

Bradford District Local Plan 2025 to 2043

Regulation 19 (Publication) Draft

Local Infrastructure Plan

October 2026

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1 INTRODUCTION

1.1 What is the Local Infrastructure Plan (LIP)

- 1.1.1 The Local Infrastructure Plan (LIP) is a key supporting document to the Bradford District Local Plan. The Local Plan sets out that the Council will plan for around 33,696 homes and 112ha of employment land, together with supporting regeneration, place-making and sustainable communities, protecting and enhancing key natural and built assets over the plan period 2025-2043.
- 1.1.2 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.
- 1.1.3 The aim of the LIP is to assess current infrastructure within Bradford District, understand what is being planned with committed investment and what will be needed in the future to support the overall planned level of growth set out in the Bradford District Local Plan (2025 to 2043).
- 1.1.4 Planning for infrastructure is important to ensure that new development contributes to the provision of infrastructure and services and ensures that new development is acceptable in planning terms. The LIP enables City of Bradford Metropolitan District Council (CBMDC) to show that the Local Plan is positively prepared, based on proportionate evidence and justified, has been shaped by engagement. The aim is to ensure that the Plan can be considered “sound” and “legally compliant”.
- 1.1.5 The LIP identifies, as far as possible, the types of infrastructure needed to ensure that the development strategy and levels of growth can be delivered and to support the District’s communities.

1.2 Role of the Local Infrastructure Plan (LIP)

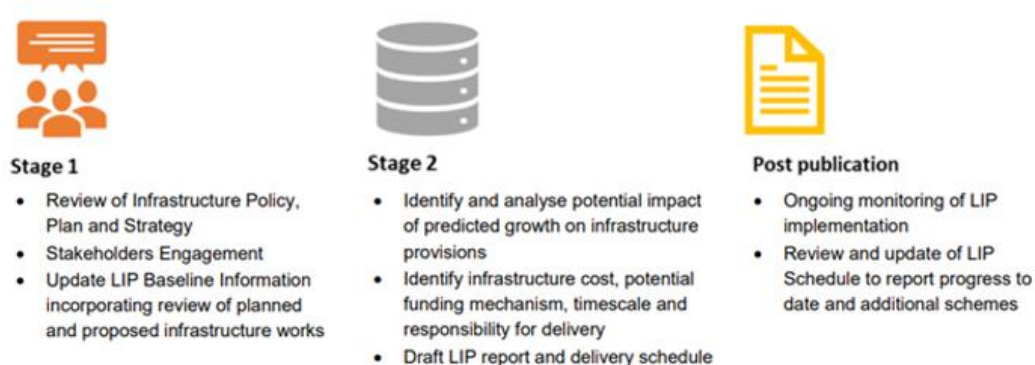
- 1.2.1 The Local Infrastructure Plan is a piece of technical evidence to support the Bradford District Local Plan and sets out:
 - The national and local planning policy requirements in relation to infrastructure provision and the importance of infrastructure and its timely delivery within the Local Plan process.
 - An analysis of current infrastructure provision within Bradford District and its capacity in terms of serving the existing population.
 - The level of planned infrastructure in the District together with the associated costings and delivery timescales associated with these (where known).
 - Whether current and planned infrastructure will support the level of growth planned with the District along with specific site allocations.
 - Details of the scale and extent of the infrastructure needed to support additional development coming forward within the Plan period.
 - Estimated timings and costs of projects/infrastructure to meeting the growth outlined in the Local Plan.
- 1.2.2 This document is accompanied by an Infrastructure Delivery Schedule (IDS). This sets out the estimated costs, funding sources and any funding shortfalls for delivering specific infrastructure projects to identify any gaps in funding, phasing and delivery, where known.

- 1.2.3 The IDS also identifies how critical infrastructure projects are and those which are needed to unlock development. The schedule includes projects that are underway as well as those that have yet to commence.
- 1.2.4 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 the LIP 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.
- 1.2.5 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 the time of writing

1.3 Preparation of the Local Infrastructure Plan

- 1.3.1 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.
- 1.3.2 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.
- 1.3.3 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.
- 1.3.4 Figure 1.3.1 below illustrates the current broad approach of undertaking infrastructure planning in Bradford District.

Figure 1.3.1: Local Infrastructure Plan - Preparation Process



- 1.3.5 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.

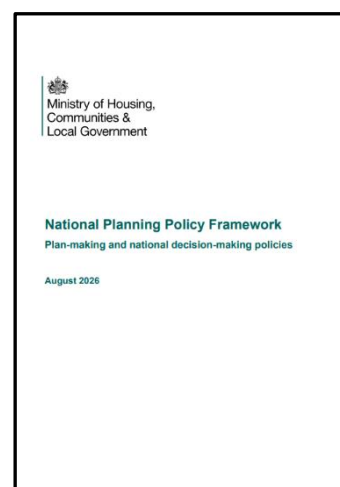
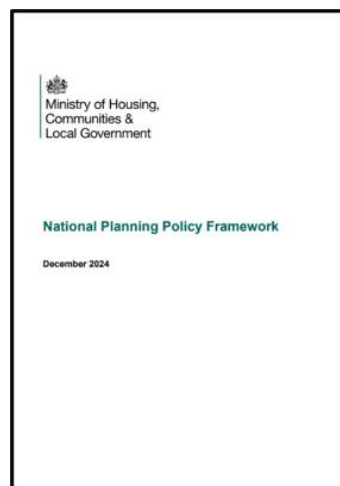
2 POLICY CONTEXT

2.1 Introduction

- 2.1.1 Legislation, national planning policy and guidance recognises the importance of planning and delivering infrastructure as a key element of the wider planning system. The Local Infrastructure Plan (LIP) has been prepared in line with this policy and guidance. A key consideration when planning and delivering infrastructure is the sub-regional (i.e. West Yorkshire/Leeds City Region) context.

2.2 National Policy Context – National Planning Policy Framework (December 2024 and August 2026)

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the framework for local planning authorities to follow when making plans and determining planning applications.
- 2.2.2 As part of the Government’s reforms to the planning system in England, a revised edition of the National Planning Policy Framework (NPPF) was published in August 2026. This superseded the previous version issued in December 2024. However, the transitional arrangements for plan-making set out in Annex A of the 2026 version states that *“any other plans should be produced in accordance with the version of this Framework published in December 2024, unless any of the transitional arrangements in Annex 1 to that Framework apply (in which case those transition arrangements continue to apply)”*.
- 2.2.3 This means that the emerging Bradford District Local Plan will continue to be prepared under the 2024 version of the NPPF. Accordingly, references made to NPPF paragraphs (below) refer to those set out in the 2024 version.
- 2.2.4 Paragraph 7 states that the purpose of the planning system is *“to contribute to sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner”*.
- 2.2.5 Paragraph 8 refers to the three overarching objectives to sustainable development: economic; social; and environmental. The economic objective can be achieved, *“by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*.
- 2.2.6 Infrastructure provision is also essential to the delivery of social and environmental objectives, for example the provision of community facilities and green infrastructure.
- 2.2.7 Paragraph 16 highlights the importance of timely liaison with the infrastructure and service providers during the planning process. Criteria (c) states that *“Plans should be shaped by early, proportionate and effective engagement between plan makers and communities, local organisations, business, infrastructure providers and operators and*



statutory consultees”. Paragraph 25 further reiterates the need for engagement with important stakeholders including infrastructure providers, whilst Paragraph 26 highlights the importance of effective and ongoing joint working between strategic policy-making authorities and relevant bodies, in particular in helping to determine where additional infrastructure is necessary.

2.2.8 Paragraph 20 requires, “*Strategic policies should set out an overall strategy form the pattern, scale and design quality of places and make sufficient provision for:*

- a) homes (including affordable housing), employment, retail, leisure and other commercial development.*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); 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.”*

2.2.9 Paragraph 35 in relation to developer contributions states 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*”.

2.2.10 Infrastructure provision and planning is highlighted in several other parts of the NPPF. These include:

- Section 6: Building a strong, competitive economy (Paragraph 86(d))
- Section 8: Promoting healthy and safe communities (Paragraph 96(c))
- Section 9: Promoting sustainable transport (Paragraph 110)
- Section 10: Supporting high-quality communications (Paragraph 119)
- Section 14: Meeting the challenge of climate change, flooding and coastal change (Paragraph 162).

2.2.11 These relevant sections of the NPPF 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

2.2.12 Appendix 1 highlights those plan-making and decision-making policies in the 2026 version of the NPPF that are relevant to infrastructure planning.

2.3 National Policy Context – Planning Practice Guidance

2.3.1 National Planning Practice Guidance (PPG) supports this position and stresses the need to ensure that the Local Plan is capable of being delivered alongside the necessary infrastructure. It states “*In order to demonstrate that there is a reasonable prospect these large-scale developments can come forward, strategic policy-making authorities are expected to make a realistic assessment about the prospect of sites being developed (and associated delivery rates). Strategic policy-making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are*

aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.”

2.4 UK Infrastructure: A 10-Year Strategy (2025)

- 2.4.1 The UK Government has prepared a 10 Year Infrastructure Strategy to set out its long-term approach to delivering infrastructure, backed by at least £725 billion of funding. It is a comprehensive strategy that covers economic and social infrastructure recognising that schools and hospitals are as essential to living standards as roads and railways. An on-line Infrastructure Pipeline of projects will be published, setting a range of projects that will be taken forward. The strategy is also aimed at supporting the Government’s new Industrial Strategy.
- 2.4.2 The strategy’s implementation will be overseen by the National Infrastructure and Service Transformation Authority (NISTA), a new section with HM Treasury. It brings together the National Infrastructure Commission (NIC) and the Infrastructure and Projects Authority.

2.5 Sub-Regional Policy Context

- 2.5.1 Bradford District is part of the West Yorkshire sub-region and Leeds City Region. The West Yorkshire Combined Authority (WYCA) was established in 2014 and has since 2021 been overseen by an elected mayor.
- 2.5.2 The establishment of the Combined Authority saw the devolution of a range of powers and responsibilities to West Yorkshire, including areas such as transport, economic development and regeneration, in particular it:
- Has a set of statutory duties for public transport and operates a number of transport facilities and services.
 - Provides business growth services, adult skills provision and careers advice in schools services.
 - Delivers transport, housing and regeneration capital programmes.
- 2.5.3 This means that the Combined Authority holds a significant role in the planning and development of infrastructure across Bradford District and West Yorkshire. As part of reforms to the planning system in England, the Mayor/Combined Authority will have powers to prepare a Spatial Development Strategy for West Yorkshire.
- 2.5.4 The Combined Authority, together with its constituent local authorities and in consultation with a range of partners, has developed the West Yorkshire Plan. This sets out a vision and five missions for 2040 that will drive the Combined Authority’s work to transform lives and communities across the region. It recognises that the vision and missions will be achieved by a wide range of partners working together.
- 2.5.5 The vision of West Yorkshire is “A brighter West Yorkshire — a place that works for all. An engine room of ideas and creativity, where anyone can make a home”, whilst the five missions relate to:
- Mission 1: A prosperous West Yorkshire – an inclusive economy with well paid jobs.
 - Mission 2: A happy West Yorkshire – great places and healthy communities
 - Mission 3: A well-connected West Yorkshire – a strong transport system
 - Mission 4: A sustainable West Yorkshire – making lives greener
 - Mission 5: A safe West Yorkshire – a region where everyone can flourish.

2.5.6 A range of policies and strategies have been developed to support the West Yorkshire, some of which have a direct relationship to infrastructure planning. These policies and strategies include:

- Adult Education Budget Strategy (2020)
- Bus Strategy 2040
- Climate and Environment Plan (2021 to 2024)
- Employment and Skills Framework (2021)
- Green and Blue Infrastructure Strategy (2018)
- Health Tech Strategy (2022 to 2027)
- Housing Strategy 2040
- Innovation Framework (2021)
- Investment Strategy (2021 to 2024)
- Mass Transit Vision 2040
- Police and Crime Plan (2024 to 2028)
- Transport Strategy 2040

2.6 Duty to Co-operate/Cross Boundary Co-operation

2.6.1 The Localism Act established a duty to cooperate in the planning of sustainable development. This duty requires Local Planning Authorities and other prescribed public bodies to “engage constructively, actively and on an ongoing basis” on strategic cross-boundary matters, including infrastructure, to maximise the effectiveness of Local Plan preparation.

2.6.2 There is a long history of cross-boundary co-operation on strategic planning matters within West Yorkshire/Leeds City Region. Regular meetings are held between Heads of Planning within the region as well as specific Duty to Co-operate meetings, that also bring other key bodies into discussions with the city region.

2.6.3 While it is recognised that the infrastructure schemes set out in this document will serve development in Bradford District, aspects of this development and/or infrastructure has the potential to impact on a range of public bodies including neighbouring local authorities. Delivery of infrastructure can also require collaboration between different bodies and organisations.

2.6.4 Whilst changes to planning policy at the national has removed the Duty to Co-operate, the Council has, and will continue to, work collaboratively with neighbouring local authorities and other relevant public bodies on infrastructure matters. In line with the duty to cooperate, this engagement includes collaboration on infrastructure matters that have cross-boundary implications. The Council recognises that this co-operation is essential in ensuring that cross-boundary issues are effectively addressed and how this will, in turn, assist in the delivery of housing development and economic growth in Bradford District.

2.7 Local Context

2.7.1 The provision of good quality infrastructure provision is essential to meeting the needs of the existing population, as well as enabling housing and economic growth to occur. To accommodate future residential growth and business expansion, as set out in the

Local Plan, it is necessary to identify existing deficiencies, as well as to bring forward additional infrastructure to serve new development.

3 BRADFORD DISTRICT CONTEXT AND LOCAL PLAN OVERVIEW

3.1 Introduction

- 3.1.1 In planning for the future growth and development of Bradford District, together with the infrastructure required to support it, there needs to be a clear understanding of the area's context and background.

3.2 Bradford District Context

- 3.2.1 Bradford is a large metropolitan district covering approximately 370km² (143 square miles) and is one of the five districts that make up West Yorkshire, alongside Calderdale, Kirklees, Leeds and Wakefield. The first three adjoin the district to the south and east. Bordering the district to the north and north west is the North Yorkshire Council area. Lancashire (and the district of Pendle) is to the west. Figure 3.2.1 below sets out the overall location and context of Bradford District compared to neighbouring authorities.

Figure 3.2.1: Bradford District Geographical Context



- 3.2.2 The district is the fifth largest local authority area in England in terms of population after Birmingham, Leeds, Sheffield and Manchester, being home to 557,758 people. It is also home to one of the youngest populations in the country.
- 3.2.3 The district is characterised by a mixture of urban and rural areas with distinctive character and attractive landscapes. The topography of Bradford means most of the residential and industrial development is in the south of the district and along the valley bottoms of the Rivers Aire and Wharfe and their tributaries, with much of the population living in the Regional City of Bradford (including Shipley) and primarily within the towns of Keighley, Ilkley, Bingley, Baildon, Queensbury and Silsden together with the large and medium sized villages of Burley in Wharfedale, Menston, Steeton with Eastburn, Thornton, Cottingley, Haworth (and Cross Roads), Addingham, Cullingworth, Denholme, Oakworth and Wilsden. While the urban areas are quite densely developed,

two-thirds of the district is rural with moorland and attractive valleys surrounding the urban areas.

3.2.4 One of the most striking features of the district is the quality of its landscape and countryside and in particular the proximity of the main urban areas to areas of high landscape value. The character of the district's landscape is very varied, ranging from the rugged open moorland of the South Pennine uplands to rolling farmland, and open river valleys to wooded hillsides.

3.2.5 A more detailed profile of the district is set out in Section 2 of the Local Plan document as well as the Settlement Study paper, which forms part of the wider evidence base.

3.3 Bradford District Local Plan (2025 to 2043) - Overview

3.3.1 The Bradford District Local Plan (2025 to 2043) sets out a positive vision for the future of the District over this period. This includes providing a policy framework and sites to meet the identified development requirements, balanced against the need to ensure that its natural and built environment, and communities are protected. The Local Plan also seeks to support the wider, longer-term transformation and regeneration across the District's neighbourhoods and communities. This vision is:

By 2043, the Bradford District will be a much sought after and desirable location where people want to live and visit, do business shop and spend their leisure and recreation time. It will be greener, lower carbon, better connected and with diverse safe neighbourhoods and inclusive communities contributing to the economic and cultural vibrancy of the district.

The Regional City of Bradford will be a central focus of regeneration, physical transformation, homes and jobs capitalising on new transport infrastructure to revitalise the reshaped and expanded City Centre and continue to attract new economic educational and cultural investment. The large and medium towns of Keighley, Bingley, Baildon and Ilkley will be key areas of services and facilities outside of the City with levels of housing delivery aimed at promoting sustainable growth whilst developing and retaining the individual character and environmental quality together with heritage assets of these distinctive towns.

Bradford's smaller towns and villages will continue to play a vital role as locations for local services and facilities while contributing to appropriate levels of housing to meet needs.

Growth will be people-focused ensuring a diverse range of housing and employment opportunities for increased active travel and access to quality green spaces to support healthy communities. New development will be delivered in a way that mitigates against and adapts to the causes and impacts of climate change. It will have taken account of flood risk, be energy efficient and feature high-quality design with a focus upon place-making. Physical and social infrastructure will be delivered of the right scale and at the right time to support the effective integration of new development and communities.

The District's unique and distinctive landscapes, heritage and biodiversity assets continue to play a vital role in making great places that encapsulates what makes Bradford District so special.

3.3.2 The Bradford District Local Plan's overriding purpose of the local plan is to achieve sustainable development by enabling development that not only benefits the existing, but also future communities

- 3.3.3 It sets out how the Council will take a balanced approach to growth – protecting and retaining the District’s natural and built assets but with a clear focus upon meeting its housing and employment land needs. This growth will be delivered via a mixture of brownfield urban regeneration, development within settlements and sensitive sustainable site developments on the edge of settlements. A “brownfield first” approach is taken, concentrating on maximising growth on non-greenfield sites whilst ensuring that it does not lead to over-development and the loss of facilities and important urban green and open spaces.
- 3.3.4 It focuses upon co-ordinated and holistic approach spatial planning within all the district’s sustainable settlements and applies a sensitive and measured approach to growth recognising the unique natural and heritage features and characteristics of the varied towns, villages and rich and diverse landscapes. This is reflected in the settlement hierarchy and settlement policies for each settlement.
- 3.3.5 The Regional City of Bradford which looks to deliver approximately 70% of the new housing plays a central role. The City Centre is at the cusp of transformational physical change with significant investment targeted for enhancing connectivity through public transport improvements including a new city centre railway station and mass transit network which has stimulated further rethinking about the city centre’s role and its huge potential for economic growth, new neighbourhoods, public realm and green space improvements, new services and facilities and places to live.
- 3.3.6 Within the Airedale corridor Keighley continues to be identified as a key growth location. The Local Plan proposes a wide portfolio of housing development opportunities and continues to support the town’s economic and regeneration ambitions. Other settlements are supported by lower levels of growth which reflect the local circumstances but provide for needs over the plan period.
- 3.3.7 There is also strong emphasis on taking a place-based approach to regeneration in key locations within the District and raising the quality of design of new development and spaces across the area.
- 3.3.8 The box below outlines some of the key headlines of the Local Plan:

PLAN DELIVERABLES – HOUSING AND EMPLOYMENT

It is an 18-year Local Plan covering the period 2025/26 to 2042/43 and is directly focussed on delivering:

- **Addressing housing need – circa 33,669 homes minimum (1,845 dwellings per year in 2025/26 and 1,872 dwelling per year between 2026/27 and 2042/43).**
- **A target of 759 new affordable homes per annum.**
- **Supporting employment need through the provision of at least 110.5 ha of employment space with a jobs estimate in the region of 30,000.**
- **Place-making and supporting communities.**

PLAN DELIVERABLES – DESIGNATIONS AND CONSTRAINTS

A balanced plan supporting growth but retaining and enhancing key assets:

- **Designation of around 1,693 open spaces (almost 2,800ha of land) plus protection for 108 Local Wildlife Sites (LWS), 16 Local Geological Sites (LGS), 13 Local Nature Reserves (LNR), 4 Sites of Special Scientific Interest (SSSI), 1 Special Protection Area/Special Area of Conservation (SPA/SAC) and 1 National Nature Reserve (NNR).**

- **Challenging topography with valley corridors and flood risks.**
- **Brownfield regeneration opportunities and challenges including viability**
- **Green Belt accounts for 23,866ha of land, approximately 65% of the District's land area.**

4 APPROACH AND STAKEHOLDER ENGAGEMENT

4.1 Introduction

- 4.1.1 The Local Infrastructure Plan (LIP) can only be developed in collaboration with a wide range of infrastructure and service providers. City of Bradford Metropolitan District Council (CBMDC) will work with these providers from the public, private and voluntary sectors to ensure that infrastructure is delivered at the right time. Without appropriate infrastructure being provided the impact of development may not be mitigated appropriately and could render it unsustainable or unacceptable in other ways.

4.2 Methodology

- 4.2.1 This Local Infrastructure Plan (LIP) has been informed through discussion and consultation with relevant infrastructure and service providers that operate within Bradford District and beyond, alongside referencing existing/emerging evidence, publications and strategies.
- 4.2.2 Engagement with infrastructure and service providers is essential in preparing the LIP and ensuring that the development strategy and requirements set out in the Local Plan are considered and addressed appropriately.
- 4.2.3 The Council has sought to engage with the infrastructure and service providers as part of the Local Plan preparation process and will continue to do so. It should be noted that as the LIP is a “living document” there will be a need for ongoing engagement with these providers.
- 4.2.4 The 2021 draft version of the LIP was open for public consultation alongside the Regulation 18 (Preferred Options) version of the Bradford District Local Plan to allow comments to be made. None were made specifically on the contents of the draft LIP, however other comments regarding infrastructure planning were made as part of the representations received on the draft Local Plan. These have been reviewed and considered in preparing this version of the LIP.
- 4.2.5 As part of developing the LIP, engagement has taken place with a range of infrastructure providers and Council departments and services.

4.3 Infrastructure Priorities

- 4.3.1 Once information regarding infrastructure requirements was collected, projects were then prioritised to give an indication whether they are: “Critical”, “Essential” or “Desirable”. These categories are applied based on assessment of the importance of each project in delivering the Local Plan and its strategy. These terms are:
- **Critical infrastructure** – infrastructure that must happen to enable development to take place. Critical infrastructure items are needed to “unlock” or “open up” development sites and are, therefore, critical to support the delivery of growth in the District. Failure to provide these pieces of infrastructure could result in significant delays in delivery of development.
 - **Essential infrastructure** – infrastructure that is needed if development is to be delivered in a timely and sustainable manner. Although it 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. This type of infrastructure needs to be provided in a coordinated manner alongside development to ensure that the impacts of development are mitigated, and to avoid unacceptable overuse of existing facilities, or leaving new developments without necessary facilities.

- **Desirable infrastructure** - 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.

4.4 Infrastructure Providers

4.4.1 A wide range of providers will need to be involved in delivering the infrastructure identified in this document to support the levels of growth and development set out in the Bradford District Local Plan, including housing and employment site allocations.

4.4.2 CBMDC is a unitary authority, meaning that it is responsible for delivery all aspects of local government services for its area. As such its roles include:

- Provision and maintenance of a range of council services such as waste collection, management and disposal, managing parks and public spaces, recreational, sporting and community facilities.
- As the Local Education Authority (LEA), planning and providing sufficient school places to meet the needs of its population.
- As the Local Highway Authority, the council has range of powers and responsibilities to provide an efficient transport network, encourage the use of sustainable transport modes and improve the environmental quality of roads and transport routes through high-quality design, landscaping and use of appropriate materials.
- Using its own land to support projects, where appropriate.

4.4.3 Alongside CBMDC, there are several organisations that provide a key role in infrastructure provision including:

- Community Groups
- Emergency Services, such as West Yorkshire Fire and Rescue Service, West Yorkshire Police and the Yorkshire Ambulance Service.
- Government Agencies and Departments, such as the Environment Agency, National Highways and the Department for Transport.
- Health bodies, such as the West Yorkshire Integrated Care Board, Bradford Teaching Hospitals NHS Foundation Trust, Airedale NHS Foundation Trust and the Bradford and Craven Healthcare Partnership.
- Neighbouring local authorities such as Calderdale Council, Kirklees Council, Lancashire County Council, Leeds City Council, North Yorkshire Council, and Pendle Borough Council.
- Private sector companies/organisations such as housebuilders and developers.
- Private utility companies, such as Northern Gas Networks, Northern Powergrid and Yorkshire Water.
- Sub-Regional Bodies, such as the West Yorkshire Combined Authority (WYCA).
- Town/Parish Councils.

4.5 Timing of Infrastructure Provision

4.5.1 The timing of new and/or enhanced infrastructure provision will be dependent on several factors:

- When the development comes forward
 - The point at which infrastructure is needed
 - The timing of funding being available, and
 - The need to co-ordinate infrastructure delivery in a planned way between a range of partners.
- 4.5.2 To address this complexity, this LIP breaks down the delivery timescales into three periods:
- Short Term (2025 to 2030)
 - Medium Term (2030 to 2035)
 - Long Term (2035 to 2043).
- 4.5.3 In some cases, the timing of infrastructure provision may occur over more than one of the periods set out above, whilst timescales for other types of provision could be more variable and may take place across of the Local Plan's lifespan. The LIP indicates broadly when schemes are likely to be delivered. However, it will be kept under review via the Local Plan monitoring process and will be likely to change over the plan period, reflecting its nature as a "living document".

4.6 Funding

- 4.6.1 In most cases the private sector will invest and provide the infrastructure needed to support and deliver the growth requirements set out in the emerging Local Plan.
- 4.6.2 Developers will be expected to contribute towards the provision of new, enhanced or improved infrastructure to meet the needs generated by new developments. This might include providing highways access, open spaces or contributing towards future education provision.
- 4.6.3 In some cases, the provision of infrastructure will need to be planned in a co-ordinated way between a range of partners (both public and private).

4.7 Developer Contributions

- 4.7.1 Whilst some infrastructure may be provided directly by developers as part of their proposals, where necessary, financial contributions will, subject to viability, be sought to fund the necessary infrastructure that supports and mitigates the impact of development.
- 4.7.2 Developer contributions can come in the form of Community Infrastructure Levy (CIL) and/or Section 106 (s106) agreements, whilst Section 278 agreements can be used in relation to highways.
- 4.7.3 The Community Infrastructure Levy (CIL) was introduced in April 2010 through the Community Infrastructure Levy Regulations 2010 (as amended) as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It is useful in terms of paying for more general infrastructure that is not specifically linked directly to a development.
- 4.7.4 It provides a consistent approach to seeking contributions from developers towards infrastructure, and is established as a tariff on development, charged by the square metre that they are required to pay as part of the planning and development process.
- 4.7.5 CBMDC introduced CIL in the March 2017 through the approval of its CIL Charging Schedule. This sets out the basis for collecting CIL monies and the relevant charging rates. It was applied to all development after 1st July 2017 including:

- Development comprising 100m² or more of new gross internal floor area.
 - Development of less than 100m² or new floor space that results in the creation of one or more dwellings.
 - The conversion of a building that is no longer in lawful use.
- 4.7.6 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 (Section 106 agreements) may require the developer to contribute to infrastructure to mitigate the impacts of a development proposal. This is an existing mechanism to secure contributions towards infrastructure delivery.
- 4.7.7 Section 106 agreements are negotiated at the point of the planning application and becomes a legal agreement between the Council and the developer. Any contributions that are secured are subject to conditions set out in the agreement. Contributions also must meet all the following statutory tests:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 4.7.8 A Section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council to make alterations or improvements to a public highway, as part of a planning application. Once in place, the developer must operate within a set out terms, conditions and timescales. The use of these agreements will continue to be an important mechanism for the delivery of local highway infrastructure.
- 4.7.9 Funding for infrastructure may also come from other sources. These may include Government grants or funding programmes, which are often administered via various arms-length bodies. Examples in Bradford District include the Towns Fund (Keighley and Shipley) and Pride in Place (Keighley). WYCA also provide funding for a range of programmes that assist in infrastructure delivery.

5 INFRASTRUCTURE THEMES

5.1 Introduction

5.1.1 The types of infrastructure covered in this LIP and are essential in supporting the delivery of growth and development across Bradford District, fall broadly into three categories – physical, social and green/blue infrastructure:

- Physical infrastructure – this is the “hard infrastructure” that is needed to make a place or a site function. It includes things like transport networks, utilities, waste management and flood defence.
- Social infrastructure – this is the services and facilities that are needed to make a place function. It includes things like early years provision, primary and secondary schools, health care, emergency services, community facilities, sports/leisure provision, libraries and bereavement services.
- Green/Blue infrastructure - this is the networks of natural or semi-natural open spaces and water bodies that provide habitats for wildlife as well as health and social benefits for the communities that use or live close to them. It includes things like parks, gardens, playing fields, formal and informal spaces, lakes, rivers and canals.

5.1.2 The following sections of the LIP cover each of the above categories and infrastructure themes:

Table 5.1.1: Infrastructure Themes, Types and Providers

Infrastructure Theme	Infrastructure Type	Provider(s)
Physical Infrastructure		
Transport	Strategic Road Network	National Highways
	Local Highway Network	City of Bradford MDC – Highways
	Rail Network	City of Bradford MDC – Transport Planning Network Rail Train Operators West Yorkshire Combined Authority
	Mass Transit	City of Bradford MDC – Transport Planning West Yorkshire Combined Authority
	Bus and Coach	City of Bradford MDC – Transport Planning West Yorkshire Combined Authority Bus Operators

	Active Travel	City of Bradford MDC – Highways; Transport Planning West Yorkshire Combined Authority
Utilities	Electricity	National Grid Electricity Transmission Northern Powergrid
	Gas	National Gas Northern Gas Networks
	District Heating	1Energy (Bradford Energy Networks)
	Water Supply and Wastewater Treatment	Yorkshire Water
	Digital and Telecommunications	City Fibre City of Bradford MDC – Economic Development; ICT and Transformation Grain Mobile Operators (EE, Virgin Media O ₂ , VodafoneThree) Mobile UK Netomnia Openreach Quickline Virgin Media O ₂
	Waste/Recycling	City of Bradford MDC – Waste Management
Flood Management	Flood Defences and Drainage	City of Bradford MDC – Flooding and Drainage Environment Agency
Social Infrastructure		
Education	Early Years	City of Bradford MDC - Education
	Primary and Secondary Education	City of Bradford MDC - Education
	SEND Provision	City of Bradford MDC - Education

	Post 16/Further Education	City of Bradford MDC – Education Askham Bryan College Bradford College Keighley College Shipley College
	Tertiary/Higher Education	University of Bradford
Health and Wellbeing	Primary Care	Bradford and Craven Healthcare Partnership West Yorkshire Integrated Care Board
	Secondary/Acute Care	Airedale NHS Foundation Trust Bradford District Care NHS Foundation Trust Bradford Teaching Hospitals NHS Foundation Trust
	Dental Services	West Yorkshire Integrated Care Board
	Pharmacy Services	NHS England
	Optician Services	NHS England
	Public Health	City of Bradford MDC – Public Health
Emergency Services	Police	West Yorkshire Police
	Fire and Rescue	West Yorkshire Fire and Rescue Service
	Ambulance	Yorkshire Ambulance Service
Community Facilities	Community Centres	City of Bradford MDC Community Organisations
	Indoor and Outdoor Sports Provision	City of Bradford MDC – Sport and Recreation Governing Bodies Sports Clubs
	Libraries	City of Bradford MDC – Library Service

	Cemeteries and Crematoria	City of Bradford – Bereavement Services
Green/Blue Infrastructure		
Green/Blue Infrastructure	Green and Blue Infrastructure Networks	City of Bradford MDC Canal and River Trust Environment Agency Landowners Wildlife Trusts Yorkshire Water
	Allotments	City of Bradford MDC Town/Parish Councils
	Open Spaces	City of Bradford MDC Town/Parish Councils
	Biodiversity Networks	City of Bradford MDC Landowners Wildlife Trusts

5.2 STRATEGIC HIGHWAY AND ROAD NETWORK

Overview

- 5.2.1 The Strategic Road Network (SRN) is one of the largest and most important pieces of infrastructure in England. It comprises more than 4,500 miles of motorways and A roads, which are at the core of the country's transport system. The SRN is often referred to as the "trunk" road network.
- 5.2.2 The SRN is the most heavily used part of the national road network, carrying a third of all traffic and two thirds of freight. It connects many of England's major towns and cities, allows commuters to travel to work every day and helps people visit family and friends. It also provides businesses with the means of getting products and services to customers, gives access to labour markets and supplies and encourages trade and new investment.

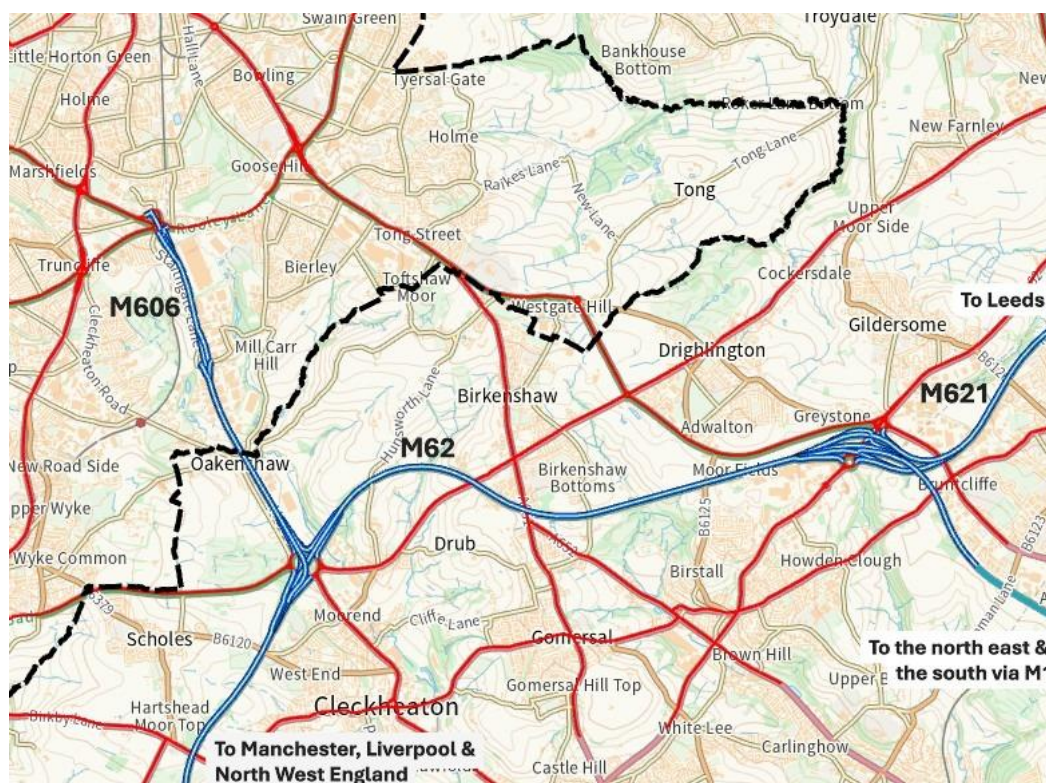
Background

- 5.2.3 National Highways (NH) is the government company that operates, maintains and improves the Strategic Road Network (SRN) in England. NH's primary aims are to provide a network that is free flowing, safe and serviceable and accessible and integrated. It also aims to support economic growth through development of the SRN whilst collaborating with local authorities to identify appropriate interventions both on and off the network.
- 5.2.4 NH are a statutory consultee for planning applications where the proposals concerns:
- development that is likely to result in an adverse impact on the safety of, or queuing, on a trunk road; or
 - development that is likely to prejudice the improvement or construction of a trunk road; or
 - development that consists of or includes the construction, formation or laying out of access to or from a trunk road
- 5.2.5 NH encourages applicants to seek early advice through their pre-application services, before proposals are submitted.

Current Provision

- 5.2.6 In Bradford District, the SRN consists of the M606, a three-mile motorway spur that connects the M62 at junction 26 (Chain Bar) (in the Kirklees Council area) with the A6177 Bradford Ring Road. It has three junctions. Another key access to the M62 (and M621) is the A650 and Junction 27 (Gildersome) in the Leeds City Council area.
- 5.2.7 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.

Figure 5.2.1: The Strategic Road Network in/around Bradford District



Previous Infrastructure Development

- 5.2.8 Several projects were identified in the first and second editions of the Government's Road Investment Strategy (RIS) relating to the SRN within West Yorkshire and further afield that would assist the movement of traffic to/from Bradford District.
- 5.2.9 The Government's Road Investment Strategy 1 (RIS1) schemes were:
- M62/M606: Chain Bar – provision of a slip road to provide a direct link from the M62 westbound to the M606 northbound. The aim was to reduce congestion from the main part of the existing junction. The scheduling of this project was reconsidered as part of future road investment planning as it needed further development before it could demonstrate value for money. A separate £11 million scheme to improve traffic flow on the existing roundabout through the provision of an extra lane and reconfiguration of traffic signals was completed in Spring 2017.
 - M62: Junction 20 to 25 Smart Motorway – provision of smart motorways across the Pennines from Rochdale to Brighouse. The aim was to link two existing sections of smart motorways to create a continuous smart route from Leeds to Manchester. This project was cancelled by Government in 2023 in recognition of the lack of public confidence felt by drivers and cost pressures.
- 5.2.10 RIS1 also identified the need to develop a scheme for the reconstruction of the junction between the M1 and the M62 (Lofthouse Interchange) as an all direction free-flowing interchange.
- 5.2.11 The Government's second Roads Investment Strategy (RIS2) also identified the following committed projects:
- M621 Junction 1 to 7 – this scheme sought to easing congestion along the M621 by creating additional lanes at the Junction 2 roundabout and Junction 3 westbound,

as well as between Junctions 2 and 3 where the existing hard shoulder will be converted into a lane for traffic. The project was completed in late 2024.

- M62 Junctions 25 to 30 – this scheme sought to upgrade the existing dynamic hard shoulder running to all-lane running. This project was cancelled by Government in 2023 in recognition of the lack of public confidence felt by drivers and cost pressures.
- 5.2.12 A further study (commenced in April 2019) is being undertaken by Highways England (now National Highways) 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.
- 5.2.13 Beyond the M65, there is currently no consistent strategic route for trans-Pennine traffic, with the limited alternative routes suffering from congestion and drivers facing poor journey times given the large distances involved. It is suggested that investment could supported economic and housing growth in Lancashire and North and West Yorkshire as well as the wider north of England. In addition, it could relieve congestion on other parts of the northern motorway network.
- 5.2.14 This initial strategic assessment will be followed by analysis of potential options – and will consider the difficult terrain, environmental impacts, economic growth, the role of other modes in the corridor and concerns and aspirations of key road user groups. National Highways aimed to publish its findings by autumn 2019, however this was delayed until autumn 2020. This would be followed by presenting a Strategic Outline Business Case for ministerial decision.

Ongoing/Future Infrastructure Development

- 5.2.15 The Government published its Road Investment Strategy 2 (RIS2) in 2020, which covers the period 2020 to 2025. This set out their long-term vision for the SRN. It commits the Government to spend £27.4 billion. Some of this will be used to build new road capacity, but more will be used to maintain the existing network and reduce negative impacts on the SRN.
- 5.2.16 The third edition of Roads Investment Strategy (RIS3) covering the period 2025 to 2030 was due to be published in 2024, however the Government delayed this until after the March 2025 Spending Review. It will now run from 2026 to 2031. An interim settlement was put in place to cover 2025 to 2026.
- 5.2.17 No enhancements to SRN are proposed within Bradford District in the RIS3 schemes pipeline. However, the scheme to reconstruct the Lofthouse Interchange (junction between the M1 and M62) will be included as a “pipeline” project for the next Road Investment Strategy (RIS3) covering the period 2025 to 2030¹. National Highway’s South Pennines (West) Route Strategy has suggested the project will now be considered as a pipeline project to be developed for RIS4 (2030 to 2035)².

¹ National Highways Website - Delivery Plan (2020 to 2025) - <https://nationalhighways.co.uk/media/d4vjch4f/5-year-delivery-plan-2020-2025-final.pdf> (Accessed 20.01.2026)

² National Highways Website – Route Strategy Initial Overview Report: South Pennines (West) (May 2023) - https://nationalhighways.co.uk/media/v3pqjv1y/r04-southpennines-west-acc_lr.pdf (Accessed 20.01.2026)

Engagement with National Highways

- 5.2.18 National Highways (previously Highways England) have been engaged in the preparation of both the Bradford Core Strategy DPD: Partial Review and the emerging Bradford District Local Plan. Representations and comments were received on the Preferred Options (Regulation 18 versions) of both documents in 2019 and 2021 respectively. These relate to the overall strategy, distribution of development and the Local Infrastructure Plan.

Funding and Delivery

- 5.2.19 National Highways (NH) receives its funding from the Department for Transport in five-year cycles known as Road Investment Periods. The previous period ran until 2025. It was announced in the March 2020 budget that £27.4 billion was committed for investment in the SRN between 2020 and 2025.
- 5.2.20 RIS2 sets out the performance standards that National Highways must meet and lists the planned enhancements schemes expected to be constructed as well as details of the funding available for the second Road Period (RP2).
- 5.2.21 The third edition of Roads Investment Strategy (RIS3) covering the period 2025 to 2030 was due to be published in 2024, however the Government delayed this until after the March 2025 Spending Review. It will now run from 2026 to 2031. An interim settlement was put in place to cover 2025 to 2026. The interim settlement provided £4.8 billion for National Highways.

Risks and Mitigation

- 5.2.22 The key risks involved in bringing forward improvement/enhancements for the SRN include:
- Changes in central Government policy regarding transport and road building
 - Availability of funding which can be affected by performance of the wider economy and changes in Government funding priorities.
 - Changes in the cost of construction materials and labour costs
 - The need to secure appropriate consents and undertake relevant consultations. The outcome of these processes is not guaranteed.

Delivery Partners

- 5.2.23 The following bodies will play a key role in delivering enhanced highway infrastructure within District and beyond in the coming years:
- City of Bradford Metropolitan District Council
 - Department for Transport
 - National Highways
 - Transport for the North
 - West Yorkshire Combined Authority

5.3 MAJOR AND LOCAL HIGHWAY NETWORK

Overview

- 5.3.1 The District's highway network forms an essential element of the wider transport network for passengers and freight. It links all of the area's key settlements with each other as well as to surrounding areas.
- 5.3.2 The Major Road Network (MRN) is the middle tier of England's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network.

Background

- 5.3.3 City of Bradford Metropolitan Council (CBMDC) is responsible for the safe operation and management of the public highway network within the District. This includes all adopted roads, footpaths, verges and rights of way. It does not include private and unadopted highways that are managed and/or maintained by different owners.

Current Provision

- 5.3.4 The main highway 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. The Major and Local Road Network key routes include:
- A6033: Hebden Bridge – Haworth
 - A6034: Steeton – Silsden – Addingham
 - A6036: Halifax – Bradford
 - A6037: Canal Road (Bradford – Shipley)
 - A6038: Shipley – Baildon – Guiseley – A65
 - A6177: Bradford Outer Ring Road
 - A6181: Bradford Inner Ring Road
 - A629: Halifax – Keighley – Skipton
 - A641: Huddersfield – Brighouse – Bradford
 - A644: Brighouse – Queensbury – A629
 - A647: Halifax – Bradford – Leeds
 - A65: Leeds – Menston – Burley in Wharfedale – Ilkley – Addingham – Skipton (extends to meet the M6 south east of Kendal)
 - A650: Wakefield – Bradford – Shipley – Bingley – Keighley
 - A657: Saltaire – Shipley – Calverley – Leeds
 - A658: Bradford – Greengates – Rawdon – Leeds Bradford Airport – Harrogate/Knaresborough
 - B6145: Bradford – Thornton – A629
 - B6265: Cottingley – Bingley – Crossflatts

- ## Previous Infrastructure Development

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cyclists and pedestrians, and improving access to nearby transport hubs. Funded via the Leeds City Region Enterprise Partnership Growth Deal, the new layout was opened to traffic in May 2022 with construction works concluding in June 2022.

- **Great Horton Road** – the scheme involved the construction of a new link road between the Horton Park Avenue/Cecil Avenue junction and the All Saints Road/Dirkhill Road Junction, as well as improvements to the Great Horton Road/Horton Grange Road junction. The new link road allows traffic to bypass the Great Horton Road/Horton Grange Road/All Saints Road junction. £3.15m from the WY+TF was used to deliver it. Construction commenced in February 2023 and was completed in March 2024.
- **Bradford City Centre Cycling and Walking Improvements** – the scheme has transformed Bradford City Centre into a people-centred, walkable destination with additional green spaces. The scheme delivered high-quality public realm, segregated cycle routes. Improved pedestrian crossings, bus priority and a new linear park centred on Hall Ings. The project was funded through the Transforming Cities Fund, which supports sustainable travel, economic growth, improved connectivity and a lower carbon city. The project has won 9 awards to date.
- **Bradford Interchange Station Access Improvements** – the scheme has transformed access between Bradford Interchange and the city centre by creating a high-quality gateway with improved, walking, cycling and public realm. Funded by the Transforming Cities Fund, this includes an improved interchange concourse, better wayfinding, demolition of Hall Ings multi-storey car park, a landscaped pedestrian link and relocated taxi facilities.
- **Bradford Bus Hotspots – Levelling Up Fund Programme** – this was a series of bus hotspot schemes which aimed to improve journey time reliability for buses and reduce congestion for general traffic. These targeted interventions were implemented at four strategic locations across the highway network:
 - A647 Leeds Road/Garnett Street
 - Leeds Road/Laisterdyke
 - Little Horton Lane/Park Lane
 - Bolton Road/Leeds Road/Stone Hall Lane

Each intervention is designed to address localised congestion issues and enhance the efficiency and reliability of bus services. The schemes have completed delivery in May and June 2026.

Ongoing/Future Infrastructure Development

5.3.7 There are a number of road schemes and projects in the Bradford District that are listed as key priorities for WYCA in the West Yorkshire + Transport Fund (WY+TF). These schemes include:

- **Bradford to Shipley Route Improvement Scheme (BSRIS)** - this is a major transport corridor scheme between Bradford City Centre and Shipley focussed on improving sustainable travel, public transport reliability, road safety, connectivity and access to employment, education and key destinations. The corridor includes Canal Road, Manningham Lane, Queens Road, Otley Road, Frizinghall station and associated junctions. The scheme has been developed to address congestion, poor air quality, severance for pedestrians and cyclists, safety concerns and forecast traffic growth associated with significant planned housing and employment development. The preferred approach now focuses on targeted

highway improvements, public transport enhancements, pedestrian crossing improvement, parking enforcement, rail station access improvements and active travel measures.

5.3.8 Another element of the WT+TF is the Corridor Improvement Plan (CIP) - a programme of low and medium cost highway interventions on strategic highway corridors with the aim of delivering 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 Combined Authority's Spatial Priority Areas. There will also be wider social benefits including a more attractive environment for the local community, and better quality of life, with reduced congestion improving air quality and connectivity to employment and housing.

- **CIP A6177 Toller Lane** – this is a junction improvement scheme which aims to reduce congestion and journey times, improve air quality and increase road safety, improving highway efficiency for the benefit of all road users. It is located on the A6177 Outer Ring Road to the north west of Bradford City Centre and forms part of the West Yorkshire Key Route Network. The Full Business Case (FBC) was submitted in April 2026. At the September 2026 meeting of the Combined Authority's Investment Board, the decision for the project to proceed and approved funding of £6.6 million to take the overall approval to around £8.6 million^{3,4}.
- **Thornton Road Corridor Improvement Scheme**⁵ – remaining TCF committed funding for the West Bradford Cycle Superhighway has been combined with the CIP Thornton Road/Cemetery Road Junction proposal to deliver the Thornton Road Corridor Improvement Scheme which is currently underway.

Located on Thornton Road between the extents of Spring Head Lane and Girdlington Road, the scheme will deliver improved traffic flow through the two major junctions (Chat Hill Road and Cemetery Road), safer pedestrian facilities, improved bus facilities and segregated cycleways with safer cyclist road crossings.

5.3.9 Improvement projects were planned for three junctions in West Bradford on the A6177 Outer Ring Road as part of Phase 1 of the CIP. These are at the junctions of Great Horton Road and Horton Grange Road, Thornton Road and Cemetery Road and Toller Lane and Whetley Hill. The Thornton Road proposal has now been incorporated within the wider Thornton Road Corridor Improvement Scheme under TCF.

5.3.10 The City Region Sustainable Transport Settlement has taken forward a number of projects including:

- **A650 Connect: Wakefield Road/Tong Street** – it is proposed to upgrade the existing A650 as part of a strategy to improve major transport routes into Bradford City Centre and around the wider District. The proposals aim to create a better-connected transport route that improves traffic flow, makes walking, wheeling and cycling easier, and ensure that the public transport is more reliable.

³ West Yorkshire Combined Authority Website – Agendas and Decisions: Investment Board – Thursday 3rd September 2026 - <https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=270andMId=1590andVer=4> (Accessed 07.09.2026)

⁴ Telegraph and Argus Website - £8.5 million scheme to improve Toller Lane junction to begin - <https://www.thetelegraphandargus.co.uk/news/26522624.8-5-million-scheme-improve-toller-lane-junction-begin/> (Accessed 07.09.2026)

⁵ Future Bradford website – Thornton Road Improvements Project - <https://www.future-bradford.co.uk/thornton-road> (Accessed 03.09.2026)

Proposals involve better footpaths, improved crossings, improved bus stops and cycle paths across the route, whilst for Wakefield Road it involves provision of dedicated bus lanes and removing existing subways (to be replaced with road level crossings). On Tong Street, it is proposed to widen the road to make space for two lanes of traffic in each direction to reduce congestion and ensure smoother traffic flows. This is primarily funded by the Department for Transport (DfT) Major Route Network funding.

- **Steeton and Silsden Connect** – the project is located at the A629/Keighley Road/Station Road roundabout between Steeton and Silsden in Bradford District. The scheme addresses a significant barrier to walking and cycling caused by the A629 dual carriageway, which separates residential communities from the rail station, employment areas, schools, health services and local amenities. The key proposals are for a new pedestrian and cycle bridge over the A629 with an additional segregated pedestrian and cycle infrastructure. At at-grade signalised crossing is also being explored.
- **Kings Road Connect** - The Kings Road Connect project is a proposed £7m to 10m City Region Sustainable Transport Settlement (CRSTS) scheme located between Five Lane Ends Roundabout, Enterprise 5 Retail Park and Bradford City Centre via Kings Road and Canal Road.

The scheme aims to improve bus reliability, encourage active travel, support inclusive growth, improve safety, and contribute towards net zero and Vision Zero objectives. The preferred scheme includes new bus priority measures, segregated cycle facilities linking to NCN66, enhanced walking and wheeling routes, upgraded crossings and bus stop improvements.

The corridor serves communities with high levels of deprivation, low car ownership and future housing growth sites at Bolton Woods and New Bolton Woods. The scheme seeks to provide safer, more reliable and accessible transport options while improving connectivity to employment, education and retail destinations.

- 5.3.11 The next funding period from 2027-2032 will be covered by the DfT's Transport for City Regions (TCR) programme. Administered through the West Yorkshire Combined Authority, the TCR programme will provide a multi-year, consolidated funding settlement to enhance local transport networks and highways. Discussions are ongoing regarding priorities for this programme.
- 5.3.12 As part of developing the Local Plan, a Strategic Transport Model was commissioned to assess the impact of the proposed site allocations on the District's highway network. The outcome of this work has been the production of a Transport Assessment (TA), which will form part of the evidence base for the Local Plan.
- 5.3.13 The TA concluded that, in the short term to 2034, the modelling has identified that the main nodes affected by additional Local Plan traffic demand are located close to the major development site planned at Esholt, Apperley Bridge. There is also a cluster of junctions along A641 Huddersfield Road, near Low Moor, where additional delay is expected and it is in these parts of the network where some form of mitigation will be focussed.
- 5.3.14 Other notable locations where a significant increase in delay is forecast, and where mitigation will need to be considered, are:
 - A650 Bradford Road/Mercure Hotel junction, west of Saltaire
 - A6177 Killinghall Road/Leeds Old Road junction

- Cutler Heights Lane/Broad Lane/ Tyersal Lane junction
 - A641 Manchester Rd/St Stephen's Rd/Ransdale Rd junction
 - A58 Leeds Rd/A644 Brighouse Rd, Calderdale
- 5.3.15 By 2043, other areas of the District will start to experience increases in delay both with and without impact of additional Regulation 19 Local Plan allocations and resilience will be built into the mitigation of any of the above junctions to accommodate continued growth in demand by 2043.
- 5.3.16 As set out in the TA, the exact form of mitigation that might be required at other junctions by 2043 is more difficult to predict. It is proposed that traffic levels at each of the following locations is monitored as developments are brought forward. The Council will commit to a programme of bi-annual surveys at each location and monitoring of junctions in neighbouring authorities will be agreed through appropriate consultation.
- 5.3.17 Some of the locations identified for interventions have been factored into the modelling as part of LIP development. However, these do not yet have a proposed solution or funding pathway approved.

Engagement with CBMDC Highways

- 5.3.18 A series of engagement workshops have taken place between the Local Plan team and the Highway Capital Projects and Active Travel teams. This work has interrogated the current infrastructure portfolio and used these insights to inform the modelling exercise.

Funding and Delivery

- 5.3.19 The Department for Transport (DfT) provides funding to the West Yorkshire Combined Authority (WYCA) which manages and allocates that funding to District Councils and provides assurance. The Council delivers the projects under funding agreements with WYCA.

Risks and Mitigation

- 5.3.20 The Infrastructure portfolio is subject to political scrutiny through Bradford Council and through the West Yorkshire Combined Authority. All schemes must meet specific funding objectives for each programme, as set out at a national level by the Department for Transport and at a Regional level through WYCA. The successful delivery of schemes is dependent on collaborative management of the WYCA Assurance Framework to ensure ongoing funding.

Delivery Partners

- 5.3.21 The following bodies will play a key role in delivering enhanced highway infrastructure within the District and beyond in the coming years:
- Adjoining highway authorities (Calderdale, Kirklees, Leeds and North Yorkshire)
 - City of Bradford Metropolitan District Council
 - Department for Transport (for specific funding streams)
 - West Yorkshire Combined Authority

5.4 RAIL NETWORK

Overview

- 5.4.1 The District's rail network forms an essential element of the wider transport network for passengers and freight. It links several of the area's key settlements with each other as well as to surrounding areas.
- 5.4.2 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, Preston and York.
- 5.4.3 Rail services offer potential for the movement of goods and people which in turn presents opportunities to reduce congestion on the highway network and reduce the level of carbon emissions produced from traffic.

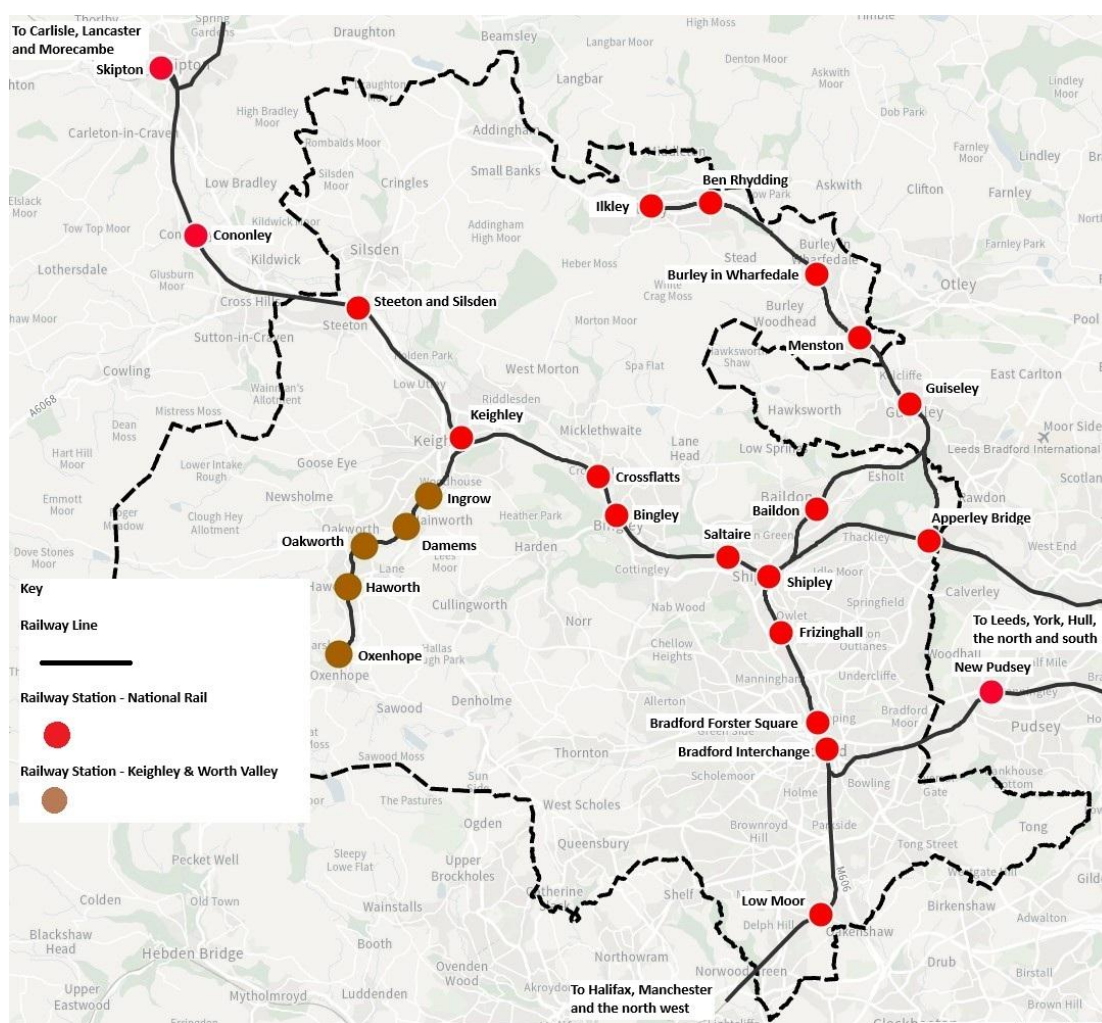
Background

- 5.4.4 The Secretary of State for Transport (via the Department for Transport [DfT]) has overall responsibility for railways within the England and Wales (railways in Scotland and Northern Ireland have separate devolved arrangements). The DfT previously awarded franchises to run passenger services, however these are now being transferred back into public ownership. Funding for major rail projects comes from the UK Government.
- 5.4.5 Network Rail is the owner and infrastructure manager of the National Rail Network in the UK. However, it does not own or operate passenger or commercial freight services or rolling stock. These are provided by train and freight operating companies (TOCs and FOCs). The rail industry is regulated by the Office of Rail and Road (ORR), which is a combined economic and safety regulator.
- 5.4.6 The Government is currently legislating to establish a new public body, Great British Railways, who will absorb Network Rail and oversee passenger rail services in Great Britain. In the future they will become the owners of the country's rail infrastructure and be responsible for planning and running the network. Freight and open access passenger services will remain within the private sector.
- 5.4.7 Transport for the North (TfN) has a role in managing and improving rail services across the north of England, particularly through its Rail North Partnership and Strategic Rail Programme. Combined Authorities, including the West Yorkshire Combined Authority (WYCA), also play an important part in shaping the rail networks in the areas through strategic planning, investment and delivery of projects.

Current Provision

- 5.4.8 Local rail services in Bradford District are provided by Northern, with long distance intercity services to/from London Kings Cross being provided by Grand Central and London North Eastern Railway (LNER). Northern and LNER are subsidiaries of DfT Operator Ltd (DFTO), a government holding company. Grand Central is an open access operator that is a subsidiary of Arriva UK Trains.
- 5.4.9 There are 16 railway stations within the District (see **Figure 5.4.1**) which provide good access to both Leeds and Bradford City Centres as well as to other destinations such as Blackpool, Halifax, Huddersfield, Hull, Manchester, Preston, Rochdale and York. The most recent additions to the network are Low Moor (on the Calder Valley line) and Apperley Bridge (on the Airedale and Wharfedale Lines) in December 2015 and April 2017 respectively. All stations within the District are owned by Network Rail but are managed by Northern.

Figure 5.4.1: Bradford District Rail Network



5.4.10 The electrified Airedale and Wharfedale lines link Leeds and Bradford Forster Square to Ilkley and Skipton, whilst the Calder Valley line links Bradford Interchange with Leeds, Halifax, York, Greater Manchester and the North West of England. Beyond the limit of the Airedale line at Skipton, services link stations in Bradford district (Shipley, Bingley and Keighley) with Carlisle (via the Settle and Carlisle line) and Lancaster/Morecambe (via the Bentham Line). Service frequencies are set out in **Table 5.4.1**, below.

Table 5.4.1: Summary of Train Service Frequencies in Bradford District

Route	Stations Served (in Bradford District)	Frequency (Monday to Friday)
Bradford Forster Square to Ilkley	Frizinghall, Shipley, Baildon, Menston, Ben Rhydding	1 tph (off peak)/2 tph (peak) in each direction
Bradford Forster Square to Leeds	Frizinghall, Shipley, Apperley Bridge	2 tph each direction
Bradford Forster Square to London Kings Cross (via Leeds)	Shipley	7 tpd in each direction

Bradford Forster Square to Skipton	Frizinghall, Shipley, Saltaire, Bingley, Crossflatts, Keighley, Steeton and Silsden	1 tph (off peak)/2 tph (peak) in each direction
Bradford Interchange to Huddersfield (via Halifax)	Low Moor	1 tph in each direction
Bradford Interchange to London Kings Cross (via Halifax, Wakefield Kirkgate and Doncaster)	Low Moor	4 tpd in each direction
Hull to Halifax	Bradford Interchange	1 tph in each direction
Leeds to Carlisle	Shipley, Bingley, Keighley	9 tpd in each direction (1 tpd starts/terminates at Ribbleshead)
Leeds to Ilkley	Menston, Ben Rhydding	2 tph in each direction
Leeds to Manchester Victoria/Chester	Bradford Interchange, Low Moor	2 tph in each direction (1 tph extends to/from Chester)
Leeds to Lancaster/Morecambe	Shipley, Bingley, Keighley	7 tpd in each direction (2 tpd start/terminate at Lancaster; 1 tpd starts at Bradford Forster Square; 1 tpd terminates at Carnforth)
Leeds to Skipton	Shipley, Saltaire, Bingley, Crossflatts, Keighley, Steeton and Silsden	2 tph in each direction
Skipton to London Kings Cross (via Leeds)	Keighley, Shipley	1 tpd in each direction (Shipley served by southbound service only)
York to Blackpool North	Bradford Interchange	1 tph in each direction

tpd = train(s) per day/tph = train(s) per hour

Source: Various Timetables from Northern, LNER and Grand Central (14 December 2025 to 16 May 2026 (Accessed 16.02.2026))

- 5.4.11 In relation to rail freight, Network Rail's Route Specifications for London North Eastern and East Midlands, highlights that there is an average of six freight trains per day in each direction on the Airedale line (between Leeds and Skipton). Some of these are likely to originate from major aggregate quarries at Arcow and Rylstone in North Yorkshire. On the Calder Valley line there is an occasional service between Laisterdyke (Bradford) and Healey Mills (Wakefield). There are no railfreight terminals in Bradford district.
- 5.4.12 The Keighley and Worth Valley Railway (KWVR) is a heritage railway that 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 a major tourist attraction and provides access to Haworth and Bronte Country. Residents living in postcode areas BD13, BD16, BD20, BD21 and BD22 are eligible for a Residents Railcard that can be used to obtain discount fares when the line is operating.

Previous Infrastructure Development

5.4.13 The District has seen enhancements in its rail network over the past twenty years including:

- **Airedale and Wharfedale lines:** Both lines were modernised and electrified in the mid-1990s. They 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 although the period affected by the Covid pandemic did have an effect on passenger growth. These lines suffer with crowding on some services, especially those to/from Leeds.
- **Platform Extensions – Airedale and Wharfedale lines** - a programme to extend the platforms at several stations (Apperley Bridge, Bingley, Burley in Wharfedale, Menston, Saltaire and Shipley) on these lines was completed in 2025/26. These allow longer six car trains to operate on services between Leeds/Bradford Forster Square and Ilkley/Skipton).
- **Calder Valley line:** this serves Bradford Interchange and Low Moor. Network Rail undertook a range of upgrades to increase capacity and capability on this line, including track, signalling and line speed improvements to improve journey times between 2016 and 2018. New/refurbished rolling stock was also introduced to the route in recent years.
- **Intercity Service Enhancements:** as part of service improvements and enhancements on the East Coast Main Line to/from London Kings Cross, LNER introduced new rolling stock and extra services to Bradford. Grand Central submitted proposals to the ORR for additional services; however, the application was unsuccessful. Additional services between Bradford and Wakefield were approved in 2025.
- **Gateway Stations** – Improvements have been delivered at both main stations serving Bradford City Centre – Bradford Interchange⁶ and Bradford Forster Square⁷ - as part of the WYCA's Station Gateways programme. This involved enhancing them as high quality and welcoming gateway/arrival points into the city centre and improving the experience for users through better facilities and connections between transport modes. Both were funded from the West Yorkshire Plus Transport Fund, with City of Bradford Metropolitan District Council contributing towards the Forster Square improvement and the Transforming Cities (TCF) scheme funding most of the costs for Bradford Interchange.
- **Bradford Forster Square New Platform:** a £35 million investment to provide a fourth platform at Bradford Forster Square Station was completed in May 2025⁸. It creates additional capacity and eases congestion at the station, as well as helping to accommodate the five additional daily LNER services to/from London Kings Cross.
- **Keighley Station Enhancements:** this £10 million project involved the refurbishment the existing station building, footbridge and entrance as well as the

⁶ West Yorkshire Combined Authority Website - Bradford Interchange Station gateway - <https://www.westyorks-ca.gov.uk/our-projects/bradford-interchange-station-gateway/> (Accessed 24.08.2026)

⁷ West Yorkshire Combined Authority Website - Bradford Forster Square Station gateway - <https://www.westyorks-ca.gov.uk/our-projects/bradford-forster-square-station-gateway/> (Accessed 24.08.2026)

⁸ BBC News Website - New platform's opening gives Bradford more trains - <https://www.bbc.co.uk/news/articles/c74nmze18jvo> (Accessed 24.08.2026)

canopies over the platform access ramps. The platforms were also resurfaced. Work was completed in April 2025⁹.

- **Rail Park and Ride Programme¹⁰:** this was a programme to improve rail station access across West Yorkshire, supported by the West Yorkshire-plus Transport Funding. In Bradford district, four stations were included within Phase 1 of the programme (Apperley Bridge, Ben Rhydding; Shipley; Steeton and Silsden).

Work was completed at Steeton and Silsden station to deliver an increase in car parking provision as well as other improvements including resurfacing works, extra CCTV, lighting, and improved drainage. Over £4.5 million was invested, with the car park opening in June 2024¹¹.

Following the West Yorkshire Combined Authority's inflation review in September 2022, approval was given to postpone schemes for Apperley Bridge, Ben Rhydding and Shipley.

Planned Infrastructure Provision

5.4.14 WYCA's West Yorkshire Rail Strategy¹² which forms part of the wider West Yorkshire Local Transport Plan sets out a plan for how the rail network should work in West Yorkshire up to 2050. It helps to decide where to invest to make the rail network better and ensure that it helps the local economy, makes it easier to use with other transport modes, and is sustainable.

5.4.15 The Rail Strategy highlights four objectives:

- Boosting productivity
- Enabling inclusive growth
- Tackling the climate emergency
- Delivering 21st century transport

5.4.16 The strategy also has a focus on improving station facilities (including accessibility) and services and increasing capacity for freight services.

5.4.17 There are several ongoing and future rail infrastructure projects that will be deliver or commence delivery over the Local Plan period and beyond. These are listed below:

- **New Bradford City Centre Station:** As part of the Bradford Rail Programme¹³ and the Council's regeneration plans for the Southern Gateway area of Bradford, it is proposed develop a brand-new through station to replace the existing Bradford Interchange. It will act as a catalyst for investment through an improved passenger experience and cut journey times to neighbouring towns and cities. The new station will be integrated with WYCA's ambitions for a Mass Transit system for West Yorkshire, which will provide links to the city centre and Forster Square Station, as well as the bus network.

⁹ BBC News Website – Historic station re-opens after £10m facelift: <https://www.bbc.co.uk/news/articles/c8x8pnk0glpo> (Accessed 05.06.2025)

¹⁰ West Yorkshire Combined Authority Website - Rail Park and Ride programme - <https://www.westyorks-ca.gov.uk/our-projects/rail-park-and-ride-programme/> (Accessed 24.08.2026)

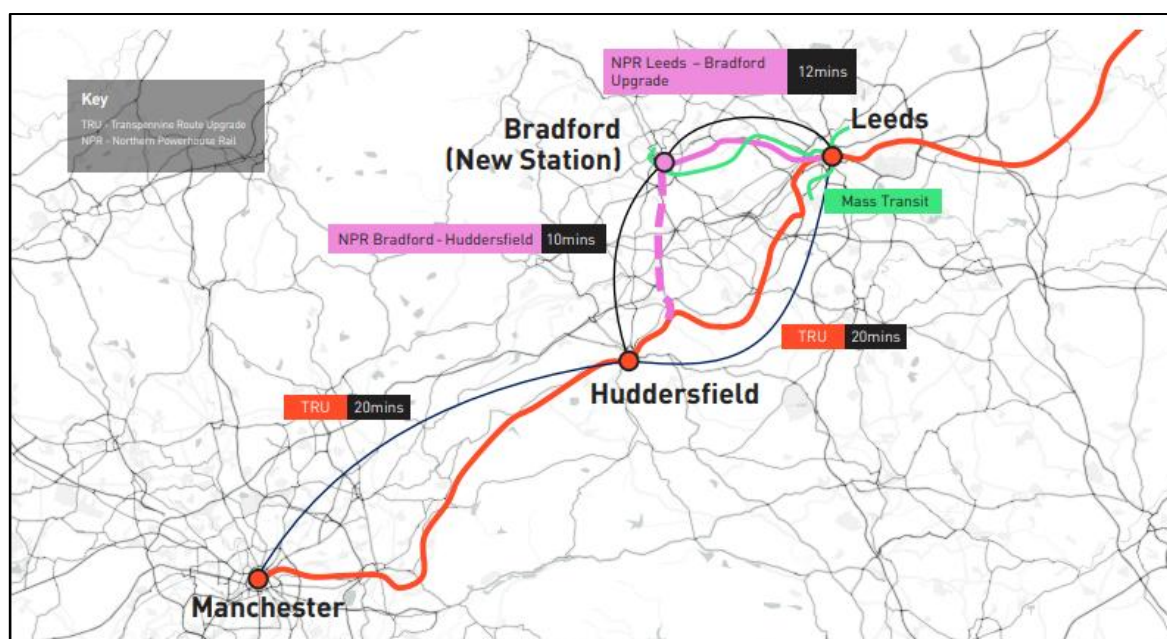
¹¹ BBC News Website – Multi-storey car park opens at railway station - <https://www.bbc.co.uk/news/articles/c3g91981wr4o> (Accessed 16.02.2026)

¹² West Yorkshire Combined Authority Website - Rail strategy and investment in West Yorkshire - <https://www.westyorks-ca.gov.uk/transport/rail/> (Accessed 24.08.2026)

¹³ Bradford Rail Programme Website – <https://www.bradfordrail.co.uk> (Accessed 24.08.2026)

The Council is working with the DfT on a business case for the new station. It is anticipated that the Bradford Rail Programme will improve the city's intercity connectivity including between Bradford and Leeds and Bradford and Manchester.

Figure 5.4.2: Bradford City Centre Through Station



- Northern Powerhouse Rail:** announced in January 2026, this outline plan under part of the Government's Northern Growth Strategy sets out high level proposals for enhanced rail connectivity across northern England. It would be delivered in three phases:
 - Phase 1** includes electrification and upgrades to existing lines between Leeds and Sheffield, potential electrification and upgrades in the Leeds to Bradford corridor including the continued development of a new station in Bradford, and potential enhancements between Leeds and York.
 - Phase 2:** Construction of predominately new line between Liverpool and Manchester via Warrington and Manchester Airport.
 - Phase 3** includes improved connectivity between Leeds and Manchester, building upon the Transpennine Route Upgrade, a feasibility study of a new line from Birmingham to Manchester and provision to build on work delivered in Phase 1 in the Manchester to Sheffield and Manchester to Bradford Corridors.
- Transpennine Route Upgrade** – this project is a multi-billion-pound programme of railway improvements to better connected passengers across northern England between Manchester and York via Huddersfield and Leeds. A range of different projects along the route have been completed, are under construction or planned to be delivered up to the early 2030s.
- Calder Valley Line** – one of medium/long term schemes/priorities identified in the West Yorkshire Rail Strategy is to develop a case for the electrification of several key routes in the sub-region including the Calder Valley Line between Leeds and Manchester via Bradford, including rolling stock improvements.

- **Intercity Service Enhancements** – Grand Central plan to introduce a new fleet of trains on their services between Bradford Interchange and London Kings Cross that will be delivered in 2028¹⁴.
- **Bradford Forster Square Station Gateway Redevelopment** – This project aims to provide an improved gateway to the city centre that enhances the experience of people arriving to the city by train and providing a catalyst for growth in this part of the city centre.

The project proposes demolishing the existing station building, leaving the platforms in place, and constructing a new building with modern and improved facilities that cater for increased passenger numbers and makes rail travel a more attractive option that builds on the improved economic opportunity and performance realised following the completion of Platform 0. The new station building will have a new gateline, improved retail, waiting and toilet facilities and new lifts to improve connection to the city centre. Submission of the business case was paused in acknowledgement of the interdependencies with the potential mass transit terminus¹⁵.

- **Ilkley Transport Hub** – a masterplan including proposals and designs are being developed by Friends of Ilkley Railway Station for new transport hub at Ilkley railway station.
- **KWVR Enhancements:** The KWVR was provisionally awarded a £5 million grant from Round 3 of the Government’s Levelling Up Fund. This funding will be used to upgrade signalling to enable more trains to run, overhauling the line’s Diesel Multiple Unit (DMU) fleet and establishing a new DMU depot.
- **Shipton Traincare Centre:** Network Rail and Northern will provide a new train maintenance depot on land to the west of the existing Bradford Forster Square to Shipton railway line. It forms part of the wider improvements to the rail network in the north of England arising from Transpennine Route Upgrade (TRU). Completion is expected in 2028.
- **Skipton to Colne Railway Line:** In February 2018, it was announced that the Department for Transport and Transport for the North had co-commissioned a feasibility study 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.

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 District.

¹⁴ Arriva Website - Arriva Group invests in new battery hybrid train fleet in boost to UK rail industry: <https://news.arriva.co.uk/news/arriva-group-invests-in-new-battery-hybrid-train-fleet-in-boost-to-uk-rail-industry> (Accessed 05.06.2025)

¹⁵ City of Bradford Metropolitan District Council Website - Report of the Strategic Director, Place to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 18 November 2025 – Highways and Transportation Performance Report – Appendix 2 - <https://bradford.moderngov.co.uk/documents/s53603/REGENV181125Doc1.pdf> (Accessed 05.10.2026)

Funding and Delivery

- 1.1.18 Network Rail's income is largely derived from central Government (DfT) and the track access charges received from train operators. The DfT has overall strategic and financial responsibility for the rail network in England. It agrees financial settlements with Network Rail in five-year funding cycles, known as Control Periods (CPs).
- 1.1.19 The current CP runs from 2024 to 2029. For this period Network Rail was allocated £43.1 billion for maintenance and enhancement of the rail network. For the Eastern region, which includes Bradford District, £9.7 billion has been allocated to operate, maintain and renew the railway.
- 1.1.20 Rail enhancement projects (projects which increase capacity or allow new services to run etc.) tend to be funded via a separate process outside of these 5-year funding windows and are dependent on the development of business cases for schemes/programmes of funding.
- 1.1.21 The West Yorkshire Combined Authority (WYCA) also has funding for rail improvements. The West Yorkshire-plus Transport Fund (WY+TF) is a twenty-year commitment for the Leeds City Region, to the value of £1 billion. This included several rail projects.

Risks and Mitigation

- 1.1.22 There are number of factors which may affect the delivery of new or enhanced rail infrastructure over the lifetime of the Local Plan including:
- 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 rail 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 be subject to statutory consultation, and the outcome of that process is not guaranteed.

Delivery Partners

- 1.1.23 The following bodies will play a key role in delivering enhanced rail infrastructure within the District and beyond in the coming years:
- City of Bradford Metropolitan District Council
 - West Yorkshire Combined Authority
 - Department for Transport
 - Transport for the North
 - Network Rail
 - Office of Rail and Road
 - Train Operating Companies (Grand Central; LNER; Northern)

5.5 MASS TRANSIT

Overview

- 5.5.1 Mass Transit is another term to describe a large-scale public transport system which usually connects cities and suburban areas in major built up and metropolitan areas. With its own brand and identity typically Mass Transit would use one or more modern high-capacity bus, tram or tram-train type vehicles.

Background

- 5.5.2 Mass transit systems are commonplace in many European cities and conurbations and have begun to grow in the United Kingdom over the past two decades.
- 5.5.3 The United Kingdom has six operational tram systems in Birmingham/Wolverhampton (West Midlands Metro), Croydon (Tramlink), Edinburgh (Edinburgh Trams), Manchester (Metrolink), Nottingham (Nottingham Express Transit) and Sheffield (Supertram).
- 5.5.4 Other rail-based mass transit systems operate in London (London Underground; Docklands Light Railway), Glasgow (Subway) and Tyne and Wear (Tyne and Wear Metro), whilst there are also a range of bus-based systems that operate in other regions of the country such as the Belfast Gilder in Northern Ireland.

Current Provision

- 5.5.5 Mass transit services in Bradford District (and West Yorkshire) are provided by the bus and rail networks (see sections 5.4 and 5.6). The area does not have a tram or light rail network.

Previous Infrastructure Development

- 5.5.6 Mass transit systems have been considered in the West Yorkshire area previously. However, these have focussed on the city of Leeds. Projects have included the Leeds Supertram, which gained royal assent in 1993, and the Leeds Trolleybus system. Both projects were cancelled. Historically, a tramway network operated in Bradford between 1882 and 1950, run by Bradford Corporation Tramways. There was also a trolley bus network which ran from 1911 until 1972. A tramway also operated in Keighley, closing in 1924.

Planned Provision

- 5.5.7 The West Yorkshire Combined Authority (WYCA) and its partners have developed proposals for a Mass Transit¹⁶ system covering West Yorkshire. It will form part of a fully integrated transport network called the Weaver Network¹⁷, which seeks to join up buses, trains, walking, cycling and more to create seamless journeys across the sub-region.
- 5.5.8 The addition of a Mass Transit system will contribute to WYCA's vision of creating a truly connected region, lower its carbon footprint, connecting people and places and helping the economy to thrive. It sits alongside a range of improvements to bus, rail, road, walking and cycling networks.
- 5.5.9 Details of the project were set out WYCA's Mass Transit Vision 2040, published in August 2023. Whilst the aim is to eventually connect the whole of West Yorkshire, work has been

¹⁶ West Yorkshire Combined Authority Website – Mass Transit in West Yorkshire: <https://www.westyorks-ca.gov.uk/improving-transport/mass-transit/> (Accessed 05.06.2025)

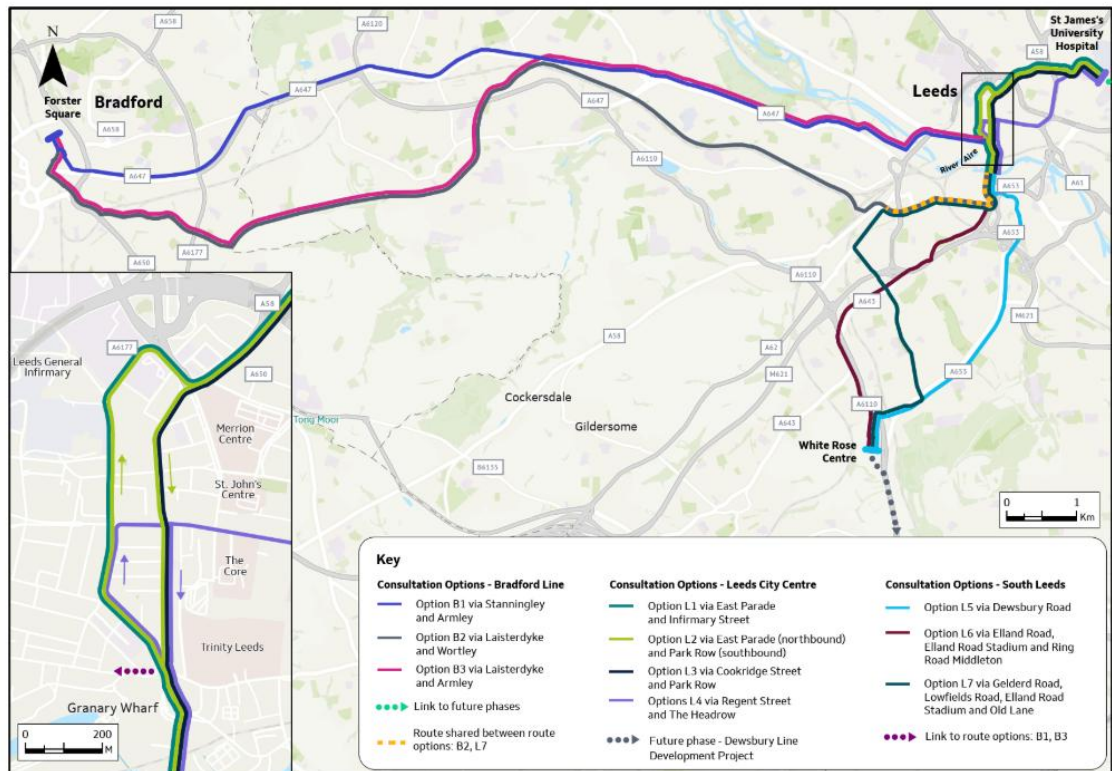
¹⁷ West Yorkshire Combined Authority Website – Weaver Network: We'll get you there: <https://www.westyorks-ca.gov.uk/transport/weaver-network/> (Accessed 16.02.2026)

ongoing to develop proposals for the first phase of the project, which will involve the construction of two new tram lines:

- The Bradford Line – linking Bradford and Leeds City Centres
- Leeds Line – linking St. James’s University Hospital with South Leeds via Leeds City Centre.

5.5.10 Consultation took place on both routes in summer 2024. Phase one focussing on trams is planned to commence construction in 2028 with operations starting by the late 2030’s. More details on the Bradford Line options can be found on WYCA’s website¹⁸.

Figure 5.5.1: West Yorkshire Mass Transit - Route Options Map



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5.5.11 The Mass Transit Vision highlighted that other routes are expected to be developed in subsequent phases including:

- Bradford to Dewsbury
- Bradford to Halifax
- Bradford to North West Leeds (Guiseley, Leeds Bradford Airport, Otley and Yeadon).
- East Leeds
- Huddersfield to Dewsbury
- North Leeds
- South Leeds to Dewsbury

¹⁸ West Yorkshire Combined Authority website – Mass Transit phase on – Bradford Line route options: <https://www.yourvoice.westyorks-ca.gov.uk/bradford-line> (Accessed 05.06.2025)

- Wakefield and Five Towns

Engagement with the West Yorkshire Combined Authority (WYCA)

- 5.5.12 The Council is working closely with WYCA in relation to Mass Transit. A joint Development Plan Document (DPD) is being prepared collectively by the five West Yorkshire Local Planning Authorities via a joint committee of elected members, supported by WYCA. It is entitled the West Yorkshire Mass Transit Spatial Development Framework.
- 5.5.13 It will provide a West Yorkshire-wide strategic framework to support the delivery of all phases of West Yorkshire Mass Transit, and to ensure a joined-up approach to land use, growth, regeneration and transport decisions across the region. Once adopted by the five West Yorkshire local planning authorities, it will form part of their statutory development plans and will carry the same weight in planning decision making as Local Plans.
- 5.5.14 A draft version of the joint DPD was published for consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in January 2026 to seek views on its scope and content from the public, businesses, community groups, charitable organisations, statutory bodies and other stakeholders¹⁹.
- 5.5.15 A second stage of consultation under Regulation 19 on a revised and updated version of the joint DPD seeking views on its soundness and legal compliance took place during August and September 2026, ahead of its submission to the Secretary of State²⁰.

Funding and Delivery

- 5.5.16 Central Government has initially allocated £200 million of funding up to 2027 to develop proposals for the Mass Transit system. This is to cover design, consultation, environmental appraisal, consenting and some enabling works.
- 5.5.17 As part of the lead up to the Comprehensive Spending Review in June 2025, the Government announced that £2.1 billion would be allocated to West Yorkshire, part of which will be used to deliver the Mass Transit network²¹.
- 5.5.18 WYCA will submit a Strategic Outline Case (SOC) in 2027 to provide robust evidence for the project.
- 5.5.19 It is proposed to deliver the network on a phased basis. Such an approach has proven successful in other city regions such as Greater Manchester and the West Midlands.

Delivery Partners

- 5.5.20 The following bodies will play a key role in delivering Mass Transit within District and beyond in the coming years:
- Calderdale Council
 - City of Bradford Metropolitan District Council

¹⁹ West Yorkshire Combined Authority – Your Voice website - West Yorkshire Mass Transit: Spatial Development Framework joint Development Plan Document Regulation 19 Publication Draft consultation - <https://www.yourvoice.westyorks-ca.gov.uk/sdfreg18> (Accessed 08.10.2026)

²⁰ West Yorkshire Combined Authority – Your Voice website - West Yorkshire Mass Transit: Spatial Development Framework joint Development Plan Document Regulation 19 Publication Draft consultation - <https://www.yourvoice.westyorks-ca.gov.uk/sdfreg19> (Accessed 08.10.2026)

²¹ BBC News Website – Funding secured for county's £2.1bn tram project: <https://www.bbc.co.uk/news/articles/cqj78e442dxo> (Accessed 05.06.2025)

- Department for Transport
- Kirklees Council
- Leeds City Council
- Wakefield Council
- West Yorkshire Combined Authority

5.6 BUS AND COACH

Overview

- 5.6.1 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.

Background

- 5.6.2 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.

Current Provision

- 5.6.3 Most Bradford's bus services are run on a commercial basis by several operators who determine the routes, timetables and fares. Other services are funded principally by the West Yorkshire Combined Authority (WYCA). Service frequencies vary across the District.
- 5.6.4 First Bradford is the major operator within the district, with other services provided by Transdev (Keighley Bus Company, Burnley Bus Company, Flyer A1, A2 and A3), Arriva Yorkshire and TLC Travel as well as other smaller operators. Cross boundary services link the District with Burnley, Dewsbury, Halifax, Harrogate, Hebden Bridge, Huddersfield, Leeds, Leeds Bradford Airport, Otley, Skipton and Wakefield. Details regarding routes and frequencies are available on the [Bus Maps and Guides section²²](#) of the Metro website.
- 5.6.5 Bus stations are located at Bradford Interchange, Keighley and Ilkley. All three are owned and operated by WY Metro, who also provide bus stops, shelters and information across the District.
- 5.6.6 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 as part of wider circulation plans.
- 5.6.7 National Express and Flixbus coach services operate from Bradford to a range of destinations including Birmingham, Heathrow Airport, Leeds, Liverpool, London, Manchester, Newcastle upon Tyne, Nottingham, Sheffield and York. Details of services can be found on the [National Express](#) and [Flixbus](#) websites. These two operators currently reflect the near totality of schedule coach operations from Bradford.
- 5.6.8 Buses also operate to meet more discrete requirements, such as for schools, for events, and closed works services. These use the on-street infrastructure provided by the Council through its highways.
- 5.6.9 Touring coaches also operate to destinations in Bradford or use Bradford district locations as a staging point on longer journeys, drawing on the city's tourism offer. Ilkley, Saltaire, Haworth and the Worth Valley and increasingly Bradford City Centre are visited by coaches to this end. These coaches use dedicated coach parking provided by the Council and others.

²² West Yorkshire Metro Website – Bus Maps and Guides - <https://wymetro.com/buses/bus-maps-and-guides/> (Accessed 24.06.2025)

Previous Infrastructure Development

- 5.6.10 A key piece of bus infrastructure in Bradford (in addition the existing bus stations, bus stops and bus lanes) is the Manchester Road guided busway. 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.
- 5.6.11 The West Yorkshire Bus Strategy 2040 developed by WYCA and the five West Yorkshire districts as well as the main bus operators in the area. Its objectives are:
- To enable economic growth in West Yorkshire by improving connectivity to areas of economic opportunity
 - To realise environmental aspirations, including significantly reducing local emissions
 - To support local communities by improving access to health services, education, employment, leisure and retail destinations.
- 5.6.12 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 a modern, low carbon bus system which contributes to improved air quality
 - To provide an inclusive and accessible bus system
- 5.6.13 The Bus Service Improvement Plan (BSIP) – sets out the CA's vision for better buses in West Yorkshire, as required by Government's National Bus Strategy. It was developed in collaboration with bus operators and took account of the views of local people and other interested groups. Its aims are:
- An enhanced and more cohesive bus network
 - Clearer and simpler fares
 - Improved, more inclusive customer service and support
 - Priority for buses on road
 - More green and better vehicles.

Ongoing/Future Infrastructure Provision

- 5.6.14 The provision of public transport connections to new development will be an essential requirement to manage future traffic growth and achieve sustainability.
- 5.6.15 In March 2024, using the provisions of the Bus Services Act 2017, the Mayor of West Yorkshire decided to bring bus services across the region under local control. Franchising is a statutory framework where the bus network is controlled, designed and most services are contracted by the Local Transport Authority, in this case the West Yorkshire Combined Authority (WYCA).
- 5.6.16 Franchising is expected to come into operation in May 2027. The first phase covers services in Kirklees and Leeds, with services in these areas extending to Bradford.

Bradford and Keighley franchising zones are in the third round, aiming to be in operation by October 2028.

5.6.17 Within Bradford District there are several projects involving enhanced bus priority to improve journey times and reliability that are being developed and will be delivered within the Local Plan period. Funding coming from a combination of Department for Transport's City Region Sustainable Transport Strategy (CRSTS), Major Route Network (MRN) and Transport for City Regions (TCR) programmes.

5.6.18 These projects include:

- **Bradford Bus Hotspots** – a package of measures including road space reallocation, bus lanes, bus gates and junction modifications to improve journey times. Specifically, the package aims to improve the travel time through key junctions which include Westgate/Drewton Road/Lumb Lane, Leeds Road gyratory, and Bolton Road/Leeds Road/Stone Hall Road.
- **Wakefield Road/Tong Street, Bradford** – bus priority measures along the A650 Wakefield Road/Tong Street to deliver a Bus Rapid Transit-level of provision as well as improve journey times and reliability, via road space re-allocation. This scheme also involves upgrading and making permanent the temporary segregated cycle scheme from Dudley Hill to Bradford City Centre.
- **Kings Road Connect, Bradford** – the Kings Road corridor is a key part of the District's transport network, connecting communities such as Five Lane Ends, Swain House and Ashbourne, providing access to schools, shopping and amenities along the route as well as to Bradford City Centre via Canal Road.

The project seeks to make bus travel more reliable and comfortable and make walking, wheeling and cycling safer and more attractive. The aim is to ease congestion, reduce carbon emissions and improve air quality.

Measures include new bus lanes and bus priority at key junctions, improvements to bus stops, new segregated cycle lanes, widened pavements and new crossings for pedestrians, reduced speed limits, exploring formalised parking options and improved public spaces.

5.6.19 Funding was approved by the Combined Authority to allow the Council to develop a full business case for phase one of the South Bradford Park and Ride scheme. This will include the provision of bus priority measures along Manchester Road, along with initial active travel enhancements at Senior Way. This scheme will be known as the Manchester Road – Targeted Bus Improvement Scheme. Should further funding be secured, a second phase of the scheme will include a new cycle route between the former Richard Dunn Sport Centre site and Bradford City Centre and the development of a Park and Ride facility.

5.6.20 One of the District's bus operators, the Keighley Bus Company, have ordered 15 electric buses, worth £7.5 million to convert its key services between Bradford and Keighley to a zero-emission operation. The order was supported by £3.1 million of funding from the Government's Zero Emission Bus Regional Areas (ZEBRA) funding following a successful bid by the West Yorkshire Combined Authority²³.

5.6.21 With funding from ZEBRA and the Joint Air Quality Unit (JAQU), First West Yorkshire and WYCA are completing the electrification of the Bowling Back Lane Bus Depot in Bradford. It is a major servicing asset for the bus network in the District. Franchised

²³ Transdev Website - Announcing a £7.5m order for 15 electric buses:
<https://www.transdevbus.co.uk/news/announcing-a-75m-order-for-15-electric-buses/> (Accessed 28.04.2025)

buses will operate from the depot starting in October 2028. This will enable a fleet of electric buses to operate across all major bus corridors in the Bradford urban area²⁴. It is planned for all buses operating out of this depot to be electric by 2035.

- 5.6.22 It is intended to provide a new bus station in Bradford to replace the existing Bradford Interchange facility. Funding has been secured from central Government through the Transport for City Regions funding announced in June 2025. The exact location, cost and timescales for delivery of the new facility have yet to be determined. As part of this project, it is intended that new facilities for long-distance coaches will be provided.
- 5.6.23 It is anticipated that further projects will come forward during the lifetime of the Local Plan, building on the above schemes, to improve the functioning of the bus network and its efficiency. A focus will be on speeding up current bus journeys, as well as improving reliability. The Council will work with its partners to improve the highways environment, optimise stop locations and reduce dwell times to achieve these outcomes.

Engagement with the West Yorkshire Combined Authority/Bus Operators

- 5.6.24 The Council works closely with the West Yorkshire Combined Authority in developing approaches to bus service and infrastructure provision. This will continue during the lifetime of the Local Plan.

Funding/Delivery

- 5.6.25 There are a variety of funding sources to deliver improvements in bus services that can be accessed by the Council:
- Private bus company investment in vehicles and technology.
 - Developer contributions including those received through Community Infrastructure Levy and Section 106 agreements, where appropriate
 - Central Government revenue and capital-funding which is often made available through competitive bid funding rounds.

Risks and Mitigation

- 5.6.26 There are several potential risks that may affect the provision of new or enhanced bus infrastructure and services. These include:
- 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.

Delivery Partners

- 5.6.27 The following bodies will play a key role in delivering new and enhanced bus infrastructure and services within the District and beyond in the coming years:
- Bus operating companies

²⁴ City of Bradford Metropolitan District Council Website - Bradford's Buses will transform to zero emission fleet 18 months earlier than planned - <https://news.bradford.gov.uk/press-releases/8c3f406e-2157-40f1-9fa2-922283e11f8e/bradford-s-buses-will-transform-to-zero-emission-fleet-18-months-earlier-than-planned> (Accessed 24.08.2026)

- City of Bradford Metropolitan District Council
- Developers
- West Yorkshire Combined Authority/West Yorkshire Metro

5.7 ACTIVE TRAVEL (WALKING, WHEELING AND CYCLING)

Overview

- 5.7.1 Walking, wheeling²⁵ 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.

Background

- 5.7.2 The third cycling and walking strategy (CWIS3)²⁶ sets out the Government's vision and objectives for active travel. The strategy outlines plans and actions to make walking, wheeling and cycling a safe, easy and accessible option for everyone. To help achieve this vision the Government is setting a target of 55% of all short journeys in towns and cities to be walked or cycled by 2035. The vision is underpinned by 3 strategic objectives:
- Enable more people, particularly the least active, to benefit from physical activity through active travel
 - Make active travel the easy integrated choice
 - Improve safety for people walking, wheeling and cycling.
- 5.7.3 In 2025, a coalition of 12 of England's combined authority mayors, including West Yorkshire's, signed an ambitious joint statement²⁷ pledging to:
- Create a national active travel network to give healthier and greener travel options to millions across the nation
 - Pledge to deliver an initial 3,500 miles of safer routes to schools, shops and high streets, workplaces and transport hubs
 - Design projects to help tackle the country's inactivity crisis, easing pressure on the NHS and boosting productivity, as part of Government's Plan for Change.
- 5.7.4 The Mayor's West Yorkshire Local Transport Plan²⁸ (March 2026) seeks to develop an Active Weaver Network that allows everyone to access opportunities for walking, cycling and wheeling to help them live healthier lives whether as part of shorter everyday journeys, multi-modal trips or longer active journeys. The Plan's policies centre on:
- Active travel as the natural choice for shorter journeys
 - Integrating active travel
 - Extending our active travel network
- 5.7.5 Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the

²⁵ Wheeling is the use of wheeled mobility aids, for example a wheelchair or mobility scooter user. These users may not identify with the term walking and may prefer to use the term wheeling. We have therefore used the terms walking and wheeling together to ensure we are as inclusive as possible. Wheeling is defined to only cover modes that use pavement space at a similar speed to walking. It does not include the use of e-scooters or cycles.

²⁶ UK Government website - Active Travel – Active England: the third cycling and walking investment strategy (CWIS3) - <https://www.gov.uk/government/publications/the-third-cycling-and-walking-investment-strategy/active-travel-active-england-the-third-cycling-and-walking-investment-strategy-cwis3> (Accessed 26.08.2026)

²⁷ UK Government website - Policy paper: Working together to create a national walking, wheeling and cycling network - <https://www.gov.uk/government/publications/working-together-to-create-a-national-walking-wheeling-and-cycling-network> (Accessed 26.08.2026)

²⁸ West Yorkshire Combined Authority Website – The Mayor's Local Transport Plan - <https://www.westyorks-ca.gov.uk/media/qpmbspv4/the-mayors-west-yorkshire-local-transport-plan.pdf> (Accessed 26.08.2026)

District and, where possible, to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.

- 5.7.6 Improvements to cycling facilities have significant potential to improve the accessibility of areas with poor local public transport connectivity.
- 5.7.7 Across Bradford district, there are significant health inequalities in communities and the gap in how long people will live is stark. People in the most deprived areas of the District are living with more ill health and dying earlier. Active travel has the potential for significantly increasing physical activity levels across the District and has a crucial role to play in improving health outcomes in these areas. Walking, wheeling and cycling are also particularly low-cost modes and therefore can also make an important contribution to improving residents' access to opportunities.

Current Provision

- 5.7.8 Bradford District has a comprehensive network of rights of way, cycle paths and less formal routes 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 a draw for tourism.
- 5.7.9 Several sections of the National Cycle Network (NCN) run across Bradford district. Walk Wheel Cycle Trust (formerly Sustrans) are custodians of this 16,575-mile network of signed paths and routes for walking and cycling across the UK. 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, Bradford City Centre, Frizinghall to Shipley and then eastwards along the Leeds Liverpool Canal to Apperley Bridge. It is a mixture of traffic free and on road routes.
 - NCN Route 69: Morecambe to Grimsby (also known in part as the Great Northern Rail Trail) – it runs along the Leeds Liverpool Canal from Silsden to Riddlesden, with a further section from Cullingworth to and including Hewenden Viaduct, then from Thornton to Queensbury. It is not continuous within the district.
 - NCN Route 696 - it is a combined walking and cycling route connecting Riddlesden, Bingley, Saltaire and Shipley and is also known as The Airedale Greenway. It follows the Leeds Liverpool Canal and connects to - also forming part of - The Aire Valley Towpath between Leeds and Bingley. The City Connect programme resurfaced most of this route. The section from Apperley Bridge to Shipley was completed in 2022. The section from Kildwick to Riddlesden was improved in 2025, part funded by Active Travel England. Walk Wheel Cycle Trust have also repaired the section between Shipley and Hirst Wood in 2024, and Bingley 3 Rise Locks to 5 Rise Locks in 2026.
- 5.7.10 Bradford also has 3 Cycle Superhighways:
 - CS1 from Bradford to Leeds
 - Canal Road Corridor scheme (which is also part Greenway)
 - CS4 West Bradford Cycle Superhighway Phase 1 from Bradford to Girdlington.
- 5.7.11 A bike share scheme was introduced in Spring 2026 funded by revenue from the Clean Air Zone. This will ultimately comprise 200 e-bikes across at least 40 docking stations across Bradford main urban area with a focus on provision between Bradford City Centre and Shipley/Saltaire. Approval has been received from the Department for Transport for

the introduction of e-scooters alongside the e-bikes and subject, to internal Council agreement could be delivered in Spring 2027.

5.7.12 The District has a well-developed network of over 1,000km of urban and rural Public Rights of Way (PROWs)²⁹. This network is for walkers and riders to enjoy the area's natural environment and to access local facilities by foot, on horseback or cycle. They are an important part of the area's transport network. There are several categories of 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 cycle. These may be way-marked with blue arrows.
- Restricted Byways – which can be used on foot, horse and cycle or with non-mechanically propelled vehicles. These may be way-marked with purple arrows.

5.7.13 In relation to walking, six Green Line 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 across 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 six 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, Thorncliffe 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
- Route 5: Lund Park - A circular route around the fabulous historic Lund Park in Keighley.
- Route 6: Girlington - An active walk linking key locations in the area including the popular and friendly community park, West Park, with many facilities including fixed play, basketball court, crown green bowls and skate park

Previous Infrastructure Development

5.7.14 In 2019 the Council, in partnership with the West Yorkshire Combined Authority (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 from Bradford City Centre to the South East of the City be prioritised for investment. Sustrans further investigated walking and cycling links between Keighley Station to and along Cavendish Street. The Keighley Transport Study identified several options to rationalise traffic movement through the town centre. Towns Fund resources will be utilised to deliver public realm improvements on Cavendish Street which will include increased space for pedestrians. The segregated cycle facilities between the

²⁹ City of Bradford Metropolitan District Council Website – Public Rights of Way in Bradford (Map of Paths): <https://www.bradford.gov.uk/environment/countryside-and-rights-of-way/public-rights-of-way-in-bradford-map-of-paths/> (Accessed 10.04.2026)

city centre and the south of the city have evolved into the Wakefield Road/Tong Street scheme.

- 5.7.15 In response to the Covid-19 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 included a pop-up cycle lane on Wakefield Road (reflecting the LCWIP priority to the south east of the City) and on Hall Ings in Bradford City centre. These have since been removed in the light of the City Centre Walking and Cycling Transforming Cities scheme which has resulted in improved cycling facilities on Hall Ings and the future cycle scheme on Wakefield Road.
- 5.7.16 Subsequent rounds of the Active Travel Fund (ATF) have funded several other walking and cycling improvements, including provision of new footpaths (e.g. Bell Dene Road) and re-surfacing of other paths (e.g. Beech Grove Greenway). Area wide schemes have been funded through the ATF consisting of trial Active Travel Neighbourhood (ATN) in Saltaire which has subsequently been formalised and Safer Neighbourhood schemes in Holme Wood, Keighley, and Manningham. ATF has also been used to deliver several School Streets that improved safety near schools, as well as a cycleway south of Bingley town centre.
- 5.7.17 As of June 2023, Active Travel England (ATE) became a statutory consultee on all major planning applications for active travel schemes. Major applications are defined as including 150 dwellings or more, building(s) of 7,500m² internal floor space or more, and sites where the overall development area is 5 hectares or more. Local Planning Authorities will therefore need to consider the views of both ATE and the Local Highway Authority when developing active travel schemes
- 5.7.18 The council prepared a Public Rights of Way Improvement Plan (ROWIP) covering the period 2007 to 2017 setting 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 39 government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.
- 5.7.19 Key sources of funding for walking and cycling schemes include:
- Active Travel Fund
 - Community Infrastructure Levy
 - Capability Fund
 - City Region Sustainable Transport Settlement (CRSTS)
 - Transforming Cities Fund (TCF)
 - Towns Fund
 - West Yorkshire-plus Transport Fund (WY+TF)

Ongoing/Future Infrastructure Requirements

- 5.7.20 The Council seeks to promote walking, wheeling and cycling as part of achieving a healthy city, and aims to create appealing places to walk, wheel and cycle supported by better connectivity between all sustainable travel modes including public transport.
- 5.7.21 LCWIP2 was developed during 2021/22 by the Council and WYCA. This work has been carried forward into LCWIP3, however, at the time of writing this Local Infrastructure Plan (LIP), LCWIP3 is yet to be published.
- 5.7.22 Several future projects have been delivered with funding from TCF. They include:

- Thornton Road Cycle Superhighway – Phase 1 was completed in Autumn 2025. Construction of Phase 2 is set to start on-site in 2026 with an 18-month delivery programme.
- Bradford City Centre Cycling and Walking Improvements – Traffic has been removed from Bank Street, Bridge Street, Hall Ings, and Market Street, to create walkable public spaces and new cycling infrastructure in the city centre.
- Keighley has been granted £33.6m and Shipley £25m from the Towns Fund. A significant proportion of these funding streams (£2m in Keighley and £5m in Shipley) will be used for a range of active travel and public realm improvements including improvements to walking and cycling facilities in the town centres in and around the town centres, to make them more attractive.

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

- West Bradford Cycle Superhighway Extension Phase 2 from Girlington to west Thornton – to be delivered by 2028
- The Great North Rail Trail missing link between Hewenden Viaduct and Thornton
- Wharfedale Greenway
- Queensbury to Halifax Greenway (incorporating the Great Northern Rail Trail missing link)
- Queensbury to West Bradford Greenway
- Bradford Moor West Yorkshire Places Scheme
- Bradford to Shipley Corridor
- Wakefield Road Sustainable Transport Corridor
- A650 Tong Street
- Steeton and Silsden Crossing and wider connectivity
- Wakefield Road Sustainable Transport Corridor
- Kings Road Sustainable Transport Corridor
- Steeton and Silsden crossing and active mode connectivity.

5.7.24 The Council are in discussions with the West Yorkshire Combined Authority (WYCA) prioritising the future transport programme up to and including 2031/32. This includes a range of active travel schemes improving access to schools and walking improvement.

Engagement with the Active Travel Sector

5.7.25 The Council liaises with the Walk Wheel Cycle Trust and the Canal and River Trust to ensure its and their future programmes are aligned and that they are aligned with future funding opportunities.

5.7.26 The Council also liaises with WYCA's policy and behaviour teams to ensure that its programmed is aligned with the emerging Transport and Complementary Active Travel Strategy, a cycle network is joined up across local authority boundaries and that their Behaviour Change programmes target areas of need. All schemes go before WYCA's quality panel to ensure that they meet the requirements of Active Travel England (ATE). ATE are statutory consultees on all major planning applications.

Funding and Delivery

5.7.27 Key sources of funding for walking and cycling schemes include:

- Active Travel Fund (ATF)
- Capability Fund (CF)
- Combined Active Travel Fund (CATF)
- West Yorkshire-plus Transport Fund (WY+TF)
- Transforming Cities Fund (TCF)
- City Region Sustainable Transport Settlement (CRSTS)
- Transport for City Regions Fund (TCR)
- Towns Fund
- Community Infrastructure Levy (CIL)
- S106 agreements

Risks and Mitigation

5.7.28 Walking and cycling can be popular leisure pursuits, particularly in 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. Active Travel England have published a Rural Design Guide which provides guidance on how to deliver safe networks in rural areas that will mitigate this risk. Other risks include:

- Active travel schemes often deliver lower value for money so encounter challenges securing funding if competing against schemes that benefit all users.
- Funding may not be identified and secured at the same time of as major housing and economic development.
- Funding allocations may be reviewed or reduced due to high inflation, which may affect timescales and project delivery
- The creation of segregated cycle lanes to allow for improved active travel use may create safety issues, such as cars being closer together on the roads
- Making routes accessible to more people makes them more open to misuse

Delivery Partners

5.7.29 The following bodies will play a key role in delivering enhanced active travel infrastructure within the District and beyond in the coming years:

- Active Travel England
- Adjoining Local Authorities (Calderdale; Kirklees; Leeds; North Yorkshire)
- Bradford Cycle Forum (BeSpoke)
- Bradford Local Access Forum
- Canal and River Trust
- City of Bradford Metropolitan District Council
- Department for Transport (DfT)
- Living Streets
- Walk Wheel Cycle Trust (formerly Sustrans)
- Transport for North

- West Yorkshire Combined Authority (WYCA)

5.8 ELECTRICITY

Overview

- 5.8.1 In common with most utilities provision in the United Kingdom, electricity supply is provided primarily by the private sector. This was a result of changes introduced during the 1980's and 1990's to create a more competitive market.
- 5.8.2 Delivery of electricity supply infrastructure is based on population growth over areas defined by the providers themselves, rather than Local Planning Authorities. However, adopted development plans are used to identify infrastructure upgrade projects within their wider investment strategies.
- 5.8.3 Electricity supply, together with other utilities, is governed by Acts of Parliament and several statutory instruments (secondary legislation). In the case of electricity, the main Act of Parliament is the Electricity Act 1989.
- 5.8.4 Regulation is provided by Ofgem (Office of Gas and Electricity Markets), a non-ministerial government department and independent National Regulatory Authority.

Background

- 5.8.5 The United Kingdom has a national system for generating electricity and its distribution. Since October 2024, the independent and impartial National Energy System Operator (NESO) has been responsible for making sure that the country has the essential energy it needs by ensuring supply meets demand every day. Generators of electricity apply to the NESO when wishing to connect the high-voltage electricity network. NESO also leads work to consider how the network may need to evolve to deliver a cleaner, greener future.
- 5.8.6 The national high voltage electricity transmission network is owned, built and maintain by National Grid PLC. This network ensures the flow of electricity supplies through to regional distribution companies (Distribution Network Operators).
- 5.8.7 Since October 2024, NESO holds a licence (previously held by National Grid PLC) to transmit electricity under the Electricity Act 1989 and has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system and facilitate competition in supply and generation.
- 5.8.8 There are 14 distribution network operators (DNOs) in UK, 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. Electricity is then sold to consumers by electricity suppliers.
- 5.8.9 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).
- 5.8.10 Their network consists of more than 63,000 substations and some 60,000 miles of overhead power lines and underground cables covering an area of 9,650 square miles. Its main function is to ensure that all reasonable steps are taken to maintain supply to customers
- 5.8.11 Northern Powergrid has a responsibility for operating a safe, secure, efficient and co-ordinated distribution network that meets the needs of its customers. It offers connections to new load and generation customers and monitors and forecasts the changing patterns of supply and demand to identify requirements for strengthening the network if required:

- It has a legal obligation to provide customers with a quotation for a connection to the network and then install the connection if the customer wishes to proceed.
- It reinforces the network if there is a requirement to do so due to either organic demand growth from existing customers or intensive development of particular towns to avoid overloading the networks or the creation of fault level or voltage issues.
- It is working to support the development of a low carbon economy, which requires the decarbonisation of generation, heat and transport, by connecting renewable generation to its network, and developing new techniques for forecasting and accommodating the projected increase in the use of heat pumps and electric vehicles.
- It is developing smart solutions that will offer customers that have flexibility on how and when they use electricity the opportunity to financially benefit from that flexibility where it results in avoiding the need for network reinforcement.

Current Provision

- 5.8.12 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
- 5.8.13 The following substations are also located within the administrative area of Bradford:
- Bradford West substation – owned by National Grid, it is a major 275kV/400kV high voltage switching and infrastructure hub located near Wilsden. It is also the one of Northern Powergrid’s 275kV/132kV Grid Supply Points (GSP) within their West Yorkshire operational region.
- 5.8.14 The standard operating voltages of the Northern Powergrid (Yorkshire) network in Bradford are 132kV, 33kV, 11kV and low voltage (230v/400v). As highlighted above, Bradford West substation is key GSP for Northern Powergrid’s network. It serves 263,000 customers via 8 bulk supply points (BSPs) and 42 primary sub-stations³⁰.
- 5.8.15 The company brings the electricity capacity into the region via its major substations operating at 132kV and 33kV. Information about these substations including information on their current capacity utilisation and forecast capacity utilisation over the next five years is published annually in Northern Powergrid’s Long Term Development Statement (LTDS)³¹.
- 5.8.16 The current capacity and future development of the 132kV and 33kV networks in Northern Powergrid (Yorkshire) plc are set out in its LTDS. It includes the maximum

³⁰ Northern Powergrid Network Development Report (March 2024) - <https://www.northernpowergrid.com/sites/default/files/assets/Network%20Development%20Report.pdf> Accessed (06.10.2026)

³¹ Required under Condition 25 of the Standard Conditions of the Electricity Distribution Licence. It is revised and published every November.

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.

Previous Infrastructure Development

- 5.8.17 Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations.
- 5.8.18 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.
- 5.8.19 Northern Powergrid also provides details of its investment/network development plans on its website in the form of an interactive tool³². 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.

Ongoing/Future Infrastructure Requirements

- 5.8.20 Northern Powergrid's Network Development Plan sets out how they will develop and adapt the electricity distribution network to support the transition to net zero. It summarises our future intervention needs across the region, explains how we apply our 'flexibility first' approach when assessing network requirements, and provides transparency on where and when capacity constraints may emerge.
- 5.8.21 In relation to the Bradford West GSP, it highlights a number of planned interventions the electricity distribution network in the District. Many of these are driven by the need to replace equipment. These interventions are scheduled to take place between 2025 and 2033.
- 5.8.22 An important element of delivering the growth outlined in the Local Plan will be ensuring the developments can be connected to the electricity supply. This is the responsibility of the developer. They are required to apply to Northern Powergrid for a connection and will be quoted a Connection Charge. Where a connection requires reinforcement of the network, then a Reinforcement Charge may also be applied.

Engagement With National Grid and Northern Powergrid

- 5.8.23 Engagement has taken place with both providers as part of developing the Local Plan (and this Local Infrastructure Plan).

Funding and Delivery

- 5.8.24 Electricity supplies to new development are funded by developers and Northern Powergrid. These are site-specific costs meaning no call on external funding sources. As such, it is not necessary to identify any funding requirement within this LIP.
- 5.8.25 It should be noted provision of electricity connections is a competitive arena, and other parties are also able to provide the downstream infrastructure. These can be Utility Infrastructure Providers (UIPs) who will install the cabling to the appropriate standards.

³² Northern Powergrid Network Development Plan - https://northernpowergrid.opendatasoft.com/pages/network_development_plan/ (Accessed 06.10.2026)

- 5.8.26 It is expected that over the plan period that electricity will continue to be supplied by the private sector, such as British Gas, EDF Energy or EO.N Next.

Delivery Partners

- 5.8.27 The following bodies will play a key role in delivering new or enhanced gas infrastructure within the District in the coming years:

- Developers
- Electricity Providers
- National Grid Electricity Transmission
- Northern Powergrid
- Utilities Infrastructure Providers (UIPs)

5.9 GAS

Overview

- 5.9.1 In common with most of the utilities provision in the United Kingdom, gas supply is providing primarily by the private sector. This was a result of changes introduced during the 1980's and 1990's to create a more competitive market.
- 5.9.2 Delivery of gas supply infrastructure is based on population growth over areas defined by the providers themselves, rather than Local Planning Authorities. However, adopted development plans are used identify infrastructure upgrade projects within their wider investment strategies.
- 5.9.3 Gas supply, together with other utilities, is governed by Acts of Parliament and several statutory instruments (secondary legislation). In the case of gas, the main Act of Parliament is the Gas Act 1986.
- 5.9.4 Regulation is provided by Ofgem (Office of Gas and Electricity Markets), a non-ministerial government department and independent National Regulatory Authority.

Background

5.9.5 Gas is distributed around the mainland United Kingdom via the high-pressure National Transmission System (NTS). This network of pipelines transports gas to power stations and large industrial users as well as storage from natural gas terminals situated at five coastal locations in England and one in Scotland, and to gas distribution networks that supply commercial and domestic users. It covers Great Britain (England, Scotland and Wales).

5.9.6 The NTS is owned and operated by National Gas (previously known as National Grid). This system comprises around 5,000 miles of pipeline, more than 60 compressors at 21 compressor stations and more than 500 above ground installations (see **Figure 5.9.1**).

5.9.7 To reach communities, gas leaves the NTS and enters the distribution networks at high pressure. It is then transported through several reducing pressure tiers before finally being delivered to customers.

5.9.8 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)

Figure 5.9.1: Map of National Transmission System Owned by National Gas (NGT)



- Wales and West Utilities Ltd – Wales and South West England
- SGN – Scotland and Southern England (including South London)

5.9.9 In addition, there are also eight smaller networks owned and operated by Independent Gas Transporters (IGTs). Most IGTs have been developed to serve new commercial or residential developments. These are in areas covered by GDNs. Both networks are regulated by Ofgem.

Current Provision

- 5.9.10 In relation to existing infrastructure in Bradford district, a NTS pipeline runs through the north western edge of the area, close to the village of Addingham. This pipeline runs from Pannal (near Harrogate in North Yorkshire) to Nether Kellet (near Carnforth in Lancashire). It is one of two major pipelines that run across northern England carrying gas from a terminal at Easington in East Yorkshire to the north west region.
- 5.9.11 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 operates, maintains and invests in a gas distribution system of 37,000km and £1bn of other assets that manage the flow of gas to 2.9 million homes and businesses across its area. However, it does not sell or supply gas. Supply is the responsibility of separate gas supplier companies.
- 5.9.12 NGN operates in two Local Distribution Zones (LDZs) – Northern (covering Cumbria (parts), County Durham, Northumberland, North Yorkshire (parts), Tyne and Wear and Teesside) and North East (East Yorkshire, North Yorkshire (parts) and West Yorkshire). NGN infrastructure in Bradford is extensive, covering most built-up areas. NGN's infrastructure can be identified through the LinesearchbeforeUdig (LSBUD) service.
- 5.9.13 NGN publishes a Long-Term Development Statement (LTDS)³³ annually. This 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. It is the product of an annual cycle of planning and analysis. The statement sets out NGN's assessment of future supply and demand, for natural gas, on our network. It also outlines proposals for investment in local transmission and distribution systems.

Previous Infrastructure Development

- 5.9.14 National Gas has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 5.9.15 New gas transmission infrastructure developments (pipelines and associated installations) are sometimes needed to meet increases in demand and changes in patterns of supply. These developments tend to be because 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 because of overall demand growth in a region rather than site specific developments.

Ongoing/Future Infrastructure Requirements

- 5.9.16 Ofgem requires NGN to submit a business plan setting out their strategy over a five-year period, detailing their intended approach and the outcomes they expect to achieve

³³ Northern Gas Networks – Long Term Development Statement 2024 - <https://www.northerngasnetworks.co.uk/wp-content/uploads/2024/10/LTDS-2024-Final-v1.pdf> (Accessed 16.06.2025)

through their actions. The most recent plan period is RIIO-GD3³⁴ and covering the period 2026 to 2031. This will see over £1.8 billion invested in the NGN network during this time with a further £656 million spent in operating and maintaining the network.

- 5.9.17 Most of the investment identified in RIIO-GD3 are not related to demand for gas but focus instead on legislative requirements and asset health interventions. This will be the same whatever the future energy pathway.
- 5.9.18 Currently Northern Gas Networks do not have any publicised proposals for new gas infrastructure in Bradford District. As such there are no known planned gas infrastructure works in the area. However, based on population growth it may be likely further pressures will be placed on the gas supply network, necessitating reinforcements to it.
- 5.9.19 New developments within Bradford District over the Local Plan period will, where appropriate, require connections to the gas supply network. Northern Gas Networks is required by legislation to comply any reasonable request to connect premises, subject to it being economic to do so.
- 5.9.20 Connection costs to the gas network and works downstream of the connection point of this are generally fully funded by the developer. When a request for a supply is received, developers are provided with a quote for a connection charge. The cost will depend on the type of development being connected, the position of the nearest viable gas main and how much pipework is needed for the connection.
- 5.9.21 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 the upstream reinforcement will be funded by Northern Gas Networks.
- 5.9.22 NGN also have an ongoing programme 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.
- 5.9.23 To date NGN have abandoned 2,463km of iron main against an inferred 5-year target of 2,473.4km. However, in addition they have also abandoned 43km of main outside of 30m of domestic properties, and 51.6km of Other Mains, based on cost benefit analysis. They have also abandoned 298.3km of steel against an inferred 5-year target of 243.6km.
- 5.9.24 During the period 2026 to 2031, NGN will replace 2,900km of old gas pipes with modern plastic ones
- 5.9.25 In terms of future projects, East Coast Hydrogen³⁵ is a collaboration between National Gas, Northern Gas Networks and Cadent to connect planning hydrogen and storage with industrial users across the north east of England, the Humber, Yorkshire and the East Midlands. It is a 15-year programme.

³⁴ RIIO stands for Revenue = Incentives + Innovation + Outputs, whilst GD stands for Gas Distribution and 3 means it is the third price control period of RIIO-GD2 (2021 to 2026) and RIIO-GD1 (2013 to 2021)

³⁵ East Coast Hydrogen website - <https://www.eastcoasthydrogen.co.uk/> (Accessed 05.10.2026)

- 5.9.26 It will repurpose and build new gas pipelines to do so as part of helping power generation and industry to transition from natural gas. One stretch of the pipeline will reach Leeds and Bradford. The project was awarded £96 million by Ofgem to support its next phase of the scheme's development. This follows £500 million being announced in the Government's June 2025 spending review. The project is expected to move into its delivery phase in the later part of the decade, with the aim of starting hydrogen flows from the early 2030's.
- 5.9.27 In Bradford, the Bradford Low Carbon Hydrogen³⁶ will be located on the site of the former Birkshall Gas Works. The hydrogen produced will be used to fuel vehicles or delivered to industry in the surrounding area to support decarbonisation by replacing natural gas. Planning permission for the facility was granted in 2024. Production is expected to start in 2027.

Funding and Delivery

- 5.9.28 Gas supplies to new development are funded by developers and Northern Gas Networks. These are site-specific costs meaning no call on external funding sources. As such, it is not necessary to identify any funding requirement within this LIP.
- 5.9.29 It should be noted provision of gas 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 Northern Gas Networks, or Independent Gas Transporters who will install and subsequently own the infrastructure.
- 5.9.30 It is expected that over the plan period that gas will continue to be supplied by the private sector, from companies such as EDF or British Gas.

Delivery Partners

- 5.9.31 The following bodies will play a key role in delivering new or enhanced gas infrastructure within the District in the coming years:
- Developers
 - Gas Providers
 - National Gas
 - Northern Gas Networks
 - Utilities Infrastructure Providers (UIPs)

³⁶ Bradford Low Carbon Hydrogen website - <https://bradfordhydrogen.com/> (Access 05.10.2026)

5.10 DISTRICT HEATING

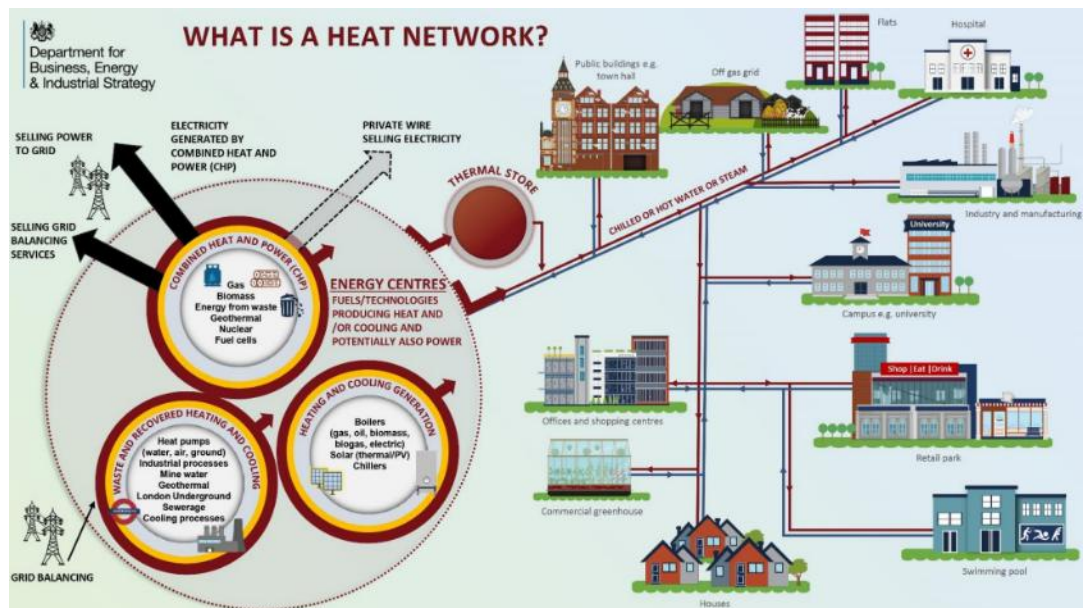
Overview

- 5.10.1 Part of the Government's drive to see the UK achieve net zero carbon by 2050 is the decarbonisation of heat. This means moving from reliance on gas boilers to lower carbon or net-zero forms of heating.

Background

- 5.10.2 Heat networks (also known as district heating) supply from a central energy centre via a network of underground pipes carrying hot water. It avoids individual boilers or electric heaters in every building. Such networks can be a cost-effective way to reduce carbon emissions generated from heating, particularly within urban settings.

Figure 5.10.1: Explanation of a Heat Network



- 5.10.3 Within the UK, there are 17,000 district heating networks with around 500,000 connections to them, generating 2% of the country's heat³⁷.

Current Provision

- 5.10.4 Work is ongoing in Bradford to develop a district heat network (the Bradford Energy Network) within the City Centre³⁸. This will deliver renewable heat and hot water from an Energy Centre located on Thornton Road to buildings in and around the city centre through a network of underground pipes. The scheme is being delivered by Bradford Energy Ltd, supported by the 1Energy Group.

³⁷ Energy Saving Trust website – District Heating: <https://energysavingtrust.org.uk/business/consultancy-and-strategic-support/district-heating/#:~:text=There%20are%20currently%20over%2017%2C000,2%25%20of%20the%20UK's%20heat.> (Accessed 10.04.2026)

³⁸ BBC News website – City a 'blueprint' for low-carbon heating (Published 28.11.24): <https://www.bbc.co.uk/news/articles/cn8l0ge6qe0o> (Accessed 10.04.2026)

- 5.10.5 Amongst the buildings to be supplied via the heat network including Bradford City Hall³⁹, Bradford College⁴⁰, Bradford Courts and the University of Bradford⁴¹.
- 5.10.6 Construction of the Thornton Road Energy Centre commenced in October 2024, with completion expected in summer 2026⁴². Low carbon heat and hot water will start to be delivered to buildings around the city centre during autumn 2026⁴³, 11km of insulated underground pipes have been laid.
- 5.10.7 The operator of the BEN – 1Energy – is seeking to deliver a southern extension of their network. This extension is planned to deliver an additional 16 GWh of heat annually to 25 connections across the south of Bradford, including a hospital, residential blocks, schools and college buildings⁴⁴.
- 5.10.8 The Government is working to introduce Heat Network Zoning⁴⁵ across the country. The foundations for national policy were laid in the Energy Act 2023, which introduced a regulatory framework for the heat network sector. It will transform the development of these networks by designating zones where they are expected to offer the lowest-cost solution for decarbonising heat, giving communities the tools to accelerate development of the networks and ensuring more homes and businesses have the access to connecting with them.
- 5.10.9 The Local Area Energy Plan (LAEP) identifies areas outside Bradford City Centre that offer clusters of relatively dense heat demand such as Keighley, Ilkely and Shipley, and which could be targeted for the development of future networks. However, to date no other projects have come forward in the District.
- 5.10.10 Local Plan Policy CR3 expects that in designated Heat Network Zones certain types of development will be required to connect to the network or be able to connect to it, once available. Encouragement also offered to for major development outside these zones to connect to them, where available.

Funding and Delivery

- 5.10.11 Funding for the development the BEN was secured by 1Energy. This totalled £75m of private capital and public investment. £20m was from the Government's Green Heat

³⁹ City of Bradford Metropolitan District Council Website – Bradford City Hall looks to a clean energy future (Published 25.05.25): <https://news.bradford.gov.uk/press-releases/d95bdce0-8ce9-44b6-bdf0-1a102181c7b7/bradford-city-hall-looks-to-a-clean-energy-future> (Accessed 10.04.2026)

⁴⁰ Bradford College website – Bradford College Connects to Energy Network in Net Zero Push (Published: 19.05.25): <https://www.bradfordcollege.ac.uk/news/bradford-college-connects-to-energy-network-in-net-zero-push/> (Accessed 10.04.2026)

⁴¹ University of Bradford Website - City-wide heat network will save university tens of millions in replacing aging boilers (Published 26.11.24): <https://www.bradford.ac.uk/news/archive/2024/city-wide-heat-network-will-save-university-tens-of-millions-in-replacing-aging-boilers.php> (Accessed 10.04.2026)

⁴² 1Energy website - Thornton Road Energy Centre gets ready to power Bradford's first heat network (Published 24.03.26): <https://1energy.uk/blog/thornton-road-energy-centre-gets-ready-to-power-bradfords-first-heat-network/> (Accessed 10.04.2026)

⁴³ 1E Energy website – Bradford Energy Network: <https://1energy.uk/networks/bradford-energy-network/> (Accessed 10.04.2026)

⁴⁴ 1Energy website - Bradford Energy Network secures £9.7 million to expand across the south of the city - <https://1energy.uk/blog/bradford-energy-network-secures-9-7-million-to-expand-across-the-south-of-the-city/> (Accessed 05.10.2026)

⁴⁵ Gov.uk website – Heat Network Zoning - <https://www.gov.uk/government/collections/heat-network-zoning> (Accessed 10.09.2026)

Network Fund. A further £9.7m was secured from the Green Heat Network Fund to support a southern extension of the network.

- 5.10.12 Bradford College was also awarded a £2.6m granted from Salix and run by the Department for Energy Security and Net Zero (DESNZ) under Phase 3c of the Public Sector Decarbonisation Scheme (PSDS) to fund its connection to the network as well as other improvements.

Risks and Mitigation

- 5.10.13 The principal risk to the delivery of heat networks included the capital cost of construction. The availability of funding from central Government may also vary in future years.

Delivery Partners

- 5.10.14 The following bodies will play a key role in delivering heat network infrastructure within the District in the coming years:
- Bradford Energy Ltd (1Energy)
 - Bradford College
 - City of Bradford Metropolitan District Council
 - Department of Justice (Courts Service)
 - University of Bradford

5.11 WATER SUPPLY AND WASTE WATER

Overview

- 5.11.1 In common with most utilities provision in the United Kingdom, water supply and wastewater treatment is provided primarily by the private sector. This was a result of changes introduced during the 1980's and 1990's to create a more competitive market.
- 5.11.2 Delivery of water supply and wastewater infrastructure is based on population growth over areas defined by the providers themselves, rather than Local Planning Authorities. However, adopted development plans are used identify infrastructure upgrade projects within their wider investment strategies.
- 5.11.3 Water supply and wastewater, together with other utilities, is governed by Acts of Parliament and various statutory instruments (secondary legislation). The main Act of Parliament is the Water Industry Act 1991. Regulation is provided by Ofwat (Office of Water Services Regulation Authority), a non-ministerial government department and independent National Regulatory Authority.
- 5.11.4 Yorkshire Water is the sole organisation responsible for water supply and operation of wastewater treatment works in Bradford District.

Background

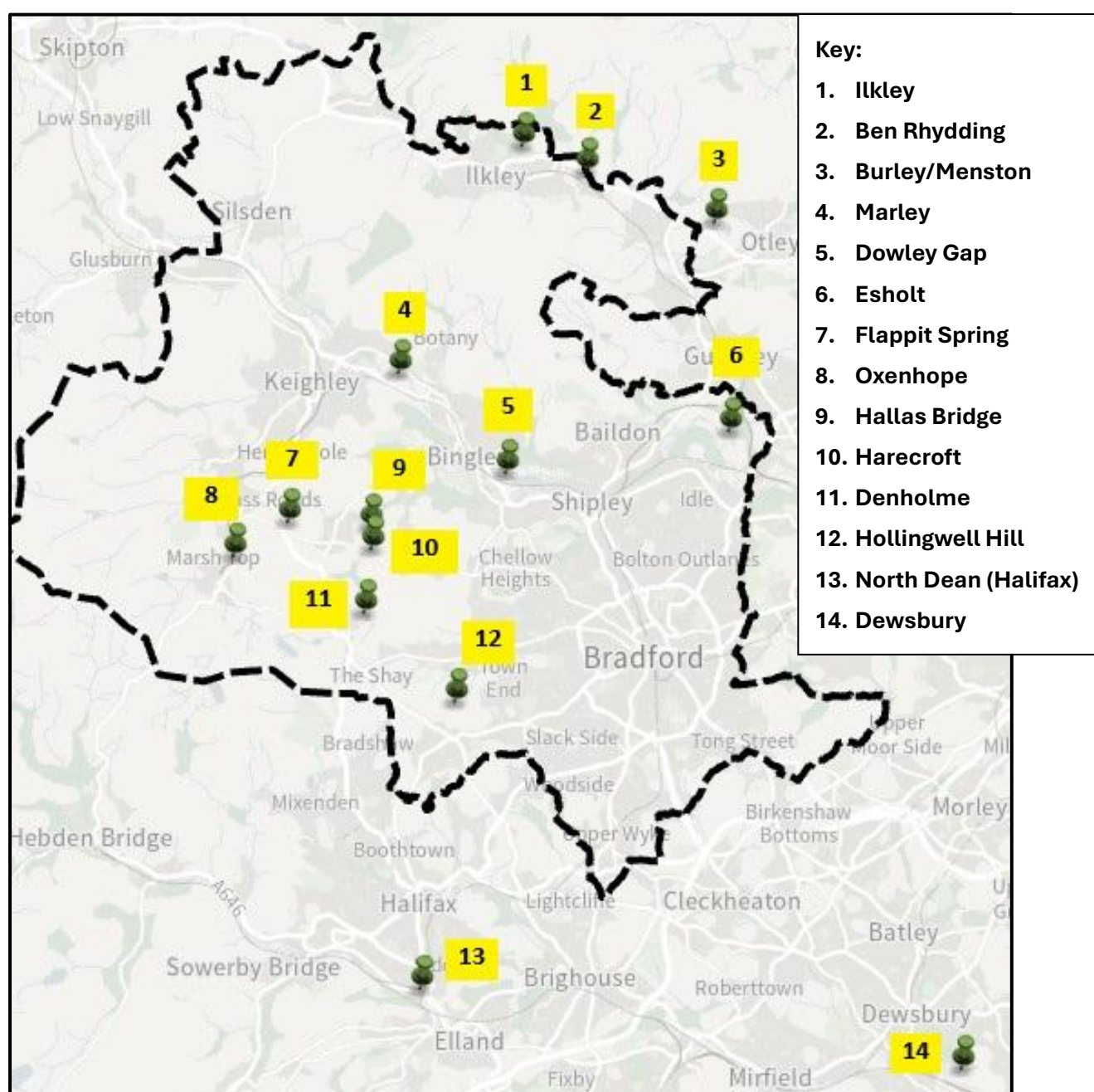
- 5.11.5 Yorkshire Water are required to develop and maintain an efficient and economical system of water supply and treatment in its area. Pricing and customer services are regulated by Ofwat, whilst the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency deals with environmental protection. The Consumer Council for Water represents customer interests.
- 5.11.6 National planning policy requires local planning authorities to include strategic policies for the provision of water supply and wastewater infrastructure, and to work with other authorities to assess the quality and capacity of infrastructure for wastewater and its treatments.
- 5.11.7 In relation to water supply, Yorkshire Water's grid system for water distribution allows water to be moved around its area to help balance supply with demand and support greater resilience. Water is taken from a range of supply options including reservoirs, rivers and groundwater sources.
- 5.11.8 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. This includes the Bradford District area; and
 - The East Surface Water Zone (East SWZ), which is a small zone covering Whitby part of the North York Moors National Park.
- 5.11.9 As well as supplying water for domestic and commercial purposes, Yorkshire Water is also responsible for the removal, and treatment of sewage/wastewater through the provision, improvement and extension of a system of public sewers to ensure that its area is effectually drained.

Current Provision

- 5.11.10 Water comes from various reservoirs in and around the District and is sent to a number of water treatment works which then supply it to the communities across the area as well as in adjoining local authorities.

- 5.11.11 Key reservoirs that supply water to the District are located in the Yorkshire Dales/Upper Nidderdale (Angram, Chelker, Grimworth, Lower Barden, Upper Barden, Scar House) and the Upper Worth Valley (Keighley Moor, Lower Laithe, Pondon, Watersheddies). Other reservoirs include Graincliffe, Silsden, Stubden, Doe Park, Hewenden and Thornton Moor.
- 5.11.12 There are also several covered service reservoirs that store water for use in their surrounding areas. Examples can be found at Shann Lane in Keighley and Somerset Avenue in Baildon. Some reservoirs are “compensation reservoirs” that act as a means of controlling water levels in the river network rather forming part of the water supply system.
- 5.11.13 Water is moved from the various reservoirs, highlighted above, via pipelines and aqueducts to treatment works within the District. These include:
- Nidd Aqueduct – feeds 130 million litres of water per day from Angram and Scar House reservoirs in upper Nidderdale in North Yorkshire to the Chellow Heights water treatment works in Bradford.
 - Barden Aqueduct – transfers around 30 million litres of water per day from Lower Barden reservoir, together with water collected from the moors near Burnsall in North Yorkshire to Graincliffe treatment works.
 - Graincliffe Aqueduct – a branch of the Barden Aqueduct that takes water from the intermediate works at Graincliffe across the Aire Valley to Heaton Reservoir and Chellow Heights water treatment works.
- 5.11.14 The main water treatment works at in the District are located at:
- Chellow Heights, which provides clean water to every home in Bradford along with surrounding towns and villages, including parts of Mirfield, Morley and Brighouse.
 - Graincliffe, which supplies drinking water for the Baildon, Bingley, Heaton, Ilkley, Keighley, Otley and Riddlesden.
 - Oldfield and Sladen Valley, both of which provides water for the Keighley and Worth Valley areas.
- 5.11.15 In relation to managing wastewater, Bradford district is served by thirteen wastewater treatment works (WWTW), located at various points across the area and beyond. These are: Ben Rhydding, Dowley Gap, Burley/Menston, Denholme, Dewsbury (Mitchell Laithes), Esholt, Flappit Spring, Hallas Bridge, Harecroft, Hollingwell Hill, Ilkley, Marley, North Dean (Halifax) and Oxenhope (see **Figure 5.11.1**).
- 5.11.16 The catchment area for some of the WWTWs in the District extends into neighbouring local authority areas. For example, the catchment for the Marley WWTW extends into North Yorkshire serving the settlements of Cowling, Cross Hills, Farnhill, Glusburn, Kildwick and Sutton in Craven. Similarly, the Esholt facility serves the Guiseley, Rawdon and Yeadon areas within the Leeds City Council area. The facilities at Dewsbury and Halifax serve parts of Bradford and Queensbury, respectively.

Figure 5.11.1: Wastewater Treatment Works Serving Bradford District



Previous Infrastructure Development

5.11.17 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.

5.11.18 The following projects to enhance the water supply and wastewater network in the District have taken place in recent years:

- **Ilkley and Addingham:** Yorkshire Water investing over £60 million in the Ilkley and Addingham area over a five-year period, spanning 2025 to 2030 to improve water quality in the River Wharfe and reduce discharges during heavy rain⁴⁶.
- **Ilkley new sewer:** involved investing £15 million to construct a new sewer in Ilkley to reduce discharge into the River Wharfe. An 835m sewer was built underneath the A65 running from Wharfe View car park to Ashlands Playing Fields, before crossing under the A65 to reach the Ilkley WwTW. It holds 3.4 million litres of wastewater.

The sewer operates as additional storage during periods of heavy/prolonged rainfall to reduce the frequency of discharges from Rivadale storm overflow by 40% and halve the volume of wastewater discharged during those events. Construction was completed in January 2024.

The project was extended in July 2023 to include an additional 191m sewer to be constructed between Wharfe View Car Park and the riverbank off Castle Road. The tunnel has been completed with the sewer to be commissioned in 2026.

The provision of the new sewer formed part of a larger ongoing investment programme in the area, referred to above.

- **Ben Rhydding Wastewater Treatment Works** - £1.4 million was invested to upgrade the WwTW.
- **Ilkley Inland Bathing Water Improvement Scheme** – involves upgrading the combined sewer outflows (CSOs) to reduce the number and volume of discharges from them into the river and sewage treatment works in Ilkley to increase wastewater treatment capacity to reduce the frequency and duration of storm outflows. It includes sites around 5km upstream for the designated bathing areas. The CSO sites being upgraded include:
 - Low Mill Lane CSO
 - Addingham SPS CSO
 - Bridge Lane CSO
 - Rivadale CSO
 - Middleton SPS CSO

The £9.7 million Addingham and Low Mill Lane project was completed in early 2026, adding a large underground storage at Addingham sewage pumping station and Low Mill Lane SCO to hold wet weather flows before being treated.

Work on the Ilkley WwTW upgrade commenced in July 2024 with upgraded infrastructure being brought into operation in early 2026. The upgrades to the Middleton Sewage Pumping Station Combined Storm Overflow began in July 2025⁴⁷. Completion was scheduled for summer 2026.

- **Keighley Area Upgrades** - £19.5 million has been invested in the Keighley area to improve water quality in the River Aire, alongside the resilience of the clean water network. This involved an £18 million upgrade to Marley Wastewater Treatment Works to reduce the amount of Phosphorus in the wastewater return to the river

⁴⁶ BBC News website (21.03.2024) - Ilkley: Yorkshire Water unveils £60m River Wharfe investment - <https://www.bbc.co.uk/news/uk-england-bradford-west-yorkshire-68628170> (Accessed 09.10.2026)

⁴⁷ Yorkshire Water website – News and Media (07.07.2025): Work to start on Ilkley's Middleton storm overflow to reduce river Wharfe discharges - <https://www.yorkshirewater.com/news-media/news-articles/2025/work-to-start-on-ilkley-s-middleton-storm-overflow-to-reduce-river-wharfe-discharges/> (Accessed 09.10.2026)

after it has been treated. Completion was expected in early 2025. Pondon Water Pumping Station was to receive a £1.5 million upgrade, subject to planning permission, to allow Oldfield Water Treatment Works to take more water from Pondered Reservoir to improve network resilience⁴⁸.

Ongoing/Future Infrastructure Development

5.11.26 As highlighted above, water companies operate 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. The current Assessment Management Plan (AMP) period for Yorkshire Water covers 2025 to 2030, known as AMP8 for short.

5.11.27 Investment in AMP8 will be set to maintain the existing water supply and sewerage network and will follow demand for committed development with consideration for expected growth within published Local Plans. Yorkshire Water has a statutory duty to serve the identified development sites and will comprehensively assess infrastructure implications as part of the AMP process.

5.11.28 Within the AMP8 period, Yorkshire Water is investing £8.3 billion between 2025 and 2030 across its area⁴⁹. These investments relate to:

- Replacing aging pipes
- Improving rivers and coasts
- Future proofing our network
- Putting nature first
- Upgrading equipment
- Improving our sewers
- Future proofing our network

5.11.29 Yorkshire Water also have a Long-Term Delivery Strategy, which covers the 25-year period from 2025 to 2050⁵⁰. This sets the company's vision and ambition for that period together with the outcomes it aims to achieve, and the investments needed to deliver them. The vision is to create "*A thriving Yorkshire: right for our customers, and right for the environment*". This strategy is partly informed by the company's statutory requirements including the production of a:

- Water Resources Management Plan (WRMP) – sets out how they intend to maintain a safe and reliable water supply and protect the environment over the long term. The latest WRMP is dated 2024⁵¹.

⁴⁸ Yorkshire Water website – News and Media (12.09.2024): £19.5m investment around Keighley underway - <https://www.yorkshirewater.com/news-media/news-articles/2024/19-5m-investment-around-keighley-underway/> (Accessed 10.10.2026)

⁴⁹ Yorkshire Water website – Investing in Yorkshire - <https://www.yorkshirewater.com/investing-in-yorkshire/> (Accessed 10.10.2026)

⁵⁰ Yorkshire Water website – Our Long-Term Delivery Strategy 2025 – 2050 - https://www.yorkshirewater.com/media/jkwhvvh2/yky09_long-term-delivery-strategy.pdf (Accessed 10.10.2026)

⁵¹ Yorkshire Water website - Water Resources Management Plan 2024 - <https://www.yorkshirewater.com/about-us/our-vision-and-plans/resources/water-resources-management-plan/> (Accessed 10.10.2026)

- Drainage and Wastewater Management Plan (DWMP) – sets out how they will maintain a robust and resilient drainage and wastewater system⁵². It outlines the long-term needs and requirements for drainage, wastewater and environmental water quality.
- 5.11.30 As highlighted above, Yorkshire Water are making a significant investment in the Addingham and Ilkley areas to improve water quality of and reduce discharges into the River Wharfe. Some elements of this investment will be delivered within the Local Plan period including:
- **Ilkley Integrated Constructed Wetland (ICW)** – involves the creation of new natural wetland site on the northern bank of the River Wharfe to provide the final stage of wastewater treatment using natural processes. Water will be transferred via a newly constructed sewer from the nearby Ilkley WwTW and will pass through six interconnected lagoons where selected wetland plants will treat the water naturally before it is return safely to the river via a new outfall. Construction commenced in April 2026 with completion expected in 2027⁵³.
- 5.11.31 It is recognised that new development, including that outlined in the Local Plan, has the potential to increase pressure on the water supply and wastewater networks due to the requirement for new connections.
- 5.11.32 Water companies, such as Yorkshire Water, have a general duty under sections 37 and 94 of the Water Industry Act 1991 to develop their networks to meet increasing demand through new connections. These sections require:
- **Section 37** requires a water company to develop and maintain the system of water supply such that it can be make such supplies available to persons demanding them.
 - **Section 94** requires a sewerage company to provide, improve and extend a system of public sewers to ensure an area is effectually drained.
- 5.11.33 Part of this involves planning ahead to ensure that demand for water services do not outstrip supply. This is considered through long-term WRMPs. Water companies, sewerage undertakers and local planning authorities are expected to work together to ensure investment plans of water and sewerage companies align with development needs.
- 5.11.34 Water companies are legally required to provide water and sewerage services to new developments in their region. Accordingly, developers are expected to apply to Yorkshire Water to determine the type and nature of water supply and wastewater infrastructure is needed together with the cost of doing so.
- 5.11.35 Developers will normally be responsible for providing pipework within their site, whilst all off site water and wastewater network reinforcement works necessary resulting from new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the infrastructure charge (a fixed charge for water and wastewater for each new property connected). If a new water main is required, developers may have to pay a requisition charge. This is based on the costs of providing the main.

⁵² Yorkshire Water website – Drainage and Wastewater Management Plan - <https://www.yorkshirewater.com/about-us/our-vision-and-plans/drainage-and-wastewater-management-plan-1/> (Accessed 10.10.2026)

⁵³ Yorkshire Water website – News and Media (13.04.2026): Work begins on Ilkley wetland marking next step in £60m investment programme - <https://www.yorkshirewater.com/news-media/news-articles/2026/work-begins-on-ilkley-wetland-marking-next-step-in-60m-investment-programme/> (Accessed 09.10.2026)

5.11.36 Requirements for additional water and wastewater infrastructure will be determined at the time of individual planning applications, or, with larger regeneration allocations, in pre-application discussions with the service providers.

Engagement With Yorkshire Water

5.11.37 Engagement has taken place with Yorkshire Water in developing the Local Plan and its evidence base. This will continue during the lifetime of the Plan. Yorkshire Water will also be consultees on major planning applications.

Funding and Delivery

5.11.38 Delivery of efficiency measures and upgrades to water supply and wastewater infrastructure will require partnership working between the Council, Yorkshire Water and other partners including developers and landowner.

5.11.39 However, in accordance with Ofwat charging rules, any network reinforcement is funded directly by Developer Customers through the infrastructure charge that is applied for each new water supply and wastewater connection.

Delivery Partners

5.11.40 The following bodies will play a key role in delivering enhanced water and waste water infrastructure within the District and beyond in the coming years:

- City of Bradford Metropolitan District Council
- Developers
- Landowners
- Yorkshire Water

5.12 DIGITAL AND TELECOMMUNICATIONS INFRASTRUCTURE

Overview

- 5.12.1 High quality digital and telecommunications infrastructure are an intrinsic part of modern living and working, particularly in the context of recent changes to working patterns that have arisen as a result of the Covid-19 pandemic. Other changes have taken place in the way people access and benefit from public services as well, with a greater use of on-line and digital platforms.
- 5.12.2 Digital and telecommunications infrastructure cover a range of services including voice, audio visual, mobile telephone, the Internet and Artificial Intelligence (AI). Access to increasingly faster broadband and voice services are essential for business, as well as learning and communities. There is an increasing recognition that provision of and access to high-speed broadband services is a key component of a successful economy and being an enabler for growth.
- 5.12.3 Unlike other utilities their provision is based on commercial investment or through government supported projects. The Government's role is to provide policy stability, support the market and facilitate private investment through the Department for Science, Innovation and Technology (DSIT) and its agency Building Digital UK (BDUK). Ofcom as an independent body is responsible for regulative governance overseeing telecommunications.

Background

- 5.12.4 Broadband network infrastructure includes "active" and "passive/physical" elements. The former can relate to cabling, whilst the latter can be underground ducts as well as telegraph poles (PIA) through which the fibre cables are run. Openreach and Virgin Media O2 are the country's largest network providers however, there are several Alternative Network Providers who have significant fibre presence in the District namely Netomnia, Grain, City Fibre and Quickline.
- 5.12.5 Internet Service Providers (ISPs) such as Vodafone, Sky or TalkTalk do not provide their own network infrastructure but deliver broadband services over third party owned fibre networks which enable consumers to access the internet via fibre, mobile or WiFi in their own homes, multi-media services including Amazon, Netflix, Sky and Apple TV or make calls.
- 5.12.6 Mobile telecommunications technology has seen rapid innovation and advancement in recent decades. This has meant that existing infrastructure supporting mobile telecommunications networks has undergone frequent redevelopment. It has moved from a voice only, analogue service (first generation – 1G) via 2G and 3G to 4G, which delivers a truly mobile broadband service. Fifth generation (5G) technology is now being deployed extensively across the United Kingdom including the District.
- 5.12.7 Mobile operators namely VMO2, EE and VodafoneThree (result of recent merger between Vodafone and Three) continue to invest in both improving network coverage as well as addressing capacity where increased demand on the network is impacting on user experience. Over the last 15 years this has been accentuated by the adoption of smart devices and demands for higher bandwidth through the use of social media and streaming.
- 5.12.8 A robust mobile connection has a positive impact on the economy and promotes benefits for businesses stimulating growth, more efficient delivery of public services and a channel for addressing social and digital inclusion (cheaper cost of connectivity as opposed to fixed networks). Across the UK, research by Ofcom has shown that in recent years, more people rely on a mobile phone than rely on a landline; and that

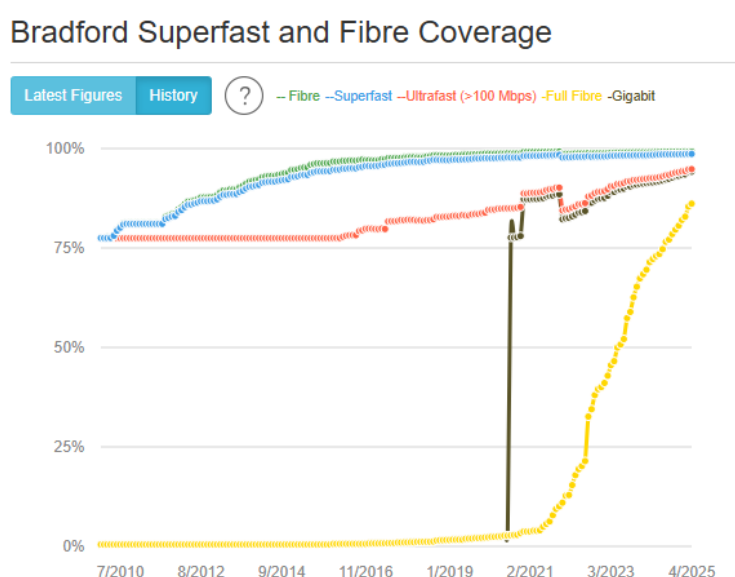
people on lower incomes are even more likely to live in a mobile-only household, or to access the Internet using a mobile connection.

- 5.12.9 Investment in mobile telecommunication masts is made by the three mobile network operators which now existing in the UK namely BT/EE, VodafoneThree and VMO2 (Virgin Media O2). Whilst some of the masts are still constructed and maintained by the mobile operators, most masts are now constructed and maintained by third party infrastructure companies acting on behalf of the mobile operators such as Cornerstone and MBNL. Mobile UK is mobile operators trade association who act as a representative body for the industry. Their role is to lobby Government and identify the barriers to investment, seek solutions and work with all relevant parties to bring about change. At a District level engagement should be directly with the mobile operators.
- 5.12.10 For voice-related calls many homes still rely on a landline connection. British Telecommunications plc (BT) is the designated universal service telephone provider. Whilst the continuing growth in mobile technology has meant a significant reduction in landline usage, it nonetheless currently still forms an important part of our communications network. However, as Openreach moves towards a fibre only policy the existing copper landlines will become redundant and will not be part of any future telecommunication strategy.
- 5.12.11 BT must meet all reasonable requests for a connection to the public telephone network at a fixed location and for access to publicly available telephone services at a fixed location.
- 5.12.12 Existing analogue landline network and technology is being replaced with newer digital technology. The new system is called “Voice over Internet Protocol” (VoIP). This will use an internet connection to make and receive calls. The changeover will happen by January 2027

Current Provision

- 5.12.13 Full fibre coverage in Bradford district is 93.17%. **Figure 5.12.1** and **Table 5.12.1**, below provides information on the coverage percentages across the District and the speed available.

Figure 5.12.1: City of Bradford MDC Superfast and Fibre Coverage⁵⁴



⁵⁴ <https://labs.thinkbroadband.com/local/E08000032>

Table 5.12.1: City of Bradford MDC Superfast and Fibre Coverage (Percentages)⁵⁵

Superfast (>=30 Mbps)	98.7%	Below 2 Mbps down	0.03%
Gigabit (DOCSIS 3.1 or FTTP)	96.61%	Below 10 Mbps down (Legal USO)	0.17%
Full Fibre (FTTP or FTTH)	93.17%	Below 10 Mbps, 1.2 Mbps up	0.81%
All Net FTTP: FTTP excluding Openreach, KCOM and Virgin Media RFOG	79.79%	Below 15 Mbps (High Speed Broadband)	0.31%
Openreach FTTP:	79.47%	Ultrafast (>100 Mbps)	96.57%
“Fibre” partial/full at any speed (FTTC/VDSL/G.fast/Cable/FTTP)	99.27%	Virgin Media Cable:	76.58%
		Openreach (>30 Mbps)	93.33%

Ongoing/Future Infrastructure Provision

- 5.12.14 In terms of previous/ongoing development of the District’s broadband network, City Fibre between 2020 – 2022 invested in extending their full fibre network in parts of the District, whilst Virgin Media will be undertaking an upgrade to their existing DOCSIS Network to full fibre capability, which is expected to be progressed in 2026/2027.
- 5.12.15 Openreach has plans to deliver Full Fibre broadband to 25 million homes and business across the UK by 2026, with the intension to expand this to 30 million premises by 2030 (assuming conditions for investment are still supportive). These plans support the Government’s ambition of making Gigabit capable broadband available to more than 99% premises by 2032. They already serve around 160,000 premises within the District.
- 5.12.16 Openreach’s network connects premises to Full Fibre broadband via a network of exchange buildings across the country. It is their intention to build around them. Details are set out in their Full Fibre Broadband Rollout Programme Build⁵⁶.
- 5.12.17 In terms of Bradford District, Openreach has already built to, or will be building to, most homes and businesses in the following exchange areas – Addingham, Bingley, Burley in Wharfedale, Cullingworth, Drighlington (covers Tong), Dudley Hill (covers Bierley, Holme Wood and Tong Street), Guiseley (covers Menston), Haworth, Horton Bank, Ilkley, Keighley, Laisterdyke, Manningham, Shipley, Steeton, Undercliffe and Yeadon (covers parts of Apperley Bridge and Esholt). In some cases, there are no confirmed plans to build more under their major build programme. Work is ongoing to expanding the network to the area covered by the Queensbury exchange, which includes Clayton.
- 5.12.18 In relation to the Bradford, Low Moor and Thornton exchanges, Openreach have built to many parts of these areas through their smaller and funded build programmes. There are currently no plans to build more in these areas under their major build programmes.

⁵⁵ <https://labs.thinkbroadband.com/local/E08000032>

⁵⁶ Openreach website – Where and when we’re building Full Fibre Broadband - <https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband> (Accessed 06.10.2026)

- 5.12.19 Netomnia provides ultrafast Full Fibre (FTTP) network infrastructure capable of speeds of up to 10,000 Mbps. Their network has been rolled out in a number of locations within Bradford District including Bingley, Bradford (City Centre, Clayton and Low Moor) Cullingworth, Keighley, Queensbury and Shipley⁵⁷. Grain are also seeking to expand their Full Fibre network in the District⁵⁸.
- 5.12.20 Bradford Council's Digital Strategy seeks to help to drive forward the social and economic future of the district. The 5-year plan sets out how the digital infrastructure, skills and businesses needed will be developed to continue to build a thriving and connected district.
- 5.12.21 The strategy sets an ambitious but pragmatic approach to developing Bradford District's digital capabilities and raising its ambition on digital growth in four key areas:
- **Connected District:** this sets the aim to achieve full fibre Gigabit capable connectivity across the District by 2027. This will result in all domestic, business and academic premises across the district having access to affordable gigabit capable connectivity. It will also ensure that Bradford is one of the first places in the UK that mobile operators look to when implementing new mobile technology. This will help support the City of Culture events programme which will attract significant numbers of visitors to the district.
 - **Data-driven decision making:** this includes developing the tools and capabilities to harness the power of data, from many sources to support better decision making in operational and service planning.
 - **Digital economy:** sets out the District's plans to support innovation, with a proposal to develop a more collaborative partnership focusing on AI Innovation and providing a one stop digital shop for the district to attract inward investment. Growing our digital economy will help attract external high-tech companies to the district. Alongside this we will develop the skills needed for digital growth.
 - **Digital inclusion:** aims to ensure that no resident in our district is digitally excluded. This means that every resident will have access to a device; an affordable and adequate digital connection, and the basic digital skills to use these. This plan includes coordinating activities across the district on inclusion, building capacity through a network of digital champions, provision of subsidy schemes on devices and data and directing efforts to key priorities.
- 5.12.22 In March 2021, the Government announced the first stages of Project Gigabit, a £5bn programme to roll-out gigabit speed broadband to 85% of the UK by 2025 and nationwide by 2030. West Yorkshire is identified in Phase 2 of the gigabit procurement and delivery programme. This programme is currently being delivered by Quickline.
- 5.12.23 Although outside the planning system, it is noted that in December 2022 the Building etc. (Amendment) (England) (No. 2) Regulations 2022 came into force. This amendment to building regulations requires the installation of gigabit-ready infrastructure and gigabit-capable connections for new homes.
- 5.12.24 Local Plan Policy SC6 seeks to provide the framework for supporting the delivery of digital and telecommunications infrastructure across the plan period.

⁵⁷ Netomnia website – Network Roll Out - <https://www.netomnia.com/rollout/> (Accessed 06.10.2026)

⁵⁸ Grain website - Bradford, we're expanding our Full Fibre! - <https://www.grainconnect.com/bradford-were-expanding/> (Accessed 06.10.2026)

Engagement with Digital and Telecommunications Operators

- 5.12.25 As a District, it is considered important to engage with both fixed fibre, wireless and mobile operators on a regular basis.
- 5.12.26 As part of this engagement programmed, the Council seeks to engage with the market on a bi-annual basis with the purpose of understanding their current and future investment plans, address any issues impacting delivery and discuss any impending digital opportunities which the District could play in enabling

Funding and Delivery

- 5.12.27 Projects undertaken by providers of telecommunications infrastructure are mainly funded through private commercial investments.
- 5.12.28 Focussed interventions through public funding are co-ordinated by BDUK through their Project Gigabit Programme.

Delivery Partners

- 5.12.29 The following bodies will play a key role in delivering new or enhanced digital and communications infrastructure within the District in the coming years:
- Broadband Providers (City Fibre, Grain, Netomnia, Openreach, Quickline, Virgin Media O2)
 - Broadband UK (BDUK)
 - City of Bradford Metropolitan District Council
 - Department of Science, Innovation and Technology (DSIT)
 - Mobile Infrastructure Providers (Cornerstone, MBNL)
 - Mobile Operators (BT/EE, VodafoneThree and Virgin Media O2)

5.13 WASTE MANAGEMENT

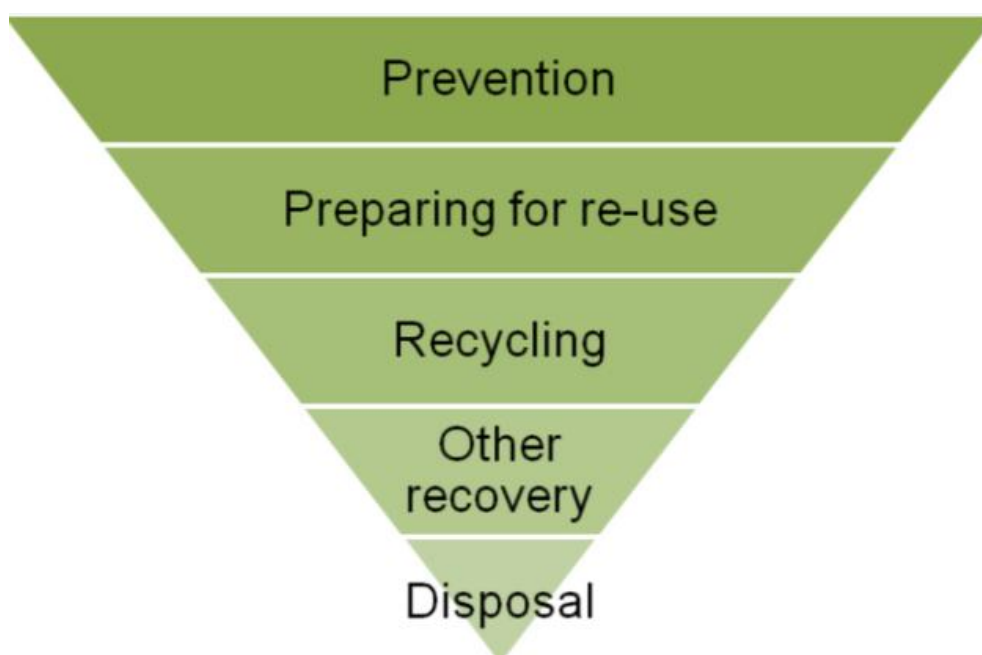
Overview

- 5.13.1 Most activities generate waste. Previously it was viewed as a by-product of day to day living and industrial activity to be disposed of by the cheapest possible method. However, it has become increasingly recognised as an important resource. There is also strong drive through legislation to reduce the amount of waste produced, increase levels of waste reuse and recycling with disposal being the last resort.

Background

- 5.13.2 Much of the policy landscape surrounding waste management in the United Kingdom arises at the European Level through various European Union Directives. These include the European Waste Framework Directive 2008⁵⁹ which introduced the Waste Hierarchy and the Landfill Directive⁶⁰.
- 5.13.3 The Waste Framework Directive (including the Waste Hierarchy) (see Figure 5.13.1, below) has subsequently been transposed into United Kingdom law⁶¹ and practice. The hierarchy ranks the methods of dealing with waste in order of preference and places emphasis on preventing and reducing the amount of waste produced, then recovering or extracting value from it by means of recycling, re-use or reclamation. Disposal is very much the last resort.

Figure 5.13.1: The Waste Hierarchy



Source: National Planning Policy for Waste (2014) (contains public sector information licenced under the Open Government Licence v3.0)

⁵⁹ European Union website – Directive 2008/98/EC of the European Parliament and of the Council (European Waste Framework Directive 2008) - <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02008L0098-20180705> (Accessed 09.09.2026)

⁶⁰ European Union website – Council Directive 1999/31/EC of 26 April 1999 on the Landfill of Waste (The Landfill Directive) - <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31999L0031> (Accessed 09.09.2026)

⁶¹ Legislation.gov.uk website - The Waste (England and Wales) Regulations 2011 (as amended) - <https://www.legislation.gov.uk/uksi/2011/988/contents> (Accessed 09.09.2026)

- 5.13.4 Nationally, the Department for Environment, Food and Rural Affairs (DEFRA) is the Government department with responsibility of waste and recycling strategy and policy.
- 5.13.5 As a unitary authority City of Bradford Metropolitan District Council's (CBMDC) is responsible for the provision of all local government services within its area. In relation to waste management, CBMDC acts as the Waste Planning Authority (WPA) as well as the Waste Collection Authority (WCA) and Waste Disposal Authority (WDA). This means that it has statutory responsibility for collecting and disposing of Local Authority Collected Waste (LACW).
- 5.13.6 In its role as the WPA, the Council is required to plan positively for waste management via the Local Plan and determining planning applications for waste developments. The Local Plan is required to consider several different types of waste – Local Authority Collected Waste (LACW), Commercial and Industrial Waste (C&I), Construction, Demolition and Excavation Waste (CDE), Hazardous Waste, Agricultural Waste, Low Level Radioactive Waste and Sewage Sludge.
- 5.13.7 Existing planning policies for waste development are set out in the Core Strategy and Waste Management DPD (both 2017), although these will be replaced by new policies in the Bradford District Local Plan (2025 to 2043).

Current Provision

- 5.13.8 Bradford District has a network of waste management facilities, the majority of which are operated by various private sector companies and run on a commercial basis with a range of waste management facilities which are listed as being active and/or permitted. Based on information set out on the Active Sites lists from the Waste Data Interrogator, waste/environmental permit lists from Environment Agency's Public Register and professional knowledge, there a total of 75 waste management facilities within the district providing an estimated 996,000 tonnes of capacity.
- 5.13.9 Not all this capacity is available for general waste management purposes. Some of these are private facilities belong to businesses to meet their own specific needs for treating managing waste. Examples of this include the facilities that form part of the Solenis and BASF complexes at Low Moor, which are used to treat chemical waste produced by both companies. Similarly, some of the facilities at the Esholt complex are for Yorkshire Water's use only.
- 5.13.10 The 75 facilities are of varying site categories – combustion, landfill, metal recycling site, on/in land (deposit), transfer and treatment. The largest proportion (43%) of these are metal recycling sites (32 in total), followed by transfer facilities (29%) (22 in total), then treatment facilities (22%) (17 in total). There are two landfill sites, one combustion facility and one involving the deposit of waste to land.
- 5.13.11 The Council operates five Household Waste Recycling Centres (HWRC)⁶² at various locations in the District that accept a wider range of materials⁶³ and can be used by residents to deposit items that do not fit in domestic general waste or recycling. To use them residents must have a permit, whilst business, commercial or trade waste of any

⁶² City of Bradford Metropolitan District Council has a duty to provide such facilities under section 51 of the Environmental Protection Act 1990 (as amended). Legislation.gov.uk website - <https://www.legislation.gov.uk/ukpga/1990/43/section/51> (Accessed 07.10.2026)

⁶³ City of Bradford Metropolitan District Council website - Household Waste Recycling Centre Policy - <https://www.bradford.gov.uk/recycling-and-waste/household-waste-recycling-centres/household-waste-recycling-centre-policy/> (Accessed 07.10.2026)

kind is not accepted. They received around 43,000 tonnes of waste and recycling are accepted annually at these facilities. The five HWRCs are:

- Bowling Back Lane HWRC, Bradford
- Dealburn Road HWRC, Low Moor
- Dowley Gap HWRC, Bingley
- Keighley HWRC, Keighley
- Midland Road HWRC, Bradford

- 5.13.12 The Environment Act 2021 sets out the required arrangements local authorities must provide regarding the separate collection of household waste. Unless exceptional circumstances apply with regards to collections, recyclable household waste must be collected separately from other household waste. This legislation also applies to commercial properties and requires these premises to separate recyclable waste from “relevant waste”, i.e. general waste sent to landfill. Recyclable waste includes glass, metal, plastic, paper/card, food waste and garden waste.
- 5.13.13 Residents in Bradford District are provided with 1 x 240 litre general waste (Green) bin and 1 x 240 litre recycling waste (Blue) bin. There is also an option for residents to have a garden waste (Brown) bin. It is an optional service for which there is a charge to have the bin emptied.
- 5.13.14 For business, the Council, as a licensed waste carrier, offers a paid for “trade waste” collection service. Four sizes of wheeled bins are offered (240 litre, 360 litre, 660 litre and 1,100 litre), which are collected on weekly or fortnightly basis. Other commercial companies also offer similar services.
- 5.13.15 In relation to managing LACW, the Council has a 12-year contract to send around 150,000 tonnes of residual waste to Associated Waste Management’s (AWM) (recently acquired by Beauparc) waste treatment facility in Leeds⁶⁴. At this facility recyclates are separated and a refuse derived fuel (RDF) prepared. The latter is sent onto SSE Ferrybridge facility for incineration with energy recovery.
- 5.13.16 According to the Local Authority Collected Waste Statistics published by Defra for the period 2022/23, 145,642 tonnes was sent to AWM, with 132,272 going on to incineration with energy recovery. The difference between the inputs to AWM and inputs to energy from waste, will be additional recyclates separated and sorting residues, which are unsuitable for energy recovery and therefore sent to landfill.
- 5.13.17 In relation to dealing with dry mixed recycled (DMR) collected across Bradford District, the Council has a contract with MATIQ (previously known as Direct Special Metals) to receive and process it. This contract runs until 2029⁶⁵.

Future Infrastructure Provision

- 5.13.18 As part of developing the evidence base for the Local Plan, the Waste Capacity Study (2024) was undertaken⁶⁶. This sought to identify existing and future waste arisings across the main waste streams, together with examining the capacity of the District’s

⁶⁴ Letsrecycle.com website (May 2017) - Bradford to sign 12-year waste contract - <https://www.letsrecycle.com/news/bradford-sign-12-year-waste-contract/> (Accessed 07.10.2026)

⁶⁵ Letsrecycle.com website (June 2026) - DSM rebrands as MATIQ and secures Bradford recycling contract - <https://www.letsrecycle.com/news/dsm-rebrands-as-matig-and-secures-bradford-recycling-contract/> (Accessed 07.10.2026)

⁶⁶ Anthesis Ltd on behalf of City of Bradford Metropolitan District Council – Waste Capacity Study (2024)

waste management infrastructure to process and treat it. This study estimated that a total 862,803 tonnes arose in the District in 2022 (the study's base date).

5.13.19 The study projected that the level of waste produced annually will increase over the Local Plan period to:

- Local Authority Collected Waste: 230,842 tonnes
- Commercial and Industrial Waste: 393,463 tonnes
- Construction, Demolition and Excavation Waste: 287,044 tonnes
- Hazardous Waste: 26,335 tonnes
- Agricultural Waste: 124 tonnes

5.13.20 This study identified gaps in future waste management capacity over the period to 2041 for residual Candi waste and LACW, recyclable Candi waste and LACW, CDE waste and hazardous waste. The gaps identified are:

- Residual LACW and Candi waste: between 179,161 tonnes and 255,534 tonnes
- Recyclable LACW and Candi waste (between 258,420 tonnes and 326,317 per annum by 2041)
- Construction, Demolition and Excavation waste (208,844 tonnes per annum by 2041)
- Hazardous waste (23,785 tonnes per annum by 2041)

5.13.21 Over the coming period, the Council will seek bring the forward infrastructure improvements relating to waste management:

- **Fleet modernisation** - in April 2026, it was announced that the Council intended to invest £5 million of capital funding to modernise its vehicle fleet. This included the replacement of five refuse collection vehicles⁶⁷.
- **Food waste collection** - in autumn 2026, the Council will commence weekly food waste collections from households. This based on the Government's Simpler Recycling scheme, which requires councils to provide a separate food waste collection. Households will receive a 27-litre food waste bin and a five-litre kitchen waste caddy. £4.8 million of New Burdens funding from Government will fund the implementation of this new service in the first year⁶⁸.
- **Sugden Household Waste Recycling Centre** – the Council will re-open the Sugden End HWRC by the end of 2026.

5.13.22 The Local Plan has sought to continue to allocate sites for future waste management facilities in Policy WAS2. These sites have been brought forward from the Waste Management DPD. The plan also seeks to safeguard the District's waste management facilities through the provisions of Policy WAS3. It aims to ensure that other forms of development do not prejudice their ongoing use for waste management purposes. The policy also sets out criteria where the loss of such facilities may be permitted. Details of

⁶⁷ City of Bradford Metropolitan District Council website – Press Release (02.04.2026): Fleet vehicles to be replaced - <https://news.bradford.gov.uk/press-releases/483a50aa-fb57-4cc2-beb4-e56313cc98cd/fleet-vehicles-to-be-replaced> (Accessed 07.10.2026)

⁶⁸ City of Bradford Metropolitan District Council website – Report of the Strategic Director of Place to the meeting of Executive to be held on 4 November 2025: Improved Recycling - <https://bradford.moderngov.co.uk/mgConvert2PDF.aspx?ID=53449> (Accessed 07.10.2026)

the sites being safeguarded are listed in Local Plan Appendix 7 and shown on the Policies Map.

- 5.13.23 Policies HO8 and WAS5 seek to ensure that new developments (including residential development) make appropriate provision for sorting, storing and collection of waste and recycling. This includes sufficient space for storing bins and recycling containers, as well as appropriate access for users and collections, in particular sufficient access for refuse and recycling vehicles. Local Plan Appendix 12 provides guidance on the levels of waste storage required for different types of homes to support Policy HO8.

Engagement with Waste Sector

- 5.13.24 Engagement has taken place with the Council's Waste Management Service as part of developing the Local Plan's policy framework and evidence base.

Funding and Delivery

- 5.13.25 Local authority waste and recycling services relating day-to-day kerbside collections, street cleaning and residual waste disposal are generally funded through local taxation/levies (i.e. via Council Tax). In some cases, such as Bradford, charges are made for services such as garden waste and trade waste collections.
- 5.13.26 Other sources of funding can include Central Government revenue support grants or targeted infrastructure fundings. For example, for 2025/26, Councils received more than £1.1 billion under the Packaging Extended Producer Responsibility (pEPR) for a packing scheme to improve recycling services for residents. Bradford received a minimum of £11.9 million. This funding could be spent on offering residents more streamlined recycling collections which can ensure more household waste is recycled. They could also go towards building new infrastructure or covering the costs of upgrading facilities where councils send household waste⁶⁹.
- 5.13.27 Government can also provide new burdens funding to enable the implementation of measures such as food waste collections. As highlighted above, Bradford District received £4.8 million to cover implementation cost. Matters such as replacement refusing collection vehicles will be covered by capital funding.
- 5.13.28 The private sector is also responsible for delivering waste management infrastructure. Projects are often funded through commercial lending, asset and leverage finance, grants and environmental investments. Much of their activity will also be dependent on securing contracts as well as the wider legislative background.

Risks and Mitigation

- 5.13.29 The principal risks to the delivery of waste management infrastructure include:
- Changing legislative environment. Several changes have taken place in recent years to the wider legislative environment relating to waste management, for example to move towards a more circular economy. There may be potential for further changes which would impact on infrastructure delivery.
 - Availability of funding. As highlighted, waste management schemes/initiatives are often reliant on external funding to support their implementation. Changes in economic circumstances and/or Government priorities may result in funding being reduced.

⁶⁹ Gov.uk website (July 2025) – Press Release: £1.1 billion boost to improve local recycling services across England - <https://www.gov.uk/government/news/11-billion-boost-to-improve-local-recycling-services-across-england> (Accessed 07.10.2026)

- Changes in market circumstances. The commercial nature of the waste management sector means that it may be subject to changes in market circumstances, such as the availability of contracts. This may affect the need for and delivery of infrastructure.

Delivery Partners

5.13.30 The following bodies will play a key role in delivering waste management infrastructure within the District in the coming years:

- City of Bradford Metropolitan District Council
- Waste industry

5.14 Flood Risk and Drainage

Overview

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

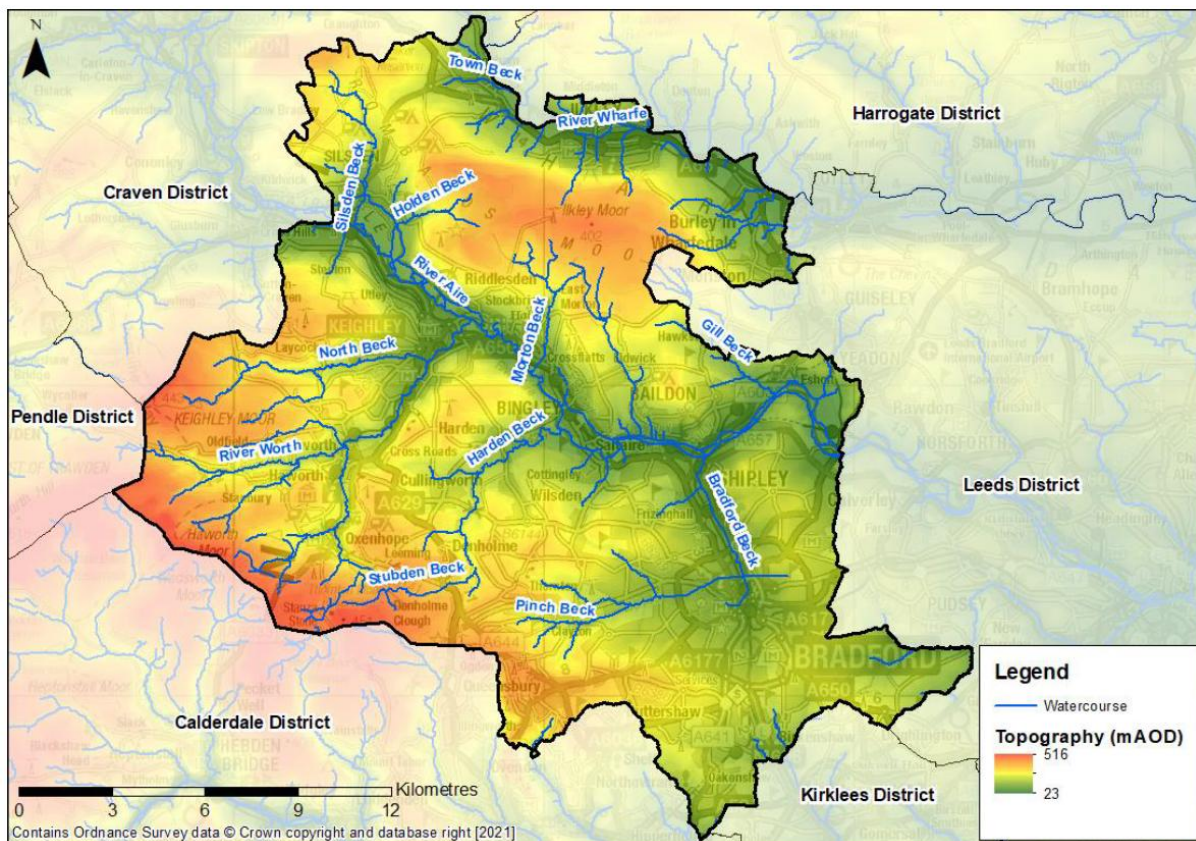
- rivers/watercourses;
- surface water;
- groundwater;
- sewers;
- reservoirs; and
- canals.

Background

5.14.2 Bradford District is located within the River Aire and Calder and the River Wharfe and Lower Ouse catchments. Flood processes and flood risk issues across the area are linked by the Rivers Aire, Worth and Wharfe plus their many tributaries. 24 square kilometres of the district drains to the River Calder located to the south east of Bradford.

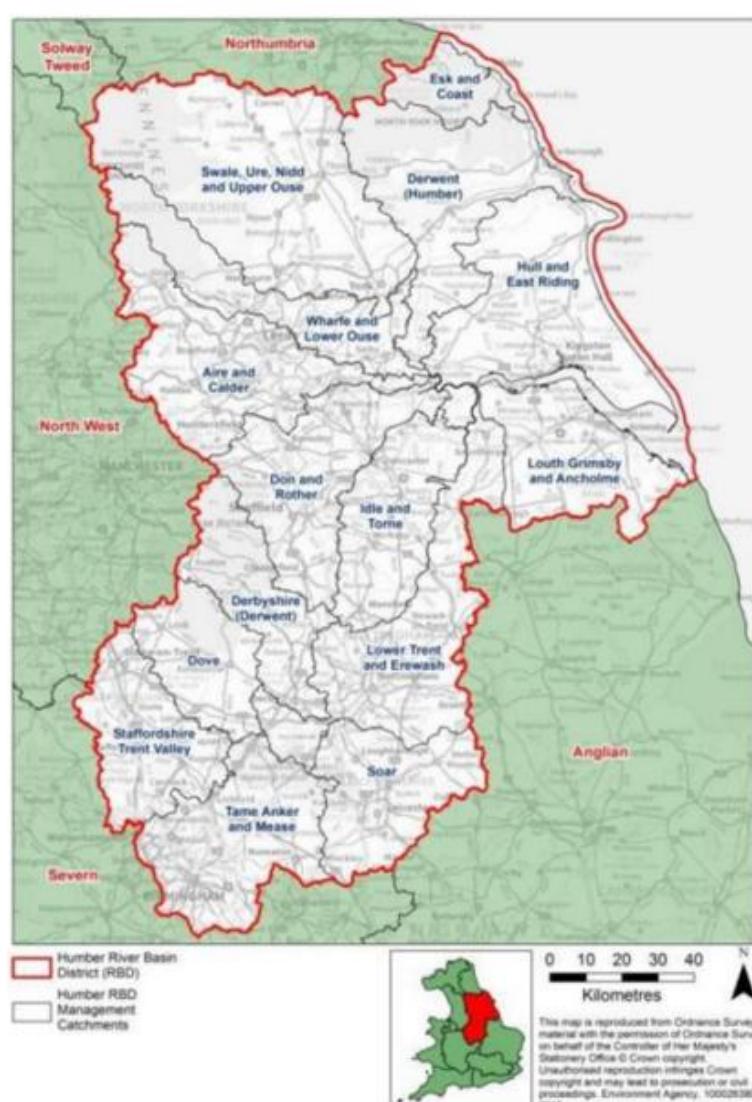
5.14.3 The River Aire flows eastwards directly through the District within a valley fed by several tributaries from the uplands of Ilkley Moor in the north and moors in the south and south west of Keighley. The River Wharfe, located north of Ilkley Moor, flows eastwards through the north of the District. Bradford Beck flows northwards through the City Centre and into the River Aire, however it is primarily culverted.

Figure 5.14.1: Watercourses in Bradford District



- 5.14.4 Flood risk across the Bradford District is varied but caused in the main by overland flow following short, high intensity, or heavy, prolonged rainfall events and/or overtopping rivers and watercourses. There is a history of land and property flooding, the most recent and severe flooding in the district in 15 years being a consequence of Storms Desmond and Eva in 2015.
- 5.14.5 Historically, flooding has significantly affected parts of Bradford with several large-scale damaging flood events having occurred due to a combination of high river levels, excessive surface water runoff, saturated ground, groundwater fluctuations and exceeded capacity in sewer and highway drainage systems. Due to the increasing effects of climate change, awareness of and preparedness for flooding, both at a local and national scale, is vital in reducing flood risk to local authority areas. The District falls within the Humber River Basin District (RBD) and is served by Yorkshire Water (YW), the primary local water and sewerage operator.

Figure 5.14.2: Catchments within the Humber River Basin District



- 5.14.6 A range of bodies have responsibilities for dealing with flood risk and drainage matters. These include:
- The Flood and Water Management Act 2010 (FWMA 2010) gives the Environment Agency (EA) responsibility for taking a strategic overview of the management of all

sources of flooding. They also have operation responsibility for managing flood risk from watercourses (main rivers) and reservoirs. This includes permissive powers to maintain main rivers and its own flood defences. They are also responsible for maintaining and improving the ecological status of water bodies in line with the Water Framework Directive.

- Bradford Council is the Local Lead Flood Authority (LLFA) and is responsible for managing flood risk from ordinary watercourses, ground water and surface water as well as highway drainage. One of the duties conferred on the council by the FWMA 2010 is the requirement to produce a Local Flood Risk Management Strategy (LFRMS). This was published in December 2016. It sets out the council's objectives and measures for managing local flood risk as well as effectively guide the flood risk management activities of the various bodies operating in the district.
- As the highway authorities, National Highways and Bradford Council are responsible for providing and managing highway drainage and roadside ditches. Both are required to ensure that road projects do not increase the risk of flooding.
- Yorkshire Water are responsible for managing the risk of flooding from their water main and sewer networks.

5.14.7 In addition, private landowners have responsibilities in relation to flooding. Where a watercourse runs through or adjacent to their land, they have riparian duties to maintain it.

Current Provision

5.14.8 The latest Strategic Flood Risk Assessment (SFRA) (Level 1) for Bradford District was published in November 2023 and forms an important part of the evidence base for the emerging Local Plan. This provides an overview of the District's flood defences. A Level 2 SFRA has also been prepared to provide more detailed assessments of development sites identified for allocation in the Local Plan to demonstrate their ability to pass the sequential test and where necessary the exception test

5.14.9 The Level 1 SFRA highlights that the Environment Agency (EA) maintains the Spatial Flood Defences dataset. This contains information about the type, nature, length, age, location and standard of protection of EA owned flood risk management assets across the country. Table 5.14.1 (below) highlights the main locations within the District that have significant EA flood risk management (FRM) assets.

Table 5.14.1: Major Environment Agency Flood Defences within Bradford District

Defence Location	Asset Type	Flood Source	Watercourse	Design Standard	Condition Grade
Keighley	5 Embankments 36 Walls 2 Flood Gates	Fluvial	River Aire	80 (7) 50 (6) N/A (30)	2 (14) 3 (20) 4 (4) N/A (5)
Steeton	8 Embankments	Fluvial	River Aire	80 (3) 50 (2) N/A (3)	3 (6) 4 (2)
Ilkley	5 Walls	Fluvial	River Wharfe	N/A (5)	2 (2)

					4 (3)
Burley in Wharfedale	1 Embankment	Fluvial	River Wharfe	N/A (1)	4 (1)
Bingley	1 Wall	Fluvial	River Aire	50 (1)	3 (1)
Shipley	2 Walls	Fluvial	River Aire	50 (2)	2 (1) 3 (1)
Oxenhope	4 Walls	Fluvial	Leeming Water	50 (4)	2 (2) 3 (2)

5.14.10 There are 14 embankments with varying design standards that have been assessed at condition grades 3 or 4 meaning the condition is rated as “Fair” or “Poor” (according to the EA’s Condition Assessment Manual) meaning that there are some assets where defects could reduce or significantly reduce the performance of the structure.

5.14.11 Along the majority of the Main Rivers in the District, there are only areas of high ground offering protection from fluvial flooding, with no formal defences. The condition grade of most of these defences is stated as 2/3, which means ‘Good/Fair’, as per the EA’s Condition Assessment Manual meaning there could be defects that could reduce the performance of the asset, or the defects are only minor and would not compromise performance. This dataset is shown on the interactive mapping hosted by the Council’s on-line web-GIS system.

5.14.12 As the LLFA, the Council is required to maintain a register of structures and features that have a significant effect on flood risks including details of ownership and condition as a minimum. The Asset Register should include those features relevant to flood risk management function including feature type, description of principal materials, location, measurements (height, length, width, diameter) and condition grade. The FWMA places no duty on the LLFA to maintain any third-party features, only those for which the authority has responsibility as land/asset owner.

5.14.13 The LLFA should carry out a strategic assessment of structures and features on the FRM Asset Register to inform capital programmes and prioritise maintenance programmes. Critical assets (i.e. culverts in poor condition) should be prioritised for designated works.

Previous Infrastructure Development

5.14.14 One of the major investments in defences in recent years was the delivery of Phase 2 of the Leeds Flood Alleviation Scheme (FAS). Following major flooding on the River Aire in 2015 which resulted in water levels rising 1.2m higher than previously recorded and affecting over 3,300 residential properties, over 670 commercial properties, transport links and critical infrastructure, the Leeds FAS was devised to defend the city from an equivalent event.

5.14.15 A catchment-wide approach was taken to increase flood protection and resilience of communities along the River Aire corridor and was split into several phases. Phase 1, designed to protect Leeds City Centre was completed in 2017 with Phase 2 being completed in 2024. Part of phase 2 involved the provision of flood defences to mitigate against of a flood storage reservoir located downstream at Calverley in the Apperley Bridge area of Bradford.

- 5.14.16 The scheme also contained Natural Flood Management (NFM) element stretching from Apperley Bridge to the source of the River Aire at Malham in North Yorkshire. This included planting of around 750,000 trees and soil and land management measures across 1,240ha of land in the upper Aire catchment.

Ongoing/Future Infrastructure Requirements

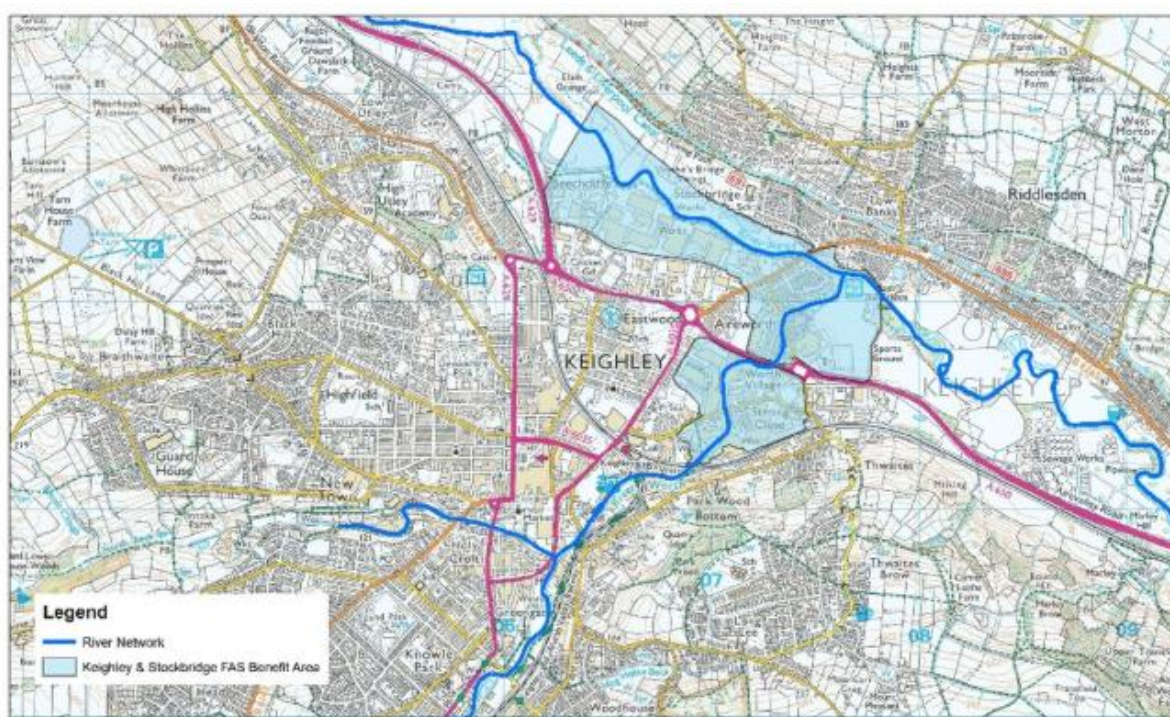
- 5.14.17 Based on information published by the Environment Agency as part of its Flood and Coastal Management Capital Investment Programme, there are two projects within Bradford District:

- **Keighley and Stockbridge Flood Alleviation Scheme (FAS)** – the proposed scheme will seek to reduce flood risk to residents and business within the Keighley and Stockbridge area from the River Worth and the River Aire. This will involve refurbishing and/or replacing the existing defences along both rivers.

The project also aims to reduce surface water flooding and will explore options in the upper catchment, such as natural flood management, to slow the flow and help manage the impacts of climate change.

An outline business case was submitted at the end of 2024, with construction scheduled to start in 2026/2027 with completion by late 2030.

Figure 5.12.3: Map showing the Keighley and Stockbridge FAS Benefit Area



- **Haworth flood defences** – £100,000 was awarded by the Government and the Environment Agency in 2025 in order bolster the village's flood defences.
 - **Bradford Council Capital Investment Programme (2025/26 and 2026/27)** – identifies a budget for £455,000 for flood risk management, whilst noting a total of £1.345 million pounds from specific grants, capital receipts, reserves.
- 5.14.18 Schedule 3 of the FWMA 2010 came into effect in 2024. This introduced standards for the design, construction, maintenance and operation of new rainwater drainage systems. It establishes Sustainable Drainage Systems (SuDS) Approving Bodies (SABs)

within local authorities which are responsible for approving and adopting these drainage systems.

- 5.14.19 Development proposals within an area identified as being at risk of flooding will either be discouraged or required to introduced appropriate levels of mitigation. This may include new flood prevention and/or drainage infrastructure such as SuDS. The latter is an important mechanism for tackling surface water flooding and is used to aid natural drainage and reduce surface water run-off.
- 5.14.20 Developments through site-specific Flood Risk Assessments, should consider how to manage surface water and options for on-site flood storage via SuDS. Engagement is also encouraged with the Local Planning Authority and Local Lead Flood Authority as well as the Environment Agency and Yorkshire Water. Any SuDS schemes will be required to meet industry standards and good practice.
- 5.14.21 Local Plan **Policies ST3 and CR4** seek to ensure the new development within the District is located in areas of low flood risk and levels of flooding are reduced through the use of sustainable urban drainage systems (SuDS) and natural flood risk management schemes.

Engagement with Environment Agency and Local Lead Flood Authority

- 5.14.22 The Council has engaged closely with bodies in developing the evidence base to support the Local Plan, in particular the development Level 1 and Level 2 Strategic Flood Risk Assessments, as well as the flood modelling that underpins them.

Funding and Delivery

- 5.14.23 Flood and coastal erosion management (FCERM) is funded through several sources. The Department of Environment, Flood and Rural Affairs (DEFRA) provides most of its funding for FCERM as Grant-in-Aid to the Environment Agency, although it retains a small proportion for ad-hoc programmes. The Environment Agency disburses this funding and delivers FCERM projects. This funding is the national capital programme used to pay for flood defences.
- 5.14.24 The Environment Agency produces a national flood and coastal risk erosion management strategy for England. The current one dates to July 2020, alongside a new Government policy statement on FCERM. The strategy was updated in June 2022 with the publication of Road to 2026.
- 5.14.25 Additionally, risk management authorities, such as the Local Lead Flood Authority, can apply to the Environment Agency to fund local projects, although these may also need top-up partnership funding from other sources.
- 5.14.26 As highlighted above, the provision of SuDS has an important role to play in managing surface water run-off in developments. Where appropriate, developers will be expected to provide them as part of their proposals. Arrangement for their long-term maintenance should also be established.

Risks and Mitigation

- 5.14.27 The key risks involved in bringing forward improvement/enhancements for the flooding and drainage infrastructure include:
- Changes in central Government policy
 - Availability of funding which can be affected by performance of the wider economy and changes in Government funding priorities.
 - Changes in the cost of construction materials and labour costs

Delivery Partners

5.14.28 The following bodies will play a key role in delivering flooding and drainage infrastructure within District and beyond in the coming years:

- City of Bradford Metropolitan District Council (as Local Lead Flood Authority and Highway Authority)
- Department of Environment, Food and Rural Affairs (DEFRA)
- Developers (via contributions)
- Environment Agency
- Landowners
- National Highways
- Yorkshire Water

5.15 EDUCATION - OVERVIEW

Overview

- 5.15.1 Providing high-quality education infrastructure is a critical element in effective place making and creating places where people want to live. This includes primary, secondary and special schools as well as making provision for early years, post 16/further and tertiary/higher education. Good quality education opportunities can also help improve the social and economic health of communities.
- 5.15.2 For the purposes of this document education infrastructure covers:
- Early Years Provision
 - Primary Schooling (Infant/Junior School)
 - Secondary Schooling
 - Special Education Needs Provision
 - Post 16 Education/Further Education
 - Tertiary/Higher Education.

Background

- 5.15.3 The education system in England is overseen by the Department for Education (DfE) with provision delivered by a range of different bodies and organisations.
- 5.15.4 The National Planning Policy Framework (NPPF) highlights the importance of ensuring a sufficient choice of school places are available to meet the need of existing and new communities. Accordingly, Local Planning Authorities should take a proactive, positive and collaborative approach to development that will widen educational choice. They should:
- give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 5.15.5 The Education Act 1996 requires City of Bradford Metropolitan District Council (as the Local Education Authority) to ensure that there are sufficient school places for resident children. This duty requires the Council to forecast future pupil populations so that it can ensure sufficient places are provided.
- 5.15.6 All children in England between the ages of 5 and 16 are entitled to a free place at a state school (this is the compulsory school age). Children aged 3 and 4 are additionally entitled to free early education as part of the Early Years Foundation Stage (EYFS) which forms the foundation stage before compulsory schooling. Primary education covers three age ranges: foundation stage (ages 3 to 5), infant/Key Stage 1 (ages 5 to 7 or 8) and junior/Key Stage 2 (ages 7 to 11). Most primary schools cater for children aged 4 to 11, from Reception through to Year 6.
- 5.15.7 Secondary schools may, depending on the part of the country they are in, consist of a combination of different types of schools. Comprehensive schools largely admit pupils without reference to ability or aptitude and cater for all children living in their neighbourhood. In some Local Authorities they exist alongside other types of schools such as grammar schools or other selective schools.
- 5.15.8 Academies are publicly funded independent schools run by a Trust. They operate with greater autonomy over curriculum delivery, term lengths, staffing and finances

compared with maintained schools. Secondary education in England generally covers ages 11 to 16 (Key Stages 3 and 4). Many secondary schools also offer Post-16 Education through in-school sixth forms.

5.15.9 All young people in England are required to remain in education or training until the age of 18, although this does not necessarily mean that they must stay in school. They can choose from:

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

5.15.10 The Children and Families Act 2014 requires local authorities to secure special educational provision for a child or young person with an Education, Health and Care Plan (EHP).

5.16 EDUCATION - EARLY YEARS/CHILDCARE PROVISION

Background

- 5.16.1 Early Years education includes state nursery schools, nursery classes and reception classes within primary schools, as well as settings outside the state sector such as voluntary pre-schools, privately run nurseries or childminders.
- 5.16.2 The Childcare Act 2006 and 2016 places a duty on local authorities to work in partnership with providers to influence childcare provision as far as reasonably practicable to ensure there is sufficient childcare for working parents, or parents who are studying or training for employment, for children aged 0 to 14 or up to 18 for disabled children.
- 5.16.3 The childcare entitlement offer has expanded significantly in recent years. From September 2025, eligible working parents of children aged 9 months to school age became entitled to up to 30 hours of funded childcare per week during term time. This expansion has increased demand for childcare places across the district and reinforced the importance of maintaining a sustainable and diverse childcare market.
- 5.16.4 Early education and childcare, plays a critical role in supporting children's development, reducing inequalities, enabling parental employment and supporting economic growth.

Current Provision

- 5.16.5 To determine the sufficiency of early years and childcare provision in Bradford District, the Council is required to undertake a Childcare Sufficiency Assessment on annual basis. This assessment looks at:
- the demand for early education and childcare
 - the supply of high-quality early education and childcare
 - identifying any gaps between supply and demand.
- 5.16.6 The most recent assessment was undertaken in 2025⁷⁰. In September 2025 there were 753 early education and childcare providers across the Bradford District.
- 5.16.7 While the overall provider market remains relatively stable, recent years have seen:
- reduction in the number of childminders
 - some closures within the pre-school sector
 - growth in wraparound childcare provision, including breakfast clubs and after-school provision
 - increased demand resulting from the phased expansion of funded childcare entitlements
- 5.16.8 Provider closures have typically been attributed to retirement, workforce challenges, changes of parental demand, and financial pressures associated with operating costs
- 5.16.9 Early Education and Childcare is available to families through a range of provision types; Table 5.16.1 below shows the breakdown by type and number of providers.

⁷⁰ City of Bradford Metropolitan District Council – Early Education and Childcare Sufficiency Assessment Refresh 2025/26 - [https://bso.bradford.gov.uk/userfiles/file/SEND_Sufficiency/CSA_Refresh202526\(1\).pdf](https://bso.bradford.gov.uk/userfiles/file/SEND_Sufficiency/CSA_Refresh202526(1).pdf) (Accessed 02.03.2026)

Table 5.16.1: Level of Early Education and Childcare Provision in Bradford District (2023 and 2024) (By Type)

Type of Provider	Number of Providers (2024)	Number of Providers (2025)	% Change
Childcare on Domestic Premises	5	6	+20%
Childminder	242	224	-7.44%
Day Nursery	99	103	+4.04%
Independent School Nursery	6	6	0%
Primary School Nursery	128	128	0%
Nursery School	7	7	0%
Out of School Childcare/Tutoring	245	251	+2.44%
Pre-School	30	28	-6.67%
Total	772	753	-2.46%

- 5.16.10 The supply of early education and childcare places is influenced by both demographic and economic factors, including birth rates, housing growth and parental employment trends.
- 5.16.11 The Private, Voluntary, and Independent (PVI) sector provides the majority of childcare places and plays a key role in maintaining flexibility and responsiveness to changing local demand.
- 5.16.12 Whilst there are currently no significant district-wide sufficiency concerns, pressures can arise in particular localities and age groups. For example, as a result of the expanded early education entitlement, there are localised pressures on places for under-2-year-olds. Ongoing monitoring is therefore required to ensure there are sufficient places available within areas experiencing population growth and new housing development.
- 5.16.13 The Council continues to work proactively with providers by sharing market intelligence, demographic data and forecasts to support future planning and investment decisions
- 5.16.14 There are no sufficiency issues related to quality of early education and childcare. Quality of Ofsted registered early education and childcare provision in the private, voluntary and independent sector across the Bradford District is high.
- 5.16.15 Ofsted introduced a renewed Education Inspection Framework for early years settings from November 2025. Under this framework, providers are assessed against six evaluation areas and are judged using a five-point grading scale ranging from *Urgent Improvement to Exceptional*. As a result, inspection outcomes under the new framework are not directly comparable with previous inspections that used the traditional *Outstanding, Good, Requires Improvement and Inadequate* judgements.
- 5.16.16 Under the previous Inspection Framework, as of March 2025, 99%, of providers on the Ofsted Early Years Register received a good or outstanding Ofsted inspection outcome at their most recent inspection, significantly higher than the national average of 91%.

5.16.17 The Council will continue to monitor inspection outcomes and work with providers to maintain high standards of provision across the district.

5.16.18 Providers who are registered on the Ofsted Childcare Compulsory or Voluntary Register are not routinely inspected by Ofsted. Ofsted inspected a proportion of providers at random and as a result of a complaint raised by the public.

Previous Infrastructure Development

5.16.19 Recent investment in the early years sector has focused on:

- Supporting delivery of the expanded childcare entitlement programme.
- Increasing childcare capacity in areas of identified demand.
- Expanding wraparound childcare provision.
- Supporting provider sustainability and workforce development.
- Enhancing access to early years provision for vulnerable children and children with additional needs.

5.16.20 The Council has worked closely with schools, childcare providers and government agencies to ensure sufficient capacity was available in advance of childcare entitlement expansion.

Future Infrastructure Requirements

5.16.21 Demand for early education and childcare provision will continue to be influenced by:

- Population change and birth rates.
- New housing development.
- Changes in parental employment patterns.
- Expanded childcare entitlement policies.
- Increased demand for wraparound childcare.
- Requirements for inclusive provision supporting children with SEND.

5.16.22 Key priorities over the Local Plan period include:

- Ensuring sufficient childcare places are available in areas of housing growth.
- Supporting expansion of provision for children aged under two years.
- Maintaining provider sustainability in a challenging economic environment.
- Supporting recruitment and retention within the early years workforce.
- Increasing availability of inclusive childcare and provision for children with SEND.
- Expanding wraparound childcare provision to support working families.

5.16.23 The Council will continue to use annual Childcare Sufficiency Assessments to inform infrastructure planning and identify emerging capacity pressures.

Engagement with Local Education Authority (Early Years) and Partners

5.16.24 The Council works closely with a range of partners including:

- Early years providers.
- Schools and academy trusts.
- Childminders.

- Parents and carers.
- Health services.
- Department for Education.
- Voluntary and community sector organisations.

5.16.25 Engagement is undertaken through regular provider forums, consultation exercises, sufficiency assessments and strategic planning processes to ensure childcare provision reflects local need.

Funding and Delivery

5.16.26 Funding for early education and childcare provision is provided through a range of sources including:

- Department for Education Early Years Funding.
- Dedicated Schools Grant (Early Years Block).
- Local authority resources.
- Provider contributions and private fees.
- Capital funding programmes where available.

5.16.27 The Council works with providers to maximise the effective use of available funding and support the sustainable delivery of high-quality childcare provision.

5.16.28 Where appropriate, developer contributions may be sought to mitigate the impact of significant housing growth on education infrastructure, including early years provision where a demonstrable need can be identified.

Risks and Mitigation

5.16.29 The following risks in relation to the provision of early education and childcare have been identified together with options for mitigation.

Table 5.16.2: Risks Relating to Provision of Early Education and Childcare, and Mitigation Measures

Risk	Mitigation
Insufficient childcare places in growth areas	Ongoing sufficiency assessments and targeted provider engagement
Workforce recruitment and retention challenges	Workforce development initiatives and sector support
Financial pressures affecting provider sustainability	Business support, market monitoring and funding advice
Increased demand arising from childcare entitlement expansion	Capacity planning and proactive engagement with providers
Lack of inclusive provision for children with SEND	Continued development of specialist support and inclusive practices

Delivery Partners

5.16.30 The following organisations will play a key role in delivering early years and childcare provision across the district:

- City of Bradford Metropolitan District Council
- Department for Education
- Early years providers
- NHS partners and family support services
- Private sector childcare providers
- Registered childminders
- Schools and academy trusts
- Voluntary and community organisations.

5.17 PRIMARY AND SECONDARY EDUCATION

Background

5.17.1 As highlighted above, the Council (as the Local Education Authority) is required by law to ensure that there are sufficient school places for residential children. This duty also requires the Council to forecast future pupil populations to ensure sufficient places are provided. One of the key matters that needs to be considered as part of preparing these forecasts is future growth and development that will take place in the District over the coming years.

Current Provision

5.17.2 Existing school provision in Bradford District includes 157 primary schools, 32 secondary schools, 4 “All-Through” schools and 8 special schools. There are also 2 alternative provision academies. As of May 2026, the district had a total of 90,805 school pupils. This included 50,799 in primary schools and 40,006 in secondary schools.

Table 5.17.1: School Types in Bradford District⁷¹

School Type	Academy	Community	Foundation	Free School	Voluntary Aided	Voluntary Controlled	Total
Nursery	-	7	-	-	-	-	7
Primary	106	32	6	3	6	4	157
All Through	3	-	-	1	-	-	4
Secondary	23	1	-	7	1	-	32
Special	7	1	-	-	-	-	8
Pupil Referral Unit	2	-	-	-	-	-	2
Total	136	45	6	9	7	5	209

5.17.3 Community, foundation, voluntary aided and voluntary controlled schools are classed as Local Authority maintained schools. These schools are funded and supported via Bradford Council.

5.17.4 Academies account for two thirds of the District’s school provision. Each are run by a trust which is responsible for every aspect of managing the school. Trusts can be set up by a range of organisations including religious groups, educational specialists, employers, charities and community groups. They have greater flexibility in the way the school is run. Academies receive their funding directly from the government. Where schools have converted to academy status, the premises are typically leased to the trust by the Council on a 125-year lease.

5.17.5 Free school was the term initially used for non-profit making, independent, state-funded academies set up since 2010 in response to demand for a greater variety of schools. In 2015, the term broadened to become the DfE’s term for any new academy.

⁷¹ Information correct as of 1 September 2026.

- 5.17.6 All through schools make provision for primary and secondary aged pupils within a single school. The Council supports the principle of all through schools, though several factors need to be considered in any proposal of a new all through school, including premises, standards and management capacity.
- 5.17.7 The District also has thirteen independent, or private schools. These charge fees to attend instead of being funded by the Government.
- 5.17.8 It should be noted that some pupils in the Bradford move across local authority boundaries to access education. One example of this are secondary school pupils from the Steeton with Eastburn and Silsden areas who are within the catchment area for South Craven School, located in Cross Hills within the North Yorkshire Council area.

Table 5.17.2: Pupils Transferring Secondary Schools in Neighbouring Areas

Local Authority	Pupils 2024	Pupils 2025	Pupils 2026	Average
Calderdale	168	207	197	191
Kirklees	41	49	48	46
Leeds	327	315	345	329
North Yorkshire	248	267	252	256
Total	784	838	842	821

- 5.17.9 It is difficult to predict accurately the numbers likely to transfer to other Local Authorities in the future, the forecasting process uses an average over the previous 3 years. The school population nationally has been growing considerably but drops again soon; the numbers able to transfer to schools in other Local Authorities is therefore likely to fluctuate. Such movements will form part of the ongoing Duty to Co-operate discussion.

Planning for Education Provision

- 5.17.10 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. Forecasting pupil place requirements is a complex and challenging process due to changing demographics in local areas, the unpredictable nature of parental preference, varying levels of net migration and the impact of committed and planned housing growth.
- 5.17.11 The School Organisation Plan, the most recent edition of which was issued in 2023, shows communities and those with an interest in their development, how school provision is expected to change over the coming years. It brings together information from a range of sources and sets out the issues the Council faces in meeting its duties in providing nursery and school places up to 2027/28 for primary and 2029/30 for secondary.
- 5.17.12 For effective forecasting for mainstream (primary and secondary) school places, the DfE requires Local Authorities to split their area into primary and secondary school 'planning areas'. Bradford District is divided into 30 primary planning areas (see Table 5.17.3 and Figure 5.17.1) and 9 secondary planning areas (see Table 5.17.4 and Figure 5.17.2). These reflect the District's geographical extent and its mixture of rural and urban areas.

Table 5.17.3: Bradford District Primary School Planning Areas

Baildon	BD4	BD8	Harrogate Road	Shipley East
BD10	BD5 Inner	BD9	Keighley North	Shipley West
BD15	BD5 Outer	Bingley North	Keighley Rural	South Craven
BD2 North	BD6	Bingley South	Keighley South	Wharfe Valley East
BD2 South	BD7 North	Clayton	Odsal	Wharfe Valley West
BD3	BD7 South	Denholme Gate	Queensbury	Wyke

Figure 5.17.1: Bradford District Primary Planning School Areas

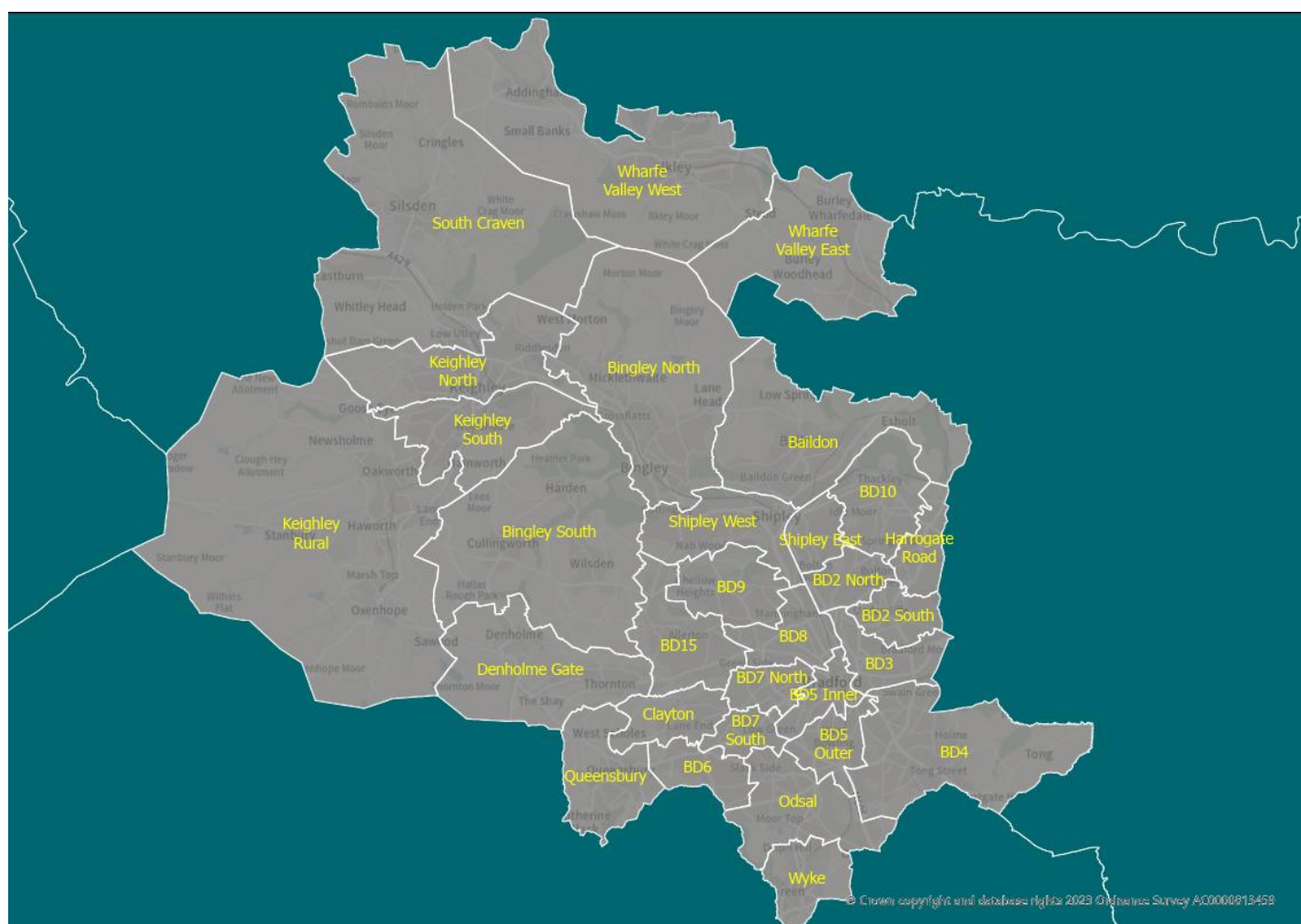
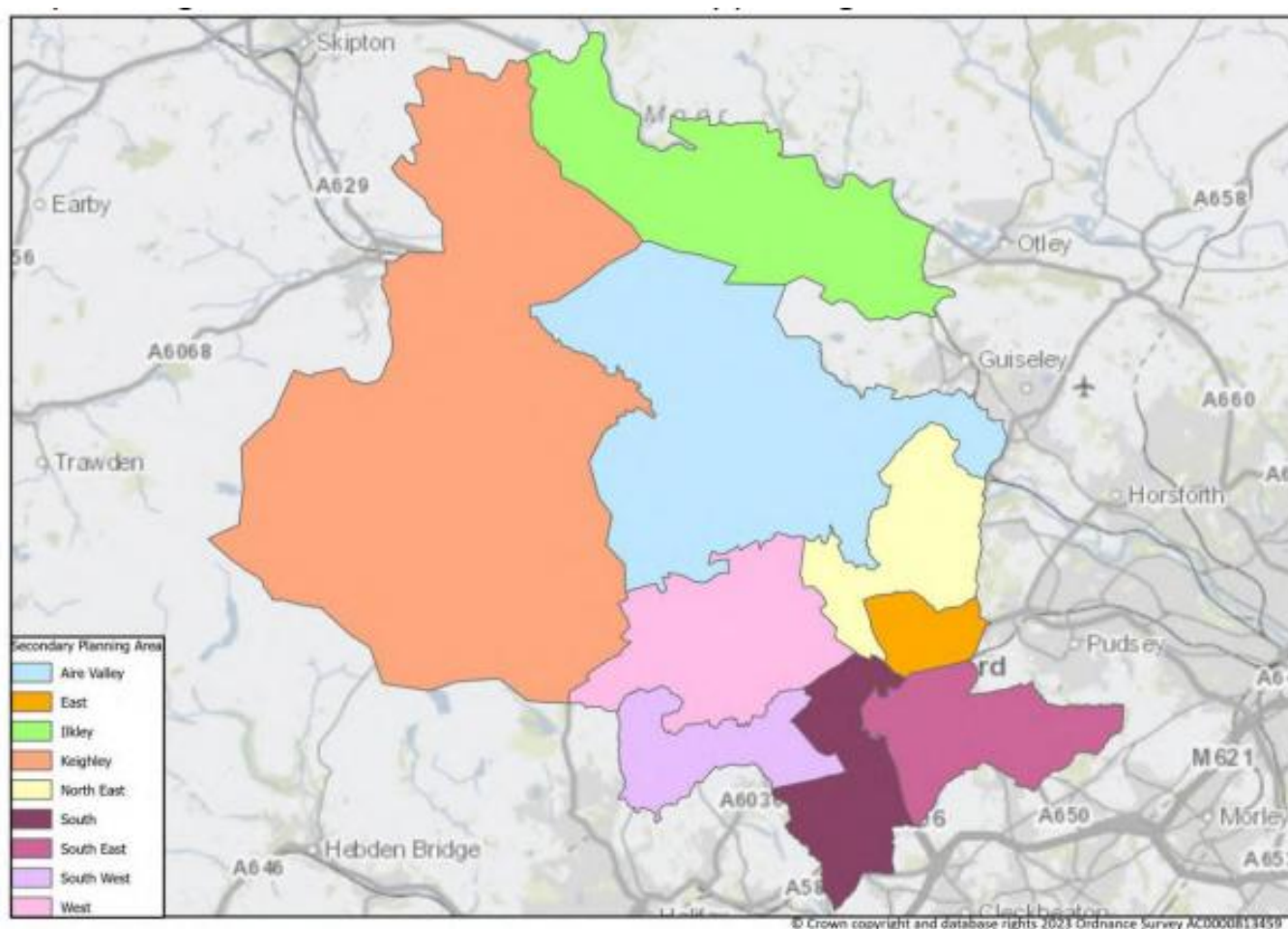


Table 5.17.4: Bradford District Secondary Planning Areas

Aire Valley	Bradford South West
Bradford East	Bradford West
Bradford North East	Ilkley
Bradford South	Keighley
Bradford South East	

Figure 5.17.2: Bradford District Secondary School Planning Areas



- 5.17.13 Primary school planning areas are typically made up of between 3 and 10 schools and vary depending on the rural or urban nature of the area. They are also dependent on where children live and where they are likely to attend school. Other factors in determining these areas include major roads that are difficult to cross or adjacent to moor land with little access.
- 5.17.14 Secondary school planning areas were originally established to geographically group schools that worked together and, in some cases, shared resources. Following the move toward academisation, these relations have changed. Also, the range of admissions policies means that connections with areas and neighbourhoods have evolved. The planning areas were updated in 2022 to more closely reflect the areas from which children and young people currently attend schools.

Table 5.17.5: List of Secondary Schools within each Planning Area

Planning Area	Number of Secondary Schools	List of Secondary Schools in Planning Area
Aire Valley	4	Beckfoot School Bingley Grammar School Dixons Cottingley Academy Titus Salt School
Bradford East	3	Carlton Bolling Feversham Girls Secondary Academy Laisterdyke Leadership Academy
Bradford North East	5	Hanson Academy Immanuel College Oasis Academy Lister Park One in a Million Free School St Bede's and St. Joseph's Catholic College
Bradford South	4	Appleton Academy Bronte Girls' Academy Co-op Academy Grange Dixons McMillan Academy Dixons Trinity Academy
Bradford South East	4	Bradford Academy Bradford Forster Academy Dixons City Academy Tong Leadership Academy
Bradford South West	2	Buttershaw Business and Enterprise College Academy Trinity Academy Bradford
Bradford West	7	Beckfoot Thornton Beckfoot Upper Heaton Belle Vue Girls Academy Bradford Girls Grammar School Dixons Allerton Academy Dixons Kings Academy Eden Boys Leadership Academy
Ilkley	1	Ilkley Grammar School

Keighley	4	Beckfoot Oakbank Carlton Keighley Parkside School The Holy Family Catholic School, A Voluntary Academy
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5.17.15 When the Council plan for education places, the relevant Department analyses a range of data and makes 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>

5.17.16 The population growth in Bradford from 2010 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.

5.17.17 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.

5.17.18 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 September 2026 shows that the birth rates declined year on year until 2022, when the number of births reached its lowest level since 2002, both nationally and within Bradford District. Birth numbers in Bradford increased in 2023 and 2024 before declining again in 2025, although they remained above the 2022 level.

5.17.19 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.

5.17.20 According to the current published primary school forecasts (2026) the number of surplus places across the District will increase over the course of the forecast (up to 2027/28).

5.17.21 The forecast for primary school places shows that total pupil numbers (Reception to Year 6) are expected to decrease between 2026/27 and 2030/31. Over the forecast period it is anticipated that there will be an increase in surplus places.

Table 5.17.6: Primary School Occupancy and Capacity and Forecasts (Reception to Year 6)

	Year	Occupancy	Net Capacity	Capacity Minus Occupancy	% Occupancy
Actual Capacity	2020/21	54,211	58,660	4,449	92.4%
	2021/22	53,810	58,460	4,650	92.0%
	2022/23	53,541	58,333	4,792	91.8%
	2023/24	53,091	58,351	5,260	91.0%
	2024/25	52,030	58,189	6,159	89.4%
	2025/26	50,662	58,181	7,519	87.1%
Forecasts	2026/27	49,111	58,181	9,070	84.41%
	2027/28	47,772	58,181	10,409	82.11%
	2028/29	46,851	58,181	11,330	80.53%
	2029/30	46,272	58,181	11,909	79.53%
	2030/31	45,349	58,181	12,832	77.94%

5.17.22 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 2028/29. 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 the rate of planned new housing proposals being developed. Such growth areas are difficult to predict but are likely to be the areas where there are currently pressures and where additional housing is planned.

5.17.23 The forecast for secondary school places, shows that total pupil numbers (Years 7 to 13) are expected to increase by 205 from 2024/25 to 2027/28, followed by decrease in the following three years. By 2030/31, it is expected that there will be 3,654 surplus places at the District's secondary schools.

Table 5.17.7: Secondary School Occupancy and Capacity and Forecasts (Years 7 to 13)

	Year	Total Pupil Numbers (Years 7 to 13)	Net Capacity	Capacity Minus Occupancy	Free Capacity
Actual Capacity	2020/21	38,136	42,128	3,992	90.52%
	2021/22	38,960	42,123	3,163	92.49%
	2022/23	39,099	42,173	3,074	92.71%

	2023/24	39,218	41,872	2,654	93.66%
	2024/25	38,644	44,780	6,136	86.30%
	2025/26	37,926	44,780	6,854	84.69%
Forecast	2026/27	37,548	44,780	7,232	83.85%
	2027/28	37,452	44,559	7,107	84.05%
	2028/29	37,284	44,559	7,275	83.67%
	2029/30	36,812	44,559	7,747	82.61%
	2030/31	36,422	44,559	8,137	81.74%
	2031/32	35,507	44,559	9,052	79.69%

5.17.24 The overall picture of numbers of pupils reducing over the forecast period (2026/27 – 2032/33) is mirrored across the district though the numbers reduce more steadily in some areas, and more drastically in others.

Previous Infrastructure Development

5.17.25 The population growth in Bradford from 2010 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 because of some sixth form provision closing.

Ongoing/Future Infrastructure Requirements

5.17.26 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, 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.

5.17.27 Given that the Local Plan proposes to add approximately 33,669 homes across the District in the next 15 to 20 years, the impact on schools will need to be monitored on an ongoing basis.

5.17.28 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.

5.17.29 The following school development projects are currently underway or will be taking place over part of the Local Plan period:

- **Trinity Academy, Bradford** - Funding was approved as part of the second round of the School Rebuilding Programme in July 2021. Works were carried out in three

phases with the new building opening to students in autumn 2025. The final phase to demolish the final old block to make room for upgraded sports facilities is expected to complete in autumn 2026.

- **Ilkley Grammar School** - Funding was approved as part of the third round of the School Rebuilding Programme in July 2022. The project is to be delivered in four phases and will involve the demolition of several existing teaching and sports blocks and their replacement with a new teaching block, multi-use games areas, sports hall and swimming pool facilities and refurbishment of the Marshall Building together with installation of a sub-station as well as external works to landscaping and car parking. It was designed to accommodate the school's current intake of 1,972 secondary and sixth form students.

A planning application for the scheme was submitted in November 2024 with planning permission being granted in April 2025. Construction began in July 2025⁷²

- **Bingley Grammar School** - Work on an extension project at Bingley Grammar School has started in early 2026⁷³. The £14m cost is being funded by the Department for Education (DfE) to create 18 new classrooms and replace older rooms and temporary buildings.

The project will provide space for up to 150 extra students and 24 specialist places for children with special educational needs and disabilities (SEND). These improvements follow earlier work that included turning a former music block into SEND provision and replacing a derelict swimming pool with three new classrooms.

- **Reinforced Autoclaved Aerated Concrete (RAAC)** - Several schools in the Bradford district have undergone extensive mitigation and remediation works following the discovery of Reinforced Autoclaved Aerated Concrete (RAAC).

The Holy Family Catholic School in Keighley planning area, is the only secondary school in the district identified on the early government risk lists, requiring safety monitoring and adjusted scheduling to accommodate remediation work.

The following primary schools were also found to have substantial areas of RAAC - Baildon Church of England Primary school in Baildon, Christ Church Academy in Shipley East planning area, Crossflatts and Eldwick Primary Schools, both in the Bingley North planning area.

Mitigation works have been completed to make the schools safe and ongoing investigations and assessments are now in progress as part of the Governments Schools Rebuilding Programme.

Engagement with Local Education Authority (Schools)

5.17.30 The Local Plan team has consulted and will continue to engage with the Planning and Sufficiency Team of the Children's Services in preparation of the policy framework and updating of the evidence base work.

5.17.31 The council also works closely with schools and academy trusts, parents and carers, and the Department for Education.

⁷² Your Ilkley website – IGS major redevelopment plans approved: <https://www.yourilkley.com/local-news/ilkley/igs-major-redevelopment-plans-approved/> (Accessed 13.05.2025)

⁷³ City of Bradford Metropolitan District Council website – News (12.02.2026): Ground broken on exciting new build at Bingley Grammar School - <https://news.bradford.gov.uk/press-releases/edc3f2cf-2dbd-4f48-a88c-437ac0d488de/ground-broken-on-exciting-new-build-at-bingley-grammar-school> (Accessed 09.10.2026)

- 5.17.32 Engagement is undertaken through statutory consultation processes, strategic planning forums, annual reviews and ongoing partnerships working to identify emerging needs and develop appropriate provision.

Funding and Delivery

- 5.17.33 Funding for schools is mainly dependent upon central Government grants. These are allocated annually within indicative allocations given for the following two years.
- 5.17.34 The Council receives Basic Need Funding for additional school spaces from the DfE, based on data on school capacity levels and future demand.
- 5.17.35 Where required, Children's Services will also seek money collected by the Council from developers through the Community Infrastructure Levy (CIL), towards additional school places that are required to mitigate the impact arising from new housing developments.

Risks and Mitigation

- 5.17.36 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.
- 5.17.37 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.

Delivery Partners

- 5.17.38 The following bodies will play a key role in delivering primary and secondary education provision within the District in the coming years:
- Academy Trusts
 - City of Bradford Metropolitan District Council
 - Department for Education
 - Developers (via developer contributions)
 - School Providers

5.18 SPECIAL EDUCATIONAL NEEDS AND DISABILITIES (SEND)

Background

- 5.18.1 The Children and Families Act 2014 requires local authorities to secure special educational provision for a child or young person where an Education, Health and Care Plan (EHCP).
- 5.18.2 Bradford District has experienced a significant increase in demand for Special Educational Needs and Disabilities (SEND) provision over the last decade, reflecting national trends. The number of children and young people requiring SEN Support and EHCPs has increased significantly across all age groups and phases of education. Demand for specialist provision, particularly for Autistic Spectrum Disorder (ASD), Social, Emotional and Mental Health (SEMH) needs, speech, language and communication needs (SLCN) and complex learning difficulties, continues to place pressure on existing capacity.
- 5.18.3 The Council's SEND Sufficiency Strategy recognises the need to increase the availability of local specialist provision to enable more children and young people to access education within their local communities, reducing reliance on independent and out-of-authority placements while improving outcomes and inclusion.

Current Provision

- 5.18.4 The Council supports children and young people with SEND in a range of settings, including mainstream schools and academies, SEN Support within mainstream settings, specialist resourced provisions (RPs) both local authority-led and school-led in mainstream schools and nursery schools, special schools, and alternative provision.
- 5.18.5 The number of children and young people receiving SEN Support and those with EHCPs continues to increase year on year. In September 2026, there were 15,246 children and young people receiving SEN support all settings and 9,289 children and young people with an EHCP.
- 5.18.6 As highlighted in paragraph 5.17.2, the District has 8 special schools, 7 seven of which are run by academy trusts. The 8 schools are:
- Beckfoot Phoenix, Keighley
 - Beechcliffe Special School, Keighley
 - Chellow Heights Special School, Bradford
 - Co-op Academy Delius, Bradford
 - Co-op Academy Southfield, Bradford
 - Hazelbeck Special School, Bingley
 - High Park School, Bradford
 - Oastlers School, Bradford

Previous Infrastructure Development

- 5.18.7 Since 2020, the Council has worked with schools, academy trusts and the Department for Education to increase specialist education capacity across the district. This has included the expansion of existing special schools and development of additional resourced provisions within mainstream schools. Most recently, we have created 98 additional places for the 2026/27 academic year in primary resourced provisions for the three most prevalent needs.

Ongoing/Future Infrastructure Requirements

- 5.18.8 Forecasts indicate that demand for SEND provision will continue to increase throughout the Local Plan period. Continued growth in EHCPs, combined with changing educational needs profiles and population growth associated with planned housing development, is expected to generate additional demand for specialist educational provision across the district.
- 5.18.9 Children's Services' modelling clearly indicates that additional SEND specialist places are required to be developed in the coming years in response to continued growth in the numbers of EHCPs despite a reduction in the overall school population.
- 5.18.10 The Department for Education (DfE) published the Schools White Paper Every Child Achieving and Thriving on 23 February 2026⁷⁴. It introduces major reforms to special educational needs and disabilities (SEND) support in England which are expected to take effect from September 2029. It proposed that more children with SEND will be educated in mainstream schools, with a new four-level model of support (universal, targeted, targeted plus and specialist), digital Individual Support Plans, and EHCPs will be reserved for the most complex needs.
- 5.18.11 As part of the Targeted Plus and Specialist tiers, some children and young people will benefit from targeted teaching and support through an inclusion base that bridges the gap between mainstream and specialist settings. An expansion of high-quality inclusion bases will allow children with additional needs, beyond those which can be met through a strong universal offer or other interventions, to receive the specialist support they need whilst remaining in their local communities, close to their families and friends.
- 5.18.12 Key priorities include the expansion of specialist places within special schools and mainstream inclusion bases/resourced provisions, increasing the secondary phase specialist provision to meet cohort progression from primary settings, additional ASD provision across the district, enhanced SEMH provision to address the increasing levels of emotional wellbeing and mental health needs. The Council will continue to review demand and capacity through its SEND Sufficiency Strategy and School Organisation planning processes to ensure that provision remains aligned with future demographic change and educational need.
- 5.18.13 The demand and priority for SEND provisions can be summarised as below:
- Primary and secondary special school provision relating to cognition and learning – the umbrella term covering SLCN and ASD.
 - Primary special school provision for SEMH.
 - Secondary special provision for SEMH.
 - Secondary resourced provision needs to be urgently developed to meet demands created by primary school resource provision.
 - Development of inclusion bases across all phases of education.

Engagement with Local Education Authority (SEND)

- 5.18.14 The Council works closely with schools and academy trusts, parents and carers, children and young people with SEND, health partners, social care services, The Department for Education and SEND partnership boards.

⁷⁴ Department for Education website – Policy Paper: Every Child Achieving and Thriving (February 2026) - <https://www.gov.uk/government/publications/every-child-achieving-and-thriving> (Accessed 09.10.2026)

- 5.18.15 Engagement is undertaken through statutory consultation processes, strategic planning forums, annual reviews and ongoing partnerships working to identify emerging needs and develop appropriate provision.

Funding and Delivery

- 5.18.16 Funding for SEND provision is allocated to local authorities as part of the Dedicated Schools Grant (DSG), who then determine how to distribute the funds to schools. The schools are then responsible for deciding how the monies are spent.
- 5.18.17 The cost of the first £10,000 of provision for an individual child is funded via the schools budget. If the cost of provision for an individual child is more than this, it is funded by the local authority for the High Needs Block of the DSG. SEN Services then determine the amount of additional funding based on evidence provided. Funding is allocated through an Education, Health and Care Plan.
- 5.18.18 Developer contributions (made to the Council through CIL) may be sought, where justified, to mitigate the impact of new housing growth on education infrastructure, including SEND provision, in accordance with the CIL process.

Risks and Mitigation

- 5.18.19 The following risks in relation to SEND provision have been identified together with options for mitigation.

Table 5.18.1: Risks Relating to SEND Provision and Mitigation Measures

Risk	Mitigation
Continued growth in EHCP numbers exceeds projected demand	Annual review of SEND sufficiency forecasts and place planning
Insufficient local specialist places leading to increased out of district placements	Expansion of local specialist provision and targeted capital investment
Rising transport and placement costs	Development of provision closer to children's homes and communities
Increasing complexity of need	Investment in specialist staffing, training and inclusion support services
Recruitment and retention challenges in specialist education settings	Collaborative workforce planning with schools, academy trusts and partners

Delivery Partners

- 5.18.20 The following bodies will play a key role in delivering SEND provision within the District in the coming years:
- Academy Trusts
 - City of Bradford Metropolitan District Council
 - Department for Education
 - Mainstream schools and academies
 - Special schools

- Further education providers.

5.19 POST 16/FURTHER EDUCATION

Background

5.19.1 Further education (FE) broadly means formal learning outside of schools and higher education institutions. Those learning in the FE sector include:

- Young people continuing their academic or vocational learning outside of school;
- Adults and young people seeking basic skills; and
- Others seeking skills or formal qualifications.

5.19.2 For the purposes of this document, further education also includes sixth form colleges. These operate under the same legal framework as further education colleges but are generally treated as being part of the school's sector. Those sixth forms that are attached to schools are available for students aged 16 to 19 and traditionally offer Level 3 qualifications such as A Levels or BTECs.

Current Provision

5.19.3 Within Bradford District there are eleven school sixth forms and two stand-alone sixth form colleges (see Table 5.19.1, below). Students can also access sixth form facilities in neighbouring local authority areas.

Table 5.19.1: Sixth Form Facilities in Bradford District

Sixth Form Name	Location
Beckfoot Oakbank	Keighley
Beckfoot School	Bingley
Belle Vue Girls	Bradford
Bingley Grammar School	Bingley
Bradford Grammar School	Bradford
Dixons 6 th Form Academy	Bradford
Dixons Allerton Academy	Bradford
Eden Boys Leadership Academy	Bradford
Feversham Girls Secondary Academy	Bradford
Hanson Academy	Bradford
Ilkley Grammar School	Ilkley
Immanuel College	Bradford
New College Bradford	Bradford
St. Benedicts	Bradford
Titus Salt School	Baildon

Tong Leadership Academy	Bradford
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- 5.19.4 Following consultation in autumn 2025 Dixons Allerton Academy will close their sixth form provision at the end of the 2026/27 academic year. Three of the listed sixth forms are faith-based institutions. Three secondary schools do not currently offer sixth form but are planning to (re)introduce them in 2029. Bradford Grammar School is a private fee-paying facility. Dixons 6th Form Academy and New College Bradford are stand-alone facilities.
- 5.19.5 There are three general Further Education colleges in the District – Bradford College, Keighley College and Shipley College – as well as a more specialist college – Askham Bryan College.
- 5.19.6 Bradford College is one of the largest FE colleges in the country. It has a student body of around 25,000 and employees just over 1,000 members of staff. It offers a range of full and part-time courses ranging from introductory level through to post-graduate level. It caters for a wide variety of students including school leavers, adults returning to education, degree-level students and those seeking professional qualifications.
- 5.19.7 The college is shared across six campuses with the main campus is located on Great Horton Road to the west of Bradford City Centre. The campus has undergone significant investment during the mid-2000s and 2010 and has secured nearly £32 million in the last two years to deliver improvements.
- 5.19.8 Keighley College is part of the Luminate Education Group; however, its origins can be traced back to Keighley Mechanics Institute founded in 1825.
- 5.19.9 The college caters for around 2,000 students annually and offers a wide range of courses including A Levels, T Levels, vocational qualifications, apprenticeships, adult education and special education. It offers foundation degree courses in several subjects, allied to University Centre Leeds. It is located on the edge of Keighley Town Centre, immediately adjacent to the town's railway station.
- 5.19.10 Shipley College was established in 1969 and is mainly based in the village of Saltaire. It offers courses and training for young people, adults and apprentices with qualifications ranging from entry level to Level 5. It has around 3,000 learners. Askham Bryan College, whose main base is in York, also has a campus based in Salts Mill, Saltaire. It offers Level 2, Level 3 and T Level courses relating to animal care and management, and wildlife and ecology. It has a student body of around 150 at this campus.

Previous Infrastructure Development

- 5.19.11 In March 2024, Bradford College secured £29 million in funding in the form of grants including from the DfE and the Office for Students (OfS) Higher Education Capital Fund. Projects include a £17 million Future Technologies Centre (FTC) and a £3.5 million vocational T Level facility.
- 5.19.12 The vocational T Level facilities opened in Autumn 2024. At the same time a state-of-the-art higher education Science, Technology Engineering and Mathematics (STEM) facility called Garden Mills also opened following an extensive £6.9 million refurbishment project. The former Advanced Technology Centre (ATC) was also upgraded in summer 2024 following a £1.1 million refurbishment programme. It is home

of Progression to Learning and Work students and was rebranded as the Access to College Building⁷⁵.

- 5.19.13 A £3 million manufacturing and engineering hub for Keighley College was completed in March 2025. Located on part of the new Providence Park industrial development, adjacent to the existing college campus, it will be used to train up to 120 apprentices or students at any one time⁷⁶. Funding was provided via the Keighley Towns Fund.

Ongoing/Future Infrastructure Requirements

- 5.19.14 Bradford College's Future Technologies Centre, to be located on Thornton Road in Bradford, will house the college's modern automotive and digital engineering curricula. Demolition of the former Junction Mills building began in summer 2024 with construction of the new facility beginning in early 2025 with the new facility opening in Autumn 2026⁷⁷.
- 5.19.15 Plans have been approved for a £6 million Community, Arts, Heritage and Future Technology Centre in Saltaire. The facility is to be delivered by Shipley College and the Saltaire Collection. It will provide five classrooms as well as a civic garden and rooftop exhibition garden. Additionally, it will be the home of the Saltaire Collection⁷⁸.
- 5.19.16 The Local Plan recognises the importance of the District's post-16 and further education institutions to the District by adopting a supportive approach to building capacity in the area's skills, training and education base, by allowing them to grow and develop through investment in buildings and estates. Policy BCC1 encourages education-led regeneration in Bradford City Centre, within the Knowledge Quarter regeneration area. Policies EC3 and SC3 also support the role of the Further Education colleges as an important centre for learning and the continue enhancement of their campuses.

Engagement with Further Education Providers

- 5.19.17 The Local Plan has consulted and will continue to engage with the key further education providers in preparation and updating of the evidence base work.

Funding and Delivery

- 5.19.18 All further education colleges are independent, self-governing institutions. Funding for 16 to 19 education including sixth forms and further education colleges is provided by the Department for Education. These institutions are funded to provide study programmes and T Levels for young people. The level of funding is calculated using the Government's 16 to 19 funding formula, which is then allocated to each institution, each academic year. Details of how the funding is calculated and used is available on the Department for Education website⁷⁹.

⁷⁵ Bradford College Website – Access to College Building - <https://www.bradfordcollege.ac.uk/capitalprojects/access-to-college-building/> (Accessed 08.05.2025)

⁷⁶ BBC News Website - Building work finished on £3m engineering hub - <https://www.bbc.co.uk/news/articles/c4gm0j6g94po> (Accessed 08.05.2025)

⁷⁷ Bradford College Website – News – Groundbreaking Ceremony Marks Start of Construction on £17m Future Technologies Centre - <https://www.bradfordcollege.ac.uk/news/groundbreaking-ceremony-marks-start-of-construction-on-17m-future-technologies-centre/> (Accessed 08.05.2025)

⁷⁸ Bradford Council Website – Press Releases (February 2024) - Community, Arts, Heritage and Future Technology Centre approved for historic Saltaire - <https://news.bradford.gov.uk/press-releases/e7cf3620-f20a-4b3f-a235-43e0ec40a8ed/community-arts-heritage-and-future-technology-centre-approved-for-historic-saltaire> (Accessed 08.05.2025)

⁷⁹ Department for Education website – 16 to 19 funding – how it works - <https://www.gov.uk/guidance/16-to-19-funding-how-it-works#summary> (Accessed 09.10.2026)

Delivery Partners

5.19.19 The following bodies will play a key role in delivering higher education provision within the District in the coming years:

- Askham Bryan College
- Bradford College
- City of Bradford Metropolitan District Council
- Department for Education
- Keighley College
- Shipley College.

5.20 TERTIARY/HIGHER EDUCATION

Background

- 5.20.1 Tertiary, or higher, education refers to that undertaken following secondary school or sixth form in England. This typically encompasses university or college programmes. It can involve undergraduate and postgraduate studies as well as various specialised qualifications.
- 5.20.2 In the United Kingdom this usually involves courses at Level 4 and above such as diplomas, bachelor's degrees, foundation degrees and postgraduate degrees.

Current Provision

- 5.20.3 Higher education in the District is offered through the University of Bradford, which received its royal character in 1966 although its origins can be traced back to the Bradford Mechanics Institute in 1832. It has a student body of just over 11,600 and employs around 1,700 staff⁸⁰.
- 5.20.4 Teaching is concentrated in four faculties (Engineering and Digital Technologies; Health Studies; Life Sciences; Management, Law and Social Sciences) with a central administration planning unit providing support/professional services. The main university campus, covering 13.38ha is located on the western edge of Bradford City Centre.
- 5.20.5 Students from the District also have opportunities to access higher education elsewhere in the region and the United Kingdom via the UCAS system. Other nearby higher education facilities include University of Leeds, Leeds Beckett University, Leeds Trinity University and the University of Huddersfield. Further education colleges including Bradford College also offer degree level courses and have powers to award degrees.
- 5.20.6 Further education colleges such as Bradford College also offer degree level qualifications.

Previous Infrastructure Development

- 5.20.7 The university's campus has developed and evolved over since it was established in the late 1960's. More recently the university has undertaken several multi-million-pound infrastructure developments, focusing on decarbonisation, cutting-edge academic facilities, and a modernized student experience across its City Campus.

Ongoing/Future Infrastructure Development

- 5.20.8 The Bradford University's Strategic Plan 2025 to 2035 – Adding more value for more people – outlines a ten-year roadmap as it reaches its 60th anniversary. The Plan highlights the institution is operating in a challenging environment brought about by interconnected political, technological, economic and social forces. The strategy sets out how the institution will navigate them to secure a long-term sustainable future whilst advancing its core missions of education, research and innovation⁸¹. It identifies four strategic priorities:
- Students first.

⁸⁰ University of Bradford Website – Facts, Figures and Rankings - <https://www.bradford.ac.uk/about/facts/> (Accessed 23.04.2025)

⁸¹ University of Bradford website – Strategy and Vision - <https://www.bradford.ac.uk/about/strategy-vision/university-strategy> (Accessed 08.10.2026)

- Grow our reputation for research and knowledge mobilisation
 - Widen access
 - A university that works better.
- 5.20.9 Alongside this strategy, the University recognises the need to adapt its approach to the challenges of climate change. One of the key goals is to have a sustainable campus and university. A programme of decarbonisation workstreams have been devised to address its energy requirements/provision and carbon emissions⁸².
- 5.20.10 The university is one a number of organisations within and adjacent to Bradford City Centre that will join the Bradford Energy Network, as described in Section 5.10 above in autumn 2026⁸³.
- 5.20.11 The Local Plan recognises the importance of the university to the District by adopting a supportive approach to building capacity in the area's skills, training and education base, by allowing it to grow and develop through investment in buildings and estates. Policy BCC1 encourages education-led regeneration in Bradford City Centre, in particular within the Knowledge Quarter regeneration area. Policies EC3 and SC3 also support the university's role as an important centre for learning and the continue enhancement of the campus.

Engagement with Higher Education Providers

- 5.20.12 The Local Plan has consulted and will continue to engage with the higher education providers in preparation and updating of the evidence base work.

Funding and Delivery

- 5.20.13 Universities in England are funding through a combination of sources, with student tuition fees being a major contributor. Government funding, research funding and endowments also play significant roles.

Delivery Partners

- 5.20.14 The following bodies will play a key role in delivering higher education provision within the District in the coming years:
- Bradford College
 - City of Bradford Metropolitan District Council
 - Department for Education
 - Keighley College
 - Shipley College
 - University of Bradford.

⁸² University of Bradford website – Sustainable Campus: Energy and Carbon - <https://www.bradford.ac.uk/about/strategy-vision/sustainability/sustainable-campus/energy-and-carbon> (Accessed 08.10.2026)

⁸³ University of Bradford website – News (16.10.2025) - Bradford Energy Network to slash University's carbon footprint by 90% - <https://www.bradford.ac.uk/news/archive/2025/bradford-energy-network-to-slash-universitys-carbon-footprint-by-90.php> (Accessed 08.10.2026)

5.21 HEALTH AND WELLBEING - OVERVIEW

Overview

- 5.21.1 The link between how an area is planned and developed, and the health and wellbeing of its population has long been established. The planning system, either through developing Local Plans or taking decisions on planning applications, can help to create communities that are healthy, happy and sustainable, by ensuring places are well designed, offer opportunities for leisure and recreation and access to employment and services. This means that health and wellbeing, and health infrastructure need to be fully considered in local plans and in decision making.
- 5.21.2 Nationally, the Department of Health and Social Care (DHSC) is responsible for government policy on health and adult social care and oversees the National Health Service (NHS) in England. This includes setting the overall strategy and funding for the health and social care system in England. Day-to-day operational management and national leadership for the NHS in England is the responsibility of NHS England (NHSE) (an arm's length body of the DHSC). It should be noted that NHSE is to be abolished with its function being absorbed back into its parent department.
- 5.21.3 The Health and Care Act 2022 placed Integrated Care Systems (ICS) on a statutory footing. These are statutory partnerships that bring together NHS organisations, local authorities, and others to take collective responsibility for planning services, improving health and reducing inequalities across geographical areas. Each ICS is made up of:
- **Integrated Care Boards (ICB)** – allocates the NHS budget and commission services for the population. The ICB is directly accountable to NHS England for spend and performance within the system. ICBs may choose to exercise their functions through delegating them to place-based committees but the ICB remains formally accountable. Each ICB must prepare a five-year system plan setting out how they will meet the health needs of their population.
 - **Integrated care partnerships (ICPs)** – these are statutory joint committees consisting of the ICB and local authorities in each area. They bring together a broad set of system partners to support partnership working and develop an 'integrated care strategy', a plan to address the wider health care, public health and social care needs of the population. This strategy must build on local joint strategic needs assessments and health and wellbeing strategies and must be developed with the involvement of local communities and Healthwatch. The ICB is required to have regard to this plan when making decisions.
- 5.21.4 Within each ICS, a number of partnership and delivery structures are being put into place. These are:
- **Place based networks:** working together across areas to understand local health needs.
 - **Primary Care Networks (PCN) (Neighbourhood Level)** – introduced in 2019 following the publication of the NHS Long Term Plan, these allow GP practices to come together to share resources and work with other organisations to services to their communities. Nationally, there are around 1,300 PCNs covering populations of around 30,000 to 50,000 people. In Bradford District there are 12 PCNs covering 71 GP practices.
- 5.21.5 For the purposes of this LIP, health and wellbeing provision consists of the following:
- Primary Care Services (including General Practitioner Services)
 - Secondary Care (including acute/hospital services)

- Dental Services
- Pharmacy Services
- Optician Services
- Public Health

5.22 PRIMARY CARE SERVICES

Background

5.22.1 The provision of primary care services in Bradford District is managed by the West Yorkshire Integrated Care Board (ICB) established in July 2022. Prior to this date, service commissioning was managed by the Bradford and Craven Clinical Commission Group (CCG).

Current Provision

5.22.2 Bradford District's 71 GP practices are organised into 12 Primary Care Networks (PCNs), which are groups of surgeries that collaborate and share some management and economies of scale. Several of these GP practices operate for several different locations/sites. Two practices are located outside the Bradford District area; however, their catchment areas extend into it.

Table 5.22.1: Primary Care Networks and Member Practices in Bradford District

Primary Care Network and Member Practices	Practice List Size (April 2020)
Affinity Care	57,894
Cowgill, Clayton	4,581
Haigh Hall, Greengates	5,621
Shipley	19,973
Sunnybank, Wyke	10,430
The Willows, Queensbury	8,328
Thornton and Denholme Medical Practice (2 sites – Thornton; Denholme)	8,961
Bingley Bubble	43,737
Baildon Surgery	9,199
Bingley Medical Practice (2 sites – Canalside Health Care Centre; Crossflatts)	13,114
Oak Glen, Bingley	3,736
Springfield, Bingley	7,603
Wilsden (2 sites – Wilsden; Cullingworth)	10,085
Bradford 4 Plus	41,869
Bowling Highfield Medical Centre (2 sites – Bowling Hall Medical Practice; Highfield Health Centre)	14,736
Low Moor	10,328
Rooley Lane	7,830

Tong	8,975
Bradford City 4	31,179
Bilton Medical Centre	5,841
Kensington Street Partnership (4 sites – Kensington Street Health Centre; Lower Grange Medical Centre; Mughal Medical Centre; Woodroyd Medical Centre)	23,879
Picton Medical Centre	9,124
The City Medical Practice	3,273
The Lister Surgery	3,103
Bradford City 5	52,149
Avicenna Medical Practice	7,235
Bevan Health Care	5,417
Dr. Akbar's Surgery	7,208
Dr. Hamdani	3,339
Moor Park Medical Practice (Dr. I. Malik)	2,908
Peel Park Surgery	3,035
Primrose Surgery	5,622
The Bradford Moor Practice	3,981
Thornbury	6,896
Valley View Surgery	6,508
Bradford City 6	57,747
Bradford Student Health Service	9,905
Clarendon Medical Centre (2 sites – Clarendon Medical Centre; Manningham Health Centre)	8,802
Frizinghall Medical Centre	3,764
Grange Medical Centre	6,816
Kensington Street Health Centre (Dr. Iqbal)	5,102
Little Horton Lane Medical Centre (Dr. Gilkar)	9,182
Little Horton Lane Medical Centre (Dr. Mall)	4,320
Park Grange Medical Centre	3,181

Parkside Medical Centre	4,166
The Family Practice	2,509
Bradford North West	50,759
Ashwell	7,806
Hollyns Health and Wellbeing (2 sites – Allerton; Clayton)	13,818
Leylands (3 sites – Heaton Medical Practice; Leylands Medical Centre; Wrose Health Centre)	18,827
Manor Medical Practice (2 sites- Allerton Health Centre; Girlington Health Centre)	10,308
Five Parks	63,233
Horton Bank	7,932
Horton Park (2 sites – Horton Park Medical Practice; New Hey Surgery)	10,343
Parklands (2 sites – The Medical Centre [Buttershaw Lane]; Park Road Medical Centre)	10,226
The Ridge (3 sites – Buttershaw Surgery; Great Horton Surgery; Wibsey Surgery)	23,786
Wibsey and Queensbury (2 sites – Queensbury Health Centre; Wibsey Medical Centre)	10,946
Five Lane Ends	33,968
Ashcroft	8,518
Farrow	7,123
Moorside Surgery	7,862
Rockwell and Wrose (2 sites – Rockwell Medical Centre; Wrose Health Centre)	10,465
Modality	87,084
Cross Hills Group Practice*	12,125
Farfield Group Practice, Keighley	12,946
Fisher Medical Centre, Skipton**	14,017
Haworth Medical Centre	9,451
Holycroft Surgery, Keighley	9,904
Kilmeny Group Practice, Keighley (2 sites – Kilmeny Group Medical Practice; Long Lee Surgery)	13,401
Oakworth Medical Practice	3,535

Silsden and Steeton Medical Practice (2 sites – <i>Silsden Surgery; Steeton Health Centre</i>)	11,705
North Bradford	36,460
Idle	12,157
Saltaire and Windhill Medical Partnership (4 sites – <i>Cliffe Avenue Medical Practice, Baildon; Cottingley Surgery; Saltaire Medical Practice; Windhill Green Medical Practice</i>)	24,303
Wharfedale, Airedale and Craven Alliance	73,892
Addingham Medical Practice	3,065
Dyneley House Surgery, Skipton*	12,831
Grange Park Surgery, Burley in Wharfedale	6,842
Ilkley and Wharfedale Practice	5,088
Ilkley Moor and Grassington (2 sites – <i>Ilkley Moor Medical Centre; Grassington Medical Centre**</i>)	17,830
Ling House Medical Centre, Keighley	12,064
North Street Surgery, Keighley	6,660
Townhead Surgery (2 sites – <i>Townhead Surgery, Settle; The Old Co-op Hall, Hellifield**</i>)	9,512

* Located outside the District boundary but serves local residents.

** Not within District

*** Catchment area includes Addingham

Previous Infrastructure Development

- 5.22.3 A new health, wellbeing and community centre was opened at the Old School in Shipley. Known as Farfield, the aim of the project is to transform the way mental health and wellbeing services are delivered in the area. It received £3 million pounds of funding from the Government-funded Shipley Towns Fund, with additional funding being sourced through match funding from the Cellar Trust who will operate the facility⁸⁴.
- 5.22.4 Approval was granted to proceed with an extension to the existing Grange Park Surgery in Burley in Wharfedale to provide additional capacity to address significant local population growth due to housing developments in the locality. Funding was provided

⁸⁴ City Bradford Metropolitan District Council website (21.11.2024) - New name for Shipley's health, wellbeing and community centre is revealed - <https://news.bradford.gov.uk/press-releases/1b67f253-d685-4a9f-ba19-074bd752e276/new-name-for-shipley-s-health-wellbeing-and-community-centre-is-revealed> (Accessed 15.05.2025)

via the Community Infrastructure Levy, a grant from the NHS and a loan. The project commenced in June 2024 and opened for use in April 2025⁸⁵.

Ongoing/Future Infrastructure Requirements

- 5.22.5 Nationally, the NHS is rolling out the Neighbourhood Health Framework⁸⁶. This represents a major shift in the way healthcare is provided with the aim of bringing care closer to where people live, strengthening prevention and joining up services across various elements of the NHS, local government, social care and voluntary sector. There are also plans to build 250 Neighbourhood Health Centres in England by 2035, of this 120 would be delivered by 2030, as a means of bringing services closer to residents and reducing waiting lists⁸⁷.
- 5.22.6 Bradford District and Craven Health and Care Partnership is one of 43 sites nationally that are taking part in Wave One of the National Neighbourhood Health Implementation Programmed (NNHIP). Within this, two areas have been selected to be part of the NNHIP work – Bradford South and Keighley and Airedale. These cover five Primary Care Networks and four Community Partnerships.
- 5.22.7 The Health and Care Partnership is seeking to build on the Government's Neighbourhood Health Framework with their Integrated Neighbourhood Health and Care (INHC) approach to transforming how health and care is planning, organised and delivered around the needs of local populations⁸⁸. A Strategic Plan is being developed to provide a common strategic direction for the next phase of the INHC programme⁸⁹. Final approval is expected in November 2026. It is structure around five system wide goals:
1. Improve population health and reduce health inequalities.
 2. Improve access to integrated neighbourhood health and care.
 3. Improve people's experience of planning and proactive care.
 4. Improve urgent and emergency care outcomes.
 5. Improve the experience for people, carers and staff.
- 5.22.8 The Local Plan recognises the strong links between spatial planning and health and wellbeing. As such it includes policies that support creating well-designed and healthy places.

⁸⁵ Ilkley Gazette website (14.04.2025) – New extension at Grange Park Surgery officially opened: <https://www.ilkleygazette.co.uk/news/25088222.new-extension-grange-park-surgery-officially-opened/> (Accessed 15.05.2025)

⁸⁶ Department of Health and Social Care (2026) – Policy Paper: Neighbourhood Health Framework - <https://www.gov.uk/government/publications/neighbourhood-health-framework/neighbourhood-health-framework#neighbourhood-health-estates-and-locations> (Accessed 07.10.2026)

⁸⁷ Department of Health and Social Care (2026) – Policy Paper: Neighbourhood Health Framework - <https://www.gov.uk/government/publications/neighbourhood-health-framework/neighbourhood-health-framework#neighbourhood-health-estates-and-locations> Accessed 07.10.2026)

⁸⁸ City of Bradford Metropolitan District Council website – Report to Health and Wellbeing Board (15.09.2026): Integrated Neighbourhood Health and Care Strategic Plan - <https://bradford.moderngov.co.uk/documents/s57232/Item%20%20-%20HWB%20INHC%20Strategic%20Plan%20-%20September%202026.pdf> (Accessed 07.10.2026)

⁸⁹ City of Bradford Metropolitan District Council website – Report to Health and Wellbeing Board (15.09.2026): Integrated Neighbourhood Health and Care Strategic Plan – Appendix A: Our plans for health, care, and wellbeing in Bradford District and Craven https://bradford.moderngov.co.uk/documents/s53246/Doc%20D%20-%20Appendix%20A%20BDCHCP_HCW_Plan_2025_FINAL.pdf (Accessed 07.10.2026)

- 5.22.9 Policy SS1 sets out the overall spatial strategy for the District up to 2043. Part of this involves supporting the delivery of healthy places, improving people's health and wellbeing and helping reduce health inequalities, by planning sustainable, resilient and well-connected places where people want to live and work.
- 5.22.10 Policy ST4 considers communities and sustainable development, alongside the Council's responsibility under the 2012 and 2022 Health and Social Care Acts to meet local health and wellbeing needs and reduce health inequalities. It brings together several closely aligned design, transport and infrastructure policy areas as an integrated approach to supporting the delivery of well-designed and healthy places.
- 5.22.11 The policy also highlights the need to work in partnership with health provider to maintain and improve access to health services including via the co-location of services/facilities with other community facilities.
- 5.22.12 Policy SC1 seeks to support the provision of new or enhanced community infrastructure/facilities within the District and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the ability of local communities to meet their day-to-day needs. Policy SC4 provides a policy framework to the provision of new and/or enhanced health care facilities in the District.

Engagement with Primary Care Providers

- 5.22.13 The Council has sought to engagement with health providers during the preparation of the Local Plan and Local Infrastructure Plan.

Funding and Delivery

- 5.22.14 General practices are small to medium-sized businesses whose services are contracted by NHS commissioners to provide generalist medical services in a geographical or population area.
- 5.22.15 Funding for GP services in England depends on a complex mix of different income streams. Much of a practice's income comes from its core contract agreements – meeting mandatory requirements, running essential services and operating additional and out-of-hours service where they have been agreed. This is known as the global sum payment.
- 5.22.16 The level of the global sum payments is based on an estimate of the practice's patient workload and certain unavoidable costs, not on the actual recorded delivery of services. The payment for each practice is based on a weighted sum for every patient on the practice list. A formula (the Carr-Hill formula) is used to apply these weightings, which account for factor such as age and gender.
- 5.22.17 Other sources of funding/income come from other NHS sources such as the Quality and Outcomes Framework scheme or payments for providing enhanced services. Primary Care Network (PCN) funding accounts for 10% of GP funding.
- 5.22.18 Developers can also contribute to funding healthcare infrastructure through financial or "in-kind" contributions if it is shown that the demand generated by a larger population cannot be accommodated in existing facilities. Such contributions can fund the expansion of existing facilities or build new ones. Sometimes it may be appropriate for a developer to provide land or floor space within a development. Developer contributions are only used for infrastructure, in the form of land or buildings, and are not used to fund healthcare services.

Risks and Mitigation

- 5.22.19 The main risks to delivery of primary health care infrastructure include:

- 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 does not always correspond with the Local Plan period. NHS forecast modelling therefore doesn't always consider the full impact of the envisaged housing development and the resulting demographic changes.
- The NHS faces funding constraints and currently 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.

Delivery Partners

5.22.20 The following bodies and organisations will play a key role in delivering primary health care services within the District over the coming years:

- Bradford and Craven Health Care Partnership
- Department of Health and Social Care.
- National Health Service (including NHS England and NHS Property Services)
- Primary Care Networks/GP Practices
- West Yorkshire Integrated Care Board (ICB)

5.23 SECONDARY/ACUTE CARE

Overview/Background

- 5.23.1 Secondary care refers to specialised medical services provided by healthcare professionals who are typically the second contact with a patient after a referral from a primary care provider. These services are delivered by specialists.
- 5.23.2 Secondary care is often required when a patient needs further investigation, diagnosis, or treatment for a specific condition, and/or requires treatment in an emergency. Care is usually provided in hospitals, although it can also occur in other community settings.

Current Provision

- 5.23.3 Hospital services in Bradford district are provided by two NHS Foundation Hospital Trusts across several sites.
- 5.23.4 Bradford Royal Infirmary, operated by the Bradford Teaching Hospitals NHS Foundation Trust (BTHFT) provides in-patient services and is home to one of the district's two Emergency Departments. St Luke's Hospital focuses on outpatient and rehabilitation services. The trust also manages local community hospitals at Westwood Park, Westbourne Green and Eccleshill which provide a range of diagnostic, treatment and outpatient services. The trust itself provides for a core population of 500,000 people and specialist services for some 1.1 million people.
- 5.23.5 Airedale NHS Foundation Trust, from its main base at Airedale General Hospital in Steeton with Eastburn, provides acute, elective, specialist and community care for a population of over 200,000 people from a widespread area covering 700 square miles within Yorkshire and Lancashire – stretching as far as the Yorkshire Dales and the National Park in North Yorkshire, reaching areas of North Bradford and Guiseley in West Yorkshire and extending into Colne and Pendle in East Lancashire.
- 5.23.6 Airedale General Hospital is also home to the area's other Emergency Department as well as in-patient services. Some services are offered from locations across the trust area including the Castleberg Hospital (near Settle), Coronation Hospital in Ilkley and Skipton Hospital.
- 5.23.7 Lynfield Mount Hospital and the Airedale Centre for Mental Health managed by the Bradford District Care NHS Foundation Trust, provide mental health services and support for those living Bradford, Airedale, Wharfedale and Craven.

Previous Infrastructure Development

- 5.23.8 The District's three NHS Foundation Trusts came together under the "Act as One" health and care partnership to submit a joint bid in September 2021 for over £1.7 billion of funding as part of the Government's New Hospitals Programme to provide three new hospitals in the area to replace existing outdated facilities⁹⁰. The combined bid is in addition to three individual proposals submitted by each of the Trusts. The proposals involved:
- Rebuilding Airedale Hospital on its current site with ambition of creating a new state of art building and Europe's first carbon neutral hospital.
 - Replacing Bradford Royal Infirmary and St. Luke's Hospital with a single purpose-built hospital.

⁹⁰ Bradford Teaching Hospitals NHS Foundation Trust Website – Press Release: Ambitious plans could see three new hospitals for our District (Dated 03.09.2021) - <https://www.bradfordhospitals.nhs.uk/ambitious-plans-could-see-three-new-hospitals-for-our-district/>

- Rebuilding Lynfield Mount to develop a new acute inpatient facility that integrates mental health and neurodiversity with the community.
- 5.23.9 In addition to the proposals outlined above BTHFT also developed and invested in its existing estate to support the delivery of 21st century healthcare. This included a programme of works to improve and future-proof its existing built environment.
- 5.23.10 A substantial part of this programme was the new £28m hospital wing at Bradford Royal Infirmary (BRI), which has been operational since spring 2017. The opening of this wing has meant that there is little remaining space for further expansion of the hospital on its current site.
- 5.23.11 Further investment took place at the St. Luke's Hospital site, with the construction of a £19 million day case surgical unit. The facility opened in January 2025, with the first patients being treating in February 2025. Funding was provided from NHS England's Targeted Investment Fund.
- 5.23.12 In February 2024, BTHFT opened the £9 million Eccleshill Community Diagnostic Centre. The centre helps doctors and consultants to diagnose life-threatening conditions more quickly, reduce waiting times, meet high demand for diagnostic testing and improve access to treatment. It is the first of its kind in West Yorkshire and provides approximately 80,000 additional diagnostic appointments each year, diagnosing conditions such as cancer and heart diseases more quickly⁹¹.
- 5.23.13 In May 2023, it was announced that the proposals for a new Airedale General Hospital had secured a place on the Government's New Hospitals Programme⁹². This will see the hospital being re-built on its current site at Steeton with Eastburn. An undisclosed amount of funding as part of the programme was expected to be released during the financial 2023/2024 for enabling works to prepare the site for construction⁹³.
- 5.23.14 The proposals for Lynfield Mount were not included in the New Hospitals Programme. The Bradford District NHS Foundation Care Trust then considered their approach in bring forward proposals for new/enhanced facilities at the site⁹⁴.

Ongoing/Future Infrastructure Development

- 5.23.15 A review of the New Hospitals Programme was undertaken by the new Government following the General Election in July 2024. It was confirmed in January 2025 that Airedale Hospital remained within the programme and was expected to be delivered in "Wave 1" of it. This is due to the much of the facility being constructed of reinforced autoclaved aerated concrete (RAAC) and the need to reduce the risk posed by it. Hospitals in this wave of the programme are expected to start construction between 2025 and 2030, with a cost estimate of £1 billion to £1.5 billion.

⁹¹ Telegraph and Argus website (28.02.2024) - New £9 million Eccleshill centre to aid with quick diagnosis - <https://www.thetelegraphandargus.co.uk/news/24148622.new-9-million-eccleshill-centre-aid-quick-diagnosis/> (Accessed 05.06.2026)

⁹² Airedale NHS Foundation Trust website (25.05.2023) - Green light given for new state-of-the-art Airedale General Hospital - <https://www.airedale-trust.nhs.uk/green-light-given-for-new-state-of-the-art-airedale-general-hospital/> (Accessed 05.06.2026)

⁹³ Telegraph and Argus (11.12.2023) website - Work to build new Airedale Hospital is a step closer - <https://www.thetelegraphandargus.co.uk/news/23982015.work-build-new-airedale-hospital-step-closer/> (Accessed 05.06.2026)

⁹⁴ Bradford District Care NHS Foundation Trust website (09.12.2022) – Transformational Plans for Lynfield Mount - <https://www.bdct.nhs.uk/about-us/transformational-plans-for-lynfield-mount-hospital/> (Accessed 05.06.2026)

- 5.23.16 The new hospital building is based on the national Hospital 2.0 blueprint⁹⁵. Designs are being developed and it is anticipated that an outline planning application will be submitted in August 2026, with construction commencing in 2029⁹⁶. It is expected that it will open in 2033. Proposals have also been put forward for enabling works to support the new hospital development.
- 5.23.17 Bradford District Care NHS Foundation Trust received approval from DoHSC to redevelop its site at Lynfield Mount Hospital in Bradford⁹⁷. The £65 million project will include refurbishment of the hospital's existing central building, upgrading two existing wards to provide 100 percent en-suite facilities, construction of a new two-storey ward block and provision of safe outdoor garden spaces and recreational areas. £50 million will be provided by the Government, with a further £15 million allocated towards the project from the West Yorkshire Integrated Care System. It will be delivered over four phases with some enabling works already being underway. The redeveloped is expected to be completed in 2028⁹⁸.
- 5.23.18 Following the transfer of outpatient physiotherapy and community therapy to other locations, Shipley Hospital was closed, with site being put up for sale.
- 5.23.19 The Local Plan recognises the strong links between spatial planning and health and wellbeing. As such it includes policies that support creating well-designed and healthy places.
- 5.23.20 Policy SS1 sets out the overall spatial strategy for the District up to 2043. Part of this involves supporting the delivery of healthy places, improving people's health and wellbeing and helping reduce health inequalities, by planning sustainable, resilient and well-connected places where people want to live and work.
- 5.23.21 Policy ST4 considers communities and sustainable development, alongside the Council's responsibility under the 2012 and 2022 Health and Social Care Acts to meet local health and wellbeing needs and reduce health inequalities. It brings together several closely aligned design, transport and infrastructure policy areas as an integrated approach to supporting the delivery of well-designed and healthy places.
- 5.23.22 The policy also highlights the need to work in partnership with health provider to maintain and improve access to health services including via the co-location of services/facilities with other community facilities.
- 5.23.23 Policy SC1 seeks to support the provision of new or enhanced community infrastructure/facilities within the District and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the ability of local communities to meet their day-to-day needs. Policy SC4 provides a policy framework to the provision of new and/or enhanced health care facilities in the District.

⁹⁵ Airedale NHS Foundation Trust Website – Hospital 2.0 – a blueprint for future hospitals - <https://www.airedale-trust.nhs.uk/about-us/securing-the-future-of-airdale/designing-the-hospital-hospital2-0/> (Accessed 05.06.2026)

⁹⁶ Airedale NHS Foundation Trust Website – Design the hospital: Our proposed outline design -<https://www.airedale-trust.nhs.uk/about-us/securing-the-future-of-airdale/our-proposed-outline-design/> (Accessed 05.06.2026)

⁹⁷ Bradford District Care NHS Foundation Trust Website (03.02.2026) – Lynfield Mount Hospital given green light for redevelopment - <https://www.bdct.nhs.uk/about/news/detail/lynfield-mount-hospital-given-green-light-for-redevelopment/> (Accessed 11.02.2026)

⁹⁸ Bradford District Care NHS Foundation Trust Website – Lynfield Mount redevelopment - <https://www.bdct.nhs.uk/about-us/lynfield-mount-redevelopment/> (Accessed 11.02.2026)

Engagement with Secondary/Acute Care Providers

5.23.24 Engagement has taken place with secondary and acute care providers via the Bradford and Craven Strategic Estates Group.

Funding/Delivery

5.23.25 Funding for NHS hospitals, including acute care, generally derives from the NHS through funding allocations and based on performance under the Quality and Outcomes Framework.

Delivery Partners

5.23.26 The following bodies and organisations will play a key role in planning for and delivering secondary and acute health care services within the District over the coming years:

- Airedale NHS Foundation Trust
- Bradford and Craven Health Care Partnership
- Bradford District Care NHS Foundation Trust
- Bradford Teaching Hospitals NHS Foundation Trust
- National Health Service (NHS England and NHS Property Services)
- West Yorkshire Integrated Care Board (ICB)

5.24 DENTAL SERVICES

Background

- 5.24.1 NHS dental services are provided in primary care and community settings, and in hospitals for more specialised care. NHS dental services are commissioned by Integrated Care Boards (ICBs). 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.

Current Provision

- 5.24.2 Bradford District has a total of 78 dental practices⁹⁹, many of which undertake NHS dental work under contract from the West Yorkshire ICB. The district also has an emergency dental service that offers emergency appointments daily for those not registered with a dentist, as well as offering emergency provision at bank holidays and weekends.
- 5.24.3 Specialist or community dental care is provided through the Bradford District Care NHS Foundation Trust Community Dental Service. This service works (by referral only) with children, young people and adults who are unable to access dental treatment by a “high street” NHS dentist due to their additional needs. This service is available at several health centres across the District including Barkerend, Horton Park, Keighley, Kensington Street, Shipley, Waddiloves and Westbourne Green.

Future Infrastructure Requirements

- 5.24.4 It is anticipated that the private sector will provide dental practices in line with market demand over the Local Plan period (2025 to 2043).

Funding/Delivery

- 5.24.5 As highlighted previously, many dentists are private, but those that offer NHS treatment are paid by the NHS Business Services Authority, acting for the Department of Health and Social Care.

Delivery Partners

- 5.24.6 The following bodies and organisations will play a key role in planning for and delivering dental services within the District over the coming years:
- Dental Practices
 - West Yorkshire Integrated Care Board (ICB)

⁹⁹ Data taken from Dentist Locator website - <https://dentistlocator.co.uk/> (Accessed 07.10.2026)

5.25 PHARMACY SERVICES

Overview

- 5.25.1 Pharmacies have an important role in communities and are a key part of the country's primary care. They are most well-known as a dispenser and retailer of medicines but have a much broader role including other NHS and publicly funded services. Community pharmacies are common fixtures in many high streets, large supermarkets or attached to GP surgeries. They are usually independent businesses.

Background

- 5.25.2 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 an up-to-date statement of the need for pharmaceutical services for the population in its area, referred to as a Pharmaceutical Needs Assessment (PNA). This should describe:
- the current range of pharmaceutical services,
 - the need for such services and
 - potential future need (for example, to support an ageing population or new housing development).
- 5.25.3 It should also identify any service gaps and highlight any new services that may be required.
- 5.25.4 It is used by NHS England to assess applications for new pharmacies, to determine if the proposed pharmacy meets an identified need. Market entry is the term used to describe this process, by which applications for new premises are made, processed and determined.
- 5.25.5 PNAs are also used by NHS England and local commissioning bodies in making decisions on which other NHS and local authority funded local services need to be provided by local community pharmacies.

Current Provision

- 5.25.6 There are currently 129 pharmacies within Bradford District, 14 of which are distance selling and do not provide essential services on their premises. There are 17 pharmacies that are open for more than 72 hours per week, two for more than 100 hours, and 69 that are open on Saturday. two 100-hour pharmacies. Each locality has 20 or more pharmacies with on average 4,200 people served per pharmacy across the district.

Table 5.25.1: Pharmacy Provision in Bradford District

Area	Number of Pharmacies (excluding distance selling)	Estimated Population Served Per Pharmacy
Bradford East	27	4,579
Bradford South	23	4,679
Bradford West	31	3,958
Keighley	22	4,574
Shipley	26	3,788

Bradford	129	4,287
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Ongoing/Future Infrastructure Requirements

- 5.25.7 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, the PNA has not identified any future needs or services that if provided now or in the future would secure improvements or better access to services across the District which are not already met by providers currently on the pharmaceutical list.
- 5.25.8 Access to pharmaceutical services for the residents of Bradford District is good and the main conclusion of this PNA is that, in accordance with the regulations in the area, current provision of pharmaceutical services is sufficient, with pharmacies appearing to be in areas of greatest need, as determined by population density, deprivation and identified health needs.
- 5.25.9 This PNA also looks at potential changes during the lifetime of the of the document, including current populations demographics and predicted population growth in the district, along with planned housing developments and the distribution of services across the District. This document concludes that current provision will be sufficient to meet the future needs of residents during the three-year lifetime of this PNA.

Funding/Delivery

- 5.25.10 Community pharmacy provision in England is set out in the Community Pharmacy Contractual Framework (CPCF). The CPCF is an agreement between the Department of Health and Social Care, NHS England and Community Pharmacy England and sets out funding the for the community pharmacy sector. A two-year funding settlement covering the years 2024/2025 and 2025/2026 was agreed in March 2025 for £2.7 billion and £3 billion respectively¹⁰⁰.

Delivery Partners

- 5.25.11 The following bodies and organisations will play a key role in planning for and delivering pharmacy services within the District over the coming years:
- Community Pharmacies
 - Community Pharmacy England
 - Community Pharmacy West Yorkshire.
 - West Yorkshire Integrated Care Board (ICB)

¹⁰⁰ House of Commons Library website – Research Briefing: Community Pharmacy in England (March 2026) - <https://commonslibrary.parliament.uk/research-briefings/cbp-9854/> (Accessed 07.10.2026)

5.26 OPTICIAN SERVICES

Overview/Background

- 5.26.1 Optician services in England tend to be commercially provided. ‘Optician’ is a general term that covers both optometrists and dispensing opticians.
- 5.26.2 Optometrists carry out sight tests to check the quality of vision and eye health. They look for signs of eye disease that may need treatment from a doctor or eye surgeon and prescribe and fit glasses and contact lenses. Dispensing opticians fit glasses and contact lenses, but do not test eyes. These services are generally provided by the private sector. The NHS, usually via hospitals, also provide ophthalmology services for a range of eye conditions.

Current Provision

- 5.26.3 Bradford Local Optical Committee (LOC) represents the interests of Optometrists, Dispensing Opticians and Contractors of Ophthalmic services in the Bradford and Airedale area. There are 68 optician practices across Bradford District, primarily concentrated in the main settlements.
- 5.26.4 The NHS commissions sight tests (usually through high street providers). The priority is to ensure that patients receive a high quality and clinically robust service. Some people are entitled free NHS eye tests or receive optical vouchers to help towards the cost of glasses or contact lenses.
- 5.26.5 Bradford Royal Infirmary has a designated ophthalmology department that provides outpatient and day case services to adults and children as well as support and advice to inpatients with a variety of eye conditions.

Ongoing/Future Infrastructure Requirements

- 5.26.6 It is anticipated that the private sector will provide optician services in line with market demand over the Local Plan period.

Funding/Delivery

- 5.26.7 Funding for optician services splits into three areas – NHS/public funding for patient care, employer duties and business/practice finance for running a clinic.

Delivery Partners

- 5.26.8 The following bodies will play a key role in delivering optician services within the District in the coming years:
- Bradford Local Optical Committee
 - Bradford Teaching Hospitals NHS Foundation Trust
 - NHS England
 - Private sector

5.27 PUBLIC HEALTH

Background

- 5.27.1 Under the Health and Social Care Act 2012, responsibility for public health was moved out of the NHS into local government in April 2013.
- 5.27.2 Public health is not the same as healthcare which focuses on the health of the individual. Examples of public health work include:
- Controlling infections;
 - Programmes to diagnose disease as early as possible;
 - Programmes to support healthy behaviours,
 - Ensuring people have access to nutritious food and safe housing;
 - Tackling climate change; and
 - Responding to major incidents and disasters.
- 5.27.3 Health and Wellbeing Boards (HWBs) promote co-operation from leaders in the health and social care system to improve the health and wellbeing of their local population and reduce health inequalities. HWBs are responsible for producing Joint Health and Wellbeing Strategies (JHWS), Joint Strategic Needs Assessments (JSNA) and Pharmaceutical Needs Assessments (PNA).

Current Provision

- 5.27.4 As the local authority for its area, City of Bradford Metropolitan District Council is responsible for the public health of its population. The Council's Public Health team works along the NHS, other public agencies, voluntary organisations and communities to reduce risks and promote better health for the District's residents.
- 5.27.5 Public health services are commissioned by Bradford Council. This includes commissioning smoking cessation services, health checks, 0-19 services (health visiting and school nursing), drug and alcohol treatment services, and sexual health services. These are currently delivered by a range of providers including the NHS and Voluntary and Community Sector.
- 5.27.6 Local data on Public Health is published annually by a number of national organisations including Public Health England and the NHS. This includes the local Health Profiles and the Public Health Outcomes Framework.

Future Infrastructure Requirements

- 5.27.7 The Local Plan recognises the strong links between spatial planning and health and wellbeing. As such it includes policies that support creating well-designed and healthy places.
- 5.27.8 Policy SS1 sets out the overall spatial strategy for District up to 2043. Part of this involves supporting the delivery of healthy places, improving people's health and wellbeing and helping reduce health inequalities, by planning sustainable, resilient and well-connected places where people want to live and work.
- 5.27.9 Policy ST4 considers communities and sustainable development, alongside the Council's responsibility under the 2012 and 2022 Health and Social Care Acts to meet local health and wellbeing needs and reduce health inequalities. It brings together a number of closely aligned design, transport and infrastructure policy areas as an integrated approach to supporting the delivery of well-designed and healthy places.

5.27.10 Policy SC1 seeks to support the provision of new or enhanced community infrastructure/facilities within the District and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the ability of local communities to meet their day-to-day needs. Policy SC4 provides a policy framework to the provision of new and/or enhanced health care facilities in the District.

Engagement with Public Health

5.27.11 The Council's Public Health team has been involved in developing the Local Plan's policy in particular in relation to support and creating healthy communities and places. The team are also key consultees on major planning applications.

Delivery Partners

5.27.12 The following bodies will play a key role in delivering public health services within the District in the coming years:

- Bradford and Airedale Health and Wellbeing Board
- City of Bradford Metropolitan District Council - Public Health
- Community Organisation
- National Health Service
- Voluntary sector

5.28 EMERGENCY SERVICES

Overview

- 5.28.1 Emergency or “blue light” services include policing, fire and rescue and ambulance services. In common with other parts of the public sector, these services have undergone restructuring in terms of how they are delivered in order to reflect changing levels of resources and demands from society. Each service is supported by a range of infrastructure that assists in their delivery across Bradford District.
- 5.28.2 Development will create new areas that will require coverage by the District’s emergency services. Increases in the population will lead to an increased number of incidents that emergency services will need to deal with.

Policing/Community Safety

Background

- 5.28.3 West Yorkshire Police (WYP) are responsible for policing in Bradford District. Nationally, the Home Office sets the strategic direction and oversight of policies. The West Yorkshire Mayor (who has the functions of the Police and Crime Commissioner) and the Deputy Mayor for Policing and Crime, supported by the Police and Crime Panel sets the direction for WYP and has a strategic managing role, whilst the day to day running and operation of the force rests with the Chief Constable.
- 5.28.4 WYP is headquartered in Wakefield and employs more than 10,000 police officers and other staff. Policing in West Yorkshire is delivered via five policing districts (divisions), based on the five local authority areas that make up the area with 21 neighbourhood policing teams (NPTs) split across them. There are also a range of specialist police officers and support staff based at the force’s headquarters and elsewhere.
- 5.28.5 The Mayor’s Police and Crime Plan (2024 to 2028) sets out a vision and priorities for policing in West Yorkshire. This vision is “West Yorkshire: Safe. Just. Inclusive”, whilst the key priorities are:
- Keeping people safe
 - Safer places and thriving communities
 - Supporting victims and witnesses.
- 5.28.6 WYP has prepared an Operational Policing Strategy (2023 to 2028) to set out the strategic direction for the force to deliver its elements of the Mayor’s Police and Crime Plan. The former has adopted the same vision as the Police and Crime Plan – Safe, Just and Inclusive. The strategy sets out three policing purposes:
- Reducing Crime
 - Protecting Vulnerable People
 - Reassuring the Public.

Current Provision

- 5.28.7 Six NPTs cover Bradford District:
- Bradford City – covering Bradford City Centre
 - Bradford East – covering Apperley Bridge, Barkerend, Bolton, Bowling, Bradford Moor, Eccleshill, Fagley, Greengates, Idle, Laisterdyke, Little Horton, Ravenscliffe, Thackley, Thornbury, Thorpe Edge, Undercliffe, West Bowling and surrounding areas.

- Bradford South – covering Buttershaw, Clayton Heights, Dudley Hill, Great Horton, Holmewood, Low Moor, Queensbury, Royds, Tong, West Scholes, Wibsey, Wyke and surrounding areas.
- Bradford West – covering Allerton, Clayton, Daisy Hill, Fairweather Green, Frizinghall, Girdlington, Heaton, Lidget Green, Manningham, Thornton, Toller and surrounding area.
- Keighley – covering Addingham, Haworth, Ilkley, Keighley, Oakworth, Oxenhope, Riddlesden, Silsden, Steeton, Worth Valley and surrounding areas
- Shipley – covering Baildon, Bingley, Burley-in-Wharfedale, Crossflatts, Cullingworth, Cottingley, Denholme, Eldwick, Harden, Menston, Saltaire, Shipley, Wharfedale, Wilsden, Windhill, Wrose and surrounding areas.

5.28.8 There are six police stations in the District:

- Bradford (Divisional Headquarters) at Trafalgar House, 58 Nelson Street, Bradford, BD5 0DZ;
- Eccleshill at Javelin House, Javelin Close, Eccleshill, Bradford, BD10 8SA
- Ilkley, Riddings Road, Ilkley, LS29 9LU;
- Keighley at Airedale House, Royd Ings Road, Keighley, BD21 4BY;
- Manningham at Lawcroft House, Lilycroft Road, Bradford, BD9 5AF; and
- Shipley, Manor Lane, Shipley, BD18 3RJ.

Ongoing/Future Infrastructure Development

5.28.9 The proposed level of growth may have the potential to impact on demands on the policing of the District. The Council will continue to engage with West Yorkshire Police to identify any future requirements over the lifetime of the Local Plan.

5.28.10 The Policing and Crime Plan (2024 to 2028) states that the force will seek to ensure that its operating model continues to meet current and future demand, with resources aligned to its priorities and risks. It also seeks to embed sustainability into its operations, ensuring alignment with UN's Sustainable Development Goals and working towards national and local net zero targets and build resilience to climate impacts.

Engagement with West Yorkshire Police

5.28.11 The Council will continue to engage with West Yorkshire Police to identify any future requirements over the lifetime of the Local Plan.

Funding and Delivery

5.28.12 The overall sum of Government funding for policing in England and Wales is set out at Spending Reviews, whilst the detail is outlined and agreed annually.

5.28.13 Most of the funding for police forces is provided by the Home Office and agreed by Parliament on an annual basis at the police funding settlement. This is done in the annual Police Grant Report and contains grant funding allocations for the following year to be paid under the Police Act 1996. It is accompanied by a Written Ministerial Statement to provide context and further information on funding not set out in the Police Grant Report, such as Council Tax precept and direct funding for national policing priorities.

- 5.28.14 The overall funding is allocated to the various police forces based on a funding formula that estimates police workloads based on socio-economic and demographic characters of each force area.
- 5.28.15 In addition to central Government funding, Policing and Crime Commissioners can set a local police precept (known as the “police precept”) as part of the Council Tax within the force area.

Delivery Partners

- 5.28.16 The following bodies will play a key role in delivering policing services within the District and beyond in the coming years:
- Home Office
 - Mayor of West Yorkshire (Police and Crime Commissioner)
 - West Yorkshire Police

Fire and Rescue Services

Background

- 5.28.17 Fire and rescue provision in Bradford District is overseen by the West Yorkshire Fire and Rescue Authority (WYFRA) – committee of elected members from each of the five local authorities that make up West Yorkshire - which in turn manages the West Yorkshire Fire and Rescue Service (WYFRS). WYFRS covers an area of 783 square miles and serves 2.35 million people. It employs over 1,400 people including 953 wholetime firefighters and 140 on-call firefighters.
- 5.28.18 WYFRS operates under several key legislative frameworks that provide the outline of its duties and responsibilities. These include:
- The Fire Services Act 2004
 - The Civil Contingencies Act 2004
 - The Regulatory Reform (Fire Safety) Order 2005
 - The National Framework 2018.
- 5.28.19 Nationally, the strategic direction including legislation and guidelines for England’s forty-six fire and rescue authorities in England is set by the Ministry of Housing, Communities and Local Government (MHCLG).
- 5.28.20 WYFRS Community Risk Management Plan (CRMP) for 2025 to 2028¹⁰¹ , sets out the work that the service will carry out over that three year period to manage and reduce fire-related risks and other emergencies to protect the communities of West Yorkshire. The service’s ambition is “Making West Yorkshire Safer”. The CRMP includes seven priorities:
- Provide a safe, effective and resilient response to local and national emergencies.
 - Focus our activities on reducing risk and vulnerability.
 - Enhance the health and wellbeing of our people.
 - Prioritise a people first mindset through ethical and professional leadership and management.

¹⁰¹ West Yorkshire Fire and Rescue Service Website – Your Fire and Rescue Service 2025 to 2028: https://www.westyorksfire.gov.uk/sites/default/files/2025-07/crmp_-_your_fire_and_rescue_service_2025-28.pdf (Accessed 12.11.2025)

- Work with partners and communities to deliver our services.
- Use resources in an innovative, sustainable and efficient manner to maximise value for money.
- Further develop a culture of excellence, equality, learning and inclusion.

Current Provision

- 5.28.25 The WYFRS local command structure is based on the five districts that make up West Yorkshire (Bradford, Calderdale, Kirklees, Leeds, and Wakefield).
- 5.28.26 There are eight fire stations within Bradford District, six of which are wholetime, whilst two are retained (on call). Over 200 personnel are employed working across the fire stations and in the prevention team. The majority of which are staffed by a station commander, a team of firefighters and support staff, as well as having a range of fire appliances and other support vehicles.
- 5.28.27 The District has a total of nine fire engines based at stations across the area. Several stations also have specialist capabilities. Firefighters at Bingley Fire Station are specially trained to deal with flooding and water rescues, whilst Keighley Fire Station has a specialist wildlife capacity together with trained personnel to deal with large scale moorland fires. Bradford Fire Station provides aerial response with Aerial Platform Ladder¹⁰².
- 5.28.28 The fire stations in Bradford District can be found at:
- Bingley (Keighley Road) (wholetime station – one fire appliance and specialist water rescue capability)
 - Bradford (Leeds Road) (wholetime station – two fire appliances and an ariel platform with technical rescue capability)
 - Fairweather Green (Thornton Road) (wholetime station – one fire appliance and high-rise evacuation capability)
 - Ilkley (Little Lane) (on-call station)
 - Keighley (Bradford Road) (wholetime station – one fire appliance and wildlife capability)
 - Odsal (Huddersfield Road) (wholetime station – one fire appliance and BA set decontamination facility)
 - Shipley (Shipley Fields Road) (wholetime station – one fire appliance and command unit support team)
 - Silsden (Elliot Street) (on-call station)
- 5.28.29 Most of the district's fire stations date from the 1960's and 1970's. The service's headquarters are located at Birkenshaw in Kirklees a short distance from the Bradford District boundary.

Previous Infrastructure Developments

- 5.28.30 Bradford (Leeds Road) Fire Station, opened in 2007 to replace the previous Nelson Street Fire Station in the city centre is the largest fire station in the area. It is home to the area's operational and command team. A new fire station was also opened in Shipley in

¹⁰² West Yorkshire Fire and Rescue Service Website – Bradford District Local Plan (2025/26): <https://www.westyorkshire.gov.uk/sites/default/files/2025-07/Bradford%20District%20Plan%202025-26.pdf> (Accessed 12.11.2025)

2017, whilst a £500,000 refurbishment of Odsal Fire Station was completed in September 2022. This project involved enhanced and upgrading the accommodation at the station¹⁰³.

- 5.28.31 Keighley Fire Station has been replaced at a cost of £2.2m. This involved the demolition of the existing fire station, dating from 1964 and construction of new, more modern three storey facility. Planning permission was granted in May 2022. Construction commenced in late 2022/early 2023 and was completed in October 2025. A temporary fire station was constructed on the site to maintain coverage during the construction period.

Ongoing/Future Infrastructure Development

- 5.28.32 WYFRS's Estates department manages its physical assets and facilities. Their work involving maintaining the infrastructure that supports the service's ambition of "Making West Yorkshire Safer", ensuring that all facilities and assets are ready to support everyday operations and emergency responses.
- 5.28.33 The Fire and Rescue Authority approved the allocation of over £2.4 million of capital investment monies to undertake a programme of works for 2026/27 in February 2026. The authority's Finance and Resources Committee approved the individual schemes in April 2025¹⁰⁴.
- 5.28.34 In relation to Bradford District, a project was put forward to fully refurbish Fairweather Green Fire Station, at an estimated cost of £1.2 million. Other schemes to be applied across the service area relate to the provision of electric vehicle charging infrastructure, replacement of appliance bay doors, provision of LED lighting and replacement/upgrading of boiler controls.
- 5.28.35 The service's Estate Strategy 2025 to 2028 outlines plans to improve estate management in line with service delivery policies and the CRMP. It does not identify any schemes or projects but does include three aims¹⁰⁵.

Engagement with West Yorkshire Fire and Rescue Service.

- 5.28.36 The Council will continue to engage with West Yorkshire Fire and Rescue Service to identify any future requirements over the lifetime of the Local Plan.

Funding and Delivery

- 5.28.37 Funding for fire and rescue services comes from several sources. MHCLG provides funding via an annual central government grant for fire and rescue services to meet their on-going costs. WYFRA also levies a precept on council tax in its area. Business rates are also collected and contribute towards funding for the service.
- 5.28.38 In common with other public services, the fire service is facing major financial and funding challenges which will result in major changes in the way the service is provided. It is likely therefore, that the cost of the service will reduce significantly over the period

¹⁰³ Jupiter Construction website – Odsal Fire Station: <https://jupiterconstruction.co.uk/projects/odsal-fire-station/> (Accessed 12.11.2025)

¹⁰⁴ West Yorkshire Fire and Rescue Authority website – Finance and Resources Committee (17.04.2026) – Item 6: Property and Capital Plan 2026 – 2027 - <https://www.westyorksfire.gov.uk/sites/default/files/2026-04/Reports%20-%20FandR%2017.04.26.pdf> (Accessed 08.10.2026)

¹⁰⁵ West Yorkshire Fire and Rescue Service website – Estates Strategy 2025 to 2028: https://www.westyorksfire.gov.uk/sites/default/files/2025-07/wyfrs_estates_strategy.pdf (Accessed 12.11.2025)

covered by the service plan. The service had a budget requirement for 2026/27 of £123.168 million¹⁰⁶. Funding comes from the following principal sources:

- Central government - £60.320 million
- Council tax precept - £62.848 million

Delivery Partners

5.28.39 The following bodies will play a key role in delivering fire and rescue services within the District and beyond in the coming years:

- West Yorkshire Fire and Rescue Service

Ambulance

Background

5.28.40 Ambulance service provision in the United Kingdom is part of the National Health Service (NHS) and provides free at the point of use emergency medical care to those requiring treatment. In England, there are eleven NHS ambulance trusts providing this service, with boundaries generally following those of the former regional government offices.

5.28.41 Since 2012, responsibility for commissioning ambulance services rests with commissioners in each region, rather than central government. Ambulance trusts are regulated by the Care Quality Commission (CQC).

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

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

5.28.43 In addition to emergency ambulance services, YAS also provide non-emergency patient transport to and from hospitals for those attending clinics or receiving treatment. It also operates the NHS 111 service (with the catchment for this extending into Bassetlaw, North Lincolnshire and North East Lincolnshire).

Current Provision

5.28.44 There are three ambulance stations in Bradford district:

- Northside Road, Lidgett Green, Bradford
- Hard Ings Road, Keighley
- Victoria Road, Menston

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

¹⁰⁶ West Yorkshire Fire and Rescue Service website – Finance - <https://www.westyorksfire.gov.uk/about-us/finance-and-procurement/finance> (Accessed 08.10.2026)

Previous Infrastructure Development

- 5.28.46 For 2021/22, the YAS Trust approved a Capital Plan of £14.2m to fund programmes across Estates, Fleet, ICT and Transformation. Through the Estate, Special Projects and the Hub and Spoke programmes the Trust is ensuring that it creates net zero, energy efficient and zero-emission buildings for the future.
- 5.28.47 In terms of Bradford District, several investments have been made in the ambulance station infrastructure in recent years including:
- A new Ambulance Vehicle Preparation (AVP) facility became operational at Bradford Ambulance Station in October 2020.
 - YAS undertook work to upgrade the Bradford Ambulance Station. The first phase saw a new roof equipped with solar charging facilities, improved parking and exterior security. The second phase was completed in mid-January 2022 and included a refit of the management and administration suite. Work is continuing to upgrade the mess-room and changing rooms.

Ongoing/Future Infrastructure Development

- 5.28.48 YAS's strategy sets out the direction for the service over the period 2024 to 2029¹⁰⁷. It includes four bold ambitions relating to:
- Our Patients
 - Our People
 - Our Partners
 - Our Planet and Pounds
- 5.28.49 The most relevant element to the land use planning system relates to the fourth of these ambitions (Our Planet and Pounds). The ambition is “*..to be a responsible and sustainable organisation in the use of our financial and physical resources, reducing our environmental impact and ensuring the most effective use of all our resources*”.
- 5.28.50 YAS has also developed a Green Plan covering the period 2025/26 to 2027/28¹⁰⁸. It sets out how the service will reduce its environmental impact while supporting delivery of safe, high-quality patient care across Yorkshire and the Humber. This plan includes a series of action plans across a range of subjects including travel and transport, and estates and facilities. The former focuses on decarbonising the service's fleet to reduce emissions, whilst the latter centres on enhancing the sustainability of the Trust's estate and supporting carbon reduction goals.

Engagement with Yorkshire Ambulance Service

- 5.28.51 The Council will continue to engage with Yorkshire Ambulance Service to identify any future requirements over the lifetime of the Local Plan.

Funding and Delivery

- 5.28.52 Ambulance trusts receive funding through annual NHS Service Level Agreements made with Primary Care Networks in a particular geographic area. The Department for Health and Social Care (DoHSC) provides a capital allocation each year together with

¹⁰⁷ Yorkshire Ambulance Service NHS Trust website – Our Strategy - <https://www.yas.nhs.uk/media/4557/yas-strategy-2024-29.pdf> (Accessed 08.10.2026)

¹⁰⁸ Yorkshire Ambulance Service NHS Trust website – Our Green Plan (2025/26 to 2027/28) - <https://www.yas.nhs.uk/media/5677/yas-green-plan-2025-26-2027-28.pdf> (Accessed 08.10.2026)

additional funding for CBRN (chemical, biological, radiological, nuclear) response training.

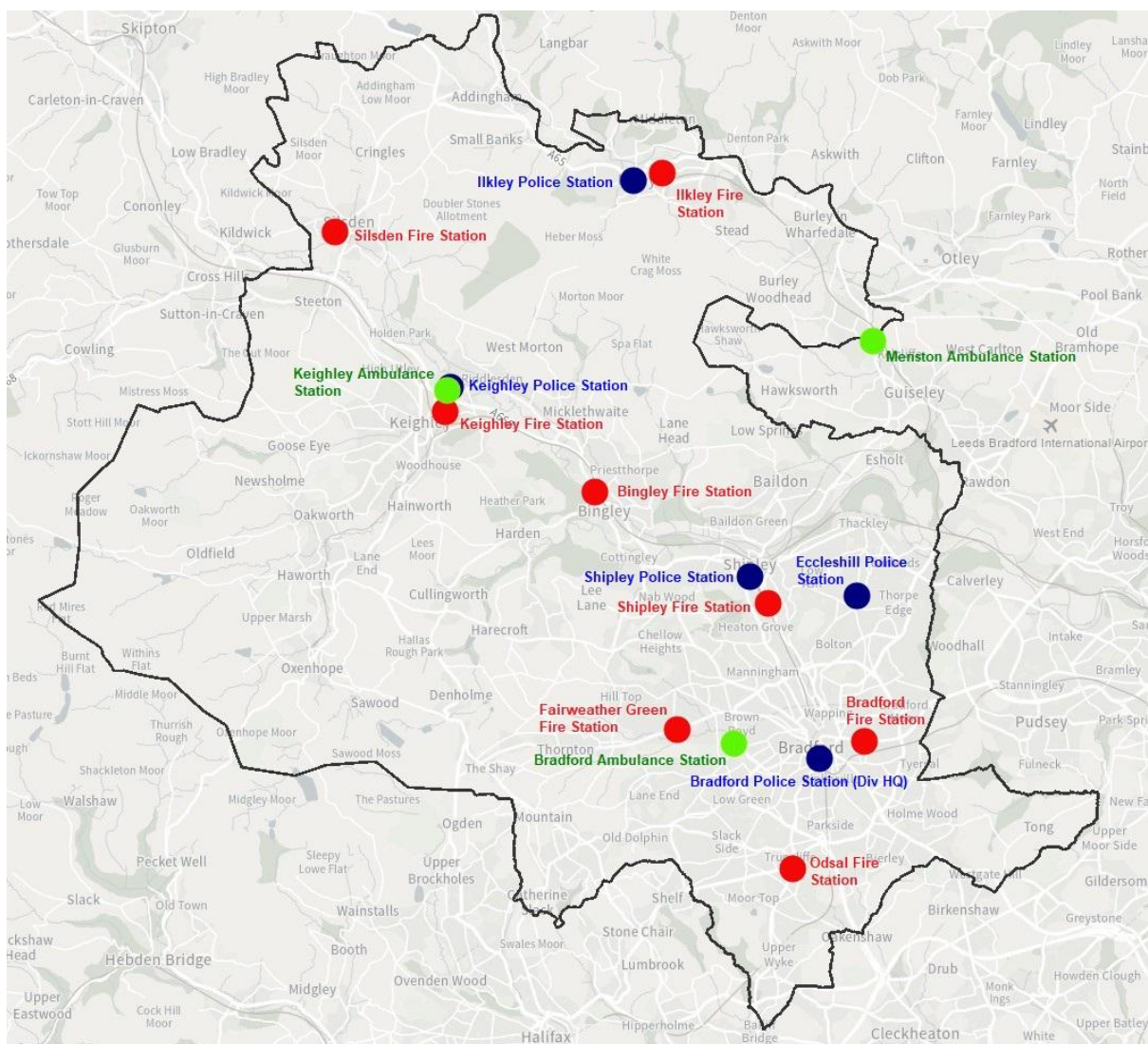
5.28.53 Decisions on how income will be spent and capital expenditure planned are taken by the YAS Board following a report from the Director of Finance and Commissioning who proposes budgets for the financial year. YAS Trust also has a charitable fund that provides some funding.

Delivery Partners

5.28.54 The following bodies will play a key role in delivering ambulance services within the District and beyond in the coming years:

- National Health Service
- Yorkshire Ambulance Service NHS Trust

Figure 5.28.1: Police, Fire and Ambulance Stations in Bradford District



5.29 SPORT, LEISURE AND RECREATION

Overview

- 5.29.1 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 and active lifestyles.

Background

- 5.29.2 There is no statutory requirement for local authorities to provide sport and leisure facilities but do so on a discretionary basis in recognition of the value they have to communities and their health and wellbeing. The private sector also plays a role as do local sports clubs and organisations in providing facilities.
- 5.29.3 Sports facilities include both indoor and outdoor facilities. The former includes a range of venues that allow local people to participate in a range of sporting and recreational activities, whilst the latter provide venues for physical exercise and sports activities.
- 5.29.4 To understand current provision and identify future needs for sports and recreation provision the Council commissioned an Integrated Sports Assessment (ISA) that consists of a Playing Pitch and Outdoor Sport Strategy (PPOSS) and an Indoor Sports and Built Facilities Strategy (ISBFS), together with strategy / action plan work in compliance with Sport England guidance. For the PPOSS / ISBFS assessments the study included a focus upon an audit of current provision (quantity, quality, accessibility), a review of current demand and future demand informed by extensive stakeholder engagement.

Current Provision

- 5.29.5 In Bradford District, the Council directly owns and manages a number of facilities including sports/leisure centres, swimming pools and sports pitches, whilst there are also several private health and fitness clubs which have gyms, swimming pools and other indoor sports facilities. Other facilities are run as sports clubs or community organisations. Many local schools have indoor and outdoor sports facilities which are made available for wider community use.

Playing Pitches

- 5.29.6 Playing pitches are natural or artificial surfaces that may be available for a range of sporting activities. In relation to planning, the definition of a playing pitch is defined by the Town and Country Planning (Development Management Procedure) (England) Order (2015) as being *“a delineated area which, together with any run off areas is of 0.2 hectares or more, and which is used for association football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, American football, Australian football, Gaelic football, shinty, hurling, polo or cycle polo”*.
- 5.29.7 In terms of current provision, the Bradford Playing Pitch and Outdoor Sports Strategy (PPOSS) (2026) assessment highlights that the following:
- **Football** – there are a total of 248 grass football pitches across 129 sites. Of these pitches, 216 are available for some level of community use across 105 sites. Those unavailable are mostly located at education sites or belong to Bradford City FC. The 216 community use pitches are made up of:
 - Adult (full sized): 78 pitches
 - Youth (11v11): 42 pitches
 - Youth (9v9): 36 pitches

- Mini (7v7): 42 pitches
- Mini (5v5): 18 pitches

Pitches are distributed as follows (by parliamentary constituency):

- Bradford East: 47 pitches (22 adult; 6 Youth (11v11); 6 Youth (9v9); 11 Mini (7v7); 2 Mini (5v5))
- Bradford South: 42 pitches (18 adult; 10 Youth (11v11); 4 Youth (9v9); 8 Mini (7v7); 2 Mini (5v5))
- Bradford West: 30 pitches (10 adult; 7 Youth (11v11); 7 Youth (9v9); 5 Mini (7v7); 1 (5v5))
- Keighley and Ilkley: 45 pitches (17 adult; 10 Youth (11v11); 8 Youth (9v9); 6 Mini (7v7); 4 (5v5))
- Shipley: 65 pitches (18 adult; 12 Youth (11v11); 11 Youth (9v9); 14 Mini (7v7); 10 Mini (5v5))

In terms of quality 46 are rated as “good”, 89 as “standard” and 94 as “poor”.

- **3G Pitches** – there are 19 full size 3G pitches, all of which have floodlighting. Of these, 18 are available for community use. There are a further 23 small-size 3G pitches across 11 sites. Of these, 19 are available to the community and are provided with sports lighting. Furthermore, there are four small-size 3G pitches which feature on the FA register and can thus be used for competitive matches.
- **Cricket** – 64 natural turf cricket squares are located at 62 sites. Of these squares 61 are available for community use. There are 17 non-turf pitches (NTPs), of which 13 support existing grass wickets squares, with all others being standalone NTPs. Only two of these are not available community with these both being located at educational sites. Geographically most natural grass squares (19) are located in the Shipley area. The Keighley area has 15 and Bradford South has 11 natural grass squares. There are also six disused squares and four unused sites which previously accommodated cricket facilities.
- **Rugby Union** – 28 pitches are provided at 15 sites across the District. 20 pitches are available for community use which are distributed as follows (by parliamentary constituency):
 - Bradford West: 8 pitches
 - Keighley: 7 pitches
 - Shipley: 5 pitches

None are identified in the Bradford East and Bradford South areas. Of all pitches five pitches (18%) are assessed as good quality, 18 pitches (64%) are standard quality, and five pitches (18%) are assessed as poor quality.

- **Rugby League** – 26 grass rugby league pitches (21 senior, 3 junior, 1 mini and 1 primary) across 17 sites. Of these, 24 pitches across 15 sites are available for community use. The non-technical assessment of rugby league pitches in Bradford identifies that there are seven (28%) good quality pitches, however, 15 (56%) are standard and four (16%) are assessed as poor.
- **Hockey (Artificial Grass Pitches)** – 6 full sized hockey suitable AGPs at 5 sites, all of which are floodlit. Additionally, there are 8 smaller sized hockey suitable AGPs at 7 sites, 3 of which are floodlit. Additionally, there is 1 disused site. All pitches,

except 2, are attached to schools. Of the full-size hockey suitable pitches in Bradford, three are assessed as standard quality and three as poor quality.

- **Bowling Greens** – 63 crown bowling greens distributed across 45 sites, all of which are available for community use. Most of this provision is in the Shipley Analysis Area (16 greens). Of the crown bowling greens located in Bradford, 24 (38%) are assessed as good quality, 31 (52%) are assessed as standard quality and eight (10%) as poor quality.
- **Tennis Courts** – There are 154 tennis courts identified in Bradford across 40 sites with 130 courts available for community use. The largest offering of tennis courts is identified in the Shipley Analysis Area, with 52 courts. In contrast, the Bradford South Analysis Area offers the least amount of tennis courts with 12. Most tennis courts are operated by education providers (77 or 50%), this is followed by 49 (32%) tennis courts operated by sports clubs. The remaining 28 courts (18%) are managed by the Local Authority.
- **Athletics** - There are two community athletics tracks in Bradford, located at Horsfall Stadium and Carlton Keighley. Horsfall Stadium has a six-lane, 400-metre synthetic track, while Carlton Keighley has an eight-lane, 400-metre synthetic track. Both athletics tracks are provided with sports lighting and are also used to accommodate other sports within the infield, including football and rugby league. In addition to the above, there is a 100 metre, four lane, synthetic track located at Beckfoot Hazelbeck School which is accessed by Bingley Harriers and AC.

Indoor Sports Facilities/Leisure Centres

5.29.7 Bradford Council runs several sports centres. These include:

- Bowling Pool and Gym
- Eccleshill Pool
- Ilkley Pool and Lido
- Keighley Leisure Centre
- Manningham Sports Centre
- Marley Activities and Coaching Centre
- Sedbergh Sports and Leisure Centre
- Shipley Pool and Gym
- Thornton Recreation Centre
- Wyke Community Sports Village

Swimming Pools

5.29.8 There are 23 swimming pools at 17 sites, with six of these facilities (at Ilkley, Keighley, Shipley, Eccleshill, Bowling, and Sedbergh) managed directly by CBMDC.

5.29.9 According to the latest Sport England Facilities Planning Model (FPM) assessment, the District faces a substantial shortfall in swimming facilities, as public demand routinely outstrips the available supply. This unmet need means that most public and school-based pools are projected to operate at maximum capacity during peak hours. To resolve these deficits, enhance local accessibility, and decrease reliance on the facilities in neighbouring local authorities, there is a clear and continuous requirement to develop additional swimming water space.

- 5.29.10 Geographic access to these swimming facilities varies across the population. While nearly all residents live within a 20-minute drive of a pool, fewer than half reside within 1 mile of a community-accessible swimming venue. Accessibility is notably stronger for more vulnerable populations, with more than half of the residents in the most deprived neighbourhoods living within a one-mile radius of a pool. Despite this proximity, specific areas such as Undercliffe, Great Horton, and Little Horton still experience significant gaps in available service.
- 5.29.11 The physical condition of the current swimming infrastructure highlights a pressing need for modernisation. The Integrated Sports Assessment (ISA) highlights that out of the assessed facilities, only one pool achieves a good quality rating, while the remaining sites are evenly split between being above or below the regional average. The majority of the below-average facilities are aging public leisure centres, which include the pools at Eccleshill, Shipley, Ilkley, and Keighley. Although comprehensive condition surveys show that these pools remain operationally stable for now, they require sustained capital investment to upgrade their mechanical plant systems, pool halls, and changing areas. Protecting the long-term viability of these swimming spaces demands rigorous maintenance schedules alongside regular operational reviews.
- 5.29.12 Currently, Bradford acts as a major net exporter of swimming demand, with approximately 25% to 40% of its residents' swimming needs being met outside the district boundaries, primarily in Leeds. Improving the district's capacity to retain local demand should be a key objective of future swimming pool investments and facility positioning.

Sports Halls

- 5.29.13 There are 115 sports halls of all sizes in Bradford. Some venues have more than one activity or sports hall on site. The greatest concentration of sports halls is located within the urban areas of Bradford East, Bradford West and Bradford South, reflecting the location of the district's largest population centres. Provision in the Shipley and Keighley areas is more dispersed, although both are served by a number of sports hall sites. More rural and sparsely populated parts of the district are served by fewer facilities, with sports halls generally concentrated around the main settlements.
- 5.29.14 In general, the District benefits from an extensive and generally well-distributed sports hall network comprising 53 halls with three or more courts. Provision is particularly concentrated within the main urban areas and all residents live within a 20-minute drive of a community accessible sports hall. There are good levels of flexibility, with the stock featuring a combination of eight, five and four court sports hall provision.
- 5.29.15 Education sites underpin sports hall provision in Bradford. Whilst many offer good-quality facilities and community access, a substantial proportion of supply remains dependent on school management arrangements, resulting in periodic access restrictions. There are 12 such sites which are for private use only and not available for community use.
- 5.29.16 Overall quality is mixed. Whilst many facilities have benefited from investment during the last two decades, a number of venues are rated below average or poor and require refurbishment or replacement
- 5.29.17 The busiest locations are the district's larger public leisure facilities. For instance, the Sedbergh Sports and Leisure Centre, Manningham Sports Centre, and Keighley Leisure Centre offer extensive availability during peak hours and support a wide array of activities, such as badminton, football, netball, gymnastics, martial arts, and fitness sessions. While these hubs operate at a high capacity, programming analysis reveals

that some spare capacity remains, particularly during selected daytime periods and at certain weekend times.

- 5.29.18 These primary public leisure centres also play a vital role in fostering inclusive community participation. They offer tailored programming designed for specific demographics, including 40+ sports sessions, women-only activities, inclusive badminton, and informal drop-in sessions. By broadening their appeal beyond traditional, club-based sports, these facilities successfully encourage older adults, women, and less active residents to engage in regular physical activity.
- 5.29.19 Despite this excellent overall coverage, special consideration is required for the nearly one-quarter of residents who live more than a mile away on foot. These individuals are more likely to face transportation barriers if they lack access to a personal vehicle or reliable public transit—a challenge driven in part by the authority's large rural areas.

Ongoing/Future Infrastructure Requirements

- 5.29.20 The Integrated Sports Assessment (ISA) have generally identified a need to protect all forms of provision, improve the quality and value of existing provision, improve the maintenance of provision as well as a need to provide additional provision and associated facilities to support the growth in population and sport participation levels.
- 5.29.21 The PPOSS provides a supply and demand assessment of playing pitch provision across the district and has identified a need to protect all existing playing pitch provision and increase capacity through creating or enhancing access to school sites or bringing disused sites back into use, where feasible. Within the PPOSS the study included sports / facilities covering athletics, cricket, football, hockey (artificial grass facilities), bowling greens, netball, tennis courts (including padel), rugby league, rugby union, third generation turf (3G) pitches and golf.
- 5.29.22 When factoring in projected housing growth, the key findings of the PPOSS highlight several pressing requirements. There are significant needs identified for pitches across adult football, youth football, and mini soccer, which are compounded by substantial changing facility shortages for both adult and youth football teams. Furthermore, the assessment indicates clear needs for pitches and changing rooms across cricket, rugby union, and rugby league. In contrast, there is a more limited additional requirement for 3G artificial grass pitches and their supporting facilities.
- 5.29.23 Ongoing work on strategy development and action planning will examine these priorities in greater detail. This next phase will explore opportunities to improve provision in close conjunction with key stakeholders and sports organizations. In addition to the PPOSS, the Council has prepared a Playable Spaces Strategy. This complementary strategy outlines how the Council will prioritize the refurbishment and enhancement of the diverse range of play facilities it manages across the district, while establishing a clear spending and delivery programme for the future.
- 5.29.24 The ISBFS has identified a need to optimise the use of existing sports halls and/or centres or where new development and ongoing growth indicates a requirement to provide new opportunities for purpose-built community facilities.
- 5.29.25 Additional swimming pool capacity will almost certainly be required across the district, particularly when considering the existing deficit identified by the FPM alongside significant planned housing growth across the district. The future role of Bingley Pool should therefore be considered as part of the wider swimming pool network, alongside other opportunities to increase capacity. However, the greatest identified shortfall in provision is within the Bradford urban area and addressing this should be a strategic priority.

- 5.29.26 Ilkley Grammar School's existing 15 metre pool is at the end of its lifespan and in poor condition, although it remains in use by both the school and community users. The school is currently undergoing a rebuilding programme, as part of which the pool will be fully replaced and extended to 20 metre. Work is expected to be completed by 2029.
- 5.29.27 In the longer term, substantial refurbishment, major modernisation or replacement of Eccleshill Swimming Pool, Ilkley Swimming Pool and Shipley Pool and Gym is likely to be necessary. This large-scale intervention reflects both the advanced age of these specific facilities and the scale of investment likely to be needed to maintain their long-term operational viability and sustainability over the active strategy period.
- 5.29.28 As part of any major refurbishment, replacement or development of new-build swimming pool development, consideration should be given to the provision of competition-standard facilities

Engagement with Sport and Recreation Providers

- 5.29.29 The Local Plan has consulted and will continue to engage with the sports facilities team in preparation and updating of the evidence base work.

Funding and Delivery

- 5.29.30 In addition to using the planning system to lever in developer contributions, it is recognised that external partner funding will need to be sought to deliver much of the action plan within the playing pitch strategy and other leisure facilities within the District.
- 5.29.31 Although seeking developer contributions in applicable situations and other local funding/community schemes could go some way towards meeting deficiencies and/or improving provision, other potential/match sources of funding should be investigated e.g. look to apply for grants and work with NGBs and Sport England to seek partnership funding for a number of projects.

Risks and Mitigation

- 5.29.32 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.

Delivery Partners

- 5.29.33 The main organisations involved in delivery of sports facilities include:
- City of Bradford Metropolitan District Council
 - Community organisations
 - Football Foundation
 - Individual sports' National Governing Bodies
 - Private leisure providers
 - Sport England
 - Sports clubs.

5.30 COMMUNITY CENTRES/HALLS

Overview

- 5.30.1 Community centres and halls are locations where local people can gather for group activities, social support and public information. These may be open for the whole community or for specialised groups within the wider community such as faith-based groups, or facilities serving a specific age group such as youth clubs.

Background

- 5.30.2 These facilities can often provide essential spaces for a wide variety of locally organised activities. They are particularly important for those without a car or who do not wish to travel to participate in activities. Many are highly valued by their local communities.
- 5.30.3 Community centres and halls often fulfil multiple roles, depending on their size and location. Such roles include:
- Being venues for public meetings including events held by Town and Parish Councils;
 - Being places where community members meet each other socially and for community celebrations;
 - Being venues for sporting activities/events;
 - Housing local clubs and volunteer groups;
 - Providing places which some members of the community can hire or rent cheaply for private functions is too big for their own home; and
 - Polling stations for national and local elections.
- 5.30.4 Most traditional community centres include features such as a main assembly or activity hall (sometimes with a stage), an entrance foyer, a kitchen, toilets and storage. Larger centres or halls may include other small rooms that allow multiple simultaneous activities to take place.
- 5.30.5 Ownership and management can also vary. Some are provided and/or funded by local authorities, whilst other are owned by Town and Parish Councils. Others may be run by committees, charities or religious organisations. Other privately-run facilities may also act as community centres or halls.

Current Provision

- 5.30.6 Within Bradford District, there are large number of community centres and village halls, and similar facilities. These vary in size, roles and locations. Many of the “made” Neighbourhood Development Plans (NDPs) in the District include policies to protect such facilities including identifying them on the Policies Map.

Ongoing/Future Infrastructure Requirements

- 5.30.7 The Local Plan recognises the importance that facilities such as community centres and halls play in creating and supporting sustainable communities and places. The capacity, quality and accessibility of such facilities are key components in ensuring residents and other can enjoy living, working and visiting the area.
- 5.30.8 Local Plan SC4 supports the provision of new or enhance community facilities/infrastructure and seeks to avoid their loss, particularly where it would reduce the ability of local people to meet their day-to-day needs. The policy also includes criteria against which proposals for new or enhance community facilities can be assessed. There is a strong emphasis on making sure new facilities are in accessible

locations (including by walking, cycling and public transport), can be accessed by all sections of the community and can be flexible to accommodate a range of uses and can be adapted over time. High-quality design is also essential.

Engagement with Providers

5.30.9 Engagement will continue to take place with providers and key organisations over the lifetime of the Local Plan.

Funding and Delivery

5.30.10 As highlighted above, the ownership and management arrangements for community centres and halls vary. Many are funded by income for hire the facilities for various activities and functions, whilst other may be provided/management local authorities or town and parish councils.

Delivery Partners

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

- Charity/Voluntary sector;
- City of Bradford Metropolitan District Council;
- Community organisations;
- Private providers;
- Sports clubs
- Town and Parish Councils

5.31 LIBRARIES

Overview

- 5.31.1 Libraries play a key role in communities. They can offer a diverse range of benefits beyond books, acting as hubs for learning, accessing information, community engagement and to access key services. In addition, they can provide spaces for gathering and social interaction as well as supporting wellbeing.

Background

- 5.31.2 Public library services are funded and either run or commissioned by local government. Library authorities (unitary, county or metropolitan borough councils) are required to provide a comprehensive and efficient library service under the Public Libraries and Museums Act 1964 for all persons who live, work or study in its area. The Act also allows for joint working between library authorities and councils may also offer wider library services (for example, loaning devices, running activities or providing access to Wi-Fi and computers).
- 5.31.3 In providing such services, councils must, among other things:
- Encourage both adults and children to make full use of the library service (section 7(2)(b));
 - Lend books and other printed materials free of charge for those who live, work or study in the area (in line with section 8(3)).

Current Provision

- 5.31.4 In Bradford District, the Council's library service meets its statutory requirement by offering a wide range of services and resources including:
- Traditional books for loan alongside large print, e-books and e-audio.
 - A comprehensive range of reference resources including online databases, e-newspapers, and e-magazines.
 - Free access to public PCs, Wi-Fi, and tablets.
 - Study spaces, warm spaces, and meeting rooms for hire.
 - Jigsaws and games
- 5.31.5 Bradford Libraries operates at 27 locations across the District:
- 10 Council-run libraries (Bingley, City, Eccleshill, Ilkley, Keighley, Laisterdyke, Manningham, Shipley, Wibsey and Wyke)
 - 15 independent community managed libraries (Addingham, Allerton, Bolling, Burley, Denholme, Great Horton, Heaton, Holme Wood, Idle, Menston, Queensbury, Silsden, Thornbury, Thornton and Wilsden)
 - 2 "hybrid" libraries (Baildon and Clayton) which are community managed supported with one paid member of Council staff.
- 5.31.6 The statutory service includes the ten Council-run and two hybrid libraries alongside two specialist Local Studies Libraries in Bradford and Keighley, which house books, documents, photographs and maps about the local area. Detailed profiles of each library can be found in Appendix E of the Council's draft Libraries Strategy 2025 to 2030¹⁰⁹.

¹⁰⁹ City of Bradford Metropolitan District Council website – Libraries Strategy 2025 to 2030 - https://www.bradford.gov.uk/media/edshky2h/cbmdc_libraries-strategy.pdf

- 5.31.7 Since 2010, Bradford Libraries have evolved to meet the needs of the community, whilst at the same time facing a challenging financial climate. The 2024/25 budget for libraries totals £2.807m.
- 5.31.8 In recent years several of the District's libraries have benefited from refurbishments and improvements using funding from several sources to make them more modern, accessible and flexible for community/partner use. Almost all the funding was from external sources. The funding sources included the Council's capital funding, Arts Council England (ACE) Libraries Improvement Funding (£200k), Bradford's Community Infrastructure Levy (CIL) (£190k) and the UK Shared Prosperity Fund (£150k).

Table 5.31.1: Library Improvements/Refurbishments in Bradford Districts since 2022

Year	Description of Improvement
2022	Wibsey Library was fully refurbished using capital funding provided as one of the pilots for the Council's new vision and model for the library service
2023	Bingley Library benefited from alterations funded by ACE Libraries Improvement Funding which enabled improvements to the layout. The library now has a small meeting room and flexible space (with movable shelving) that can be hired out for meetings and events, along with facilities for making refreshments. Wyke Library benefited from ACE Libraries Improvement Funding to create a small meeting room and kitchenette. This supports use by partner services for small meetings, and the kitchenette for larger meetings and events
2024	Clayton Library benefited from full refurbishment funded by ACE Libraries Improvement Funding supplemented by CIL funding, which enabled the introduction of automatic opening doors, public accessible toilet, kitchenette, and a new flexible layout with movable shelving. This allows a wider range of activities and events to take place in the library in line with the Council's vision and model for libraries. Eccleshill Library was refurbished with funding from ACE Libraries Improvement Funding, supplemented by CIL funding. This provided new flexible layouts in the adults and children's areas, refurbishment of the upstairs meeting room and introduction of a new small meeting room on the ground floor. It now has movable shelving, enabling a wider range of events and activities to take place, in line with the Council's vision and model for libraries. It was also made more accessible, with a new entrance for disabled customers adjacent to the car park, as well as an accessible public toilet on the ground floor. Laisterdyke Library underwent refurbishment including essential maintenance works to the roof and electrics and redecorations. It also benefited from ACE Libraries Improvement Funding and had a small glass meeting 'pod' installed to allow confidential and 1:1 meetings to take place, e.g. ESOL teaching. The space can now be more flexibly used for activities and events. Manningham Library benefitted from ACE Libraries Improvement Funding to enable a more flexible shelving arrangement in the adult's area so that

	more large-scale activities and events can take place, as well as the installation of a new small meeting room for community and partner use. The library also gained funding from Natural England to improve the garden space and encourage its use as well as local walks from the library. Shipley Library benefited from Shipley Towns Funding to create an Enterprise Hub at the library, supporting business start-ups and entrepreneurs. Shipley Town Council helped fund improvements to the community garden, which is also being supported by local volunteer group
2025	Ilkley Library benefitted from ACE Libraries Improvement Funding, supplemented by CIL funding, which enabled refurbishment of the library including the introduction of an accessible public toilet on the ground floor, a kitchenette in the small office, and new movable shelving on one side of the library. It enables the space to be used for a wider range and larger events and activities, in line with the Council's vision and model for the service. Keighley Library's ground floor was refurbished using monies from the UK Shared Prosperity Fund. This included new and improved furniture and equipment, redecorations, additional new book stock and improved layout

- 5.31.9 In 2024, a Strategic Review of Bradford Libraries was undertaken. This confirmed that Bradford Libraries were well-positioned to meet the needs of the District's diverse communities. Statutory library provision remained well-distributed, ensuring that all populated areas have access to essential library services. Those libraries in areas of high need continue to play a vital role as community hubs providing support for education, wellbeing and social cohesion.
- 5.31.10 The findings of the Review have formed the foundation of the Draft Library Strategy covering the period 2025 to 2030.

Ongoing/Future Infrastructure Requirements

- 5.31.11 In order for libraries to be fit for purpose, welcoming, attractive and sustainable hubs in their community, used by a range of partner services and community organisation to meet and deliver services, ongoing investment is required to maintain and enhance library buildings. The Council has already invested, through external funding from the Arts Council and CIL, in refurbished libraries for Bingley, Eccleshill, Holme Wood, Ilkley, Keighley, Laisterdyke, Manningham, Wibsey and Wyke to make the spaces more flexible for community and partner use (more movable shelving, meeting rooms and meeting furniture and equipment)
- 5.31.12 Capital funding was also provided to replace the Library Management System (digital catalogue and circulation system) and self-service technology in libraries; funding was also provided by the Arts Council to provide Wi-Fi printing across all Council managed libraries.
- 5.31.13 As part of the Council's approach to ensuring that library provision remains sustainable, accessible and responsive to changing community needs, Bradford City Library will relocate from its current premises in Centenary Square to Britannia House in November 2026. The new City Library will operate from a Council-owned building and provide a more flexible, sustainable and multi-purpose environment, including a flexible events space to support expanded opportunities for learning, cultural programming, community activity and customer engagement. The City Library will continue to fulfil its role as the district's flagship cultural and learning venue.

- 5.31.14 The relocation supports the ambitions of the Bradford Libraries Strategy 2025–2030 and Bradford Libraries Delivery Plan 2026–2030, which provide the strategic and implementation framework for the future development of library services across the district.
- 5.31.15 Bradford Local Studies library is expected to move out its current location in Margeret Macmillan Tower into alternative premises, enabling the disposal of that building. It is anticipated the service will align with the move to Britannia House and plans are currently being finalised to ensure best use of space.
- 5.31.16 Discussions are ongoing with stakeholders including Baildon Town Council regarding the future location of Baildon Library. It is currently housed in a temporary location in the centre of the town. The discussions are examining options for securing a permanent location.
- 5.31.17 A key opportunity for managing and maintaining library buildings is to utilise Community Infrastructure Levy contributions from developers to improve and offset increased demand and wear and tear on library buildings. Since 2020, £191,000 of CIL contributions have been used to increase the accessibility of libraries across the District

Engagement with Bradford Libraries

- 5.31.18 Engagement has taken with the Council's Library Service as part of developing the Local Plan's policy framework and evidence base.

Funding and Delivery

- 5.31.19 The Bradford Libraries Delivery Plan 2026–2030 outlines key priorities and recognises the important role that libraries play as welcoming and trusted community spaces and seeks to maximise their social value while ensuring that provision remains financially sustainable and responsive to need. Investment and service development will therefore need to support both the physical library network and the infrastructure required to deliver modern library services, including digital access, customer technology and flexible spaces that enable libraries to support a wider range of community, learning and cultural activity.
- 5.31.20 This needs to be considered within a highly constrained financial position. Bradford Libraries has delivered more than £6 million of savings since 2010, with the service budget reducing by 68% over that period. The 2026/27 net budget is £2.748 million. Benchmarking included in the September 2026 Overview and Scrutiny report identifies Bradford as receiving the lowest level of library funding in the Yorkshire and Humber region and operating at approximately 38% below the national average. At the same time, the cost of library resources has risen significantly, while the £182,000 materials budget has remained unchanged since 2019.
- 5.31.21 Against this background, the future development of library infrastructure will require a blended and financially sustainable approach, maximising opportunities for external funding and partnership working alongside effective use of Council assets and existing resources. Financial pressures, rising costs and limited resources remain recognised risks to stock purchasing, programme delivery and future service development.

Delivery Partners

- 5.31.22 The main organisations involved in delivery of library facilities include:
- City of Bradford Metropolitan District Council.
 - Bradford Libraries
 - Arts Council England

5.32 CEMETERIES AND CREMATORIA

Overview/Background

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

Current Provision

- 5.32.2 In Bradford District, there are 67 sites classified as cemeteries, churchyards and burial grounds. This consists of 44 closed church yards and 24 municipal (council-run) cemeteries in various locations across the area. The 24 municipal facilities consist of:

- Bingley Cemetery, Bailey Hills Road, Bingley
- Bowling Cemetery, Rooley Lane, Bradford
- Charlestown Cemetery, Otley Road, Charlestown
- Clayton Cemetery, Middle Lane, Clayton, Bradford
- God's Acre Cemetery, Bradford Road, Burley in Wharfedale
- Haworth Cemetery, Cemetery Road, Haworth
- Ilkley Cemetery, Ashlands Road, Ilkley
- Menston Cemetery, Bradford Road, Menston
- Morton Cemetery, Bradford Road, Sandbeds, Keighley
- Nabwood Cemetery, Bingley Road, Shipley
- North Bierley Cemetery, Cemetery Road, Buttershaw, Bradford
- Oakworth Cemetery, Wide Lane, Keighley
- Oxenhope Cemetery, Hebden Bridge Road, Oxenhope
- Queensbury Cemetery, West End, Queensbury
- Silsden Cemetery, Howden Road, Silsden
- Silsden Churchyard, Kirkgate, Silsden
- Scholemoor Cemetery, Necropolis Road, Bradford
- Stanbury Cemetery, Sladen Bridge, Stanbury
- Steeton Cemetery, Elmsley Street, Steeton
- Thornton Cemetery, Thornton Road, Bradford
- Tong Cemetery, Tong Street, Bradford
- Utley Cemetery, Skipton Road, Keighley
- Wilsden Cemetery, Shay Lane, Wisden
- Windhill Cemetery, Owlet Road, Windhill, Shipley

- 5.32.3 The oldest of these cemeteries opened in 1835, with the newest opening in 1930. Undercliffe Cemetery (opened 1854) in Bradford is managed by a charitable trust under a lease from the Council. There is also a privately owned and managed cemetery

(Yorkshire Gardens of Peace) located off Black Hill Lane to the north west of Keighley. A woodland burial ground is provided at Thornton Cemetery.

- 5.32.4 The Bradford Council for Mosques currently manage burial space on behalf of the Muslim community and pay the Council a fee for the right to bury on this land. Muslim burial provision is located at Bowling, Scholemoor and Utley Cemeteries.
- 5.32.5 In terms of burial space, sufficient capacity exists within the Council's cemeteries to cover current levels of non-Muslim burial activity. The only exception to this is capacity for Muslim burials at Scholemoor Cemetery (Bradford), for which there are two to three years of burial space remaining.
- 5.32.6 Table 5.32.1 details the existing capacity in each of the Council-run cemeteries within the District. It is very difficult to predict the rate at which burial spaces will be taken up. This is monitored by the Council's Bereavement Services team on an annual basis.

Table 5.32.1: Cemetery Capacity in Bradford District

Location	Approx. Burials in New Graves (per year)	Current estimate when full	Potential for Expansion
Bradford Area			
Bowling	80	2048	Yes
Clayton	1	2061 +	Yes
Council of Mosques	266	Full	Yes
North Bierley	50	2061 +	No
Queensbury	9	2061 +	No
Scholemoor	83	2022/23	Yes
Thornton	9	2061 +	Possible
Total	498		
Shipley Area			
Bingley	12	2050	Yes
Charlestown	12	2061 +	No
Menston	3	2061 +	Yes
Nab Wood	Full	-	-
Wilsden	3	2061 +	Possible
Total	82		
Keighley Area			

Haworth	5	2061 +	No
Ilkley	20	2061 +	No
Morton	16	2024	No
Oakworth	12	2034	Yes
Oxenhope	5	2061 +	Possible
Silsden	Full	-	-
Silsden (New)	5	2011	Yes
Stanbury	3	2061 +	Possible
Steeton	3	2061 +	No
Utley	35	2033	Possible
Total	104		

5.32.7 There are three crematoria sites at Bierley, Shay Grange and Oakworth. Residents are also known to use crematoria facilities in neighbouring areas at Park Wood (Halifax), Fixby (Huddersfield), Dewsbury Moor (Dewsbury), Rawdon (Leeds) and Skipton.

Previous Infrastructure Development

5.32.8 The Council's adopted its Bereavement Services Strategy in late 2016. This provided a clear direction for the Council in terms focussing resources and finances on delivering a sustainable service for the future. It set out a number of improvements needed to deliver a comprehensive service to the public including an investment programme to bring forward infrastructure to mitigate any future disruption.

5.32.9 The major elements of the strategy related to investment in relation to the three Council owned and operated crematoria. It highlighted that:

- Scholemoor was, at the time of drafting of the strategy, the only purpose-built crematorium.
- all three crematoria (Scholemoor, Nab Wood and Oakworth) were over 100 years old,
- all three sites were constrained in terms of facilities, future capacity and provided access challenges
- the six cremators were over 25 years old and had exceeded their working lifespan as well as not meeting DEFRA air quality emission requirements.

5.32.10 For crematoria, the strategy proposed the construction of two new facilities (to replace Nab Wood and Scholemoor) and the refurbishment of an existing one (Oakworth). The latter was successfully refurbished and re-opened in March 2022, whilst the two new crematoria at Shay Grange and Bierley Wood opened in October 2023 and June 2026 respectively.

5.32.11 In terms of cemetery and burial space, the Cemetery Expansion Plan highlighted the need for additional capacity in the medium term to ensure that satisfactory provision

would continue to be made for the Muslim community. It particularly identified a need in the south of the District.

- 5.32.12 Non-Muslim burial capacity within the District is sufficient for many years given the current rate of usage. Most people (around 80%) opt for cremation.
- 5.32.13 The Cemetery Expansion Plan has already delivered two cemetery extensions to provide Muslim burial capacity. Phase 1 of this plan involved the extension of the existing Muslim burial ground at Scholemoor Cemetery (completed in 2020), whilst Phase 2 involved developing remaining land Bowling Cemetery.
- 5.32.14 A privately owned cemetery has been constructed on the edge of Keighley. Known as Yorkshire Gardens of Peace, it opened in 2021 with space for 2,000 graves.

Ongoing/Future Infrastructure Requirements

- 5.32.15 In terms of ongoing investment, Phase 3 of the cemetery expansion plan is underway. This will identify and assess new sites for a major new cemetery to serve the Muslim community beyond 2034. The Bereavement Strategy aims to secure provision for the period up to 2050.
- 5.32.16 The provision of new cemetery space is regulated by the Environmental Permitting (England and Wales) Regulations 2016. These require new cemetery sites or extensions to existing cemeteries to undergo a groundwater risk assessment of the impact of the proposed burials on the underlying groundwater table or nearby surface water features.

Engagement with Bereavement Services

- 5.32.17 Engagement with the Council's Bereavement Services confirmed that there is sufficient capacity at the District's three crematoria to meet future requirements, including those that may arise from future growth. It was also confirmed that there was sufficient capacity within the District to accommodate non-Muslim burials and that the Council is seeking additional burial capacity for the Muslim community. This engagement will continue over the lifetime of the Local Plan.

Funding and Delivery

- 5.32.18 Funding for new or enhanced crematoria and cemetery provision in the District is derived from the Council's Bereavement Services Strategy and forms part of the wider capital programme.

Risks and Mitigation

- 5.32.19 The principal risk in delivering sufficient burial space relate to identifying sites and determining their suitability.

Delivery Partners

- 5.32.20 Primary responsibility for delivering new/enhancing crematoria and cemetery provision rests with City of Bradford Metropolitan District Council.

5.33 GREEN AND BLUE INFRASTRUCTURE

Overview

- 5.33.1 Green and blue infrastructure (GBI) can help to promote healthy lifestyles by providing spaces for formal and informal recreation while improved connectivity can encourage activities such as walking, cycling and horse riding. Outdoor sport facilities provide important opportunities for formal sports and recreation. Well-designed infrastructure can also support a wealth of ecological processes and is important for promoting biodiversity.
- 5.33.2 It is important that the GBI forms a strategic network of high-quality green spaces and other natural features that offers quality of life benefits for communities. Such a network should filter through and around the built environment and connect urban and rural areas to one another.

Background

- 5.33.3 The National Planning Policy Framework (NPPF) defines Green Infrastructure (GI) as “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”¹¹⁰.
- 5.33.4 The Planning Practice Guidance on the Natural Environment advises that “Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and ‘blue infrastructure’ such as streams, ponds, canals and other water bodies. References to green infrastructure in this guidance also apply to different types of ‘blue infrastructure’ where appropriate”¹¹¹.
- 5.33.5 The NPPF also emphasises the need for GI networks and requires planning policies to aim to achieve healthy, inclusive and safe places through the provision of “safe and accessible green infrastructure”¹¹². It also requires local authorities to plan positively for the provision of shared spaces and community facilities, including open space¹¹³.
- 5.33.6 There is also a requirement to “promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity”¹¹⁴.
- 5.33.7 GBI networks can include, but are not limited to:
- Managed and natural greenspaces: public parks and gardens, nature conservation sites, allotments, cemeteries and community gardens;

¹¹⁰ National Planning Policy Framework (NPPF) (2024 as amended February 2025) – Glossary: <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary> (Accessed 10.04.2026)

¹¹¹ Planning Practice Guidance (2019) – Paragraph 004: Natural Environment - <https://www.gov.uk/guidance/natural-environment#green-infrastructure> (Accessed 13.04.2026)

¹¹² National Planning Policy Framework (NPPF) (2024) – Paragraph 96: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-and-safe-communities> (Accessed 10.04.2026)

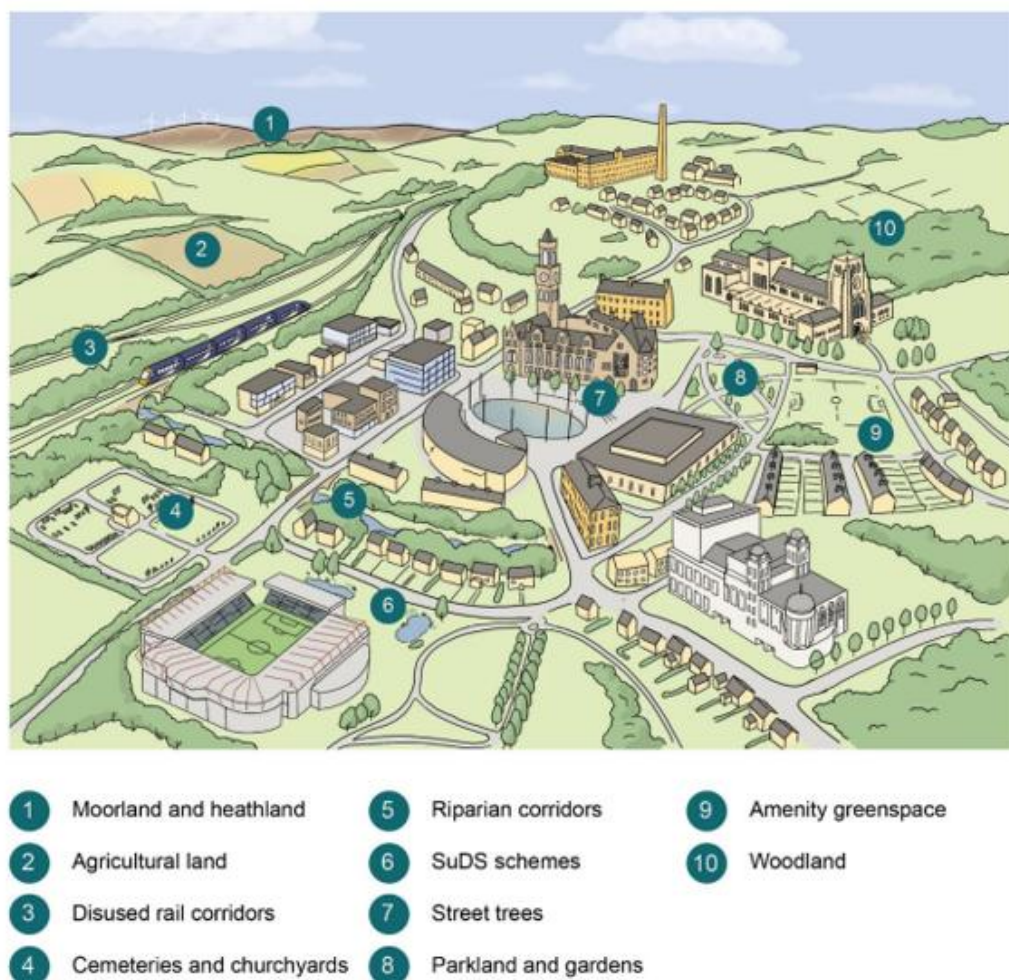
¹¹³ National Planning Policy Framework (NPPF) (2024) – Paragraph 96: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-and-safe-communities> (Accessed 10.04.2026)

¹¹⁴ National Planning Policy Framework (NPPF) (2024) – Paragraph 98: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-and-safe-communities> (Accessed 10.04.2026)

- Linear linkages and corridors: hedgerows, public rights of way (PRoW), walking and cycling routes and canal and river corridors;
- Elements of the built environment: roadside verges, street trees, public realm, private gardens, sustainable urban drainage systems (e.g. rain gardens) and greening features (e.g. green roofs and walls);
- Aspects of the wider landscape and countryside: farmland, wetlands / flood plains, and woodlands.
- Blue infrastructure: water elements of green infrastructure (GI) including rivers, canals, lakes, ponds and wetlands.

5.33.8 Figure 5.33.1 (below) illustrates elements of a GBI network, as relevant to Bradford District.

Figure 5.33.1: Elements of the GBI Network in Bradford District

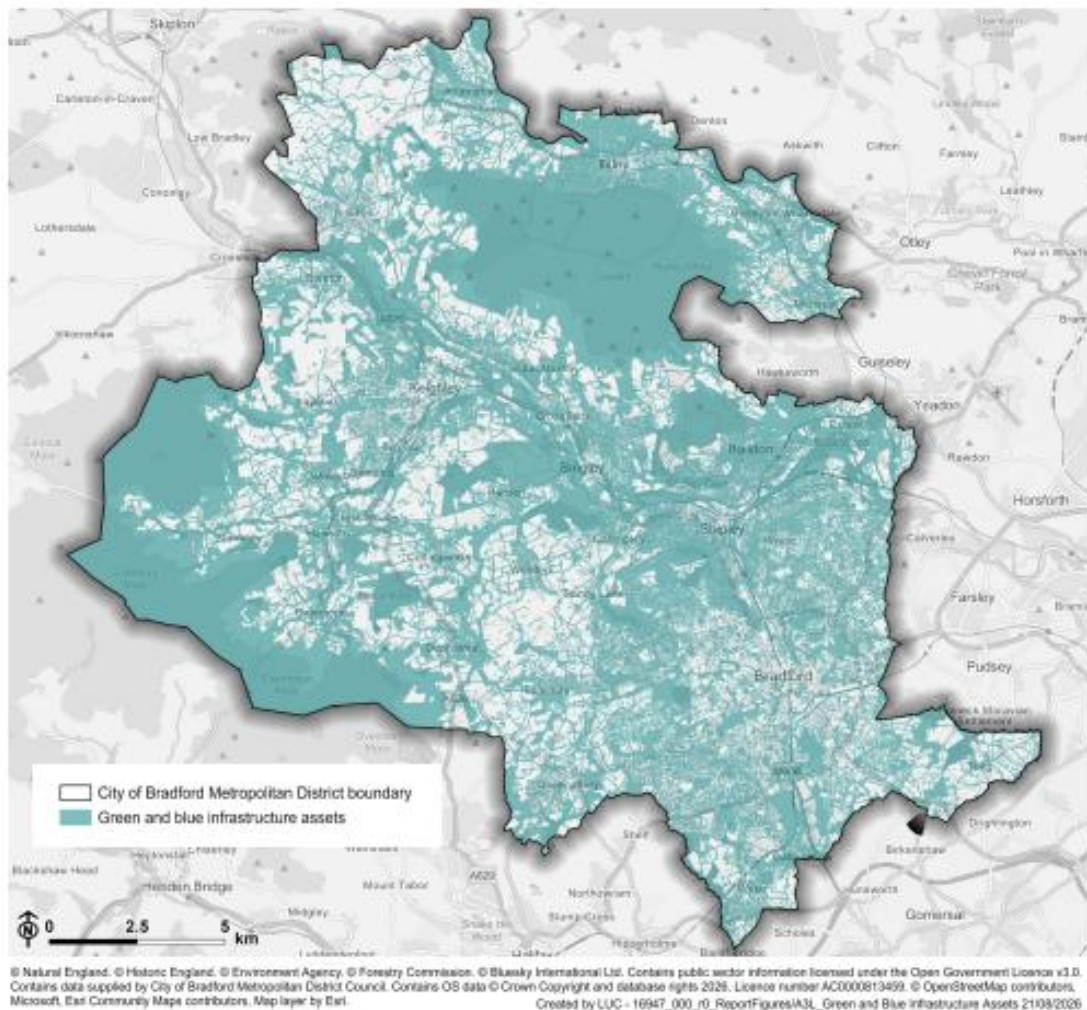


Source: Bradford Green and Blue Infrastructure Strategy (LUC for CBMDC, August 2026)

Current Provision

5.33.9 Bradford District is characterised by a high coverage of existing green and blue infrastructure assets, albeit these are not equally distributed. Notable gaps are located in the north west, south of Steeton with Eastburn, around Keighley, between Wilsden and Thornton and within Bradford City Centre.

Figure 5.33.2: Coverage of Green and Blue Infrastructure Assets in Bradford District



Source: Bradford Green and Blue Infrastructure Strategy (LUC for CBMDC, August 2026)

5.33.10 Green infrastructure assets include the District's designated wildlife and nature conservation sites, habitat networks, parks, open spaces, green spaces, sports pitches, active travel routes and countryside.

5.33.11 Blue infrastructure assets in the District include the river network, the Leeds Liverpool Canal and reservoirs/lakes. The river network forms part of the Aire and Calder catchment areas and the wider Humber River Basin District. It consists of:

- the River Aire which rises in the Yorkshire Dales and flows eastwards through the District to its confluence with the River Ouse. It is fed by several tributaries that rise on the uplands of Ilkely Moor and Keighley Moor.

The main tributaries are the River Worth and Bradford Beck. The former is located to the west of the District, rising close to the border with Lancashire and flowing through Haworth before meeting the River Aire at Keighley. Key tributaries include North Beck and Bridgehouse Beck.

Bradford Beck consists of several smaller streams including Pinch Beck, Pitty Beck and Clayton Beck. It flows through Bradford and meets the River Aire at Shipley.

- The River Wharfe which also rises in the Yorkshire Dales and flows eastwards through north/north east of the District through Addingham, Ilkley and Burley in Wharfedale.
- 5.33.12 The Leeds Liverpool Canal runs east to west across the District through Shipley, Bingley, Riddlesden and Silsden. It is managed by the Canal and River Trust and is a valued recreational resource as well as key designated biodiversity and heritage asset.
- 5.33.13 Several reservoirs are located in the District's upland areas as well as within the Bradford urban area, the majority of which are managed by Yorkshire Water.

Table 5.33.1: List of Reservoirs in Bradford District

• Carr Bottom	• Leeshaw
• Chellow Dean*	• Lower Laithe
• Compensation	• Ponden
• Doe Park	• Silsden
• Graincliffe	• Sladen
• Hewenden	• Stubden
• Keighley Moor	• Thornton Moor
• Leeming	• Weecher

*Managed by City of Bradford Metropolitan District Council

Previous Infrastructure Development

- 5.33.14 Several projects have been undertaken in recent years in Bradford District to enhance green and blue infrastructure networks. These include:
- **Bradford City Centre transformation** – this project was completed in April 2025. It added 12,000m² of new green space, 2.4km of cycle lanes, 1.6km of pedestrianised streets, 178 new trees and the 10,000m² Norfolk Gardens park. It integrated sustainable urban drainage systems (SuDS) to help manage rainfall, making the area more resilient to flooding. The reduction in cars has meant cleaner air, less noise pollution and more vibrant public spaces¹¹⁵.
 - **Top of the Town Public Realm Improvements** – this project involved extensive public realm improvements to the Top of Town neighbourhood of Bradford City Centre. It introduced green and blue infrastructure improvements to increase biodiversity and reduce flood risk, whilst improving the visual amenity of the streetscape. It created a high-quality environment that enriched the character of the Conservation Area, providing a vibrant, safe and attractive place where people will want to live, work and socialise; and businesses will want to trade, invest and grow.

Ongoing/Future Infrastructure Development

- 5.33.15 The Council commissioned a Green and Blue Infrastructure (GBI) Strategy that forms a key part of the evidence base for the Bradford District Local Plan. It sets out a vision (see below) and ten strategic objectives for the District's GBI network.

In 2050, Bradford District will have a well-integrated, diverse and connected GBI network. Urban areas will be thriving places with equitable access to wildlife rich green

¹¹⁵ Future Bradford website – Transformation of Bradford City Centre - <https://www.future-bradford.co.uk/city-centre-transformation> (Accessed 10.10.26)

and blue spaces which support biodiversity, health and well-being, and provide opportunities for social activities and increased community cohesion. A re-naturalised water environment will improve access, water quality, reduce flood risk and be rich with aquatic habitats and species. All communities will benefit from an environment which is resilient to the effects of climate change. Existing GBI will be protected, and new development will have further enhanced and expanded the network with associated benefits.

5.33.16 The strategy assessed the District's GBI network and identified gaps in provision and opportunities for new or enhanced provision. It also made evidence-based recommendations to integrate GBI into future planning policies and developments. The recommendations incorporate interventions that can be delivered as part of new development through the planning process, wider partnership working or other delivery mechanisms.

5.33.17 The GBI Strategy assessed existing provision (including need and deficiency) in the District using a bivariate mapping exercise to identify the highest priority locations for future investment. The outcomes were categorised as follows:

- **High need for GBI and low existing provision** – areas characterised by a high need and currently exhibiting a low provision of green/blue infrastructure assets. Areas falling to this category are mostly found surrounding the District's urban centres, in particular Bradford City Centre and surrounding suburbs, Keighley, Wyke and East of Ilkley.

These areas should form the priority for GBI investment. Proposals should focus on GBI creation, carefully designed to contribute towards site-specific issues e.g. flood mitigation or urban cooling.

It was highlighted that the opportunity exists to explore the introduction of GBI interventions such as sustainable urban drainage systems (SuDS) to increase the percentage of natural surfaces and to alleviate localised flood risk in these areas. The introduction of street trees, shrub planting, community growing spaces or amenity grass will help to increase localised greening in these urbanised contexts. Opportunities could also be explored in Keighley and Bradford City Centre to improve access to paths, including tow paths, along watercourses to encourage active travel and enhance health and well-being benefits.

- **High need for GBI and high existing provision** - Proposals should focus on GBI enhancement or connectivity to ensure GBI is performing multiple functions.

Investment in these areas should aim to increase the benefits provided by existing GBI assets, through enhancement and improved connectivity. The types of functions should be designed to meet local needs. Such locations are mostly centred upon river corridors, including sections of the River Aire corridor between Steeton with Eastburn and Shipley, the River Worth to the east of Keighley, sections of the River Wharfe north of Ilkley, land south of Ilkley immediately adjacent to Ilkley Moor, and land on the Leeds/Bradford border between Greengates and Upper Fagley.

The high need in these areas is typically characterised by a high flood risk due to the proximity of watercourses. The role of GBI in reducing flooding is limited for large rivers in the middle and lower courses. However, there may be opportunities to work with upstream partners to reduce the flood risk within urban centres. Where the opportunity arises, introducing SuDS interventions within these areas would increase flood resilience. Areas of high flood risk surrounding Middle Brook and

Fagley are also located within the 10% most deprived areas across England. Therefore, creation of new GBI within these areas should focus on greenspaces which offer spaces for people to socialise and connect with nature near to their homes. Access to waterways could also be improved.

- **Low need and high existing provision** - these areas should form a low priority for GBI investment. Proposals should focus on protection and conservation of existing GBI.

Investment should focus on the creation of new GBI, albeit at a lower priority than areas exhibiting existing high need and low provision. Areas within this category include rural areas to north and east of Silsden, and rural areas in the south of the District including Oldfield, Cullingworth, Harecroft and Wilsden.

Whilst these areas demonstrate a lower need for GBI, they have low canopy cover and limited access to local open space. The PRow network is limited in areas near Silsden and is heavily fragmented in areas to the south of the district. Interventions should focus on improving tree canopy cover to build climate resilience, increasing access to open spaces, or by improving access to the PRow network.

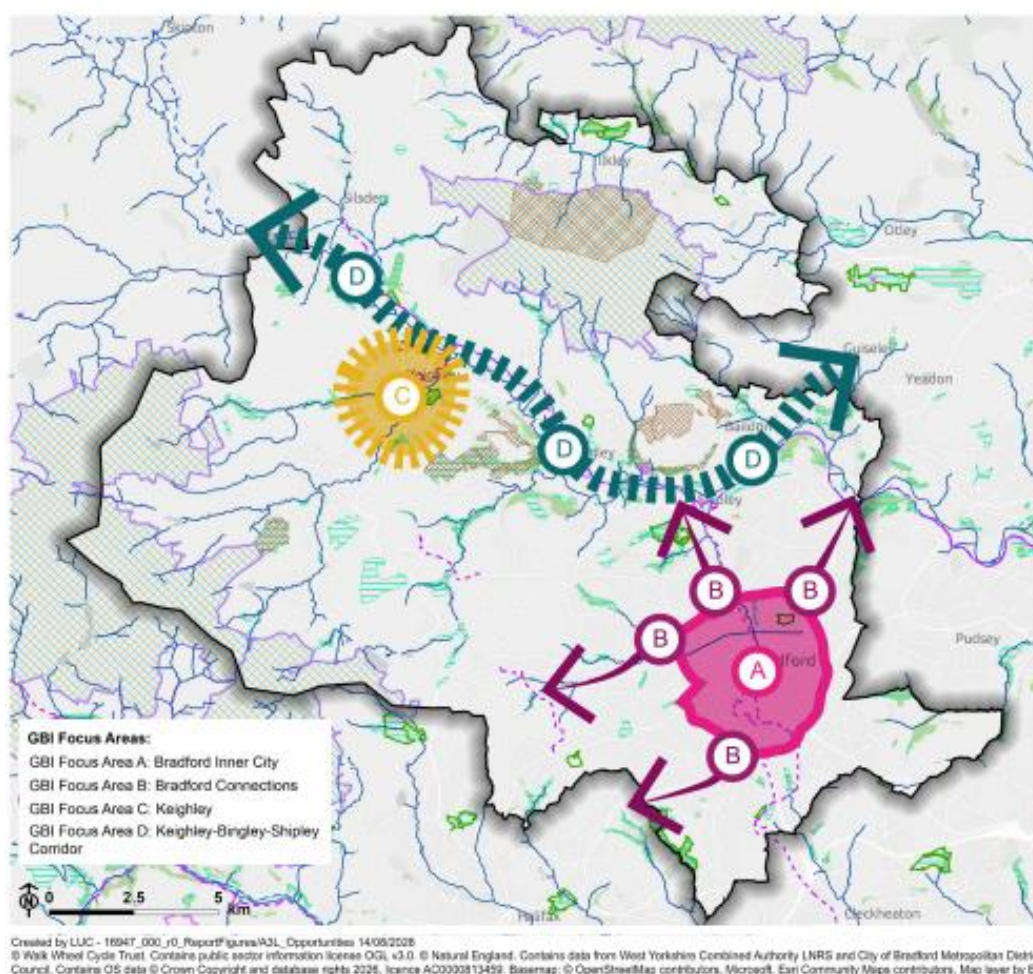
- **Low need for GBI and low existing provision** - these areas should focus on GBI creation, albeit are lower priority than those areas identified as high need and low provision

These areas represent the lowest priority areas for the introduction of GBI interventions. Investment in GBI in these areas should focus on protecting and conserving existing assets. Land located within this category is mostly located within designated sites. Larger areas include the South Pennines Moors SPA / SAC and Baildon Moor. Smaller extents are located within the St. Ives Estate (Bingley) and Goitstock Wood and Grassland Local Wildlife Site. To maintain the high provision of GBI in these areas, existing greenspaces within these areas should be protected and enhanced. Ongoing management and maintenance should be managed within the guidelines of existing management plans (where applicable).

5.33.18 Based on the baseline analysis and local needs assessment set out in the GBI strategy, four priority focus areas for new GBI provision and enhancement in the District were identified. These are areas where there is a concentration of identified high need and low provision, although all focus areas also include areas of high provision and/or low need. These focus areas are:

- Focus Area A: Bradford Inner City
- Focus Area B: Bradford Connections
- Focus Area C: Keighley; and
- Focus Area D: Keighley – Bingley – Shipley Corridor.

Figure 5.33.3: Green and Blue Infrastructure Focus Areas A to D



Source: Bradford Green and Blue Infrastructure Strategy (LUC for CBMDC, August 2026)

5.33.19 Within each green and blue infrastructure focus area, several emerging opportunities have been identified by the GBI Strategy providing a variety of project types, scales and costs, and are intended to be taken forward by various partners as and when funding becomes available. These projects are structured within a series of action plans to promote their future delivery. The structure of the action plan profiles is set out below:

- Name of green and blue infrastructure opportunity;
- Overview and justification for inclusion;
- Benefits;
- Potential delivery partners;
- Governance arrangements;
- Funding mechanism(s);
- Indicative cost;
- Indicative timescale;
- Measurable outcomes; and
- Next steps.

- 5.33.20 Whilst some projects are spatially specific, the principles of other key projects offer the opportunity to be replicated across the District. These are summarised in the accompanying Infrastructure Delivery Schedule.
- 5.33.21 The Local Plan includes policies aimed at supporting, maintaining, enhancing and restoring a multi-functional Strategic Green and Blue Infrastructure network across the District, and setting Green Infrastructure standards. Key elements of this network include:
- The South Pennine Moors;
 - The River Aire Corridor (Airedale);
 - The River Wharfe Corridor (Wharfedale);
 - Bradford Beck and its tributaries;
 - The Leeds Liverpool Canal corridor; and
 - Key upland fringe and valley systems linking settlements to the surrounding countryside.

Engagement with Partners

- 5.33.22 The GBI Strategy has been prepared through engagement with a wide range of internal and external stakeholders. This has included a:
- An internal workshop with Council officers to understand how GBI is currently delivered within the District, what the challenges are to its delivery and how the Strategy can respond to these issues.
 - An external stakeholder workshop to test the findings of the baseline research on the GBI network and agree the vision and strategic objectives for GBI. Participants also identified potential opportunities for GBI enhancement which should be incorporated into the Strategy; and
 - An interactive collaborative whiteboard was used to collect comments from stakeholders unable to attend the workshop along with additional written submissions received throughout the duration of the Strategy preparation.

Funding and Delivery

- 5.33.23 It is recognised that the GBI Strategy, will be delivered through a range of channels other than the planning system and when funding becomes available. It will also involve partnership working.
- 5.33.24 The strategy seeks to contribute towards the forward planning of these opportunities by outlining cost bands and timescales (based on professional judgement). These categories are as follows:
- Cost categories:
 - Low: less than £250,000
 - Medium: £250,000 to £1 million
 - High: more than £1 million
 - Indicative timescales categories:
 - Quick win: up to 3 years
 - Medium-term: between 3 years and 6 years
 - Long-term (aspirational): 6 years to 10 years or above

Delivery Partners

5.33.25 The following bodies and organisations will play a key role in delivering new or enhanced green and blue infrastructure within the District in the coming years:

- Aire Rivers Trust
- Business Groups/Organisations
- Canal and River Trust
- Charity/Voluntary sector
- City of Bradford Metropolitan District Council
- Community Groups/Organisations
- Developers
- Environment Agency
- Environmental charities/groups
- Natural England
- Town and Parish Councils
- Yorkshire Water

5.34 OPEN SPACE

Overview

- 5.34.1 Open spaces are a key part of the Green and Blue Infrastructure network. It is an important and valuable resource offering many benefits for Bradford District's communities and the wider environment. It offers an opportunity for people to interact with each other, experience nature and provides the setting for the built environment. It also plays a vital role in providing space for sport, recreation and leisure activities.

Background

- 5.34.2 National Planning Policy Framework (NPPF) Paragraph 20 states that strategic policies in Local Plans “...*should make provision for.... conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure*”¹¹⁶. Green infrastructure is also seen as part of essential place-making to enable and support healthy lifestyles (Paragraph 91), tackling air pollution (Paragraph 181) and managing the impacts of climate change particularly in vulnerable areas (Paragraph 150a). It is important for local plans to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure (Paragraph 171).
- 5.34.3 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.

Current Provision

- 5.34.4 Open spaces in Bradford District include:
- Allotments
 - Amenity greenspace
 - Cemeteries (see section 5.24)
 - Civic Spaces
 - Green and Blue Corridors (see section 5.25)
 - Natural and Semi-natural greenspace
 - Open Land in Settlements
 - Outdoor Sports (see section 5.19)
 - Parks and gardens
 - Provision for children and young people.
- 5.34.5 These typologies describe the District's wider open space resource. Not all are subject to quantitative requirements arising from development. Local Plan Appendix 11 identified the typologies to which development-facing standards apply, whilst other forms of open space and green and blue infrastructure are addressed through the relevant Local Plan policies and site-specific assessment.
- 5.34.6 As part of the evidence base for the Bradford District Local Plan, the Council commissioned an Open Space Audit (2021) that provides a quantitative assessment of the supply of open space across the District. It provided a baseline position with regards to existing levels of open space and helps to identify those important spaces which should be protected.

¹¹⁶ National Planning Policy Framework (2024) – Paragraph 20

- 5.34.7 In combination with population data, local open space provision standards have been established and used to identify the priority areas where additional open space is required or where a rebalancing between types of open space could be considered.
- 5.34.8 The audit involved mapping each open space site, assigning it a primary typology and calculating a site area. **Table 5.34.1** sets out the overall amount of open space (in hectares) and number of sites by typology in the District.

Table 5.34.1: Total Amount of Open Space by Typology

Typology	Amount of Open Space (ha)	Number of Sites
Allotments	87.38	87
Amenity greenspace	192.46	291
Cemeteries	129.11	83
Civic Spaces	4.73	13
Green and Blue Corridors	88.20	46
Natural and Semi-natural greenspace	456.36	303
Open Land in Settlements	204.57	69
Outdoor Sports	1,151.30	558
Parks and Gardens	449.98	49
Provision for children	17.32	194
Total	2,781.41	1,693

- 5.34.9 The results show that the typology with the greatest coverage and number of sites is the outdoor sports typology. This typology includes a variety of different assets including formal sports pitches, general recreation grounds and playing fields, golf courses (which account for a large proportion of the area total), Multi-Use Games Areas (MUGAs) and outdoor gyms.
- 5.34.10 The three typologies with the next highest coverage are: Natural and Semi-natural Greenspace (456.36ha), Parks and gardens (449.98) (includes St Ives Country Park and accounts for a large proportion of the area total), and Open Land in Settlements (204.57ha) (this is a Bradford specific typology and includes areas of farmland within the settlement boundary).
- 5.34.11 In terms of spatial distribution, the five areas with the largest quantities of open space are Bradford South East, Bradford North East, Bingley, Bradford South West and Keighley.
- 5.34.12 The Open Space Audit also set local standards for open space provision. These were used to analyse the results of the audit and were applied to each settlement area for each of the open space typologies. The aim was to show whether the settlement area

met the recommended standards or not and highlight the priorities where additional provision was required.

- 5.34.13 Several communities in Bradford District have used powers from the Localism Act 2011 to prepare Neighbourhood Development Plans (NDPs) to help shape the growth and development for their areas. To date 9 NDPs have been made (adopted) and form part of the statutory development plan. One element common to all NDPs, is the designation of Local Green Spaces (LGS).
- 5.34.14 LGSs are established under NPPF Paragraphs 106 to 108. The latter paragraph requires policies and decisions for managing development within LGSs to be consistent with national policy for Green Belts. LGS sites are usually identified via an assessment of spaces within the community against the criteria set out in NPPF Paragraph 107. Across the 9 NDPs made (adopted) to date, a total of 93 LGS designations have been identified. Several other NDPs are currently in development covering Baildon, Keighley and Menston.

Ongoing/Future Infrastructure Development

- 5.34.15 The importance of ensuring the District's communities have sufficient provision of, and access to, open space is an important thread running through the Local Plan and its policies. It is highlighted in relation to creating well-designed and healthy places, Green Belt, maintaining and enhancing the green and blue infrastructure network, landscape design and sport and recreation provision.
- 5.34.16 Policy NE2 seeks to protect and enhance existing open spaces and avoid its unjustified loss. It also requires residential development to incorporate the amenity greenspace, landscaping and applicable play provision needed to create an acceptable layout and, where appropriate, to address the additional open-space needs generated by the development. The detailed assessment and delivery approach is set out in Local Plan Appendix 11.
- 5.34.17 The policy approach is principally informed by the Open Space Audit (2021), which provides the district-wide baseline of provision, and the Open Space Needs and Demands Assessment (2020), which provides evidence about how communities use and experience open space. These are supplemented, where relevant, by the Council's latest evidence relating to play, sport and recreation, green and blue infrastructure, current GIS mapping and the Open Space Technical Paper. As the Audit provides a snapshot of provision in 2021, it should be read alongside the Council's latest published evidence and GIS mapping when assessing current provision and priorities. The former provided a snapshot as of 2021, therefore current publicly available GIS mapping will need to be used to establish the latest position. Reference will also need to be made to the Open Space Technical Paper that forms part of the evidence base for the Plan.
- 5.34.18 **Local Plan Appendix 11** explains how the open space requirement and appropriate delivery package will be determined. The Council is preparing an Open Space Cost Schedule Technical Advice Note, which will set out the cost assumptions and methodology used to calculate financial contributions towards off-site provision or enhancement, including appropriate maintenance costs. The Technical Advice Note will be published in advance of submission of the Local Plan.
- 5.34.19 The standards are a starting point for an assessment. They are not maximum provision levels, an automatic on-site land requirement or a tariff requiring payment towards every typology. The appropriate response will depend on the needs generated by the development and the latest evidence for the relevant settlement and accessible catchment.

- 5.34.20 The Council will determine the final provision package in accordance with this appendix, informed by the applicant's evidence, the Council's latest evidence and public GIS mapping, and advice from Bradford Parks, Sport and Leisure and other relevant services.

Engagement with Recreation and Open Space Officers

- 5.34.21 Engagement has taken place with the Council's Parks service in developing the Local Plan policies and the evidence base underpinning it. This service will continue to advise where development proposals come forward.

Funding and Delivery

- 5.34.22 Open space infrastructure may be delivered directly as part of a development or, where the statutory tests are met, through s106 planning obligation towards identified provision or an improvement serving the development. CIL receipts, Council capital funding and external grants may also support strategic or wider-area priorities where funding is allocated for that purpose. The delivery mechanism, funding status and arrangements for long-term management and maintenance will be identified as proposals and projects are progressed. Local Plan Appendix 11 explains how the requirement and delivery package will be established and how current, protected-specific cost evidence will be used where a contribution is sought.

- 5.34.23 Other sources of funding could include:

- Council's capital programme
- Grant funding
- Government Funding (Towns Fund; Pride in Place)

Delivery Partners

- 5.26.17 The following bodies and organisations will play a key role in delivering new or enhanced open spaces within the District in the coming years:

- Charity/Voluntary sector
- City of Bradford Metropolitan District Council
- Community Groups/Organisations
- Developers
- Education Providers
- Environmental charities/groups
- Natural England
- Sports Clubs/Organisations
- Sporting Governing Bodies
- Town/Parish Councils

5.35 ALLOTMENTS

Overview

- 5.35.1 Allotments are historically defined as a plot of land, rented to individuals so that they can grow fruit and vegetables for themselves to eat. They have been long valued by communities and can help to deliver several environmental and social benefits. This includes contributing to green infrastructure and biodiversity networks and supporting physical and mental health and wellbeing.
- 5.35.2 Community orchards are communal spaces where groups of fruit and nut trees are planted, cared for and enjoyed by local communities. These are usually located in publicly accessible areas such as public green spaces, parks or allotments. These are often planted among grass full of wildflowers.

Background

- 5.35.3 The legal framework for allotments has developed in a piecemeal fashion during the 20th century (between 1908 and 1950). The Small Holdings and Allotments Act 1908 placed a statutory duty on local authorities to provide sufficient allotments according to demand and provided for them to compulsorily purchase land to provide allotments.
- 5.35.4 Various Acts of Parliament dated 1922, 1925 and 1950 introduced a range of requirements relating to plot size and use, recognition of the need for allotments in any town planning development, statutory allotments, provisions for compensatory and tenants' rights. The 1950 Act also confined local authorities' obligations to allotment gardens only.

Current Provision

- 5.35.5 There are many allotment sites spread across Bradford District. Some of these are managed by the Council (29 sites containing a total of 1,188 individual plots), whilst others are owned and managed by Town and Parish Councils, private individuals, charities or trustees (48 sites).
- 5.35.6 The 2021 Open Space Audit identified that there is a total of 87 allotment sites within Bradford District's settlements covering an area of 87.38ha. In terms of distribution, most settlement areas have at least one allotment site with the exception of Bradford City Centre, Cottingley, Cullingworth, Harden and Menston which have no provision.
- 5.35.7 Keighley has the highest number of allotment sites (14 sites), followed closely by Bradford North East (12 sites), Bradford South West (9 sites) and Bradford South East (9 sites)¹¹⁷.

Table 5.35.1: Allotments Managed By City of Bradford Metropolitan District Council

Site	Address	Plots
Abb Scott Lane Allotments	Abb Scott Lane, Low Moor	24
Avenue Road Allotments	Avenue Road, Bradford	21
Bowling Park Allotments	Bowling Park Drive, Bradford	159
Bullroyd Allotments	Bull Royd Lane, Four Lane Ends	86

¹¹⁷ City of Bradford Metropolitan District Council website – Open Space Audit (2021) - <https://www.bradford.gov.uk/media/am1daew0/1-open-space-audit-report-2021.pdf> (Accessed 09.10.2026)

Cecil Avenue Allotments	Cecil Avenue, Bradford	61
Commercial Inn Allotments	Pullan Lane, Esholt	12
Common Road Allotment	Common Road, Low Moor	14
Derby Road Allotments	Derby Road, Bradford	69
Esholt Lane Allotments	Esholt Lane, Esholt	14
Greengates Allotments	The Drive, Greengates	33
Harewood Street Allotments	Harewood Street, Bradford Moor	45
Haycliffe Lane Allotments	Haycliffe Lane, Bradford	20
Heaton Allotments	Nog Lane, Heaton, Bradford	102
Highfield Terrace Allotments	Highfield Terrace, Queensbury	19
Legrams Lane Allotments	Legrams Lane, Bradford	39
Little London Allotments	Apperley Lane, Apperley Bridge	34
New House Allotments	New House Lane, Queensbury	24
Park Road Allotments	Park Road, Thackley	32
Queens Road B Allotments	Queens Road, Bradford	67
Scotchman Road Allotments	Scotchman Road, Bradford	72
Speeton Avenue Allotments	Speeton Avenue, Bradford	16
Stanacre Allotments	Northallerton Road, Bradford	46
Stanley Gate Greengates Allotments	Stanley Street, Greengates	12
Sunny Bank Road Allotments	Sunny Bank Road, Bradford	22
Undercliffe Allotments	Northcote Road, Bradford	41
Valley Allotments	Queens Road, Bradford	38
Whetley Grove Allotments	Whetley Grove, Bradford	15
Worthing Head Road Allotments	Fairfield Road, Wyke	34

Table 5.35.2: Allotment Sites Managed by Other Organisations

Site	Address	Managed By
Silsden Road Allotments (North)	Silsden Road, Addingham	Addingham Parish Council
Silsden Road Allotments (South)	Silsden Road, Addingham	Addingham Parish Council
Stockinger Lane Allotments	Stockinger Lane, Addingham	Addingham Parish Council
Castle Road Allotments	Castle Road, Ilkley	Ilkley Town Council
Dansk Way Allotments	Dansk Way, Ilkley	Ilkley Town Council
Bridge Lane Allotments	Bridge Lane, Ilkley	Ilkley Town Council
Prospect Road Allotments	Prospect Road, Burley in Wharfedale	Burley Parish Council
East End Allotments	Oak Avenue, Burley in Wharfedale	Burley Parish Council
Aireville Terrace Allotments	Aireville Terrace, Burley in Wharfedale	Burley Parish Council
Thompson Lane Allotments	Thompson Lane, Baildon	Baildon Town Council
Charlestown Allotments	Otley Road, Baildon	Baildon Town Council
Red Beck Allotments	Otley Road, Shipley	Shipley Town Council
Caroline Street Allotments	Caroline Street, Saltaire	Shipley Town Council
Carlton Avenue with Hirst Lane Allotments	Carlton Avenue, Saltaire	Shipley Town Council
Canalside Allotments	Victoria Road, Saltaire	Private Owner
Northcliff Park Allotments (Top and Bottom)	Northcliffe Park, Shipley	Northcliffe Allotment Society
Beck Lane Allotments	Beck Lane, Bingley	Bingley Town Council
Stanley Street Allotments	Stanley Street, Bingley	Bingley Town Council
Warren Lane Allotments	Warren Lane, Bingley	Private Owner
Bradford Road Allotments	Bradford Road, Bingley	Private Owner
Beckfoot Lane Allotments	Beckfoot Lane, Bingley	Private Owner
Micklethwaite Lane Allotments	Micklethwaite Lane, Crossflatts	Private Owner

Arncliffe Lane Allotments	Arncliffe Lane, Keighley	Keighley Town Council
Bracken Bank Allotments	Staveley Road, Keighley	Keighley Town Council
Castle Hills Allotments	Fell Lane, Keighley	Keighley Town Council
Dockroyd Lane Allotments	Dockroyd Lane, Oakworth	Keighley Town Council
Granby Drive Allotments	Granby Drive, Riddlesden	Keighley Town Council
Guardhouse Allotments	North Dean Road, Keighley	Keighley Town Council
Hards Ings Road Allotments	Hard Ings Road, Keighley	Keighley Town Council
Marland Road Allotments (two sections)	Aire Valley Road, Keighley	Keighley Town Council
Morton Allotments	Street Lane, East Morton	Keighley Town Council
Selbourne Grove Allotments	Upper Hird Street, Keighley	Keighley Town Council
Utleigh Allotments	St John's Road, Keighley	Keighley Town Council
Westfield Crescent Allotments	Applegarth Gardens, Banks Lane, Riddlesden	Keighley Town Council
Woodside Road Allotments	Woodside Road, Silsden	Woodside Road Allotments Association
Bolton Road Allotments	Bolton Road, Silsden	Bolton Road Allotments CIC
Carter Royd Allotments	Keighley Road, Steeton with Eastburn	Carter Royd Allotments Committee
Rawdon Road Allotments	Rawdon Road, Haworth	Haworth with Stanbury Parish Council
West Lane Allotments	West Lane, Haworth	Haworth with Stanbury Parish Council
Main Street Allotments	Main Street, Haworth	Private Owner
Linden Street Allotments	Linden Street, Haworth	Private Owner
Cross Lane Allotments	Cross Lane, Oxenhope	Private Owner
Foster Park View Allotments	Foster Park View, Denholme	Private Owner
Sapgate Lane Gardens	Sapgate Lane, Thornton	Sapgate Gardens Association
Top Royd Allotments	Royd Street, Thornton	Top Royd Allotment Association

Simpson Grove Allotments	Simpson Grove, Idle	Private Owner
Greenfield Lane Allotments	Greenfield Lane, Thackley	Private Owner
Harrogate Road Allotments	Harrogate Road, Bradford	Eccleshill Horticultural Society
Main Street Allotments	Main Street, Wilsden	Wilsden Parish Council

5.35.8 The District is also home to several community orchards which include:

- Bowling Park Community Orchard, Bradford
- East Holmes Field, Ilkley
- Foster Park, Denholme
- Ilkley Fire Station, Ilkley
- Silsden Fire Station, Silsden
- Wheatley Lane Recreation Ground, Ben Rhydding, Ilkley

5.35.9 Several of the made Neighbourhood Development Plans (NDPs) in the district seek to protect existing allotments and support the provision of new or enhanced sites.

Previous Infrastructure Development

5.35.10 No entirely new municipal allotment sites have been opened or established in the Council in recent years. The main focus has been on maintaining the 29 active allotment sites across the district. In 2023, the Council allocated £300,000 of funding to improve seven allotments, bringing around 100 plots back into use. The seven sites identified for improvement were:

- Bowling Park
- Bullroyd
- Cecil Avenue
- Derby Road
- Harewood Street
- Haworth Road
- Stanacre

5.35.11 105 plots on these sites were identified as benefiting from CIL and Section 106 funding, based on priority need. Those sites benefiting from CIL were Bowling Park, Bullroyd, Cecil Avenue and Haworth Road, whilst those benefiting from Section 106 were Derby Road, Harewood Street and Stanacre. Work started on the Stanacre site in autumn 2025¹¹⁸.

Ongoing/Future Infrastructure Development

5.35.12 The Open Space Audit assesses the performance of each settlement area against a set of allotment provision standards. A priority level for increased provision was assigned to

¹¹⁸ City of Bradford Metropolitan District Council website - Report of the Interim Strategic Director Corporate Resources to the meeting of Corporate Overview and Scrutiny Committee (02.10.2025): The Allotments Service - Report on the work undertaken following the meeting of Corporate Overview and Scrutiny Committee on 24th April 2025 – <https://bradford.moderngov.co.uk/documents/s53041/Doc%20I.pdf> (Accessed 09.10.2026)

each settlement and sub-area based on deviation from these standards. Those settlements/areas identified as having a high priority for increased provision and where opportunities for additional provision needed to be explored were:

- Regional City of Bradford - Bradford City Centre, Bradford North East, Bradford North West and Bradford South West
- Airedale – Baildon, Cottingley and Steeton with Eastburn
- South Pennine Towns and Villages – Cullingworth, Harden, Oakworth, Queensbury, Thornton and Wilsden.

- 5.35.13 As highlighted above, the City Centre has no allotment provision and has a low resident population, meaning the deficit against the standard is low, resulting in a moderate priority of increased provision. However, given the likely levels of growth in the future, the priority for additional provision would be likely to increase.
- 5.35.14 The importance of ensuring the District's communities have sufficient provision of, and access to open space including allotments is an important thread running through the Local Plan and its policies.
- 5.35.15 Policy ST4 relating to creating well-designed and healthy places, seeks to protect allotments and supports new provision as part of enabling communities to access and produce healthy food. Policy NE2 seeks to protect and enhance existing open spaces and avoid their loss. It also requires residential developments to provide new or enhanced open space as part of scheme layouts. This is to ensure that they provide a satisfactory environment for residents, and where justified, address additional demand created, rather than worsening an existing deficiency.
- 5.35.16 As referred to in Paragraph 5.34.16, the policy approach is underpinned by several complementary evidence sources – the Open Space Audit (2021) and the Open Space Needs and Demands Assessment (2020). The former provided a snapshot as of 2021, therefore current publicly available GIS mapping will need to be used to establish the latest position. Reference will also need to be made to the Open Space Technical Paper that forms part of the evidence base for the Plan.
- 5.35.17 Local Plan Appendix 11 establishes the District's local open space standards, including for allotment provision, and the method for determining the provision required as a consequence of residential development of 10 or more dwellings.
- 5.35.18 The standards are a starting point for an assessment. They are not maximum provision levels, an automatic on-site land requirement or a tariff requiring payment towards every typology. The appropriate response will depend on the needs generated by the development and the latest evidence for the relevant settlement and accessible catchment.
- 5.35.19 The Council will determine the final provision package in accordance with this appendix, informed by the applicant's evidence, the Council's latest evidence and public GIS mapping, and advice from Bradford Parks, Sport and Leisure and other relevant services.

Engagement with Partners

- 5.35.20 Engagement has taken place with relevant Council services in developing the Local Plan policies and the evidence base underpinning it. These services will continue to advise where development proposals come forward.

Funding and Delivery

- 5.35.21 There are a range of different ways in which allotments are funded. Central government does not provide dedicated, ring-fenced funding specifically for allotments. Local authorities in England generally pay for and fund allotments through a combination of tenant plot rents and local taxation revenues. Allotment holders are also charged rent for their plots as well as additional charges for water and/or maintenance. Other avenues of funding for allotments include grants from various organisations and charities.
- 5.35.22 As highlighted in paragraphs 5.35.15 to 5.35.19, allotments form part of the open space network for the District. Where identified based on the approach outlined, it may be appropriate to include new allotment facilities within new development or seek contributions from developers towards new provision.

Delivery Partners

- 5.35.23 The following bodies will play a key role in delivering new or enhanced allotment provision within District and beyond in the coming years:
- Allotment committees/societies
 - City of Bradford Metropolitan District Council
 - Private allotment owners
 - Town/Parish Councils

6 CONCLUSION

6.1 Introduction

- 6.1.1 The Local Infrastructure Plan (LIP) draws together numerous workstreams and programmes from the Council and a range of infrastructure providers.
- 6.1.2 It assesses the District's existing infrastructure capacity to support growth and identifies future infrastructure requirements to do so, as well as looking at costs and responsibilities for delivery. This document should be read in conjunction with Infrastructure Delivery Schedule (IDS).

6.2 A "Living" Document

- 6.2.1 The LIP is classed as a living document. This reflects the fact that infrastructure planning is an iterative process and the precise nature of infrastructure requirements will change over time. Also, many of the projects and/or schemes identified within the LIP and IDS will be delivered during the Local Plan period.
- 6.2.2 Infrastructure delivery will be monitored as the Local Plan is implemented, and if appropriate, the LIP will be reviewed and/or updated.

6.3 Further Details

- 6.3.1 For more information about the Local Infrastructure Plan, please contact:

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