

Minutes of a meeting of the Environment and Waste Management Overview & Scrutiny Committee held on Tuesday, 20 December 2016 at Committee Room 1 - City Hall, Bradford

Commenced 17.30
Concluded 18.30

Present – Councillors

CONSERVATIVE	GREEN	LABOUR
Ellis	Love Warnes	A Ahmed Thornton Watson

NON VOTING COPTED MEMBERS

Nicola Hoggart Environment Agency
Julia Pearson Bradford Environment Forum

Observers: Councillor V Slater, Deputy Leader and Portfolio for Health and Wellbeing
Councillor Ross-Shaw, Portfolio Holder for Regeneration, Planning and Transport

Apologies: Councillor Ralph Berry, Councillor Naveed Riaz and Councillor Brendan Stubbs

Councillor Warnes in the Chair

37. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

38. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted by the public to review decisions to restrict documents.

39. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

Members were advised that the following referral had been made to the Committee.

Regeneration and Economy Overview & Scrutiny Committee had, at its meeting on 30 November 2016, resolved amongst other things:



“That the Environment and Waste Overview and Scrutiny Committee be requested to consider undertaking a review of the role of Council Wardens.

The Committee was asked to note the referral and decide how it wished to proceed, for example by incorporating the item into the work programme, requesting that it be subject to more detailed examination, or refer it to an appropriate working group/committee.

Resolved –

That the referral from the Regeneration and Economy Overview and Scrutiny Committee be added to the Work Programme 2016/17.

ACTION: Overview and Scrutiny Lead

40. AIR QUALITY ACROSS THE BRADFORD DISTRICT

Members of the Committee had requested an update on air quality across the Bradford District. The report of the Strategic Director, Health and Wellbeing (**Document “R”**) provided information about the results of the routine monitoring which was carried out, the health impacts of air quality on the residents of Bradford, and detailed measures which were being put in place to tackle the problem. The report also looked at possible future actions which could be taken.

The report outlined the health impacts arising from man-made air pollution and air quality monitoring measures undertaken. It was reported that four areas in the District were not achieving UK air quality objectives. Members were aware that the Council had a statutory duty to designate those locations as Air Quality Management Areas (AQMAs), which it had in September 2006. An action plan setting out the measures that it would adopt to make progress towards the achievement of the air quality objectives had been developed. The AQAP had taken account of the contributory factors leading to the air quality objective being exceeded and any limitations in Bradford Council’s ability to act on this issue. The air quality strategy and Low Emissions Strategy previously adopted were deemed to be part of that action plan.

Partnership working to understand and address issues arising from poor air quality and tangible actions to improve air quality in the District were presented. The report revealed that, in recognition of the fact that issues affecting poor air quality were cross boundary, Bradford had led on a successful bid to Defra to secure funding to develop a Low Emissions Strategy for the West Yorkshire Region. The West Yorkshire Low Emissions Strategy had been adopted by Council on 6 December 2016 and the other West Yorkshire Authorities were going through the adoption process.

Document “R” reported the Government’s announcement, in December 2015, that Leeds would be one of five cities which would have a mandated Clean Air Zone (CAZ) imposed in order to improve air quality to meet legal limits. There were an additional 23 cities likely to require CAZ and it was understood that Bradford



could be one of them.

Members were pleased to note the good work which had been carried out and welcomed initiatives including the electronic vehicle charging points and conditions on new build properties.

The Authority's response to the potential requirement for a mandated CAZ was questioned. In response it was explained that positive steps to control air quality could be demonstrated. The Authority had won awards in that arena and Defra were aware of progress and had started to request further information. Members were informed of a grant bid which had been submitted to provide electric cars on trial for residents to test on new developments.

Statistics revealing a breakdown of the most significant exhaust emissions from traffic on the roads was questioned. In response it was explained that the data had not been included in the report but was available and would be provided directly to Members. Members were advised that there was a great deal of freight vehicles but these generally were not as old as many of the buses and were, therefore, not as polluting.

The report revealed that 25 bus retrofits (using Selective catalytic reduction technology, SCRT, and portable emissions monitoring) were in service and there had been a 60% decrease in particulate matter and 90% reduction in nitrogen oxides from the exhaust emissions of the buses retrofitted. Members questioned the numbers of buses using the District's highways to ascertain if 25 accounted for the majority or a minimal proportion of the bus fleet which had been refitted. It was explained that the main bus companies which operated in Bradford had been advised of the air quality issues. Conflicting information had been provided from some operators who had originally maintained that only 12 of their buses required retrofits but that figure had now been reported as 50% of the fleet.

The pressure that the West Yorkshire Combined Authority (WYCA) could apply to require the older buses to change was questioned and the impact of the likely CAZ was discussed. If the CAZ was mandated it would bring funding with it. It was expected that information would be issued as a draft consultation in April with a response required by July 2017.

The Deputy Leader of Council explained that in her previous role (Portfolio Holder with responsibility for Regeneration, Planning and Transport) she had attended the West Yorkshire Combined Authority. Leeds had the largest percentage of clean buses and she had lobbied for a larger share of those buses in Bradford. The WYCA had few levers they could apply. A bus quality contract would have provided more influence. She expressed concern that a mandated CAZ would not provide all the answers as the Council was not responsible for a lot of the issues.

The statistics outlined in the report regarding early deaths in the area were questioned and it was confirmed that the figure reported, from Public Health data, was calculated as a percentage of the UK statistics and was not a precise figure



in that it was an average across the district, including rural and inner city areas next to busy roads, and that local figures would have a wide variation within them.

It was questioned how many of the charging points conditioned under approved planning permissions had been installed but that information was not available.

In response to queries about a gas refuelling feasibility study it was explained that there had been no enthusiasm as it required the installation of a station located on the high pressure mains and it was felt that that capital costs could not be justified.

Concern was expressed that whilst many measures had been undertaken to address air quality locally there was much more required at a national level. It was agreed that the electrification of railway lines and considerable investment in public transport was required to reduce the volume of traffic.

Resolved –

(1) That measures to improve air quality across the Bradford District be welcomed and officers thanked for their work on that issue.

(2) That the Strategic Director, Health and Wellbeing, be requested to provide a progress report in six months time.

ACTION: Strategic Director, Health and Wellbeing

41. TWELVE MONTH REVIEW OF THE RECOMMENDATIONS OF THE DETAILED SCRUTINY REVIEW INTO ROAD SAFETY AND CASUALTY REDUCTION ISSUES IN THE DISTRICT

The report of the Strategic Director, Regeneration, (**Document “S”**) provided an update to previous recommendations around the management of the district’s Killed and Serious Injuries (KSI’s) on the highway. The report also commented on the current risk to the Inter-Departmental Agreements between Planning, Transportation & Highways Service and Public Health around the Road Safety Team and Active School Travel.

A presentation was provided which detailed the number of all casualties, broken down into each local authority, in the West Yorkshire area and it was reported that Bradford’s performance against its neighbours was good. Issues in some areas of deprivation, particularly in the Bradford East constituency were reported and Members were advised that Bradford East was the second highest in the country for child casualties. The presentation continued with statistical information comparing methods of travel with those KSIs; contributory factors and all child casualties between January and December 2016 in the West Yorkshire area.

The role of the Road Safety Team was discussed and it was maintained that their role was a significant support in reducing casualties and death. The report revealed that funding for the Road Safety Team was derived from a Public Health Grant following a report on the synergies between casualty reduction and health



priorities three years previously. Public Health were reviewing all Inter-Departmental Agreements (IDAs) due to budget cuts and the Road Safety Team was part of that review. It was confirmed that the review was out for consultation and Highways and Public Health would consider possible measures of making up a shortfall.

It was questioned how that support would be developed and Members were advised that a bid could be made to the Local Transport Plan (LTP) Board to allocate an element of the LTP funding to the Road Safety Team. The formation of a new West Yorkshire Safer Roads Executive was reported. The Executive was chaired by the Assistant Director, Planning, Transportation and Highways and included all heads of service, West Yorkshire Police, West Yorkshire Fire and Rescue and the Ambulance Services together with commissioning groups with budgets available for highways. The Executive would convene its second meeting in January 2017 and would prioritise the direction of future funding.

The report revealed national evidence that funding cuts to Road Safety had resulted in an increase in casualty levels. Members were concerned to note that it had then taken five years of intensive education, training and publicity to return to previous casualty levels. In response they were advised that the issue had been discussed in Parliament.

The method to set reduction targets appended to Document “S” were questioned and it was explained that a correlation of the West Yorkshire area was used.

The report evidenced that driver error and behaviour was a cause of accidents but did not appear to include statistics on vehicle speed. In response it was explained that intervention regarding speed reduction had not been included in the report, however, significant improvements had been made in built up areas with 20mph zones or limits and there was still the will to continue that programme of work.

Speed reduction was welcomed; however, Members stressed the importance of enforcement. In response it was explained that there was a good relationship with the Police and there was a great deal of data sharing.

The locality of the highest child casualties was queried and a brief overview was provided. It was reported that areas of high deprivation featured higher on the casualty lists. Issues including the volume of traffic using ‘rat runs’; increased pedestrian activity; lack of play space; unsupervised children playing in the street because properties had no gardens and drug dealer/anti-social behaviour making recreation grounds unsafe were a key area of concern. Those issues were being investigated although there was more work to be done.

Resolved –



- (1) That the strong Casualty Reduction performance in Bradford against the rest of the County be endorsed and officers be congratulated on their national leadership role.
- (2) That the Strategic Director, Regeneration, be requested to provide an update in March 2017 on the progress of the Safer Roads element of the Single Transport Plan.
- (3) That the Director of Public Health and the Strategic Director, Regeneration be requested to update this Committee on the budget outcome and any impact on the Road Safety Team and the Active School Travel programme as a result.

ACTION: Strategic Director, Regeneration

42. ENVIRONMENT AND WASTE OVERVIEW AND SCRUTINY COMMITTEE - WORK PROGRAMME 2016/17

Document “T” presented the Committee’s work programme 2016-17. It was agreed that the work the programme would be updated with the items discussed during the meeting.

That the referral from the Regeneration and Economy Overview and Scrutiny Committee be added to the work programme for 2016/17.

ACTION: Overview and Scrutiny Lead

Chair

Note: These minutes are subject to approval as a correct record at the next meeting of the Environment and Waste Management Overview & Scrutiny Committee.

THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER

