Essential	Bradford Interchange Station Gateway Phase 1	Relocation of taxi rank and pick up / drop off area to the rear of the station with a new at-grade link between transport modes. Pedestrianised station frontage. Improvements to station concourses.	Bradford Interchange	Estimated start date November 2021	2024	£0.29m	West Yorkshire Plus Transport Fund	£5.65m	Bradford Council; West Yorkshire Combined Authority
Essential	Bradford Interchange Station Gateway Phase 2	A more comprehensive re-orientation of the interchange environment. Whilst option development for this phase is ongoing, the goal is to create a high quality gateway into the city that enhances the user experience and merits a station of this size and a city as large as Bradford.	Bradford Interchange	Estimated start date June 2023	2026	£0.51m	West Yorkshire Plus Transport Fund	£0.51m	Bradford Council; West Yorkshire Combined Authority
Essential	Creating a new Park & Ride facility serving key employment sites in Bradford	Park & Ride facility with an initial at-grade capacity of 500 car spaces with considerations/allowance for future capacity expansion via modular deck parking. Reconfiguration and widening of existing guided busway/bus lanes. Onsite electric vehicle charging points.	Odsal	Estimated start date June 2023	July 2024	£26.7m - £32.7m	West Yorkshire Plus Transport Fund	TBC	Bradford Council;



## 5.0 Physical Infrastructure: Public Transport (Bus and MRT)

### What?

- 5.1 Bradford district has an extensive network of bus services. Bus travel accounts for a significant proportion of the journeys in Bradford. It connects the important places across the region – helping people travel to jobs and education in a reliable, efficient, and affordable way. Bus services provide space efficient use of the road network and have significantly less environmental impacts compared to car traffic. This network is critical in accommodating increased demand by providing accessible and affordable public transport capacity and thus supporting productivity and growth – rebalancing the economy and encouraging investment in the district.
- 5.2 Requirements identified going forward in the LIP are to improve bus stop accessibility and protect bus journey times via bus priority schemes, enhanced passenger information system, safety improvements at bus stops and improved service frequency. Changes to the fleet and corridor/ fleet management to tackle air quality are also needed. Furthermore future investment in the network and services should seek improvements to bus routes and reliability particularly serving the significant growth areas.

### Where?

- 5.3 District wide

### When?

- 5.4 Short-Medium-Long term.

### Why?

- 5.5 Bus service and network capacity is critical to ensuring development potential can be realised in a sustainable way; in other words, bus usage and usability can help with the absorption of growth along key bus corridors, and development (creating accessibility and permeability) of strategic sites. Certain sites may also need to facilitate particular bus network requirements in their masterplanning as well as making the most of opportunities arising from the envisaged housing and economic growth across the District.

## Where are we now?

- 5.6 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. 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. Covid has had a dramatic, negative impact on bus use. It is yet to be determined how this will impact on bus use in the medium to long term.
- 5.7 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 a £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 city centre. It is made up of 2.3km of guided busway and 1.2km of dedicated bus lanes.
- 5.8 The West Yorkshire Bus Alliance brings together the Combined Authority with West Yorkshire's commercial bus operators. It 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.
- 5.9 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.

### **West Yorkshire Mass Transit**

- 5.10 The West Yorkshire Combined Authority in collaboration with partner councils are developing a mass transit system which will offer a new public transport option and an attractive alternative to car travel. Whilst the cost of implementing mass transit can be high, the scale of benefits which it delivers are also high. Other cities in the UK and beyond are demonstrating mass transit does offer high value for money and can also open up new funding opportunities.
- 5.11 The Devolution Deal included a commitment from government to "explore the case for funding a modern, low carbon West Yorkshire Mass Transit System". In January 2021 WYCA has published its initial Mass Transit Vision 2040 report together with the West Yorkshire Connectivity Infrastructure Plan. Both these documents are currently going through public consultation.

## What are the next steps?

- 5.12 The [West Yorkshire Bus Strategy 2040](#)<sup>9</sup> developed by WYCA and the five West Yorkshire districts as well as the main bus operators in the area. 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
- 5.13 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
- 5.16 The WYCA [Connectivity Infrastructure Plan](#) will once adopted identify the priorities for bus priority investment on the highway network to 2041, to build on the interventions identified above. This would likely include further rollout of bus priority to create public transport priority corridors.
- 5.17 The [West Yorkshire Mass Transit Vision 2040](#) sets out a vision for a new large-scale public transport system in West Yorkshire. Mass transit will help communities thrive and enable the economy to flourish, by better connecting people with jobs and opportunities, and

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<sup>9</sup> [West Yorkshire Bus Strategy 2040, WYCA, West Yorkshire Districts, First Group, Arriva & Transdev \(August 2017\)](#)

enabling clean, inclusive growth, reducing transport carbon emissions and supporting sustainable development. Deployment in Bradford is anticipated to happen in phases:

5.18 A first phase from 2025, comprising:

- a Bradford to Leeds route
- a Bradford to Dewsbury route

5.19 A second phase thereafter, comprising:

- a Bradford to Halifax route
- a Bradford to North Bradford & Leeds Bradford Airport route

### Who?

- WYCA
- DfT
- WY Metro
- Transport for North
- CBMDC
- Bus Operators
- Developer

### Risks and Mitigation

- Increased bus journey times and reduced reliability of the network due to new development, network changes and public realm schemes;
- Lack of CIL/S106 funding from development to pay for service upgrades and facilities leading to insufficient capacity to meet current need and growth in demand from development and regeneration.
- The costs and funder / deliverer provided in the schedule below need to be considered in further detail and agreed.
- The impact of covid on public transport usage

## Infrastructure Schedule: Public Transport (Bus and MRT)

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Bus Services/Network</b>									
Essential	Extending the benefits of 'Connecting Leeds' along the A647	New bus priorities and a Healthy Streets approach to the design of interventions - bus lanes/junction improvements, bus signal priority and improving active travel modes (cycle/walking) along the A647, with provision of off-street parking areas. Potential mass transit corridor.	City Centre to Thornbury	Estimated start date June 2023	July 2024	TBC	West Yorkshire Plus Transport Fund	TBC	Bradford Council;
Essential	Manchester Road TCF	Improvement to network and accessibility	Bradford South East / Bradford South West	TBC	TBC	TBC	West Yorkshire Plus Transport Fund	TBC	Bradford Council;
Essential	Junction of A6038 with Green Lane, Shipley	Improvement to network and accessibility	Bradford	TBC	July 2022	TBC	West Yorkshire Plus Transport Fund	TBC	Bradford Council;

## 6.0 Physical Infrastructure: Walking & Cycling

### What?

- 6.1 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.
- 6.2 Bradford District has a comprehensive network of rights of way, cycle paths and less formal paths for non-motorised travel. This includes routes used for everyday access to and from homes, schools and services. It also includes important recreational routes, which are a key amenity for leisure, and also a draw for tourism.
- 6.3 The 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.
- 6.4 The Council seeks to promote walking and cycling as part of achieving a healthy city, and aims to create appealing places to walk and cycle supported by better connectivity between all sustainable travel modes. Local requirements to support this are identified in the LIP and the Cycling Strategy, including investment in a number of proposed route improvements. Necessary infrastructure includes new and improved walking and cycling routes and facilities, reallocating road space, signage, cycle parking and road safety measures.

### Where?

- 6.5 District wide

### When?

- 6.6 Short-Medium-Long term

## Why?

- 6.7 Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the District and, where possible, to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.
- 6.8 Improvements to cycling accessibility have significant potential to improve the accessibility of areas with local public transport accessibility. Strategic sites will also require appropriate walking and cycling infrastructure, permeability and connectivity, including integration with existing/evolving routes.
- 6.9 Active travel is the only options for significantly increasing physical activity levels across the District and has a crucial role to play in improving health outcomes in the deprived areas. Walking and cycling are also particularly low cost modes and therefore can also make an important contribution to improving residents' access to opportunities.

## Where are we now?

- 6.10 In 2019 the Council, in partnership with WYCA, produced a Local Cycling and Walking Infrastructure Plan (LCWIP1). This concluded that walking improvements between Keighley Station and Cavendish Street and a segregated cycle facility be provided from Bradford City Centre to the South East of the City be prioritised for investment. Improvements to Cavendish Street are now being progressed through the Active Travel Fund2 (ATF2) and the Towns Fund. Also, Sustrans are investigating walking and cycling links from this street to the station. ATF2 is also funding a number of other walking and cycling improvements, including provision of footpaths (e.g. Bell Dene Road) and re-surfacing (e.g. Myrah Shay Greenway).
- 6.11 In response to the covid pandemic, Government released an Emergency Active Travel Fund to enable Councils to deliver pop up walking and cycling facilities to encourage people to walk and cycle more. Key schemes being progressed by Bradford Council include a pop up cycle lane on Wakefield Road (reflecting the LCWIP priority to the SE of the City) and the provision of pop up cycle lanes on Hall Ings in the city centre.
- 6.12 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. This currently being refreshed with a view to publication later in the year.

- 6.13 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. The City Connect programme resurfaced the majority of this route. The final sections from Apperley Bridge to Shipley and from Silsden to the North Yorkshire boundary are to be completed in 2021.

- 6.14 Bradford also has 2 Cycle Superhighways: CS1 from Bradford to Leeds and the Canal Road Corridor scheme (which is also part Greenway).

### What are the next steps?

- 6.15 LCWIP2 will be developed during 2021/22 by the Council and WYCA. This will look to provide a prioritisation methodology to help the Council identify which schemes will generate the most usage and are the most deliverable and this inform our Investment Plan. It will also incorporate WYCA's Connectivity Strategy corridors.
- 6.16 The Thornton Road Cycle Superhighway, funded by the Transforming Cities Fund, is due to be delivered in 2023.
- 6.17 Both Shipley and Keighley have been granted around £25m each from the Towns Fund. A significant proportion of these funding streams (around £5m each) will be used to improve walking and cycling facilities in these town centres to make them more attractive. The precise nature of these schemes have not yet been agreed but it is hoped to include improvements to Cavendish Street as identified in the LCWIP1 (see above).



6.18 Other schemes in various stages of development and delivery include:

- The Great North Rail Trail
- Wharfedale Greenway
- Pudsey Greenway

6.19 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.

6.20 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.

### Who?

- WYCA
- DfT
- WY Metro
- Transport for North
- CBMDC
- Developer

## Risks and Mitigation

- Walking and cycling can be popular leisure pursuits, particularly in a rural areas with attractive routes and landscapes. However there remain challenges in ensuring comprehensive and safe networks. There are also challenges around ensuring these active forms of travel can be integrated into everyday lives and routines rather than just for leisure.
- Funding may not be identified and secured at the same time of major housing and economic development.
- Suitable sites or operators/partners may not be identified to facilitate bike share scheme.

## Infrastructure Schedule: Walking and Cycling

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Walking &amp; Cycling</b>									
Desirable	LCWIP	Improving walking in Keighley town centre	Keighley Centre	Estimated start date 2021	2025	£5 million	TBC	TBC	TBC
Desirable	LCWIP	Improving cycling provision in south Bradford	South Bradford	Estimated start date 2022	2025	Cycling estimated cost £ 12.6 million	TBC	TBC	TBC
Desirable	Thornton Road	Improving cycling provisions	West Bradford	Estimated start date 2022	2025	Cycleways on cway £ 2.6 million	TBC	TBC	TBC
Desirable	Leeds Road	Improving cycling provisions	Shipley	Estimated start date 2022	2025	Crossing/link to Canal Road £0.3 million	TBC	TBC	TBC
Desirable	Forster Square Station	Improving cycling provisions	City Centre	Estimated start date 2022	2025	Church Bank/ Station £ 0.15 million	TBC	TBC	TBC
Desirable	Cycle Network	Improving cycling provisions	District Wide	Estimated start date 2021	2025	Local schemes £1.0 million	TBC	TBC	TBC
Desirable	Great NR Trail	Improving cycling provisions	Keighley/ Queensbury	Estimated start date 2022	2025	Multi £4.2 million	TBC	TBC	TBC

Desirable	City Connect Extension	Three-phase extension of City Connect to Thornton in West of Bradford with 'cycleways and spurs' linkage to proposed Squire Lane leisure development and Greenway/Great Northern Railway Trail - as part of a Bradford-Halifax route via Queensbury	City Centre to A6177 Outer Ring Road/Thornton Road Junction (Phase 1)	TBC	TBC	TBC	TBC	TBC	TBC
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## 7.0 Physical Infrastructure: Electricity and Gas

### What?

- 7.1 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).
- 7.2 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.
- 7.3 Provided that the utility companies and the regulators agree at the beginning of the price setting process that investment is needed within a 5-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.
- 7.4 The main companies operating in Bradford district are:
- Electricity supply – Northern Powergrid
  - Gas supply – National Grid
- 7.5 Given the commercial nature of utilities companies, they are often cautious about revealing investment plans.

### Where?

- 7.6 District wide

### When?

- 7.7 Short, Medium, and Long Term (2020 to 2038)

## Why?

- 7.8 Provision of a safe and reliable energy supply to homes, businesses and other facilities is critical. The Local Plan's strategic objective 3 seeks to ensure that the appropriate critical infrastructure (including green, social and technological) is delivered to support growth and the timing of development and infrastructure delivery are aligned. Alongside this, another objective (Strategic Objective 14) seeks to ensure that the impact of climate is reduced through the changes in energy consumption as well as greater use of renewable and low carbon energy sources. Policies SP6, SP8 and ID1 support the delivery of infrastructure to support development, whilst the latter is highlighted in policies SP2, SP9 and EN10.
- 7.9 Energy must be affordable, available, and protect the environment as well as address climate change. Sustainable energy generation, sustainable design and construction and infrastructure related to the supply of energy, are all integral to the Local Plan.

## Where are we now?

### **Electricity Supply**

- 7.10 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 PLC<sup>10</sup>, ensures the flow of electricity supplies through regional distribution companies. There are 14 distribution network operators (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 such as EoN or EDF Energy.
- 7.11 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).
- 7.12 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.

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<sup>10</sup> 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.

- 7.13 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.
- 7.14 National Grid 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
- 7.15 The following substations are also located within the administrative area of Bradford:
- Bradford West substation – 275kV
- 7.16 Northern Powergrid has a number of 132kV transmission lines that distribute electricity from National Grid's Bradford West sub-station to other sub-stations in Bingley, Canal Road (Bradford), Keighley, Menston and Silsden. Another 132kV line distributes electricity from the transmission network to a sub-station at Staitgate Lane. These sub-stations convert it to lower voltage for distribution to customers – usually 33kV and 11kV.
- 7.17 The current capacity and future development of the 132kV and 33kV networks are set out in its Long Term Development Statement (LTDS) which is 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.
- 7.18 In addition to the LTDS, Northern Powergrid also provides load and generation availability maps, also known as heat maps on its [website](#)<sup>11</sup>. 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.

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<sup>11</sup> [Demand Availability Map, Northern Powergrid](#)

7.19 Department for Business, Energy and Industrial Strategy (BEIS) data<sup>12</sup>, shows that in 2019, average domestic electricity consumption in Bradford district was 3,651 kWh is lower than the national (England) average (3,770 kWh), but higher than both the regional (3,494 kWh) and sub-regional average (3,496 kWh).

### **Gas Supply**

7.20 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.

7.21 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)

7.22 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.

7.23 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).

7.24 As highlighted above, Northern Gas Networks (NGN) is responsible for the gas transmission network and distribution infrastructure in North East 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. This is the responsibility of the various supply companies such as EoN, EDF Energy or SSE.

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<sup>12</sup> [Regional & Local Authority Electricity Consumption Statistics, BEIS](#)

7.25 Department for Business, Energy and Industrial Strategy (BEIS) data<sup>13</sup>, shows that in 2019, mean domestic gas consumption in Bradford district was 15,566 kWh is higher than the national (England) average (13,516 kWh), but higher than both the regional (13,957 kWh) and sub-regional average (14,527 kWh).

### What are the next steps?

7.26 Significant growth is expected in the Regional City of Bradford, adding to the already approved housing and employment schemes across the District and almost all of these would require reliable supply of electricity and gas. Gas supply also continues to be important for many domestic users. Also, without investment the longevity of current equipment will deteriorate, affecting the efficient running of the network and security of supply.

7.27 Some strategic sites in key growth areas may also need to incorporate infrastructure needs and decentralised energy generation and distribution in their masterplanning, ensuring consideration at an early stage so that the spatial implications of infrastructure can be minimised and mitigated.

### **Electricity**

7.28 The electricity network is generally fit for purpose in so far as it is managed and operated to maximise service to existing customers. Northern Powergrid has been made aware of the scale and distribution of growth proposed in the Local Plan. It is intend to undertake engagement with them to established potential impacts of the Local Plan on their networks.

7.29 Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations.

7.30 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.

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<sup>13</sup> [Regional and local authority gas consumption statistics, BEIS \(December 2020\)](#)



7.31 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.

### **Gas**

- 7.32 NGN publishes a Long Term Development Statement (LTDS) each year, which 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. Copies of Long Term Development Statements are available on the company's website.
- 7.33 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the National Grid's network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. 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.
- 7.34 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. DOs use an economic test to calculate the maximum economic investment for specific reinforcement that they can make for any specific load<sup>14</sup>.
- 7.35 All costs associated with the connection to the existing gas network and works downstream of this are generally fully funded by the customer (the consumer, developer, consortium, etc.). 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. 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.

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<sup>14</sup> 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.

7.36 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.

### **Energy White Paper (December 2020)**

- 7.37 The Government Energy White Paper presents a vision of how the country will make the transition to clean energy by 2050. It follows on from the Ten Point Plan for a Green Industrial Revolution and National Infrastructure Strategy. For energy supply, it seeks to:
- Work to minimise the costs to consumers of getting energy to homes and businesses, by promoting more innovation and competition in networks and in national and local energy markets;
  - Ensure electricity networks are able to integrate increasing renewable generation;
  - Make sure that energy system information about supply and demand is used to drive greater efficiency and lower costs; and
  - Ensure that the system's rules and governing institutions support the transition away from fossil fuels to clean energy

### **Who**

- Northern Powergrid
- National Grid
- Northern Gas Networks
- Energy suppliers
- Developers

### **Risks and Mitigation**

- Electricity and gas network connection requirements are met based on development needs and are usually addressed at the planning applications. Northern Powergrid and Northern Gas Networks operate a connections service to which developers can apply. Further discussions and engagement will be held with Northern Powergrid and Northern Gas Networks, as the plan is further developed in order to identify potential impacts of growth on their networks and whether any further specific infrastructure interventions are needed.
- The Energy White Paper may result in long term changes to the way energy is supplied, transmitted and distributed.

## Infrastructure Schedule: Electricity and Gas

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Utilities- Electricity and Gas</b>									
Essential	Electricity supply and distribution network – maintenance, replacement and renewal	Ongoing maintenance, renewal and replacement of electricity supply infrastructure within Bradford district to deliver the requirements of Northern Powergrid’s Ten Year Investment Plan.	District wide	Ongoing	2020 to 2038 (and beyond)	Set out in Northern Powergrid Ten Year Investment Plan	Northern Powergrid	Various – dependent on the specific works	Northern Powergrid
Essential	Electricity supply network - new, enhanced or reinforced infrastructure	Provision of new or enhanced electricity supply infrastructure to support growth.  The exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between Northern Powergrid and developers.	District wide	Will be determined on a site by site basis	2020 to 2038	To be provided by the private sector, therefore no costs have been appraised as this stage	Developers through connection charges Northern Powergrid Investment Plans	Costs will be dependent on the exact nature of works.	Northern Powergrid  Developers
Essential	Gas supply and distribution network – maintenance, replacement and renewal	Ongoing maintenance, renewal and replacement of gas supply infrastructure in Bradford district to deliver Northern Gas Networks investment plans	District wide	Ongoing	2020 to 2038 (and beyond)	Set out in Northern Ga Networks’ Investment Plans	Northern Gas Networks	Various – dependent on the specific works	Northern Gas Networks
Essential	Gas supply network - new, enhanced or reinforced infrastructure	Provision of new or enhanced gas supply infrastructure to support growth including potential reinforcements and new connections.  The exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between Northern Gas Networks and developers	District-wide	Will be determined on a site by site basis.	2020 to 2038	To be provided by the private sector, therefore no costs have been appraised as this stage	Developers through connection charges  Northern Gas Networks Investment Plans	Costs will be dependent on the exact nature of works.  Will be determined on a site by site basis.	Northern Gas Networks  Developers

## 8.0 Physical Infrastructure: Water Supply & Waste Water Treatment

### What?

- 8.1 In common with the gas and electricity industries, water industry is also a privatised utility. Under the provisions of the Water Industry Act (WIA) 1991, Yorkshire Water is the appointed water and sewerage undertaker in Bradford district and is the only company who provides this service. Bradford Council is the Local Lead Flood Authority (LLFA) in relation to surface water drainage, whilst the Environment Agency is mainly involved with flooding associated with water courses and protection of water resources including improvements to water quality.
- 8.2 The industry is regulated by the Water Services Regulation Authority (Ofwat). 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.
- 8.3 The current Asset Management Plan (AMP7) for Yorkshire Water covers the period April 2020 to April 2025, and details projects that are required to maintain and upgrade the network. As part of that process, Yorkshire Water considers a number of different data sources to compile its business case including population projections, Local Plans, economic information and other information. Any infrastructure requirements which arise after agreement of the five-year AMP will normally be considered for the following AMP period.
- 8.4 Yorkshire Water is required to prepare and maintain a [Water Resources Management Plan \(WRMP\)](#)<sup>15</sup> to show how 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.
- 8.5 Yorkshire Water is a statutory consultee for the Local Plan. They have a duty to provide water supply and waste water treatment to development identified in adopted development plans. The content of adopted development plans is therefore vitally important to investment planning by Yorkshire Water. Clearly the more certainty there is in relation to the location of development the greater the assistance to Yorkshire Water in formulating its own investment plans

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<sup>15</sup> [Revised Draft Water Resources Management Plan, Yorkshire Water \(September 2018\)](#)

## Where?

8.6 District-wide

## When?

8.7 Short-Medium-Long period.

## Why?

8.8 The supply of safe, secure and reliable water supply to Bradford district for the period to 2038 to meet both the needs of the existing community and new developments is vital for delivering the Local Plan's growth objectives. Sustainable planning must also always consider the demands and effects of development on climate and natural environment including water. The Local Plan promotes the efficient use of water resources and also seeks to direct development to where it can connect to existing infrastructure, including water supply.

## Where are we now?

### Water Supply

8.9 In relation to water supply, Yorkshire Water has in place as 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.

8.10 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.

8.11 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. The grid system and its ability to move water around the region as required means that supply should not be a constraint to development.

## **Waste Water**

8.12 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 the provision, improvement and extension of a system of public sewers to ensure that its area is effectually drained. Bradford district is served by eight waste water treatment works (WWTW). These are:

- Ben Rhydding (serving Ben Rhydding and Ilkley East)
- Bingley (Dowley Gap) (serving Bingley, Cottingley, Cullingworth, Harden and Wilsden)
- Burley/Menston (serving Burley in Wharfedale and Menston)
- Denholme (serving Denholme)
- Esholt (serving Baildon, Bradford, Shipley and Thornton. It also serves Guiseley and Yeadon, located within the Leeds City Council area)
- Ilkley (serving Addingham and Ilkley West)
- Marley (serving East Morton, Haworth, Keighley, Oakworth, Riddlesden, Silsden and Steeton with Eastburn); and
- Oxenhope (serving Oxenhope)

8.13 A 400m cordon sanitaire must be maintained around each of the WWTW's.

## **Planned Investment**

8.14 During the period 2015 to 2020, Yorkshire Water highlighted 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 so fish can more easily travel up them to breed. In West Yorkshire this included work the River Worth near Keighley and the River Aire near Silsden. £1.5m of safety improvements was identified for Stubden Reservoir in Denholme.

## What are the next steps?

- 8.15 At this stage, there are no specific major projects that have been identified in Bradford to deliver water or wastewater improvements. Further engagement will take place with Yorkshire Water to understand the water supply and wastewater infrastructure implications of proposed growth in the Local Plan. Where new information comes forward, the LIP will be updated.
- 8.16 In calculating the future capacity of the WWTW's Yorkshire Water takes into account a range 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. Should a shortfall in capacity be identified technological advances mean that the most likely solution will be an upgrading of existing WWTW's rather than building entirely new facilities. This approach means that the availability of land for expansion or new facilities may not be a constraint on Yorkshire Water's ability to increase capacity.
- 8.17 Upgrading works are usually funded through the Assessment Management Planning (AMP) process. Developers are responsible for funding the provision of on-site infrastructure (within a development site) and the cost of connecting a development to the existing network. Should the additional demand from new development require upgrades to the existing infrastructure (whether it be water supply, sewerage or sewage treatment provision) – water companies are responsible for funding this work through the AMP regulatory cycle agreed with Ofwat.
- 8.18 Developers should contact Yorkshire Water's Developers Services Team at the earliest opportunity to discuss detailed network requirements, and associated costs for individual sites as well as their water needs.
- 8.19 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.
- 8.20 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.
- 8.21 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.

8.22 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.

8.23 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).

### Who?

- Bradford Council
- Yorkshire Water
- Environment Agency

### Risks and Mitigation

- Whilst the current situation shows a healthy resource in Yorkshire, climate change and new legislation on abstractions means there is potential need to adapt the water grid. Yorkshire Water estimates a possible 10% reduction in water yields due to climate change over the 17 period to 2035 (Strategic Direction Statement, 2010 page 29). Any shortfalls in supply can be addressed by implementing demand reduction options (such as leakage control) as well as development of existing assets.
- Yorkshire Water's business/investment plan operates on a 5-yearly cycle, therefore it's important to frontload Local Plan so that any additional requirements are taken into account at the earliest possible opportunities. This will be addressed through ongoing engagement with Yorkshire Water to identify where investment may be required
- Non-household water use forecasts may vary significantly reflecting wider economic trends.



## Infrastructure Schedule: Water Supply and Waste Water Treatment

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Utilities- Water Supply &amp; Waste Water Treatment</b>									
Essential	Water and Wastewater infrastructure – connections, reinforcements, renewals and improvements	Provision of new connections, reinforcements or improvements to the water supply and wastewater infrastructure required to support growth. Exact nature of the works to be confirmed. Will be determine on site by site basis via discussions between developers and water company	District wide	Ongoing	2020 to 2038	Costs will be dependent on the exact nature of the works. Will be determined on site by site basis.	Developers Yorkshire Water	Costs will be dependent on the exact nature of the works. Will be determined on site by site basis.	Yorkshire Water Developers

## 9.0 Social Infrastructure: Education

### What?

- 9.1 Providing high quality education infrastructure, including primary, secondary and special schools, is a key consideration in the development of sustainable communities. Good quality education can also help improve the social and economic health of communities through opportunities to access further and higher education.
- 9.2 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); and
  - Secondary – Years 7 – 11 (ages 11 – 16).
- 9.3 In the district, 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; and
  - 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.
  - 8 special schools – three primary, four secondary and one all-thorough school.

### Planning for Education Provision

- 9.4 The purpose of Planning Education Provision is to plan for and understand the future need for school places in Bradford which meet the needs of the children and young people within the District. When the Council plan for education places the relevant Department analyse a range of data and make forecasts of future demand for places. There are dedicated web pages that contain useful information about

how forecasts are made and the range of data used to facilitate that exercise including granted housing development proposals within each school planning area as well as forecasted demand for primary and secondary school places.

- Primary Place Planning- <https://bso.bradford.gov.uk/content/admissions/primary-place-planning>
- Secondary Place Planning- <https://bso.bradford.gov.uk/content/secondary-place-planning>

### Where?

9.5 District wide

### When?

9.6 Short, Medium and Long Term

### Why?

9.7 The City of Bradford Metropolitan District Council as the Local Education Authority has a statutory duty to ensure there are sufficient education places in the District to meet the present and future demand. The Council has to ensure that:

- sufficient high-quality, maintained school provision is available to meet the needs of all Bradford District children aged 5-16
- 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 schools are able to function as high-quality, viable and financially efficient institutions.

### Where are we now?

#### **Primary and Secondary Schools**

9.8 The population growth in Bradford over the last decade increased pressure on primary and secondary school places, resulting in a large-scale expansion programme to meet the growth in demand. These have been delivered as the opening of Free Schools'

increases in published admission numbers (PAN); school expansions being carried out; and existing spaces being reconfigured as a result of sixth forms provisions closing.

- 9.9 The monthly data received from the Bradford District Care NHS Foundation Trust shows that the numbers of younger children living in the Bradford District is reducing. These reductions in the numbers of younger children are District wide and as such will have an effect on schools across the District. In some areas, schools have already experienced significant reductions in pupil numbers and have begun to make organisational changes and/or PAN reductions.
- 9.10 This reduction in numbers of younger children is not unique to the Bradford District. Local Authorities across the Yorkshire and Humber region, and nationally, are experiencing these changes. Data published by the Office of National Statistics (ONS) in August 2019 shows that the number of births have been reducing year on year, and in 2019 was the lowest since 2004, both nationally and in the Bradford District.
- 9.11 The Council is also undertaking a programme of School Academy conversions in line with the requirements of the Academies Act 2010. To date, the Council has converted 105 schools to academy status, a further 9 conversions are currently in progress. In addition, there are currently 10 Free Schools operating within the Bradford District, including the two new secondary Free Schools which opened in September 2019; Bronte Girls' Academy and Eden Boys Leadership Academy.

#### **Special Educational Needs and Disabilities (SEND)**

- 9.12 Bradford District has experienced a significant increase in demand for Special Educational Needs and Disabilities (SEND) provision. It is projected that demand will continue to grow across all sectors. At January 2020, 1.28% of Bradford's pupil population was recorded in special schools and special school academies. This compares with 1.19% at January 2019.

#### **What are the next steps?**

- 9.13 There are on-going discussions between the Council's Children's Services and Local Plan Team which have resulted in sharing of information and informing the forward planning for future school infrastructure.

#### **Primary and Secondary Schools**

- 9.14 Forecasts for mainstream school places are produced in line with the DfE requirements, forecasting the next 5 years for primary schools, and 7 for secondary.

- 9.15 According to the current published primary school forecasts (July 2020) the number of surplus places across the District will increase over the course of the forecast (up to 2024/2025). For secondary school places, the forecast predicts that schools across the District will begin to see small levels of surplus places in year 7 from 2023/24. This follows many years of secondary schools being oversubscribed in year 7 and numerous schools admitting additional children to meet the demand. However, it is likely that there will still be some pockets of increased demand depending on rate of planned new housing proposals being developed. Such growth areas are difficult to predict but are likely to be the areas where there is currently pressures and where additional housing is planned.
- 9.16 For mainstream school places, it is a requirement of the DfE for Local Authorities to produce forecasts for primary and secondary schools by splitting their area into primary and secondary school 'planning areas'. The Area forecast data, as available in the Bradford Schools Online webpages referred above, shows the additional pupils calculated for each planning area, based on the number of homes in each development as listed. The additional pupil yield for primary aged children is between 2,767 – 3,405, and for secondary aged children, between 1,494 – 2,061.
- 9.17 The forecast summary showing surplus/shortfall of places in each planning area over the next 5 (primary) or 7 (secondary) years is also available on the website linked above. As already mentioned, the forecast currently shows that the number of surplus reception places in primary schools are increasing, and secondary schools will begin to see small levels of surplus places in year 7 from 2023/2024.
- 9.18 It is worth noting however, that as the full impact of Brexit and the birth-rates following the Covid-19 Pandemic are unknown, these two issues alone could significantly impact the forecasts.
- 9.19 An important factor to consider in the impact of new housing on schools is the timescales involved in the planning process and the build rate once approved. One of the difficulties of including housing in the forecast is the uncertainty of the delivery. Given the timescales involved in the planning process, amendments have been made to the forecasting methodology to ensure only applications with full approval are included, rather than including applications with outline approval as was previously the case. A maximum of 50 homes per year, per developer are included in the forecast, so a 200 home development would be included in the forecast over a 4-year period.
- 9.20 Given that the Local Plan proposes to add approximately 30,672 homes across the District in the next 15 to 20 years, the impact on schools will need to be monitored on an ongoing basis.

9.21 In terms of prioritisation of infrastructure provision and the implications for funding it is important to monitor what role free-schools will play in the long term future of primary and secondary education. Whilst appealing, their long term viability is under scrutiny, with many struggling to attract and maintain the requisite number of students; there are also question marks about their role in driving up the quality and diversity of the education offer within Bradford as the district looks to strengthen its economic future.

### **Special Educational Needs and Disabilities (SEND )**

9.22 The 'Schools forum November 2020' report provides the current position regarding provision for pupils with SEND. Council's Children's Services is currently only able to forecast the demand for SEND provision up to 3 years in advance, but there are ongoing works to enhance this process so that they are able to carry out longer term planning. If that is available during the course of the consultation on the Local Plan they will be made available in this report so that all relevant information can be taken into consideration.

9.23 Children's Services' modelling clearly indicates that additional SEND specialist places are required to be developed over the next three years in response to continued growth in the numbers of Education, Health and Care Plans (EHCPs) and to wider demographic increase in the school population.

9.24 It is indicated that the number of primary aged children with an EHCPs will rise by 5.47% each year and the number of secondary aged children with and EHCP will rise by 10.49% each year. From this, the current projection is that there will be a requirement of 120 additional specialist places for the 2021/22 academic year, with these places being delivered across both the special school sector and in resourced provisions. Further projection then shows that there will be a need to increase specialist places again for both the 2022/23 and the 2023/24 academic years by 100-120 places each year. This is a minimum number of places that should be developed in order to meet demand but also to control (not increase reliance) on more expensive out of authority, non-maintained special school and independent placements.

9.25 In a nutshell the demand and priority for SEND provisions can be summarised as below-

- Secondary resourced provision needs to be urgently developing to meet demands created by Primary school resourced provision
- Secondary Special school places need increasing
- Secondary Resourced Provision for ASD in the East Constituency is a priority
- Secondary Resourced Provision for SEMH in the South Constituency is a priority

- Specialist School Places for SEMH in the Shipley/Keighley constituency is a priority

9.26 Addressing these demands during the forecast period 2020-23 involves-

- Developing 60 Special school places within the Shipley/ Keighley Constituency
- Developing 60 Resourced Provision Secondary School places for SEMH and ASD across the South Shipley and East Constituencies
- A further 100 places will be developed in 2023-24 across the district in Resourced and Special school provisions primarily for ASD and SEMH

9.27 The Authority's immediate actions for the 2021/22 academic year in response to these projections are to:

- Develop a number of Social, Emotional and Mental Health (SEMH) and Autism Spectrum Disorder (ASD) resourced provisions in secondary sector. Discussions are already taking place with a number of maintained schools and academies within the Keighley / Shipley and South areas of the District with the aim of establishing new Local Authority-Led Resourced Provisions.
- Develop further special school places for ASD and SEMH across the District.
- Work with the Specialist Teaching Support Service in relation to meeting the needs of children and young people that require SEND Support.
- Establish the High Needs Block planned budget on the basis of funding an additional 100 place a year over the next three years.

### **Early Years**

9.28 As an authority the Council undertake a Childcare Sufficiency assessment each year to see where any potential gaps are. There are no apparent gaps in provision across the whole of the Bradford District with many childcare providers reporting vacancies.

9.29 Therefore, the Children's Service would not be encouraging development of any group based provisions. Childminders form an integral part of the childcare market and offer smaller numbers, there will always be a need to recruit new childminders.

### **Who?**

- Department for Education
- Children's Services, Bradford Council

- Primary and Secondary Schools
- Academy Trusts

### Risks and Mitigation

- Forecasting the number of pupil place requirements is complex on account of new development but also changing demographics in some areas, and fluctuating parent preferences.
- The full impact of Brexit and the birth-rates following the Covid-19 Pandemic are unknown, these two issues alone could significantly impact the forecasts.
- Not all local children attend local schools and approximately 7% of primary aged children and 15% of secondary aged pupils attend a school outside the Bradford District or are either in an independent school or in non-mainstream education or are educated at home. It is difficult to ascertain whether this will continue as the population is also increasing in other Districts which may mean a reduction in the availability of places in other Council areas. Regular discussions will take place with neighbouring Local Education Authorities as part of the Duty to Co-operate.

### Infrastructure Schedule: Education

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Primary Education</b>									
Essential	All Saints CofE Primary School, Ilkley. Wharfe Valley Planning Area	0.5 FE expansion to accommodate PAN increase from 45 to 60 which took place in 2018	Ilkley	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC
Essential	Silsden Primary School. South Craven Planning Area	New 3FE building to relocate the two existing sites for Silsden Primary School (formerly Aire View Infants and Hothfield Junior Schools)	Silsden	Ongoing	2021/2022	TBC	Basic Needs, developer contributions	TBC	CBMDC



Secondary Education									
Essential	Provide secondary school places to meet planned housing growth.	To deliver new secondary school places in the form of extensions to existing schools, increasing form entry or if required new primary schools (although no need for a new primary school has been identified to date).	District Wide	Ongoing	Throughout plan period.	Cost associated with proposed new housing	Basic Needs Funding – for school places from existing housing development Developer contributions through CIL and S106 – to meet needs of housing growth in the District  Revenue funding to be provided by Central Government.	TBC	DfE CBMDC
Special Needs									
Essential	Oastlers Special School-split site	Expansion of Oastlers Special School onto split site to deliver additional specialist places for pupils with an Education, Health and Care Plan (EHCP) for Social, Emotional and Mental Health (SEMH).	Keighley	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC
Essential	Green Lane Primary School Resourced Provision	Development of a specialist Resourced Provision for pupils with an EHCP for Autistic Spectrum Disorder (ASD)	Manningham	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC
Essential	Appleton Academy Resourced Provision	Development of a specialist Resourced Provision for pupils with an EHCP for SEMH	Wyke	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC
Essential	Beechcliffe Special School (Split site) Ash Valley College	Expansion of Beechcliffe Special School onto a split site to deliver additional specialist places for pupils with an EHCP for SEMH	Idle	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC
Essential	Long Lee Resourced Provision	Development of a specialist Resourced Provision for pupils with an EHCP for SEMH	Keighley	ongoing	2021	TBC	Basic Needs, developer contributions	TBC	CBMDC

## 10.0 Social Infrastructure: Health and Wellbeing

### What?

10.1 Health services in Bradford District are delivered by a number of different organisations. Primary health care (e.g. GPs) is planned for by the NHS Bradford District and Craven Clinical Commissioning Group (CCG) while Secondary health care (e.g. hospitals) are managed by a number of Trusts, including Bradford Teaching Hospitals NHS Foundation Trust and The Airedale NHS Foundation Trust . Some areas of NHS infrastructure are managed by NHS England, and other NHS subsidiary companies. This reflects some of the complexity with the structures of the NHS in managing their infrastructure and future planning.

### Where?

10.2 District-wide

### When?

10.3 Healthcare providers plan in periods typically ranging from 5 to 10 years.

### Why?

10.4 Provision of high quality primary and secondary healthcare services is essential to the health and well-being of the local population. The planning and provision of health and social care services and the structures in which they are delivered are not governed by the town and country planning system, other than the approval of planning applications for facilities. However, the planning system can play a key role in creating healthy and inclusive communities, as recognised in the Local Plan.

### Where are we now?

10.5 Existing healthcare services are well distributed throughout the District. There are a number of agencies and organisations responsible for the delivery of health infrastructure in the District. The commissioning of health services is split across three main organisations: NHS England, the Clinical Commissioning Group (Bradford District and Craven CCG), and Public Health (CBMDC).

## **Primary Healthcare**

- 10.6 The Bradford District and Craven CCG plans, buys and monitors health services for Bradford area. This group is responsible for commissioning services which provide urgent and emergency care, GP services and community care. There are almost 600,000 people living in the CCG area. The CCG identifies what these people need from their local health and care services and use this information to design sustainable, high quality services by bringing together healthcare professionals, GP practices, local communities and managers.
- 10.7 CCG has 73 member GP practices in Bradford. A list of all member GP practices can be found from the website below.  
<https://www.bradfordcravenccg.nhs.uk/about-us/our-gp-practices-2/>
- 10.8 The CCG's relevant Strategy that sets out priorities relating to GP infrastructure is linked directly to population growth. It should however be noted that general practice premises plans are kept under regular review by the CCG and priorities are subject to change, in order to ensure appropriate general medical service capacity is available.

## **Secondary Healthcare**

- 10.9 Bradford Teaching Hospitals NHS Foundation Trust is responsible for providing hospital services for the people of Bradford and communities across Yorkshire. It serves a core population of around 500,000 people and provide specialist services for some 1.1 million from several sites, including Bradford Royal Infirmary, which provides the majority of inpatient services, and St Luke's Hospital, which predominantly provides outpatient and rehabilitation services. The trust also manages local community hospitals at Westwood Park, Westbourne Green, Shipley and Eccleshill.
- 10.10 In early 2017, a new £28 million wing opened at Bradford Royal Infirmary, part of a £75m investment to improve patient care across their hospitals over a five-year period. This is seen as a continuation of the trust's investment following on from opening of a £2 million neonatal unit in 2015 and a £2m refurbishment of Accident and Emergency Department in 2017.
- 10.11 Airedale NHS Foundation Trust provides personalised, 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 of Lancashire.

- 10.12 The services are provided from their main hospital site, Airedale Hospital, and at other locations across the community – such as Castleberg Hospital, near Settle, Coronation Hospital in Ilkley and Skipton Hospital.
- 10.13 Over the past decade there has been a NHS programme to improve primary care facilities which has resulted in new GP surgeries and clustering of GP's in new premises. There are few facilities that are not fit for purpose.
- 10.14 The relative poverty in some areas of the District and overcrowding of housing, related to both poverty and cultural choice, has the risk of resulting in a relatively high requirement for health services. The NHS have invested in improving health services in those areas over the last 10-15 years and have the infrastructure in place to deliver the required level of health provision. It was noted that the NHS receive additional funding related to deprivation and therefore the CCG are able to target additional resource at the more deprived parts of Bradford.

### **Dental Services**

- 10.15 There are some concerns about access to NHS dentists in Bradford District with patients often reporting difficulty in finding practices accepting new patients. This is an issue considering evidence that suggests children in the poorer parts of the District have worse health and wellbeing on average particularly poorer dental health by age five. Progress has been made in recent years to increase access, with the development of a proposal by NHS England to open up new appointments in the worst affected areas of the district by re-investing resources.
- 10.16 The NHS dental services in Bradford currently provide the following services:
- Community dental care – this service supports people who have needs that cannot be met by a high street dentist e.g. people who are housebound, have anxiety or severe physical disabilities.
  - Oral health improvement – a dedicated oral health improvement team committed to improving the oral health of local communities.

- 10.17 They also offer a range of programmes which include fluoride varnish applications and a tooth brushing programme which is delivered in primary and special schools. Working together with a wide range of professionals, voluntary and community groups, these programmes focus on improving young children’s oral health, particularly preventing dental decay from birth up to 19 years old, and provide advice, support and online training to other key groups such as vulnerable adults and older people

### **Pharmacy Services**

- 10.18 There are currently 150 pharmacies<sup>16</sup> within Bradford District, 14 of which are distance selling and do not provide essential services on their premises.
- 10.19 The commissioning of pharmacy services in England is the responsibility of NHS England. 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.
- 10.20 The latest PNA (2018-21) states that having considered 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, it has not identified any future needs in the District which are not already met by providers currently on the pharmaceutical list.

### **What are the next steps?**

#### **Primary and Secondary Healthcare**

- 10.21 Improvements and new investment in the quality and accessibility of health care facilities will be supported within the district. The council will continue to work with the Clinical Commission Group, Hospital Trusts and other health care providers to ensure that the capacity and quality of health care facilities within district meets the requirements of the current and future population and their changing needs.
- 10.22 It is recognised that there are very significant challenges in the secondary health care sector due to the current condition, maintenance costs and locational constraints of existing hospitals that deliver both physical and mental health services. This means

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<sup>16</sup> [Bradford District Health & Wellbeing Board - Pharmaceutical Needs Assessment \(2018 to 2021\)](#)

that urgent action is required to establish a new vision, direction and delivery of essential health infrastructure within the District and certainly within the plan period.

- 10.23 The Airedale NHS Foundation Trust has recently revealed plans for a new state of the art building (Europe's first zero carbon facility of its kind) driven in part by the long term structural problems with the present main hospital building. The local plan includes provision for a potential new Airedale Hospital in Steeton with Eastburn with supporting services, and is supportive of the strong environmental focus that the hospital trust is driving. There may be opportunities for wider linked infrastructure improvements in this part of the District and this will be subject to further technical assessment and collaborative working.
- 10.24 The Bradford Teaching Hospitals NHS Foundation Trust (BTHFT) has developed, and invested in, its facilities, but nonetheless the estate needs renewal to support the delivery of 21st century healthcare. BTHFT has recently embarked on a programme of works to improve and future-proof the built environment. A substantial part of this programme is the new £28m hospital wing at Bradford Royal Infirmary (BRI), which has been operational since spring 2017. However, with the opening of the new wing, there is now little remaining space for further expansion on the existing site.
- 10.25 Growing demands for services and the configuration of the existing estate presents a challenging in delivering these services. The age of the estates and constrained nature of both sites is also a challenge. The Trust is currently in the early stages of exploring options for its estate and how it will meet future needs and growing demands for its services. This includes nd seeking funding for the provision of a new hospital, based on the "The Model Hospital" principle which was initially developed to meet the recommendations of Lord Carter's review (February 2016) of operational productivity and performances of England's acute hospitals.
- 10.26 The Trust is committed to working proactively with the Council, NHSI/E, the Department of Health and Social Care and others to keep stakeholders abreast of future plans and to seek support for the development.
- 10.27 Discussions with health infrastructure planers has also highlighted opportunities for improvements in community health, GPs and mental health facilities across the District. The local plan is being designed to be sufficiently flexible and area / community focused to include new investment opportunities as they arise.
- 10.28 Funding will continue to be a key challenge. It will be necessary for developers to pay a contribution to cater for the increased demand arising from new development. Funding will contribute to increasing the capacity and services of existing premises in a wide range of ways including: physical extensions to existing GP buildings, Telemedicine technology, expanded reception areas, expansion of car

parking and completely new GP surgery buildings either to replace existing substandard accommodation or in rare circumstances to accommodate a new practice to serve an area of major development.

### **Dental Services**

- 10.29 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. In Bradford, there are 68 dental practices<sup>17</sup> 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 registered with a dentist, as well as offering emergency provision at bank holidays and weekends. Additional dental provision likely to be required in the future although no specific projects have been identified.

### **Pharmacy Services**

- 10.30 The latest PNA (2018-21) concludes 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 the area. A range of additional/enhanced services are also provided and these appear to be based on population need. 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 undertaken to support the PNA in which 91% of respondents said that they can get to a pharmacy of their choice when they want to.
- 10.31 The report further states that 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.
- 10.32 There are, however, likely to be changes to GP extended access schemes. There is a good geographical spread of pharmacies operating extending opening hours which is 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.

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<sup>17</sup> NHS Information

## Who?

- NHS England
- Bradford District and Craven CCG;
- Bradford Teaching Hospitals NHS Foundation Trust;
- The Airedale NHS Foundation Trust; and
- Public Health (CBMDC)

## Risks and Mitigation

- Large scale developments are likely to trigger the need for increased healthcare. Similarly, small housing schemes can have a significant impact on health provision in smaller communities served by smaller scale practices. Small schemes may also have a collective impact in settlements.
- Healthcare providers plan in periods ranging from 5 to 10 years which doesn't correspond with the Local Plan period. NHS forecast modelling therefore doesn't always take into account the full impact of the envisaged housing development and the resulting demographic changes.
- The NHS faces funding constraints and currently there's a significant financial gap exists across most organisations. Whilst funding will increase due to the rising population, this will not be enough and ways of working will need to change too.
- Changes to the primary care workforce and information technology will impact on the estate needs and capital investment plan.



## Infrastructure Schedule: Health and Wellbeing

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Primary and Secondary Care</b>									
<b>Essential</b>	Provision of Healthcare	Provision of GP and hospital care through the established Clinical Commissioning Group (CCG) and NHS Hospital Trusts.	District Wide	Ongoing	Ongoing	NHS funding per person registered for healthcare in the Bradford District	TBC	TBC	NHS Commissioning Group
<b>Dental Services</b>									
<b>Desirable</b>	Dental services	New and enhanced provisions of Dental services	District Wide	Ongoing	Ongoing	TBC	TBC	TBC	NHS Commissioning Group
<b>Pharmacy Services</b>									
<b>Desirable</b>	Pharmacy services	New and enhanced provisions of Pharmacy services	District Wide	No additional need identified	..	..	..	..	..

## 11.0 Social Infrastructure: Built Sports Facilities and Playing Pitches

### What?

- 11.1 Sporting, leisure and recreation facilities form an important element of sustainable communities. They allow people opportunities for exercise and socialising as well as supporting healthier lifestyles. In Bradford District there is always a demand for more indoor and outdoor sports facilities and play areas. Current evidences indicate the District generally suffers from inadequate supply of outdoor playing pitches and there are also under provisions and disproportionate distribution of some sports facilities. Although the majority of this current provision is by the private-sector, there are opportunities to deliver public sector facilities in a joined-up, coordinated way. Opportunities to develop joint and multi-agency sport and leisure facilities also exist through schools particularly those that have previously benefitted from BSF programme.
- 11.2 In Bradford, the Council own and manage a number for facilities including sports/leisure centres, swimming pools and sports pitches, 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.
- 11.3 Overall, there is a requirement to deliver new sport, leisure and recreation facilities in the future. Future plans for existing and new facilities will also need to reflect on the continued cost of maintaining and improving facilities during their operational life.

### Where?

- 11.4 District wide

### When?

- 11.5 Short-Medium Term

### Why?

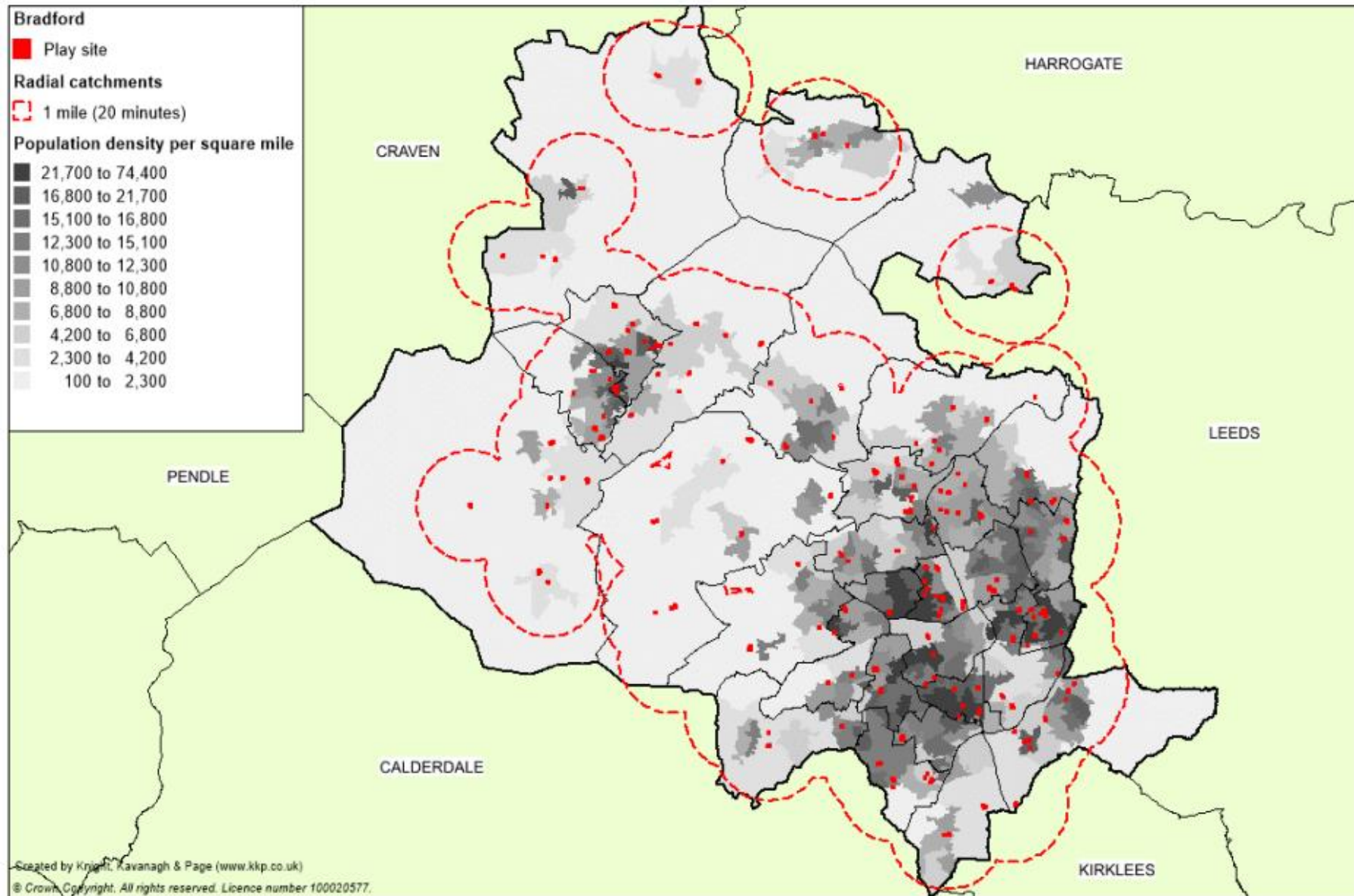
- 11.6 The District has a particular need for healthy places that support and enable people's wellbeing. Most people live in urban areas where health inequalities are relatively high. More deprived areas also showing the highest levels of obesity in Children aged 11 and below. Active, imaginative and nature-based play opportunities will all contribute to improving social, health and educational outcomes for children and young people, enabling them to be more physically active, providing social, leisure and informal learning opportunities.

- 11.7 The strategy to deliver the required sports provision in Bradford is an integrated partnership approach based on improving existing facilities, linking with existing school facilities to make efficient use of current resource and taking advantage of the emerging regeneration opportunities across the district.

#### Where are we now?

- 11.8 The District has inadequate supply of **outdoor sports facilities and playing pitches** to cater to current demands with particular localised pockets of under-provision. The Council has carried out a Playing Pitch Strategy (PPS) which updates the evidence base in terms of deficits in sports provision and sets out detailed and site specific action plan for investment priorities throughout the district. The PPS looks at the supply and demand for football, rugby and cricket pitches, 3G artificial grass pitches, and other artificial grass pitches used for sports including hockey. It also looks at outdoor bowling greens, outdoor tennis courts and athletics tracks.
- 11.9 Generally, across the District there is always a demand for more pitches and the need to have a sufficient stock of pitches to allow some to be “rested” for a season. Due to increasing demand this does not happen leading to overuse of the resource and subsequent deterioration of quality. The Playing Pitch Strategy generally identifies that there is a pent up demand for pitches and that existing pitches are overused. This is also supported by anecdotal evidence.
- 11.10 The PPS shows that the existing position for all pitch sports is that either demand is being met by the current provision, or that there is a shortfall in provision. The future position shows the exacerbation of current shortfalls and additional shortfalls in some areas and for some sports. For football the evidence shows that there are shortfalls in all areas for one or more pitch formats, with these shortfalls increasing with future demand. There are notable current and future shortfalls for full sized 3G pitches for football team training and cricket, as well as for senior pitch types for rugby union and rugby league. There is sufficient capacity to meet current and future demand for tennis, bowls and athletics, although improvements to the quality of provision will be required. Of particular note is the need to secure the tenure and improve the track quality at Horsfall Stadium
- 11.11 In terms of **indoor sports facilities**, there are a wide range of privately, publicly and voluntarily run sports facilities across the District; however a number of public sports facilities and swimming pools were no longer fit for purpose and have either closed down or offered to community management. The supply of sports facilities is below national averages, with facilities operating at or approaching 100% capacity.

- 11.12 The Council has reviewed existing provisions and developed a new Playing Pitch Strategy and Sports Investment Plan for the District. They provide an evidence base in terms of deficiencies in sports facilities provision against current and predicted levels of population and help develop priorities for investment and future needs.
- 11.13 The Council currently also manages and maintains 299 play facilities (**Playable Spaces**) across 165 sites through its Parks and Greenspaces Service (P&GS). This number is predominantly made up of traditional equipped fixed play spaces (150 total), Multi Use Games Areas (MUGA's), wheeled sports, ball sports and outdoor fitness facilities. This offer can broadly be categorised as a hierarchy of playable spaces and associated facilities across the District currently providing:
- Children's Playable Spaces – play provision that caters for the needs of children up to and including children of 13 years. Currently the majority of these sites are comprised of the traditional equipped play areas with trim/activity trail provisions.
  - Youth Playable Spaces - informal recreation opportunities targeted at the 13 to 19 age group which includes: wheeled sports facilities (including skate parks), ball sports facilities (including sports walls, basketball hoops and table tennis), climbing facilities, 'free access' Multi Use Games Areas (MUGAs), youth shelters and outdoor gyms.
  - Natural Playable Spaces – informal play and recreation opportunities currently aimed at children aged 5 years plus and located within or directly adjacent to the above facilities.
- 11.14 A map of current play sites is provided below showing a one-mile area plotted from each to develop a catchment envelope across the District.



- 11.15 The existing play stock is of these provisions are of mixed age and condition with many items in a condition that requires heavy maintenance expenditure whilst a significant numbers of others require substantial 'capital' investment to refurbish or replace to meet current standards.
- 11.16 There are also a number of district destination facilities that require a program of major refurbishment due to the high level of use since installation and the equipment nearing the end of its recommended viable lifespan.

### **What are the next steps?**

- 11.17 The current approach adopted by the Council seeks to improve the quality of existing facilities as well as deliver new facilities in order to increase both access and distribution of sporting facilities across the district.

### **Sports Facilities Investment Plan**

- 11.18 A Sports Facilities Investment Plan is currently being implemented, which has undertaken a comprehensive option appraisal and developed business case outlining a programme of capital investment in the District's sports facilities. A facilities modelling work was undertaken to demonstrate strategic need for replacement sports facilities taking account of current and future demand, need for increased accessibility and opportunities to reduce net operating costs of the facilities. The second stage of the process is intended to develop appraisal of potential sites including policy implications, commercial viability and site specific constraints.
- 11.19 As part of the ongoing investment programme the £17.5m Sedbergh Sports and Leisure Centre in Low Moor was opened in November 2019. It replaced the Richard Dunn Sports Centre site. Another flagship scheme planned on Squire Lane near Bradford Royal Infirmary has been put "on hold" to work on wider plans for the site. The plans for Squire Lane have changed since the new facility was first announced. The Council has revealed it is working on plans for the site with a "social business," and the development could now include health services and an "enterprise centre."

### **Playing Pitches**

- 11.20 The overall objective of the District's Playing Pitch Strategy and the Council's Sports Investment Programme funding model is to deliver a hierarchy of outdoor playing pitch and ancillary facilities that meets current and future demand and seeks to address declining playing numbers within the key sports of football, cricket, rugby (both League and Football Union), tennis and athletics.

- 11.21 Building upon the initial Assessment Reports carried out and signed off by the individual sports' National Governing Bodies (NGBs) at the end of 2018, there is now a clear, strategic framework for the future maintenance and improvement of existing playing pitches and ancillary facilities up to 2030.
- 11.22 The new PPS has been aligned to directly support the proposed hierarchy of new and refurbished **(hub)** facilities that the Council's investment programme seeks to implement in concert with Sport England, the individual NGB funding plans to enable all partners to achieve the agreed outcomes and project deliverables necessary to implement the PPS Delivery Plan.
- 11.23 The hub delivery model developed to deliver the Programme for the Bradford District creates a hierarchy of hub provision consisting of:
- Five local multi-sports hub sites, one in each of the five distinct district administrative areas of: Bradford South, Bradford West, Bradford East, Shipley and Keighley. Each site will have improved or replacement changing facilities with improved and where possible increased quality pitch (majority grass) provision.
  - Three district-wide multi-sports hub sites. Wyke Community Sports Village will be a new build facility with the remaining two sites at Myra Shay Recreation Ground and Marley Sports Centre consisting of both refurbishment and, where appropriate, extension to the existing facilities already present at each site.
  - An as yet unconfirmed number of single pitch and individual pitch site improvement projects. These will consist, in the majority, of refurbishment and/or upgrading of both existing grass pitches and changing facilities or in a number of cases the provision of ancillary changing facilities. The actual sites for this tier of provision are directly identified by the outcomes of the new PPS analysis and recommendations in concert with the funding available from the NGBs' individual investment programmes.
- 11.24 In regard to Playable Spaces and associated facilities that are vested in the Parks and Greenspaces Service, it is recognised that the distribution of these facilities across the district is haphazard with some communities being well served while others have none. To reduce this gap and to ensure significant level of capital investment required to refurbish existing facilities it is intended to develop a Playable Spaces Strategy along with an Investment Programme. The Strategy and associated delivery plan is targeted for completion before the end of 2020. This approach would secure confidence in achieving best value and improved outcomes and would follow the following delivery principles-
- Ensuring a needs based and proportionate investment toward the existing playable spaces to contribute in
  - achieving health and wellbeing outcomes and particularly a reduction in child obesity

- addressing inequalities of playable space opportunities
- being sustainable in terms of maintenance and repair
- Accommodating change which will reflect both the changing aspirations of children and young people.
- Delivering a hierarchy of playable spaces which builds upon the existing offer from 'Destination' scale to 'Doorstep' level provision and is able to facilitate higher levels of community involvement and active play.

### **Proposed Investment Programme**

11.25 £20m was originally reserved in the Council's Capital Programme for the delivery of both the Sports Pitches and Playable Spaces Investment Programmes, £15m of which was approved by the Executive to deliver the Sports Pitches Investment Programme in June 2019. The remaining £5m together with the available £1.329m Capital Section 106 monies already received and £67k of CIL monies allocated by the Executive on 9 July 2019 currently presents a total investment of £6.4m at this stage for the Playable Spaces Investment Programmes. It should be noted that this amount may change when the various strategy and associated funding programme is reported back later in the year.

### **Who?**

11.26 The main organisations involved in delivery of sports facilities include:

- Bradford Council;
- Sport England;
- Individual sports' National Governing Bodies
- Football Foundation;
- Private leisure providers;

### **Risks and Mitigation**

- The viability of the Sports Facilities Investment Scheme is dependent on the control of capital costs, inflation index, the quantum of capital receipts, and the contingency funds available.



## Infrastructure Schedule: Built Sports Facilities and Playing Pitches

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Built Sports Facilities and Playing Pitches</b>									
Essential	Provision of three district-wide multi-sports hubs	Wyke Community Sports Village - new build facility.	South Bradford	Planning Permission (Granted – August 2019)	Autumn 2020 (Est)	£10.5m	Corporate resource (incl. s106 and CIL)/Grants/Sales of Assets/Prudential borrowing	Sports Pitches Investment Plan	Bradford Council Sport England National Governing Bodies
		Myra Shay Recreation Ground – refurbishment and, where appropriate, extension to existing facilities	Bradford East	-	-				
		Marley Sports Centre – refurbishment and, where appropriate, extension to existing facilities	Keighley	-	-				
Essential	Provision of five local multi-sports hubs	<p>One in each of the five distinct district administrative areas of:</p> <ul style="list-style-type: none"> <li>• Bradford South;</li> <li>• Bradford West;</li> <li>• Bradford East;</li> <li>• Shipley; and</li> <li>• Keighley.</li> </ul> <p>Each site will have improved or replacement changing facilities with improved and where possible increased quality pitch (majority grass) provision.</p>	District Wide	-	-	£3.13m	Corporate resource (incl. s106 and CIL)/Grants/Sales of Assets/Prudential borrowing	Sports Pitches Investment Plan	Bradford Council

Desirable	Single pitch and individual pitch site improvement projects	These will consist, in the main, of refurbishment and/or upgrading of both existing grass pitches and changing facilities or in a number of cases the provision of ancillary changing facilities.  The number and location of the pitches/facilities are un-confirmed.	District-Wide	-	-	£1.2m	Corporate resource (incl. s106 and CIL)/Grants/Sales of Assets/Prudential borrowing	Sports Pitches Investment Plan	Bradford Council
Essential	Squire Lane Sports and Leisure Centre	Development of a sports facility on the site.	Bradford	Put "on hold" to work on wider plans for the site.	-	£10m	Corporate resource (incl. s106 and CIL)/Grants/Sales of Assets/Prudential borrowing		Bradford Council
Essential	Playground and Outdoor Fitness Facilities	Investment to improve playgrounds and outdoor fitness facilities.	District-Wide	-	-	£6.4m (Indicative)	Corporate Funding CIL/S106 Funding	Bradford District Playable Space Strategy and Investment Programme	Bradford Council

## 12.0 Social Infrastructure: Community and Cultural Facilities

### What?

12.1 The community and cultural infrastructure covered in this study includes libraries, museums, galleries and cemeteries.

#### **Library Service**

12.2 The Library Service is a statutory service and currently provides a network of 29 Libraries across the district with 10 being run directly by the Council (including both the Bradford and Keighley Local Studies libraries), 2 Hybrid libraries (combination of staff and volunteers) and 17 community or venue managed libraries.

12.3 Following the significant changes to the library service since 2017/18 libraries in 22 wards across the district have either remained open or re-opened. Many of the libraries are now community managed where they have taken the opportunity to take a more holistic approach to provision of services to their specific communities.

#### **Museums and Galleries**

12.4 Bradford Museums and Galleries Service is part of the wider Sport & Culture and has direct responsibility for the operational effectiveness of all Council run museums and galleries. These include:- • Cartwright Hall Art Gallery • Bradford Industrial Museum • Cliffe Castle Museum • Bolling Hall Museum and • Two off-site storage units.

12.5 The service also cares for collections of around 3/4 million objects that represents over 150 years of collecting and held in trust as community assets. These collections are used to tell the story of Bradford and its people, through exhibitions, displays, education and community engagement.

12.6 Museums The service aims to provide a high quality museums and galleries service that is responsive, inspiring and challenging, and through active community engagement enriches the lives of the citizens of Bradford and district, and enhances the profile of Bradford as a place to visit. Since 2010 Bradford Museums has gone through a period of significant change, including the cessation of some external grant funding and the closure of 3 museum sites.

## **Bereavement Services**

- 12.7 There are currently 23 cemeteries, 44 church yards and 3 crematoria managed by the Council. Some 80% of the Bereavement Service's funeral activity relates to cremation (circa 3,000 annually) through the 3 existing crematoria.

### **Where?**

- 12.8 District wide

### **When?**

- 12.9 Short-Medium-Long term

### **Why?**

- 12.10 The value of community facilities, including libraries, museums and cultural assets is recognised in the Local Plan. The facilities offer important services and places to meet and learn. The Local Plan seeks to protect, and where possible enhance existing facilities and, where appropriate, secure new or improved provisions.

### **Where are we now?**

#### **Library Service**

- 12.11 What the service looked like in 2014 and what it looks like now is fundamentally different. In 2014 the library service was delivered through a network of 29 libraries with the majority (24) being delivered under council managed arrangements and staffed by a paid workforce and the remainder (5) being delivered under community managed arrangements and staffed by volunteers and a district wide home library service delivered by paid staff.
- 12.12 In 2020 and despite delivering financial savings over the previous 6 years, through innovation, further alignment/reduction of revenue budgets, and a greater focus on community partnerships, the Council have managed to retain a network of 29 libraries across the district with 3 core categories of library as follows:

- 10 x Council managed Libraries - Cumulatively this category of library delivers services over 590 hours per week. These are typically large and busy libraries in key locations, and provide the base for the professional expertise to support and advise the remaining libraries across the district. These are best described as “hub” or “central” libraries where there is a statutory obligation to provide a library service based on local needs.
- 2 x Hybrid Libraries - Cumulatively this category of library delivers services over 70 hours per week. These are typically medium size and busy libraries located in villages or smaller communities and have some professional expertise based on the range of activities they deliver. These are typically libraries where there is a statutory requirement to provide a library service but where the Council has agreed shared responsibilities with communities. These can best be described as “branch” libraries.
- 17 x Community Managed Libraries (CML’s) - which are staffed wholly by over 360 community volunteers under an “community accountable body” arrangement. Cumulatively they deliver services over 300 hours per week. These libraries are typically smaller libraries situated in areas where there is a desire to retain the library in a particular locality. These libraries receive regular on-going and professional support and some funding from the Council. These are also best described as “branch” libraries.

12.13 The service is still undergoing important remodelling in terms of retaining their key role of empowering local communities through delivering a wide range of services alongside being financially sustainable in the long run. This is all against the backdrop of a national and local picture showing a declining use of libraries. The Library Needs Analysis undertaken in 2019 highlighted that there are nearly 30,000 active users at local authority managed libraries and over 5,000 active users at community managed libraries. However, visits to the District’s libraries fell by 22% between 2014/15 and 2018/19.

### **Museums and Galleries**

12.14 The Museums Services response to budget reductions over the last 2-3 years has included a number of changes to the public offer including a limited school holiday family activities, a reduction in exhibitions and a greater emphasis on exhibitions derived from the service’s extensive permanent collections.

12.15 The Bradford Museums and Galleries are now further challenged to achieve significant revenue savings (£260,000 in 2019/20 and a further £500,000 from 2020/21).

12.16 At the same time, the cultural offer of the District is under review and being reframed to meet the opportunities of the City of Culture 2025 bid and other large cultural initiatives. The Museums and Galleries Service needs a broader vision and an overarching plan for

its purpose and delivery, in order to achieve the agreed budget, wider culture opportunities and delivering a modern Museum and Galleries Service.

- 12.17 External reports commissioned have highlighted a number of challenges that restrict the ability to radically move to become a modern museum at a local level. By far the biggest challenge is the level of proposed budget cuts which would significantly limit the capacity of the service at a time when the District’s cultural ambitions are stronger than ever and the Council is looking to use culture as a tool to unlock economic growth.

**Bereavement Services**

- 12.18 The District’s existing six cremators, three at Scholemoor, two at Nab Wood and one at Oakworth are all aged with cremators 7/8 years beyond their 15 year recommended life span. The cremators do not filter mercury emissions, which is bad for the environment and costs Bradford Council approximately £90,000-a-year to buy emission credits. The crematoria buildings are all over 110 years old with Scholemoor built in 1905 as the only purpose built crematorium.
- 12.19 In terms of burial services, sufficient space exists within the Council’s cemeteries to cover current levels of burial activity for some 30 years, with the exception of Muslim burials at Scholemoor, for which there is currently 2 to 3 years of burial space remaining. The delivery plan proposes conversion of further land at Scholemoor to increase this provision to 8-10 years.
- 12.20 The existing capacity within each of these cemeteries is detailed below. It is very difficult to predict the rate at which burial spaces will be taken up. It is monitored by the Bereavement service on a one yearly basis.

**Table : Existing Capacity of District’s Cemeteries**

Location	Apprx. burials in new graves per year	Current estimate when full	Potential for expansion
<b>Bradford Area</b>			
Scholemoor	83	2022/23	YES
Council for Mosques	266	FULL	YES
Queensbury	9	2061 +	NO
Clayton	1	2061 +	YES
North Bierley	50	2061 +	NO

Bowling	80	2048	YES
Thornton	9	2061 +	Possible
TOTAL	498		
<b>Shipley Area</b>			
Nab Wood	FULL		
Bingley	12	2050	YES
Charlestown	12	2061 +	NO
Wilsden	3	2061 +	Possible
Menston	3	2061 +	YES
TOTAL	82		
<b>Keighley Area</b>			
Utleigh	35	2033	Possible
Oakworth	12	2034	Yes
Ilkley	20	2061 +	No
Morton	16	2024	No
Haworth	5	2061 +	No
Stanbury	3	2061 +	Possible
Steeton	3	2061 +	No
Silsden	FULL		
Silsden (New)	5	2011	Yes
Oxenhope	5	2061 +	Possible
TOTAL	104		

12.21 The delivery of improved and sustainable bereavement services especially crematoria services is therefore not only business critical due to the condition and age of the existing facilities and cremators but also central to the Councils aspirations to provide the best level of service to its residents.

## What are the next steps?

### Library Service

- 12.22 Like many other local authorities across the country Bradford has needed to consider changes to how library services are delivered as a result of significant financial challenges. The Council's Library Services is faced with an agreed saving target of £1.05m to achieve in 2020-21 against a backdrop of a national and local picture showing a declining use of libraries. To meet this challenge, the service has had to think about libraries in a different way and not just from a position of achieving savings. A proposal is therefore developed which will see establishment of Community Hub Libraries where the existing libraries located in Shipley, Keighley and City will become "community hubs" offering a wider range of Council and community sector services. In addition, given the success of the community delivery models, there will be a new approach which will focus on enabling community libraries to become more independent and will focus more on supporting and responding to community needs and also support with external funding bids to make those models more sustainable in the longer term.
- 12.23 The findings of the Needs Analysis indicate that residents see libraries evolving and being more connected to communities and support wider district priorities. Considering this wider impact, in particular in improving health outcomes, tackling poverty, addressing social isolation, assisting people back into employment and helping with school readiness, the service have been exploring potential for further additional investment through working collaboratively with other Council services and wider stakeholders, e.g. Adult Social Care, Children Services, CCG's, Arts Council, NLHF, LEAP, City of Culture 2025 etc. In addition, the Arts Council England is encouraging local authorities to use these opportunities to bid for national grants to enable libraries to grow and be more aligned to local needs. This approach would support the Council's ambition to deliver a sustainable library service that meets wider local needs.
- 12.24 The library service in Bradford is committed to continuing to deliver the services required. The Council has now agreed upon the direction of travel for the service (2019/20) and all current libraries (both the council and community managed) across the district remain open. In recognition of the commitment to retain existing library services, agreements have also been reached with community and hybrid managed libraries to extend current contracts for a period of 12 months to 1 April 2021.
- 12.25 The existing Community Managed Libraries framework provides a strong platform for future delivery options, however the success achieved in the transfer to community managed arrangements can also partly be attributed to the relatively small size of the venues and the flexibility in the Council's approach to reaching agreement with relevant community bodies which includes a significant Council contribution to funding. A recent 'light touch' review which focused on understanding the level of stability of the CML framework



identified a number of risks/challenges. This means that further transfers to these models should not be considered in the immediate period.

- 12.26 The model required to fund libraries in the future will be different, for example, it will rely on the council being able to allocate funds from Public Health and Social Care to libraries to support their outcomes. As local government funding remains hard to predict, making the service financially sustainable through other sources will be the best protection in the future. There are wide ranges of funding streams that are available-
- Partner funding –opportunities for Council partners to make use of the library premises in return for funding. These may include, health partners, employment services, police, and voluntary and community sector organisations.
  - Traded income – there are many potential sources of traded income, and examples include: venue hire, sale of refreshments, wider retail, vending machines, Amazon pick up points, in library concessions for businesses like coffee shops and book sales, filming locations, and holiday clubs.
  - Grant funding – Identifying and securing grant funding from a range of sources, including through the Arts Council.

### **Museums and Galleries**

- 12.27 Investment in the service is a vital ingredient for future success however recent funding bids have not been successful as a result of strong competition from neighbouring authorities together with an inability to meet certain criteria.
- 12.28 The service is currently working to support the transition phase to a new sustainable model of delivery. The new model would link it to the community of the district, the new cultural initiatives taking place, the independent museums and heritage organisations in the district and the broader overarching cultural strategy which will be developed in the coming months. Alongside this, the service is looking at improving its commercial activities such as shops, catering and hires and at how collections can be refreshed and used.
- 12.29 Re-designing the service with a plan for the future has a much better chance of engaging funders, drawing new audiences and partners, inspiring new capital projects and opening up the possibility of future revenue funding from Arts Council England (as a potential National Portfolio Organisation).
- 12.30 The service is currently working with external consultants and Arts Council England to develop a set of proposals that will open up the opportunities

## **Bereavement Services**

- 12.31 Bradford Council's Bereavement Strategy, adopted in late 2016, is being implemented which aims to upgrade and enhance existing service as well as to deliver improved replacement facilities.
- 12.32 The Strategy identified the challenges facing the Service and provided clear direction to enable the council to efficiently focus its resources, both capital and revenue, to deliver a sustainable service over a 15-20 year period. The Strategy is focussed upon improvements in service delivery and the need for infrastructure investment to prevent potential service failure. The major elements of this investment are-
- New crematorium to replace the existing one at Scholemoor
  - New crematorium to replace the one at Nab Wood
  - Refurbishment of Oakworth Crematorium
  - Extension of Muslim burial ground at Scholemoor cemetery
- 12.33 The new crematorium to replace the existing one at Scholemoor, is planned for land near Shetcliffe Lane, Bierley. The new crematorium to replace the one at Nab Wood is planned for land off Long Lane, Heaton.
- 12.34 The need for new cemetery provision beyond 10 years is recognised for both Muslim burial and more generally within the Shipley/Keighley corridor. Existing infrastructure within the Council's 23 cemeteries requires investment and the strategy identifies the use of Better Use of Budgets (BUB) bids to carry forward elements of Service revenue surplus to fund a programme of priority projects.
- 12.35 The cost of the whole Bereavement Strategy, including the new crematoria, the refurbishment of Oakworth Crematorium and the extension of the Muslim burial ground at Scholemoor is estimated to be around £24 million.
- 12.36 It is envisaged that the whole strategy in place by the end of 2022.

### **Who?**

- CBMDC
- Art Council

- Private and third sector partners
- Developers

## Risks and Mitigation

- There are likely to be increasing resource pressures for delivering and maintaining these community services and facilities. Levels of development in the Local Plan may serve to increase patronage and therefore improve some facilities sustainability and viability.
- External funding sources will continue to be sought. However there are likely to be competing demands for resources available.
- The Council's asset management programme will continue to appraise options for rationalising Council owned land and property, seeking to optimise space utilisation, flexibility and efficiency.

## Infrastructure Schedule: Community and Cultural Facilities

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Libraries</b>									
Desirable	Service redesign	Establishment of Community Hub libraries. Enabling community libraries to become more independent	District wide	Ongoing	TBC	TBC	CBMDC	TBC	CBMDC
<b>Museums/Galleries</b>									
Desirable	Service redesign	Establishing link with communities, Co-location opportunities, improving commercial activities and exploring how collections can be refreshed and used.	District wide	Ongoing	TBC	TBC	CBMDC	Ongoing	CBMDC

Cemeteries/Crematoria									
Essential	Refurbishment of Oakworth Crematorium	Refurbishment of Oakworth Crematorium	Keigley	Work commenced	TBC	£2.75m		Council	CBMDC
Essential	New crematoria	New crematoria	2 new facilities in Heaton and Bierly area of Bradford.	Heaton scheme to start Spring 2021  Bierly scheme Planning Application Submitted	TBC	£15.5m		Council	CBMDC
Essential	Extension of burial ground at Scholemoor cemetery	Extension of burial ground at Scholemoor cemetery	Bradford	Construction work planned to start in late autumn 2019.	TBC	£1m		Council	CBMDC

## 13.0 Environmental Infrastructure: Open Space and Green Infrastructure

### What?

- 13.1 Green Infrastructure is a network comprising the broadest range of quality green open spaces and other environmental features. It is a multifunctional resource which serves many important purposes including: contributing to health, wellbeing and quality of life; as an ecological resource; and contributing positively to the character and distinctiveness of an area. At a more local level green infrastructure includes a wide variety of different types of open space, ranging from parks and gardens, natural and semi-natural greenspaces, amenity greenspace, incidental green spaces, allotments, village greens, grassland and woodland. It also comprises of green 'corridors' which include rights of way, railway lines, rivers, canals and their banks.

### Where?

- 13.2 District wide

### When?

- 13.3 Short-Medium Term

### Why?

- 13.4 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). The NPPF (paragraph 96) particularly indicates that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.
- 13.5 Open space and green infrastructure are a central component of the Local Plan. Retention of the vast majority of existing open space and other Green Infrastructure assets, making improvements to their quality, and meeting the existing and future needs of a growing and diverse population are challenges to be addressed in order to provide a good quality of life for the District's residents.

13.6 Open space plays an important role in the sustainable development of settlements. There is a growing body of evidence that shows the importance of providing good quality and publically accessible open space as it provides a number of quality-of-life benefits to communities including: providing the opportunity for people to live active and healthy life styles, encouraging physical activity, helping to improve mental and physical health, providing a connection to the natural environment, supporting wildlife and biodiversity, and helping to mitigate against the impacts of climate change.

### Where are we now?

13.7 The Bradford Open Space Needs and Demand Assessment and the Bradford Open Space Audit provide an up-to-date evidence base on the amount of open space in the District and the levels of satisfaction with the existing provision. This information has been used to help set local standards for the provision of, and access to, open space and in particular identifies where there are deficiencies of the different typologies of open space in each settlement and sub-area.

13.8 The evidence indicates that there are notable differences between the provision of open space in each of the settlement areas of District. In terms of performance against the quantity standards, there are a number of settlement areas which have considerable amounts of open space relative to the size of their populations and residents in those areas benefit from good levels of provision. However, in some of the larger more densely populated urban areas, there are notable deficits of certain types of spaces. It will therefore be important that new development does not exacerbate these deficiencies and where possible should aim to help reduce them.

13.9 The findings of The Audit and Needs and Demand Assessment report are generally positive with feedback often citing the excellent level of existing open space and the efforts of CBMDC in maintaining such provision. Parks, outdoor networks and nature reserves are all cited as being popular destination. Furthermore, the social and health benefits of visiting open space is also widely recognised with respondents citing fresh air and going for a walk as some of the main reasons for accessing open space. Visits to provision is most often undertaken with family members; again, stressing the critical role such provision provides to people individually and collectively. However, it does also highlight several instances of demand or a perceived lack of some types of open space. Often such trends do not relate to a complete lack of a certain type of provision but more to issues relating to quality or usage (i.e. misuse or perceived misuse).

## What are the next steps?

- 13.10 There are some deficits in different open space provisions across the District. It is deemed important to improve the standard of existing green space and deliver new green space to aid regeneration and improve the quality of place and quality of the residential offer across the District and overcome the negative impacts and lack of coherence brought about due to the legacy of an industrial heritage and a dense urban built environment
- 13.11 As mentioned above, the Open Space Needs and Demand Assessment and the Open Space Audit provide an up-to-date evidence base on the amount of open space in the District and the gaps in the existing provision. This information has been used to identify the types of open space which are a priority to provide in each settlement area and help Local Plan set local standards for the provision of, and access to, open space that can be incorporated into emerging planning policies.
- 13.12 The Council has recognised that further work is needed as part of the wider Open Space Assessment to test some of the findings in order to establish the perceived lack of provision in some areas and potentially a wider issue relating to quality or access.
- 13.13 The summary of actions set out below is intended to act as an initial step to this:
- Importance of key/strategic sites: Parks are the most visited provision in the District followed by outdoor networks and nature reserves. Ensuring the quality and access to such multi-functional provision is a key point of action for the next stage. Priority would be reviewing the quality and access of parks provision in the Keighley and Bradford South East areas as both these settlements are observed as having high IMD and health deprivation levels. Exploring opportunities to enhance the outdoor network is seen as an equally important action point.
  - Role of local provision: Several sites are highlighted as being popular to visit or are recognised as providing an important access to open space at a local level. Ensuring the quality and access to such forms of provision is an important action point.
  - Area specific demand for allotments: Demand for allotment provision exists across Bradford District with Instances of demand identified at several settlement zones. The Council is looking forward to exploring options and supporting parish/town councils to address such instances of demand.
  - Demand for natural play and provision catering for older ages: Provision of natural play and provision catering for older aged children (i.e. teenagers) are consistently highlighted as types of provision perceived to be lacking across the Bradford District. In several settlements this is particularly strong and the Council has plan to investigate this further in context of the wider Open Space Assessment.

13.14 As part of the wider Open Space Assessment the Council will also consider the impact and demand future growth will have in terms of open space provision. New populations will have their own demand on provision which in areas of existing demand/shortfalls could be exacerbated. The demographic summary also highlights that the population will see increases in people aged 65 and over. This could provide different demands and needs on open space provision for the future.

### Who?

- CBMDC Council
- Natural England
- Town and Parish Councils
- Other charities and 3rd sector organisations
- Developers

### Risks and Mitigation

- There is significant evidence in respect of green infrastructure, however a key challenge will be to fully understand the much broader components and functions of the District’s green infrastructure. This is particularly challenging in an area as geographically large and as diverse as Bradford.
- ‘Multifunctionality’ is central to the concept of green infrastructure as advocated by Natural England. It refers to the potential for green infrastructure to have a range of functions, to deliver a broad range of ecosystem services. The Council and its partners will need to work collaboratively to ensure multifunctionality can apply to individual sites, but also to maximise the benefits of sites collectively, as an efficient and effective multifunctional green infrastructure network.

### Infrastructure Schedule: Open Space and Green Infrastructure

Priority	Project Name	Summary of Project	Location	Status	Timescale for Delivery (if known)	Estimated Costs (if known)	Funding Sources (if known)	Committed Funds (if known)	Responsibility for Funding/Delivery
<b>Open Space and Green Infrastructure</b>									
Desirable	Open Space Needs and Demand Assessment and the Open Space Audit	Undertake a range of audits, including playing pitches, open spaces and play areas. It will identify the types of open space which are a priority to provide in each settlement area. Local Plan will then set local standards for the provision of, and access to, open space.	District Wide	Ongoing	Ongoing	TBC	TBC	TBC	CBMDC Developers



## 14.0 Conclusion

- 14.1 This Local Infrastructure Plan has drawn upon numerous work streams undertaken by the City of Bradford Metropolitan District Council as well as a range of other infrastructure and service providers. The objectives of the study have been to consolidate and analyse available information; The outputs reflect a point in time and also identify a number of areas for further investigation.
- 14.2 The report highlights that Bradford District has distinct infrastructure requirements, reflecting its large scale and mix of urban and rural landscapes. There are existing deficiencies and future pressures on infrastructure will arise not only as a result of development and demographic change but also as a result of wider factors such as the availability of funding and spending priorities.
- 14.3 There are no critical infrastructure requirements identified at this stage, without which development cannot come forward in accordance with the Local Plan. However, there are infrastructure requirements which are necessary to ensure development comes forward in a sustainable and acceptable way. These primarily include:
- Highways and road network – sustainable growth and new development will increase pressures on the existing road network necessitating mitigation works, including improvements to key junctions on the strategic road network;
  - Healthcare services – there are existing and evolving pressures on healthcare services, for which capacity will need to increase;
  - Schools –new development will have a positive impact in terms of ensuring long term viability of some schools, which may have surplus capacity. However, there are areas of constraint where new school provision will be required. It will also be necessary to address increasing demand for special educational needs;
- 14.4 The Infrastructure Delivery Schedules for various infrastructure types provide a summary of infrastructure programmes, projects and plans and their respective status. It is evident that for many projects there are likely to be funding gaps. As there is uncertainty around likely costs and / or the availability of funding, it is not possible to robustly estimate project cost and the collective 'funding gap'. It is however possible to conclude that there is a funding gap to deliver all of the infrastructure identified.

- 14.5 Further updates may be made to the LIP and the Infrastructure Delivery Schedules over the coming months, as additional evidence becomes available.
- 14.6 As identified above, preparation of the LIP, from its original inception up until this current iteration, has relied on the outcomes of partnership working. The Local Planning Authority has engaged with a wide range of organisations and agencies and Council services departments responsible for regulating, commissioning or directly providing infrastructure in Bradford District. Work will continue to ensure the engagement of all infrastructure providers and to routinely update this LIP.

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