



Agenda for a meeting of the Environment and Waste Management Overview & Scrutiny Committee to be held on Tuesday, 20 February 2018 at 5.30 pm in Committee Room 4 - City Hall, Bradford

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT	GREEN
Gibbons Senior	A Ahmed Berry Mohammed Watson	Stubbs	Love Warnes

Alternates:

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT AND INDEPENDENT	GREEN
Ellis Rickard	Duffy Iqbal H Khan Nazir	R Sunderland	H Hussain

NON VOTING CO-OPTED MEMBERS

Nicola Hoggart Environment Agency
 Julia Pearson Bradford Environment Forum

Notes:

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

From:

Michael Bowness
 Interim City Solicitor
 Agenda Contact: Jane Lythgow/Tracey Sugden
 Phone: 01274 432270 / 434287

To:

E-Mail: jane.lythgow@bradford.gov.uk / tracey.sugden@bradford.gov.uk

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) Officers must disclose interests in accordance with Council Standing Order 44.*

3. MINUTES

Recommended –

That the minutes of the meeting held on 23 January 2018 be signed as a correct record (previously circulated).

(Jane Lythgow/Tracey Sugden – 01274 432270/434287)

4. INSPECTION OF REPORTS AND BACKGROUND PAPERS

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Jane Lythgow/Tracey Sugden – 01274 432270/434287)

5. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

None

B. OVERVIEW AND SCRUTINY ACTIVITIES

6. WEST YORKSHIRE LOCAL TRANSPORT PLAN (LTP3) REPORT 1 - 18

The report of the Strategic Director Place (**Document “AA”**) updates the Committee on the outcome of the delivery of the final year of the second implementation plan (April 2014-April 2017) of the Local Transport Plan and the West Yorkshire Combines Authority’s progress towards adoption of the replacement transport strategy for West Yorkshire.

Recommended –

- (1) That progress on West Yorkshire Local Transport Plan 3 be considered by the Committee and that feedback to officers be provided.**
- (2) That a further report on the development of the first five year implementation plan of the replacement Transport Strategy and its delivery be presented to a future meeting of this Committee.**

(Richard Gelder – 01274 437603)

7. ENERGY CONTRACTS PROCUREMENT 19 - 24

The Assistant Director Estates and Property will present a document (**Document “AB”**) which provides an explanation of the complaint

method of procurement that the Council uses to buy energy contracts.

The reports also requests the view of the Committee on whether it is content that this method of procurement offers the best value to the Council.

Recommended –

That the strategy of procuring energy through the YPO contract be noted and that the performance of the contract continue to be assessed against the market. That a review of this arrangement be put before this Committee should there be a degradation in the performance of the contract or in six years, whichever is sooner.

(Neill Morrison – 01274 434003)

8. CIVIC QUARTER DISTRICT HEAT 25 - 34

The Interim Strategic Director Corporate Services will present a report (**Document “AC”**) which sets out progress made towards achieving the Council’s ambition to develop a City Centre based District Energy Network supplying low carbon heat and electricity on commercial terms to city centre civic buildings, other public sector buildings and commercial properties.

Recommended –

That the progress made on the development of the scheme, its technical scope and current delivery timetable be noted.

(Neill Morrison – 01274 434003)

9. SINGLE PLASTICS USE SCRUTINY REVIEW 35 - 40

The Chair of the Committee will present a report (**Document “AD”**) presents the draft terms of reference for the scrutiny review into single plastics use across the District.

Recommended –

That the draft terms of reference be adopted.

(Mustansir Butt – 01274 432574)

10. WORK PROGRAMME 2017/18 41 - 52

The report of the Chair of the Committee (**Document AE”**) presents for Members’ consideration the Committee’s work programme for 2017-18.

Recommended –

- (1) That Members consider and comment on the areas of work included in the 2017-18 Work Programme for the Committee.**
- (2) That Members consider any detailed scrutiny reviews that they may wish to conduct.**
- (3) That the work programme 2017-18 continues to be reviewed regularly during the year.**

(Mustansir Butt – 01274 432574)

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

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Report of the Strategic Director of Place to the meeting of Environment and Waste Overview & Scrutiny Committee to be held on 20 February 2018

AA

Subject:

West Yorkshire Local Transport Plan (LTP3) Performance Report

Summary Statement:

This report updates the committee on the outcome of the delivery of the final year of the second Implementation Plan (April 2014 – April 2017) of the Local Transport Plan and the West Yorkshire Combined Authority's progress towards adoption of the replacement Transport Strategy for West Yorkshire.

Steve Hartley
Strategic Director, Place

Report Contact: Richard Gelder
Highways Services Manager
Phone (01274) 437603
Email: Richard.Gelder@bradford.gov.uk

Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment & Waste Management

1. SUMMARY

- 1.1 This report updates the committee on the outcome of the delivery of the final year of the second Implementation Plan (April 2014 – April 2017) of the Local Transport Plan and the West Yorkshire Combined Authority's progress towards adoption of the replacement Transport Strategy for West Yorkshire.

2. BACKGROUND

- 2.1 The third West Yorkshire Local Transport Plan (LTP), which covers the years from 2011 to 2026, was approved by the then West Yorkshire Integrated Transport Authority (ITA) in March 2011.

- 2.2 The objectives of the plan are as follows:

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- To enhance the quality of life of people living in, working in and visiting West Yorkshire.

- 2.3 To ensure an appropriate focus on delivery of the Plan is maintained it was split into a series of 3-year Implementation Plans (IPs), the second of which spanned the period April 2014 to April 2017. This report therefore covers the activities within the final year of IP2.

Progress on Implementation Plan 2

- 2.4 Progress on the Integrated Transport capital schemes that have been, or are being, implemented by the Council is shown in Appendix A of this report. Further information about the work that has been undertaken by Bradford during 2016/17 through the Local Transport Plan and a number of related funding streams is provided in Appendix B. The funding allocation for the current IP2 programme is shown in Appendix C.

3. OTHER CONSIDERATIONS

Other Transport Issues

Single Transport Plan

- 3.1 The West Yorkshire Combined Authority (WYCA) has developed a new long-term Transport Strategy for West Yorkshire to deliver a modern, high class, integrated transport system that support the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and health economic growth. This plan covers the period through to 2040.

- 3.2 The Transport Strategy replaces the current West Yorkshire Local Transport Plan and which was adopted in 2011 and will set out a step change in the quality and performance of the transport system in West Yorkshire. The Transport Strategy is based around five core principles:
- a) **Road Network** – delivering an efficient, safe and reliable road network for all road users that creates new opportunities for jobs and housing.
 - b) **One system, public transport** – delivering a ‘Metro style’ public transport network that integrates all transport modes, including High Speed Rail, into one comprehensive easy-to-use system.
 - c) **Places to Work and Live** – Making cities and neighbourhoods more attractive places to live, work and invest in and making West Yorkshire known for the quality and liveability of its places.
 - d) **Smart futures** – Exploiting technology to improve the customer experience and assist effective management of the transport system.
 - e) **Asset management and Resilience** – Maximising the value for money in maintaining the transport system for future generations.

Together with the cross-cutting principles of Inclusive Growth, Environment, Health and Wellbeing to connect people to better living standards and higher earning jobs and to significantly improve the health, overall wellbeing and environment of people living and working in West Yorkshire.

- 3.3 Similar to the Local Transport Plan the new Transport Strategy will be supported by a series of five-year Implementation Plans containing the specific programmes and projects. The implementation of the strategy will be managed by the West Yorkshire Combined Authority in conjunction with each of the district partners.

Bradford Interchange & Forster Square Station

- 3.4 The two Bradford projects which are contained within the Station Gateways programme of the West Yorkshire + Transport Fund are the improvement to Forster Square and Bradford Interchange.
- 3.5 Towards the end of 2017 the Council were successful in achieving Outline Business Case approval for the Foster Square station improvements which released £3.6m of funding for the development of the Full Business Case. The strategy for the delivery of the Full Business Case is the subject of a separate report to this committee.
- 3.6 Scheme proposals for Bradford Interchange have been developed which provide a step-change in user experience which are compatible with any potential future Northern Powerhouse Rail proposal. These proposals are currently being used to develop the Outline Business Case submission which is anticipated to be submitted to the West Yorkshire Combined Authority by March 2018.

West Yorkshire+ Transport Fund

- 3.7 In July 2014 the Government announced that WYCA had uniquely secured funding to establish a £1bn West Yorkshire+ Transport Fund. The fund will target reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas.
- 3.8 As part of the approved programme of projects to be delivered by the fund Bradford have the following schemes which are programmed to be delivered in full by 2021:
- a) **A650 Tong Street Corridor Improvements** – Detailed work preparing the Outline Business Case submission for this project is nearing completion and is currently anticipated that this will be completed by the end of March 2018. Assuming that approval is obtained for this detailed design and land assembly activities will commence in mid-2018 through to mid-2019 with works currently anticipated to be completed by Summer 2021.
 - b) **A650 Hard Ings Road** – The planned Public Inquiry for the assembly of the remaining land parcels has now been cancelled following mutually agreeable terms being negotiated with both objectors to the scheme. It is anticipated that with the need for an inquiry being averted the submission of the Full Business Case for this project can be accelerated. Again, on the basis of confirmation of funding it is currently anticipated the works will be completed by the beginning of 2020.
 - c) **Harrogate Road / New Line Junction** – Formal advertisement of the Compulsory Purchase Order and Side Roads Order commenced at the end of January 2018. It is not possible to definitively indicate at this time the delivery programme beyond this advertisement until confirmation of whether or not a Public Inquiry will be required has been received. However, indicatively completion of this project is expected in 2019/20.
 - d) **Bradford to Shipley Corridor Improvement** – This project consists of a number of junction improvements including The Branch, Otley Road / Valley Road, Fox's Corner as well as dualling a section of Canal Road between Queens Road arches and Stanley Road. Introduction of public transport benefits (Quality Bus corridor) on A650 Manningham Lane is also included in the project mandate. Development of the Outline Business Case for this project is currently anticipated to be completed later this year which is likely to recommend a phased delivery strategy to accelerate aspects of the project where land assembly is not necessary, for example in the case of the former Branch PH which has recently been acquired by the Council in preparation for the delivery of adjacent the junction improvement.
 - e) **Corridor Investment Programme** – This programme was added to the Council's portfolio in 2017. The programme comprises junction and link upgrades to sites on the outer ring-road including Great Horton Road / Cross Lane, Thornton Road / Toller Lane and Great Horton Road / Horton Grange Lane as part of the Phase 1 package. These schemes are on an accelerated delivery programme and must be completed by 2021.

- 3.9 Development work on the longer-term scheme within the overall West Yorkshire+ Transport Fund of South East Bradford Link Road commenced towards the end of 2017. This project is at a very early stage of development and is indicatively programmed for delivery by 2026.

Air Quality

- 3.10 The impact of transport on Air Quality is of significant public health concern. The District has four declared Air Quality Management Areas and a large number of other locations are thought to be at, or close, to exceedance levels. Particulate air pollution has been assessed by Public Health England as being responsible for 5.3% of all deaths in the Bradford district, or approximately 222 deaths in the 25+ age range every year. The health costs associated with this in Bradford are >£150m/pa.
- 3.11 The UK is currently facing infraction proceedings from the EU due to failure to meet air quality targets. It has been confirmed that Brexit will not result in a 'watering down' of air quality legislation and that all EU legislation relating to air quality will be transposed into UK law. In December 2015 Government announced 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 by 2020.
- 3.12 The health impact of air quality on the Bradford population and the potential of fines being imposed by the EU are a serious concern for the Council and the importance of encouraging more sustainable modes of travel and addressing congestion issues that impact on air quality cannot be overstated. A Low Emission Strategy (LES) for Bradford has already been developed and was adopted in November 2013 (the 2nd in the UK). Bradford Council has project managed development of West Yorkshire Low Emission Strategy in collaboration with the other four local authorities, WYCA and Public Health England. The strategy was formally adopted by all parties in December 2016.

4. FINANCE & RESOURCE APPRAISAL

- 4.1 The measures being undertaken by the Council and its partners through the Local Transport Plan are being delivered from the Capital and Revenue funding and staff resources available.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Both the Council and the West Yorkshire Combined Authority (WYCA) have well developed processes to manage risk in a timely and effective manner. The programmes included in this report are subject to these processes.

6. LEGAL APPRAISAL

- 6.1 The programmes of work identified in this report are being implemented through the Council's role as Highway and Traffic Regulation Authority and the WYCA's role as Transport Authority.

7. OTHER IMPLICATIONS

7.1 Equality & Diversity

The public sector equality duty in s149 of the Equalities Act applies to the Council in the exercise of its functions. Those functions will include most, if not all, of the proposals and other measures referred to in this report.

The duty is to “have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under [the 2010 Act], (b) advance equality of opportunity between persons who share relevant protected characteristic and persons who do not share it, [and] (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it”. In summary, this includes the need to remove or minimise disadvantages suffered by persons that are connected to that relevant protected characteristic and taking steps to meet the needs of persons who do not share it and encouraging persons who share a relevant protected characteristic to participate in public life. It also includes taking steps to take account of disabled persons’ disabilities and makes it clear that compliance with the duties “may involve treating some persons more favourably than others”.

It is evident that all of the schemes and proposals referred to in this report have the potential to impact on persons who share one or more of the relevant protected characteristics. Some of these were identified in the Integrated Sustainability Assessment undertaken on LTP3 as identified in a report to Executive on 18 March 2011 – Transport Delivery Plan 2011/12 (paragraphs 9.1.2 to 9.1.7).

The factors covered in the ISA are narrower than the definitions of relevant protected characteristics in s149 and the duty under that section itself. Due to the nature of this report it is not possible to provide any form of detailed equality impact assessment of specific schemes. However, officers will ensure that a specific assessment is carried out as part of the preparatory work for each programme or scheme as appropriate and, as far as practicable, is taken into account in the design of each scheme with Members being consulted if issues arise which either cannot be addressed, or can only be addressed with difficulty or excessive cost, as part of the programme or scheme.

7.2 Sustainability Implications

The ISA considered that there were mixed implications on sustainability with neutral impacts on noise, townscape and landscape, heritage and water. Air quality, material assets, health and the economy would be benefitted by the strategy whilst biodiversity, flora, fauna could suffer minor adverse impacts dependent upon the details of the schemes implemented.

7.3 Greenhouse Gas Emissions Impacts

The ISA suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with LTP3 proposals (compared with a ‘do-minimum’ scenario).

7.4 Community Safety Implications

Safety and Security of the Transport Network is a key consideration for LTP3. One of the key objectives is to 'deliver an integrated, reliable transport system that enables people and goods to move around as efficiently and safely as possible'. The ISA concluded that there would be benefits from the plan in terms of reducing deaths and injuries from collisions. The LTP Implementation Plans include projects and schemes to improve safety and reduce casualties on the highway network as well as improving personal security on the public transport network.

7.5 Human Rights Act

Human Rights implications are taken into account in the development of individual schemes.

7.6 Trade Union

There are no trade union implications associated with this report.

7.7 Ward Implications

The wards in which the measures described in this report are implemented will generally benefit from the improvements. Appropriate consultation has, and will continue, to take place with Ward Members and local communities during the development of individual projects.

7. NOT FOR PUBLICATION DOCUMENTS

7.1 None.

8. OPTIONS

8.1 None.

9. RECOMMENDATIONS

9.1 That progress on West Yorkshire Local Transport Plan 3 be considered by the Committee and that feedback to officers be provided.

9.2 That a further report on the development of the first 5-year Implementation Plan of the replacement Transport Strategy and its delivery be presented to a future meeting of this committee.

10. APPENDICES

10.1 Appendix 1 – West Yorkshire Local Transport Plan 3 – Implementation Plan 2 (2014 – 2017) Bradford Integrated Transport Capital Programme – Progress Report.

10.2 Appendix 2 – Examples of Transport Projects and Initiatives Delivered in 2014/15.

10.3 Appendix 3 – Glossary of Terms and Abbreviations

11. BACKGROUND DOCUMENTS

11.1 Report to Executive 12 March 2013, Transport Delivery Plan 2013/14

- 11.2 Report to Executive 18 March 2014, Transport Delivery Plan 2011/12
- 11.3 'My Journey' – West Yorkshire Local Transport Plan 2011-2026
- 11.4 West Yorkshire Transport Strategy
<https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf>
- 11.5 West Yorkshire Transport Strategy Integrated Sustainability Appraisal
<https://www.westyorks-ca.gov.uk/media/2554/issue-wyca-isa-report-final-130716-v20.pdf>
- 11.6 West Yorkshire Transport Strategy Integrated Sustainability Appraisal Technical Appendices
<https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf><https://www.westyorks-ca.gov.uk/media/2555/issue-wyca-isa-report-appendices-final-130716-rev20.pdf>

**WY LOCAL TRANSPORT PLAN 3 – IMPLEMENTATION PLAN 2 (2014-17)
BRADFORD INTEGRATED TRANSPORT CAPITAL PROGRAMME –
PROGRESS REPORT**

Description	Comments
Network Management	
Improved Data Network	Rolling programme of upgrades and improvements to the Council's wireless network infrastructure including introduction of Bluetooth vehicle detectors for journey time monitoring throughout the District.
Improved Signals Operation	Rolling programme of schemes to upgrade existing traffic signal installations - complete
Traffic Signals Maintenance	Rolling programme of maintenance upgrades to existing junction locations to improve safety and efficiency and reduce on-going maintenance costs - complete
VMS Signs	Introduction of Variable Message Signs on the network to provide traffic information for road users – complete.
Freight	Feasibility study into potential HGV freight park in Bradford South – complete.
Safer Roads	
KSI Casualty Reduction Programme	On-going programme of schemes mostly delivered by the end of 2016/17.
Locally determined traffic management programme	On-going programme of schemes mostly delivered by end of 2016/17.
Low Carbon Fuels and Technologies	
Air Quality Monitoring	Monitoring being undertaken at 7 sites across the district.
Integrated Public Transport	
Bus Hotspots – Delivery and Feasibility	Great Horton Road - introduction of traffic light priority at junctions. Complete. Odsal Roundabout – bus gate on Rooley Lane approach and additional traffic light priority. Complete.
Low Moor station	Scheme complete.
Cycling & Walking	
CCAG – City Connect superhighway (Bradford & Leeds)	Scheme completed and operating. Currently in monitoring phase.
CCAG2 – City Connect superhighway (Bradford)	Design complete and tender for works awarded. Scheme currently on site with completion expected mid 2018.

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2016/17

Local Transport Plan – Implementation Plan 2 Schemes

The 5 Constituency Area Committees promote Safer Roads schemes at a local level to tackle priorities with a primarily evidence led approach based on casualty rates. The Traffic & Road Safety teams also work with local communities through forums, community groups and day-to-day contact with local residents to assist the Area Committees in determining where the problems and community priorities are.

In addition to Traffic Measures and Casualty Reduction schemes, the Area Committees also have responsibility for Disabled Persons Parking Places, access improvement schemes (e.g. dropped kerbs etc.), local public transport infrastructure (e.g. raised kerbs at bus stops, bus build-outs), safer routes to schools and cycling initiatives

The Safer Roads schemes therefore not only seek to reduce the incidence of road traffic collisions and thereby the occurrence and severity of associated casualties, but to improve accessibility and encourage sustainable transport i.e. walking, cycling and public transport use. Examples of schemes delivered through this programme in 2016/17 include: -

- Whetley Lane, Bradford – pedestrian refuge island and footway build-outs;
- Harrogate Road/Leeds Road, Undercliffe – side road loop detectors to provide safe side road exit opportunities for motorists;
- Huddersfield Road, Wyke – Traffic Regulation Order for yellow lines to improve sight-lines at side roads and relieve congestion (particularly for bus services) at local pinch point.
- Station Road and Roundwood Road, Baildon - Installation of zebra crossing in the vicinity of the rail station to assist pedestrians (particularly commuters and school children).
- Moor Lane area, Addingham – introduction of 20mph speed limit within the estate, minor lining/signing changes to a nearby junction to include a right turn pocket, and junction radii reduction/tactile crossing points to improve safety along school walking route.

Network Management

Improved Traffic Signal (UTMC) data communications including provision of wireless data networks and outstation transmission units at various sites.

Traffic Signal Upgrades

More efficient traffic signal control at 10 sites including:

- Church Street / Brook Street
- Westgate / Drewton Road
- A65/Leeds Road/Lower Wellington Road
- South Street / Worth Way

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2016/17

- Bradford Road / Bingley Road
- Manor Row / Upper Piccadilly
- Halifax Road / Thornton Road
- Otley Road / Valley Road
- Thornton Road / Preston Street
- Manchester Rd / Croft St

Traffic Signal Asset Management

Signal refurbishment at 13 sites including:

- Leeds Road / Crag Road / Carr Lane
- Bradford Road / Avondale
- Canal Road / Hillam TOUCAN
- Killinghall Road / First Ave
- A650 / Aireville Ave
- Manchester / St Stephens inbound out and main
- Bradford Road / Shipley Fields Road
- A650 / Bradford Road / Clifton Place
- Main St / Ferncliffe Rd
- Main St / Myrtle Pl
- Main St / Foundary Hill, Bingley,
- Main St / Park Rd
- Main St / Ferrand Ln

Variable Message Signs

Variable Message signs to provide driver information and improve management of the network at:

- Manchester Road (near Caledonia Street)

Road Safety Cameras

An on-going programme of upgrading of Safety Cameras to the latest digital technology to improve efficiency and resilience of the function.

Low Moor Station

Scheme completed and opened.

Street Lighting

Street lighting column replacement schemes including the installation of LED lanterns on the following roads:

- Harris Street, (Bowling and Barkerend)
- Leeds Road (Idle and Thackley)
- Legrams Lane (City)
- Manningham Lane (Manningham)
- Ashfield Avenue (Heaton)
- Wyke Lane (Wyke)
- Wibsey Park Avenue (Wibsey)

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2016/17

- Wharfedale Road (Tong)
- Merrydale Road (Tong)
- Otley Road, Baildon Bridge (Baildon)
- Otley Road Jnc Bradford Road (Shipley)
- Glenside Road (Windhill and Wrose)
- Grove Road, Ilkley (Ilkley)
- West Lane (Keighley Central/West)

Department for Transport Cycle City Ambition Grant (CityConnect)

WYCA, Leeds City Council and Bradford Council were successful in securing £18.052m to support the construction of a high quality cycle route from east of Leeds to Bradford City Centre together with associated traffic management measures in the corridor and tow path improvements between Armley and Shipley. A further funding bid secured £250,000 for walking encouragement activities in the corridor.

Design work was completed in early 2015 and the new cycle route was completed and opened to the public in June 2016. Improvement works are continuing over the maintenance period with anticipated completion in 2018.

Department for Transport Cycle City Ambition Grant (CityConnect 2)

WYCA and Bradford Council have secured £2.508m for the construction of the Bradford Canal Road Corridor Scheme, a segregated cycle super highway between Bradford and Shipley. Design work is being carried out in 2016 and construction works are expected to commence in late 2017 with anticipated completion in 2018.

Challenge Fund Retaining Walls on A6034, A629 and A6033

The Council continues to deliver structural maintenance projects on three principal roads, A6034, A629 and A6033. Bradford's three years allocation equated to £4,340,00 (2015/16 to 2017/18) of which 16.45% had to be matched funded. Due to the unprecedented challenges arising from the Boxing Day floods and competing resources, only £1,266,802 had been spent to the end of financial year 2016/17. It is expected that a total of £1.9 million will be spent by 31/03/2018.

Safer Roads Initiatives

Practical Pedestrian Training

The practical pedestrian training programme has been delivered in 82 schools with 4209 pupils receiving training which is up from last years' performance of 66 schools with 3513 pupils. The programme is a positive contribution to health and sustainable travel.

Primary School Plan

Similarly, the Primary School Plan has been delivered in 109 schools reaching 37400 children which is up from last years' performance figures of 99 schools reaching 29700 children.

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2016/17

Children's Centres and Madrassas

Information has been circulated to 66 Madrassas and 41 Children's Centres in October (2016) for the 'Be Bright, Be Seen' campaign and June (2017) for Child Safety Week.

Secondary Schools

Theatre in Education has been delivered in 23 schools to 7800 pupils in year 7 and 8. All secondary schools in the district have received pre-driver information for pupils in Year 12/13.

Priority Ward Area Work

The Road Safety Team has worked with key partners to address road safety casualties in the City, Manningham, Bolton and Undercliffe, Bradford Moor, Little Horton, Toller, Great Horton and Bowling and Barkerend wards. Activities have focused on community engagement, empowerment and ownership to reduce casualties.

Publicity

The Drivers, passengers, adult cyclists, motorcyclists and pedestrians are targeted through publicity activities. Press releases, tweets, advertising on buses, radio, JC Decaux boards, and leaflets are used to put out key messages related to seat belt wearing, speed, the use of mobile phones, drink and drug driving, distractions and awareness of other road users.

The Road Safety Team work with the other West Yorkshire and Yorkshire and Humber authorities on publicity campaigns and support the Government's 'Think' campaigns.

The West Yorkshire Safer Roads Delivery Group has promoted key messages on drink and drug driving, using mobiles whilst driving, inappropriate speed and seatbelt wearing. The group has also continued to promote the Look Out campaign encouraging all road users to share the roads safely and to look out for each other.

Workplace Travel Plans

Workplace travel planning remains a key priority in engaging employers and their staff on the benefits of sustainable travel options. The Local Plan & Infrastructure team, which comprises the previous Transport Planning team, continue to comment on Travel Plans associated with new developments as well as working with existing employers to ensure that the best possible travel opportunities are made available to staff across the District.

APPENDIX B: EXAMPLES OF TRANSPORT PROJECTS & INITIATIVES DELIVERED / COMMENCED IN 2016/17

Electric Vehicle Charging Points

Investment under Programme 9 Low Carbon theme of the LTP enabled installation of a 'rapid chargepoint' at the Crown Courts car park in Bradford City Centre during August 2017. A sum of £30,000 allowed purchase of equipment and civil engineering works. The charger will allow visitors to the City Centre to re-charge electric vehicles in around 20-30 minutes.

There are now four public charges (local authority managed) plus a charging facility at Asda on Cemetery Road, Abundant Life Centre and the Nissan Dealership.

APPENDIX C: WEST YORKSHIRE LOCAL TRANSPROT PLAN IMPLEMENTATION PLAN 2014-17

Notes:

For simplicity, specific programmes/projects in neighbouring Districts have been omitted from the table below.

West Yorkshire wide programmes / projects are shown in ***BOLD ITALICS***

	Profiled capital costs			
	2014/15	2015/16	2016/17	3 year total
Highway Asset				
<i>Highway surfacing / reconstruction</i>	15,458,000	19,000,800	17,419,000	51,877,800
<i>Bridges, structures and retaining walls</i>	6,662,000	8,188,900	7,507,200	22,358,100
<i>Street lighting.</i>	1,646,000	2,023,300	1,854,800	5,524,100
TOTAL HIGHWAY ASSET				79,760,000
TOTAL HIGHWAY MAINTENANCE BLOCK				79,760,000
Public Transport Asset				
<i>Smart 5 refurbishment to extend asset life</i>		100,000	1,700,000	1,800,000
<i>Bus shelter programme – 30 shelters per year</i>	250,000	250,000	223,000	723,000
TOTAL PUBLIC TRANSPORT ASSET				2,523,000
Network Management				
<i>Improved Data Communications Programme</i>				
Bradford – Bluetooth vehicle detectors for journey times	2,100	13,600	61,600	77,300
Bradford – Equipment for UTMC control			8,000	8,000
Bradford – Wi-Fi improvement at 160 sites	82,300	137,800	18,000	238,100
Bradford – Remote monitoring of sites	52,700	800		53,500
<i>More Efficient Traffic Signal Control Programme</i>				
Bradford – Manningham Lane / Drewton Road	76,100			76,100
Bradford – Chester Street / Little Horton Lane	49,900			49,900
Bradford – Toller Lane / Haworth Road	43,200			43,200
Dudley Hill Roundabout		8,900	25,500	34,400
Tong St/Knowles Lane		33,600		33,600
Church St/Brook St		11,300	15,200	26,500
Bradford Rd/Granby Lane		21,700		21,700
Bierley Roundabout		79,200		79,200
Leeds Rd/Lower Wellington Rd		13,400	24,200	37,600
The Branch, Bradford Rd		44,400	1,600	46,000
Bradford Rd/Kirkgate			40,800	40,800
Halifax Rd/Thornton Rd			22,500	22,500
Leeds Rd/Crag Rd			32,700	32,700
Manor Row/Upper Piccadilly			22,700	22,700
Otley Rd/Valley Rd			37,200	37,200

APPENDIX C: WEST YORKSHIRE LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2014-17

South St/Worth Way			26,600	26,600
Thornton Rd/Preston St			21,800	21,800
<i>Variable Message Signs Programme</i>				
Bradford – Common Database Works	500			500
Bradford – New Information Signs – Westfield Development		356,500	3,800	360,300
Bradford – New Information Signs – Inter Area Strategic Routes			20,200	20,200
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Leeds Road, Shipley (towards Leeds)	46,800			46,800
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,500			32,500
Bradford – Wakefield Road, Bradford (towards Kirklees)	32,700			32,700
<i>Traffic Signals - Asset Management Programme</i>				
Bradford – Replacement of Obsolete Traffic Signal Poles & Controllers	141,800	23,600	78,400	243,800
Manor Row/Upper Piccadilly		21,300		21,300
Wakefield Rd Gyratory		85,400		85,400
Haworth Rd/Chellow Grange		30,900		30,900
Southfield Lane/Hutton Road		3,400	1,700	5,100
Bradford Rd/Avondale Rd			18,400	18,400
Bradford Rd/Aireville Ave Puffin			12,700	12,700
Canal Rd/Hillam Rd			14,000	14,000
Clifton Place Puffin			14,000	14,000
Killinghall Rd/First Ave Puffin			13,700	13,700
Manchester Rd/Croft St			53,200	53,200
Manchester Rd/St Stephen's Rd			73,600	73,600
Shipley Fields Rd Puffin			14,600	14,600
Bradford – HGV Park – feasibility	5,000	1,000	10,000	16,000
TOTAL NETWORK MANAGEMENT				2,185,900
Information				
Smartcards	1,272,000	400,000		1,672,000
Transport Data management		475,000	425,000	900,000
Multi-modal, hubs, disruption information, web portal		575,000	525,000	1,100,000
Bus real-time evolution	108,000	356,000	536,000	1,000,000

APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS

Bike It	Cycling encouragement programme delivered by Sustrans in schools
Common Database	A 'live' database containing a wide range of traffic and transport data which provides information to websites, Variable Message Signs, UTC systems etc.
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
HS2	High Speed 2 Rail Link between London and Manchester / Leeds
HS3	High Speed 3 Rail Link running east-west connecting Liverpool to Hull via Manchester and Leeds.
Hub	A location where there is a focus on transport movements and where improvements are being implemented to enhance facilities
ISA	Integrated Sustainability Assessment – an assessment of the extent to which a strategic plan will help achieve relevant environmental, economic and social objectives.
KSI	Killed and Seriously Injured Road Casualties
LED	Light Emitting Diode Lighting – energy efficient lighting equipment.
LES	Low Emission Strategy
LSTF	Local Sustainable Transport Fund
LTP / IP1 / IP2	Local Transport Plan / Implementation Plan 1 / Implementation Plan 2
MOVA	Micro Processor Optimised Vehicle Actuation – a sophisticated traffic signal operating system that responds to changes in traffic flow by altering green light durations and signal cycle times.
OLEV	Office for Low Emission Vehicles
PRN	Principal Road Network – highways identified as serving the strategic needs of the nation.
RailPlan7	The current rail planning document for West Yorkshire

APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS

TLP	Traffic Light Priority for Buses – a system that uses GPS positioning to trigger extended or advanced green signals for buses.
Urban Traffic Management Control / UTMC / UTC	The traffic management and control systems that lie behind traffic signals, variable message signs, TLP etc.
WYCA	West Yorkshire Combined Authority
WY+TF	West Yorkshire Plus Transport Fund.



**Report of the Assistant Director of Estates and Property
to the meeting of the Environment and Waste Overview
and Scrutiny Committee to be held on 20 February 2018.**

AB

Subject:

Energy Contracts Procurement

Summary statement:

An explanation of the compliant method of procurement that City of Bradford MDC uses to buy energy contracts and a request to the committee whether they are content that this method of procurement offers best value to the council.

Ben Middleton
Assistant Director Estates and
Property

Portfolio:
Environment, Sports and Culture
Cllr Sarah Ferriby

Report Contact: Neill Morrison,
Energy Project Manager
Phone: (01274) 434003
E-mail: neill.morrison@bradford.gov.uk

Overview & Scrutiny Area:
Environment and Waste Management

1. SUMMARY

An explanation of the compliant method of procurement that City of Bradford MDC (CBMDC) uses to buy energy contracts and a request to the committee whether they are content that this method of procurement offers best value to the council.

2. BACKGROUND

CBMDC is a founder member of the Yorkshire Purchasing Organisation (YPO) and as a customer benefits from the shared profits by the YPO. This share is proportional to the amount of procurement placed through the YPO. The value of the energy contracts CBMDC place through the YPO is considerable since a significant number of schools within the district utilise the CBMDC contract to purchase their energy.

YPO procure the energy contracts on a four year rolling basis, this process is compliant with procurement regulations. Gas and electricity contracts are procured separately and, due to the complexity of the process, on an alternating basis, so that one procurement is done every two years.

Due to the value of CBMDCs energy contracts there is a significant saving in OJEU (Official Journal of the European Union) compliant procurement work that is made by utilising the YPO procurement process. Though it should be noted that this saving could also be made by using another provider such as Crown Commercial Services.

YPO buy energy through the contracts they have procured in a similar way to a commodity traders operating in a futures market. Most of the energy (90%) is procured in advance (typically around six months) taking advantage of market fluctuations to obtain the best prices. The remainder of the energy is procured "in period" this is within a month of the time the energy is needed and allows a measure of "hedging" that is particularly of benefit when energy prices are reducing. This strategy means that there is a larger amount of certainty around budget setting on an annual basis and that the energy prices obtained are better when the commodity price is stable or increasing. Current energy commodity prices are low and stable. Buying more energy "in period" can have benefits, particularly when prices have been inflated and are reducing however it should be noted that this strategy can result in much more price volatility.

In the 2015/16 financial year officers from The Energy Centre (TEC formally the Environment and Climate Change Unit) and procurement teams carried out a review of the performance of the YPO contract against other options within the marketplace. It was found that the electricity contract had performed in line with the market in general and that the gas contract was performing a small amount worse than the market at this time. It was identified that the slightly poorer than market performance was due to the weak gas commodity prices and that over longer timescales the contract had performed well.

A new gas supplier was appointed in April 2017. Procurement for the electricity contract is currently underway to be implemented in April 2019. YPO will require confirmation from CBMDC that we wish to be included in the Electricity portfolio for this procurement before the end of the financial year.

3. OTHER CONSIDERATIONS

As a founder member of the YPO there is an expectation that CBMDC will utilise the services that are provided. The value of the energy contracts is substantial and officers are of the opinion that should a decision be made to procure energy using a different route then there would need to be a discussion at an appropriate level of the council.

4. FINANCIAL & RESOURCE APPRAISAL

The energy contracts placed through YPO are worth over £6.3 Million per annum for Bradford council. Some schools also buy their energy through the councils YPO contracts and the value of that energy is a further £9.2 Million per annum.

Changing the procurement strategy for energy could incur additional costs and could potentially increase the required staffing resource for this process. The additional staffing could be appointed directly or through the use of consultants. YPO maintain a permanent team managing the procurement of energy and energy suppliers. Any change to the procurement arrangements would require sufficient resource to manage an OJEU compliant procurement on a regular basis. The expected costs to carry out this work would be substantial. Should consultants be used to do the work then this would add a further element of procurement cost.

Moving our energy contracts away from YPO would reduce the dividend from YPO and also reduce the profit sharing payment that we receive from YPO. A full financial assessment would be required to ascertain the scale of the impact.

The YPO contracts for electricity alone are predicted to be £146M in the 2017/18 financial year. The gas figures are not currently known but are expected to be between £50M and £75M. When YPO are buying energy there is an element of saving to be had from this level of buying power.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There would be no change to governance processes should the recommendation be followed. Making a change to the procurement arrangements will require an appraisal of potential issues. These will include an assessment of the impacts of moving away from the YPO.

There is a risk inherent with any procurement strategy that a different method will obtain better results. The nature of the YPO arrangement means it provides its best performance in the current type of commodity market and that it provides certainty in prices over each year. The performance of the portfolio has been assessed and will continue to be checked to ensure that contract is providing value to the council.

6. LEGAL APPRAISAL

It is the view of our procurement team that given the value of the contracts overview of the arrangements is needed. There are no changes planned but should the committee

wish that other options are explored then a legal assessment will be obtained.

7. OTHER IMPLICATIONS

N/A

7.1 EQUALITY & DIVERSITY

N/A

7.2 SUSTAINABILITY IMPLICATIONS

N/A

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

N/A

7.4 COMMUNITY SAFETY IMPLICATIONS

N/A

7.5 HUMAN RIGHTS ACT

N/A

7.6 TRADE UNION

N/A

7.7 WARD IMPLICATIONS

N/A

8. NOT FOR PUBLICATION DOCUMENTS

N/A

9. OPTIONS

- That the committee considers the comment on the strategy of procurement and continues to monitor performance
- That the committee recommends a paper be prepared for executive advising a change in its procurement strategy for energy, recommending procuring energy directly from the market or using a broker service.
- That the committee recommends a paper be prepared for executive advising a change in its procurement strategy for energy, recommending using a different procurement

organisation to help it procure energy.

10. RECOMMENDATIONS

Recommended -

That the strategy of procuring energy through the YPO contract be noted and that the performance of the contract continue to be assessed against the market. A review of this arrangement be put before this Committee should there be a degradation in the performance of the contracts or in six years, whichever is sooner.

11. APPENDICES

12. BACKGROUND DOCUMENTS

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Report of the Interim Strategic Director Corporate Services to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on 20 February 2018.

AC

Subject:

Civic Quarter District Heat

Summary statement:

This report sets out the progress made towards achieving the councils ambition to develop a City Centre based District Energy Network supplying low carbon heat and electricity on commercial terms to City Centre civic buildings, other public sector buildings and commercial properties.

Parveen Akhtar
Strategic Director Corporate Services
Report Contact: Neill Morrison
Phone: (01274) 434003
E-mail:
neill.morrison@bradford.gov.uk

Portfolio: Environment, Sport and Culture
Cllr Sarah Ferriby
Regeneration, Cllr Alex Ross-Shaw

Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

This report sets out the progress made on achieving the councils ambition to develop a City Centre based District Heat Network supplying low carbon heat on commercial terms to City Centre civic buildings, other public sector buildings and commercial properties. The report summarises the progress made so far, changes to the network from the initial proposals, next steps and likely delivery timelines (A glossary of technical terms is included in Appendix 1).

2.0 BACKGROUND

District Heat Networks (DHN) offer an opportunity to create significant new long term secure income streams and contribute to corporate cost reductions.

UK government has identified DHN as a significant contributor to reducing UK greenhouse gas emissions and as a component in the transition to low carbon energy. The Department of Business, Energy and Industrial Strategy (BEIS) (formerly the Department of Energy and Climate Change(DECC)) is playing an enabling role and making financial and technical resources available to support project development.

In 2010 Bradford Council agreed to reduce its carbon emission from its own activities and for the District by 40% by 2020. The Council also agreed a target of 20% for energy for delivery of its own functions to come from renewable sources (Council March 2010)

Executive considered a renewable energy report on 3 May 2013. This presented a discussion of the Link Member Report Bradford Power 2020 and Beyond, Renewables Future for Bradford Council and set out the Councils approach to deploying a range of renewable electricity and heat projects. The Report set out progress to date on a number of renewable technology projects deployed across Council assets and includes the case for use of biomass systems. Executive endorsed this approach.

Funding from the Heat Networks Delivery Unit (Part of BEIS) has allowed us to commission consultants to undertake a technical and economic feasibility of a number of DHN scenarios using Civic Quarter as an anchor estate for the scheme and complete the current level of design work. We have also been successful in bidding for funding that will help us to develop the legal and commercial structure and documentation and the detailed financial case.

2.3 Update of current position

In December 2016 a potential source of capital finance became available. This European Regional Development Fund money is being administered as European Structural and Investment funds (ESIF) and there was £16M available for applicants to apply for grants to support low carbon projects in the city region. Officers prepared and submitted a bid for 50% of the capital cost requirement of the project.

This outline bid was accepted and the Department for Communities and Local Government (DCLG), which was administering this stage of the application process, had a



deadline of 5th October 2017 for the submission of a full application for £6.8M.

The requirements at this time were for a full application to be considered to have a detailed planning permission granted for the proposal. The original proposal was for the energy centre to be located within the proposed city centre pool complex on Nelson St. However, this project is no longer proceeding and it coincided with the request from the Education Funding Agency to acquire the Nelson St site from the Council on behalf of Bradford New College, on which to develop a £19 million education facility for 1,200 16 – 19 year old students, conditional contract have now been exchanged to deliver this facility and an alternative site was required for the energy centre.

Officers identified an alternative site in the immediate vicinity which was not within the Council's ownership, and feasibility work was undertaken to if the plant could be accommodated on the site, unfortunately when the city centre strategic plan was developed it became clear that there was a competing requirement for the site and that the long term strategic plans would require the Civic Quarter energy centre location be reserved for other uses.

Officers considered a number of alternative sites in June 2017 and requested that the estates team look to identify an alternative location for the energy centre.

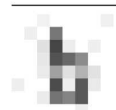
In September 2017, officers contacted the department for communities and Local Government (DCLG), which is administering the ESIF grant application process to outline the delays CBMDC was encountering and to look for a solution that would allow the authority to remain within the bid process, and DCLG granted an extended deadline until 5th January 2018.

In October 2017, the estates team successfully identified another potential energy centre site, which was also not a council owned site. Unfortunately it soon became clear that the amount of work required to develop a design of sufficient detail in order to support a planning application and to properly assess the financial impacts on the schemes capital and revenue meant that it was not possible to prepare the full funding application for the ESIF grant that had been planned by the deadline of 5th December 2017 and on discussion with DCLG it was made clear that the application deadline could not be extended again.

The site is located directly adjacent to a main route into the city and is nearby to people's homes. This means that the development must be of the highest possible standard to ensure that approaches to the city centre are improved by any development and that there is no adverse effect on people's quality of life.

At the time of preparation of this report it is proposed to undertake further feasibility work to ascertain whether an appropriate design can be accommodated on the site, and also whether the site can be acquired at an acceptable price. The next steps are;

- Utilise the 'in house' architects team to develop a high quality building that can proceed through the planning pre application process for the new site and submit to planning.



- Remodel the technical operational aspects (detailed design, hydraulic modelling and Air Quality modelling amongst others) of the network to allow for the new energy centre location
- Continue to look at potential connections and explore the opportunities moving the energy centre to a new location hold, this could mean new heat or power customers which could improve the business case.
- Continue to look for sources of finance, both grant funding and investment finance will need to be sourced.
- Utilise information from planners and modelling to make decision on site acquisition
- Procure detailed financial model and add to outline business case
- Procure legal and commercial elements to be included in business case
- Take business case forwards for approval.

The project has suffered from setbacks over the last year and it has proved challenging to identify a city centre site in an acceptable location following the Council's decision not to proceed with the city centre pool project. The currently proposed site does seem to be a good option with feedback from both the planning team and the air quality team being initially positive. The uncertainty about the site is currently the major risk factor to the scheme and to mitigate this risk, before a detailed planning application is submitted, the project would look to secure an interest in the site. This course of action ensures that the site would be made available for the energy centre.

Should the project not be able to proceed for any reason the land would still be available for housing development. Officers understand that there is interest in the site from housing providers and will include any information about this at an appropriate point should permission to obtain the land be sought.

3. FINANCIAL & RESOURCE APPRAISAL

Work to develop and set out a detailed financial operating model will be commissioned. This will include development of revenue budgets for an operating network including options for Customer relationship Management (CRM).

There are a wide range of financing solutions for a scheme of this type and the final, best, option will necessarily depend on the business structure chosen following the recommendations of the financial commercialisation report. It is possible to finance the scheme completely using a mixture of grant and investment capital, particularly since there are some tax efficient investment vehicles that can support the development of elements of heat networks and that require much lower levels of return than traditional investments.



5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The Feasibility Report sets out project risks and mitigation. The continuing development of the CQDHN will follow the council's standard capital project governance structure.

The property implications for the proposals have been presented to the councils Property Board in January 2017.

6. LEGAL APPRAISAL

A suite of legal documentation appropriate to the development and operation of the network will be commissioned. This will include for example commercial energy contracts. In addition the legal aspects of any regulatory compliance will be undertaken.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

N/A

7.2 SUSTAINABILITY IMPLICATIONS

The Civic Quarter District Heat Network will contribute to delivering a more sustainable Bradford District by developing a local energy generation supply chain enhancing resilience to global energy market price forces and mitigating some price rise impacts.

The project is consistent with the Councils Climate Change Strategy and contributes to climate change mitigation by reducing greenhouse gas emissions.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The Council reported 19000 tonnes of CO₂ emissions for the reporting year 2015/16 under Carbon Reduction Commitment. The expanded network as proposed identifies about 2000 tonnes of CO₂ emissions savings. This contributes an additional reduction in annual corporate emissions for the council of 10% and will bring the Council to around a 37% reduction from corporate energy use by 2020.

7.4 COMMUNITY SAFETY IMPLICATIONS

N/A

7.5 HUMAN RIGHTS ACT

N/A

7.6 TRADE UNION

N/A



7.7 WARD IMPLICATIONS

The Civic Quarter District Heat Network will be delivered in City and Bowling & Barkerend wards. Public sector, commercial and domestic energy consumers may be impacted.

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

N/A

8. NOT FOR PUBLICATION DOCUMENTS

N/A

9. OPTIONS

None

10. RECOMMENDATIONS

Recommended -

That the progress made on the development of the scheme, its technical scope and current delivery timetable be noted.

11. APPENDICES

Appendix 1 Glossary of terms

Appendix 2 Risk register (update required to reflect changed circumstances)

12. BACKGROUND DOCUMENTS

None

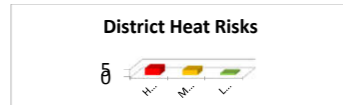


Appendix 1 Glossary of terms

- DHN – District Heat Network, pipes in the ground that move heat between buildings, central heating for cities
- CHP – Combined Heat and Power, an engine that burns gas to produce electricity and the waste heat is captured and used
- Load – the amount of heat required by the system at any time
- Base Load – the typical load required during periods of light use of the system
- Peak Load – The highest heat requirement at any point of the day, week, month or year
- Heat exchanger – a device that allows heat to be moved in to or out from the DHN without having to mingle the fluid that the heat is being carried in. Allows systems to operate at different temperatures and pressures
- Heat Interface unit – See Heat exchanger
- Heat Meter – measures the flow rate of heat carrying liquid and the temperature difference allowing accurate billing for every unit of heat consumed
- Boiler – burns fuel to provide heat
- Biomass – usually wood fuel, either in chipped form (cheaper) or industrially formed into pellets (more compact and consistent quality). Can also be straw, miscanthus or other fuel crops.
- Energy From Waste (EFW) – a facility that combusts municipal waste and harnesses the heat to generate electricity, heat left after this process can be distributed via a DHN
- Losses – energy lost during distribution through heat leakage or electrical resistance
- Private Wire Network (PWN) – a privately owned and operated electricity distribution network
- O&M – Operation and Maintenance – the team or mechanism that keeps the technical equipment running smoothly
- CRM – Customer Relations Management – the team or mechanism that deals with customers including billing, complaints and new customers



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**City of Bradford Metropolitan District Council
Civic Quarter District Energy Network (DEN) Detailed Design
Risks & Issues Register**

Risks	
High	4
Medium	3
Low	1

Total Risks

Prepared by
Company
Date
Version

N Hartley
Sustainable Energy Limited
01/11/16
DRAFT

ID	Risk / Question / Comment / Concern / Issue	Potential Impact	Area	Originator	Impact	Prob.	Status	Owner	Proposed Mitigation / Action	Comment	Action due date	Risk value Impact	Risk Value Prob	Overall Risk
1	Air Quality objections - previous experience has shown that there is potentially significant resistance to the scheme from the AQ department	Delay to Detail Design programme and business case production	Planning / Local Authority approvals	CBMDC	L	M	Open	CBMDC	CBMDC to engage with AQ early on and discuss potential impacts etc.	Discussions with AQ department have reached a satisfactory conclusion. A dispersion model has been commissioned to study the net effect of the district energy network on emissions - this is currently on hold pending completion of the revised feasibility study	Dispersion model to be updated following revised feasibility study - Jan 2017	1	2	2
2	InCommunities Social Housing scheme participation - removal of these buildings from the proposed heat network will have a significant impact on the business case	Negative impact on business case. Potential to delay project	Network / CHP sizing	SEL	H	M	Closed	CBMDC	CBMDC to set up an MOU with InComm and confirm interest in scheme	InCommunities social housing confirmed as not to be taken forward in the scheme.	Risk Closed	0	0	0
3	InCommunities Social Housing - Ashton, Osmond and Taunton houses to be demolished. Plans, housing density and energy usage data required for revised heat and energy mapping.	Increased uncertainty of business case	Network / CHP sizing	CBMDC	M	M	Closed	CBMDC	CBMDC to provide contact details of developers / InComm representative.	Note 22/Apr/16: Latest indications suggest that these buildings are no longer earmarked for demolition. Impact reduced due to likelihood of replacement with similar density social housing which could be connected in future Note June/2016: InCommunities confirmed not to be taken forward in the scheme.	Risk Closed	0	0	0
4	The conclusions in the previous masterplanning exercise were based on a heat demand derived from high level investigation and, in some cases, were inaccurate	Increased uncertainty of business case	Network / CHP sizing	SEL	L	M	Closed	SEL	SEL to re-visit previous analysis and revise where required	Improved quality data has been obtained from potential connecting buildings. Actual energy consumption data has been used where available.	Risk Closed	0	0	0
5	Changes to plans for new developments alter the modelled heat demand and business case for the network In particular City Park One and Public Service Hub (which were at early stages of development during previous works)	Increased uncertainty of business case. Potential to delay project	Network / CHP sizing	SEL	L	L	Closed	SEL / CBMDC	CBMDC to provide contact details of developers / updated plans for the relevant buildings. SEL to re-visit previous analysis and revise where required	Note Nov / 2016: some uncertainty remains although latest planning information has been obtained for all development buildings.	Risk Closed	0	0	0
6	Potential heat/electricity users do not take up the district energy offer	Negative impact on business case	Network / CHP sizing	SEL	H	L	Open	CBMDC	Stakeholder engagement plan. CBMDC producing DEN Prospectus to appeal to potential network users.	Additional potential users such as Wardley House to be considered. Business case for Civic buildings only with future connection capability is still strong. Ongoing engagement required with owners / operators of potential connection buildings. CBMDC to create a Heads of Terms document and open initial negotiations with potential DEN customers.	Ongoing	3	1	3
7	The installed biomass boiler is unable to gain RHI accreditation, or obtains accreditation after current tariff has expired (deadline March 2017)	Negative impact on business case	Business Case	SEL	L	L	Open	CBMDC	Commissioning due to start 12/Dec/2016	Resources are mobilised for commissioning and RHI application activities.	01/03/17	1	1	1
8	Increases in energy prices make the project unfeasible	Negative impact on business case.	Business Case	SEL	H	L	Open	CBMDC		Monitor only	Ongoing	3	1	3
9	DE network solutions presented do not consider future developments or else rely on future development to be viable	Future connections to the network are limited. Opportunities for increased revenue and carbon reduction are restricted	Network / CHP sizing	SEL	H	L	Closed	SEL	Re-visit and revise future proofing considerations as necessary. Agreement between CBMDC and SEL on extent of additional capacity / future proofing to be included	November 2016: futureproofing considerations have been build in to the scheme model. See Detailed Design Report.	Risk Closed	0	0	0
10	Physical barriers prevent the development of a district heating network	Abortive work / re-work required	Network / CHP sizing	SEL	L	L	Closed	SEL / CBMDC	CBMDC to liaise with local Highways, Environmental Health and Planning Departments to provide all necessary information to receive planning approval, and to obtain necessary permits for road works and closures (for installation of distribution pipe work).	Unlikely to occur to the extent that it impacts the project - alternative routes can usually be located. November 2016: 3D Technical Design Limited employed to carry out an advanced feasibility study of proposed network route - this has been carried out and the results are available within the report. The conclusion is that the proposed route is feasible with some risks which will be mitigated through GPR surveys of high risk zones.	Risk Closed	0	0	0
11	Feasibility of physical network installation to be confirmed.	Potential for delay	Network / CHP sizing	SEL	L	L	Closed	CBMDC	CBMDC to liaise with local Highways and Planning Departments to determine extent of surveys, trial holes etc.	3D Technical Design Limited employed to carry out an advanced feasibility study of proposed network route - this has been carried out and the results are available within the report. The conclusion is that the proposed route is feasible with some risks which will be mitigated through GPR surveys of high risk zones.	Risk Closed	0	0	0
12	Executive board approval process not currently included in programme	Potential for delay - failure to meet DECC funding application deadline	Programme	DECC	M	L	Open	SEL	CBMDC to advise processes / programme impacts etc.		Ongoing	2	1	2
13	Programme to consider all other CBMDC processes and decisions	Potential for delay	Programme	DECC	M	L	Open	CBMDC	As above		Ongoing	2	1	2
14	Pools and DEN programmes not aligned	Potential for abortive work in sizing EC early in the programme	Programme	CBMDC	M		Closed	SEL / CBMDC	Bring EC design forward to enable planning stage submissions to be made in line with pools programme	Pools and DEN projects to be merged under a single procurement. Implications of this are to be discussed. September 2016: Pool project cancelled. Revised feasibility study to be undertaken to assess feasibility of network without the pool connection.	Risk Closed	0	0	0
15	High cost of grid connection	Negative impact on business case	Business Case	SEL	H	H	Open	SEL / CBMDC	Engage with Northern Powergrids. Investigate options for purchase of existing connection assets. Negotiate price.	Initial budget estimate is £1.85M for full import / export connection although this is based purely on increased demand at the new connection and does not consider the reduced demand caused by buildings switching from the grid to private wire. An estimate of connection costs is to be used in the techno-economic model.		3	3	3
16	Technical connection issues for Private Wire Network	Negative impact on business case	Business Case	SEL	H	L	Open	SEL / CBMDC	Engage with Northern Powergrid. Locate substations and existing grid assets which may be purchased and form part of the PW network.	Plant room surveys and discussions with Gateshead District Energy project suggest that this is a low probability risk as technical issues with electrical connections are rare, although connection costs can vary significantly - this will be built into the techno-economic model.	Jan-17	3	1	3
												0	0	0
												0	0	0
												0	0	0

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Report of the Chair for the Environment and Waste Management Overview and Scrutiny Committee to the Environment and Waste Management Overview and Scrutiny Committee meeting to be held on Tuesday 20 February 2018.

AD

Subject:

Single Plastics Use Scrutiny Review - Draft Terms of Reference.

Summary statement:

This report presents the DRAFT Terms of Reference for the Single Plastics Use Scrutiny Review.

Clr Martin Love
Chair of the Environment and Waste
Management Overview and Scrutiny
Committee

Portfolio:

**Environment. Waste Management.
Transport**

Report Contact: Mustansir Butt
Overview and Scrutiny Lead
Phone: (01274) 432574
E-mail: mustansir.butt@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management

1. SUMMARY

- 1.1 This report presents the DRAFT Terms of Reference for the Scrutiny Review into Single Plastics Use across the District.

2. BACKGROUND

- 2.1 At its meeting on Tuesday 16 January 2018, Council agreed that the Environment and Waste Management Overview and Scrutiny Committee undertakes a detailed Scrutiny Review into Single Use Plastics and make recommendations.

3. OTHER CONSIDERATIONS

- 3.1 The DRAFT Terms of Reference of the Scrutiny Review are attached as Appendix 1 and this also sets out the objectives of the Scrutiny Review. A list of interested parties and an indicative timetable is also included.
- 3.2 This Scrutiny Review makes a contribution towards Bradford Councils Strategic Priority of safe, clean and welcoming neighbourhoods.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 There may be finance and resource implications arising from the findings of this scrutiny review.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There may be risk management and governance issues arising from the findings of this scrutiny review.

6. LEGAL APPRAISAL

- 6.1 None.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Community Cohesion and Equalities related issues are part of the work remit for all Overview and Scrutiny Committees. This scrutiny review also contributes to Bradford Councils Corporate Equality Objective of community relations.

7.2 SUSTAINABILITY IMPLICATIONS

This is a key area of work for this Committee.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

This is a key area of work for this Committee.

7.4 COMMUNITY SAFETY IMPLICATIONS

None.

7.5 HUMAN RIGHTS ACT

None.

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

The Single Use Plastics Scrutiny Review will have an impact across all wards in the District.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 The committee to adopt the Terms of Reference as proposed, or with any amendments that they may wish to make.

10. RECOMMENDATIONS

10.1 That the committee adopts the DRAFT Terms of Reference.

11. APPENDICES

Appendix 1 – DRAFT Terms of Reference for the Scrutiny Review into Single Use Plastics.

12. BACKGROUND DOCUMENTS

Council Constitution.

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**City of Bradford Metropolitan District Council
Environment & Waste Management Overview and Scrutiny Committee**

Single Plastics Use - Scrutiny Review

DRAFT - Terms of Reference

See Part 3E paragraphs 2.1 to 2.11 of the Constitution of the Council.

Background

At its meeting on Tuesday 16 January 2018, Council considered a motion in relation to Single Use Plastics and recommended that the Environment and Waste Management Overview and Scrutiny Committee undertake a detailed Scrutiny Review into Single Use Plastics and make recommendations.

Key Lines of Enquiry

The key lines of enquiry for this scrutiny review are to examine how Bradford Council:

- can reduce the use of single use plastics by Council staff and visitors on its own estate;
- can engage with the users of Council parks and other recreational facilities to reduce the use of single use plastics;
- might work with partner organisations, local businesses and residents to encourage a reduction in the use of single use plastics across our District.

Looking for alternatives to Single Use Plastics and best practice elsewhere, will cut across these three areas of scrutiny.

Methodology

The committee will receive and consider a variety of evidence/information provided by a range of interested parties. The Committee may adopt one or more of the following methods to collect evidence/information:

- relevant documents;
- relevant data;
- written submissions from, or meetings with interested parties;
- undertake relevant visits.

Indicative list of interested parties

An indicative list of interested parties is provided below. This is not definitive or exclusive and can be developed as the scrutiny progresses.

Organisation / Department	Contact
Bradford Council Executive Portfolio Holder.	Cllr Sarah Ferriby.
Bradford Council.	Procurement.

Organisation / Department	Contact
	Catering. Energy Centre. Waste Management.
Local/Regional/National Organisations.	Environment Agency – . Friends of the Earth - . Greenpeace - . Sustainable Cities Network - .
Local Authorities.	Brighton and Hove. East Sussex. Norwich.

Indicative Timetable

Date	Milestone
Tuesday 20 February 2018.	DRAFT Terms of Reference to be presented to the Environment and Waste Management Overview and Scrutiny Committee – for discussion and approval.
	Information gathering session – focusing on the three key lines of enquiry for the Scrutiny Review.
	Information gathering session – focusing on the three key lines of enquiry for the Scrutiny Review.
	Final review findings and recommendations.



Report of the Chair of the Environment and Waste Management Overview and Scrutiny Committee to be held on Tuesday 20 February 2018.

AE

Subject:

Environment and Waste Management Overview and Scrutiny Committee – Work Programme 2017/18.

Summary statement:

This report presents the Committee’s Work Programme 2017-18.

Cllr Kevin Warnes
Chair – Environment and Waste Management
Overview and Scrutiny Committee

Portfolio:

**Environment.
Transport.**

Report Contact: Mustansir Butt
Overview and Scrutiny Lead
Phone: (01274) 432574
Email: mustansir.butt@bradford.gov.uk

Overview & Scrutiny Area:

Environment & Waste Management.

1. SUMMARY

- 1.1 This report presents the Environment and Waste Management Overview and Scrutiny Committees work programme for 2017/18.

2. BACKGROUND

- 2.1 Each Overview and Scrutiny Committee is required by the Constitution of the Council to prepare a work programme (Part 3E – Overview and Scrutiny Procedure Rules, Para 1.1).

3. OTHER CONSIDERATIONS

- 3.1 The Environment and Waste Management Overview and Scrutiny Committee has responsibility for “the strategies, plans, policies, functions and services directly relevant to the corporate priority about improving waste management and the environment.” (Council Constitution, Part 2, 6.2.1).
- 3.2 The remit of this Committee also includes the strategies, plans, functions and services directly relevant to the corporate priorities about reducing carbon emissions, transport and highways, creating a greener and more sustainable environment and positively affecting climate change.
- 3.3 Best practice published by the Centre for Public Scrutiny suggests that “work programming should be a continuous process”. It is important to review work programmes, so that important or urgent issues that arise during the year are able to be scrutinised. Furthermore, at a time of limited resources, it should also be possible to remove areas of work which have become less relevant or timely. For this reason, it is proposed that the Committee’s work programme be regularly reviewed by members of the committee throughout the municipal year.
- 3.4 The work programme as agreed by the Committee will form the basis for the Committee’s work during the year, but will be amended as issues arise during the year.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 None.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 None.

6. LEGAL APPRAISAL

- 6.1 None.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Community Cohesion and Equalities related issues are part of the work remit for this Committee.

7.2 SUSTAINABILITY IMPLICATIONS

This is a key work area for the Committee.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

This is a key work area for the Committee.

7.4 COMMUNITY SAFETY IMPLICATIONS

A key area of work for the Committee will be to consider the area of those killed or seriously injured on roads.

7.5 HUMAN RIGHTS ACT

None.

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

Work of this Overview and Scrutiny Committee has ward implications, but this depends on that nature of the topic.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 The Committee may choose to add to or amend the proposed items to be included in the 2016-17 work programme for the committee.

9.2 Members may wish to consider any detailed scrutiny reviews that it may wish to conduct.

10. RECOMMENDATIONS

10.1 That members consider and comment on the areas of work included in the 2017-18 Work Programme for the Committee.

- 10.2 That members consider any detailed scrutiny reviews that they may wish to conduct.
- 10.3 That the work programme 2017-18 continues to be reviewed regularly during the year.

11. APPENDICES

Appendix One – 2017-18 Work Programme for the Environment and Waste Management Overview and Scrutiny Committee.

Appendix Two – List of unscheduled topics.

12. BACKGROUND DOCUMENTS

Council Constitution.

Democratic Services - Overview and Scrutiny

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 4th July 2017 at City Hall, Bradford. Report deadline 21/06/2017. 1) Appointment of Co-opted Members. 2) Water Management Scrutiny Review.	Key findings and review recommendations.	Mustansir Butt. Mustansir Butt.	Re-convened.
3) Renewables Future for Bradford Council.		Neil Morrison.	Re-convened.
Tuesday, 25th July 2017 at City Hall, Bradford. Chair's briefing 10/07/2017. Report deadline 12/07/2017. 1) City Connect to Canal Road Cycleway. 2) Call-In, in relation to Bradford Canal Road Corridor Cycleway Scheme.		Chris Bedford Chris Bedford.	£2m Procurement Contract. Called-In from a decision made by the Bradford East Area Committee on Tuesday 11 July 2017.
3) Bulky Waste Refuse Collections.		Steve Hartley/Richard Longcake.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
4) Ilkley Moor Management Plan.	The final draft of the Ilkley Moor Management Plan to be presented to the Committee prior to its submission to Natural England for consent.	Danny Jackson.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 March 2017.
5) DRAFT Work Programme 2017-18.	Discussion and agreement over the areas of work to focus on in this Muncipal Year.	Mustansir Butt.	
Tuesday, 26th September 2017 at City Hall, Bradford. Chair's briefing 08/09/2017. Report deadline 13/09/2017. 1) Bradford Environment Forum Annual Report. 2) Environment Agency Annual Report.		Julia Pearson. Nicola Hoggart.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 26th September 2017 at City Hall, Bradford.			
Chair's briefing 08/09/2017. Report deadline 13/09/2017.			
3) Air Quality/Fraction of mortality attributable to particulate air pollution.	Progress Update.	Ralph Saunders/Sarah Possingham/James Brass.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 20 December 2016.
4) Utilisation of outdoor spaces for health reasons.		Sarah Possingham/James Brass.	Environment & Waste Management Overview and Scrutiny Committee recommendation.
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 31st October 2017 at City Hall, Bradford.			
Chair's briefing 13/10/2017. Report deadline 18/10/2017.			
1) Biodiversity - Scene Setting Presentation.	Scrutiny Review.	Danny Jackson.	Member request from the Environment & Waste Management Overview and Scrutiny Committee on Tuesday 25 July 2017.
2) The Procurement of the new waste treatment contract for the treatment of kerbside residual waste.		Steve Hartley/Richard Longcake.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
3) Management of Waste and Recycling Activities.		Steve Hartley/Susan Spink.	Environment & Waste Management Overview and Tuesday 25 October 2016.
4) Fuel Poverty Framework for Action and Leeds City Region Green Deal Contract.	Update on progress.	Pete Betts.	Environment & Waste Management Overview and Scrutiny Committee recommendation for Tuesday 26 July 2016.
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 21st November 2017 at City Hall, Bradford.			
Chair's briefing 03/11/2017. Report deadline 08/11/2017.			
1) Performance Outturn for Transport and Highways.		Julian Jackson/Richard Gelder.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 29 November 2016.
2) Performance Outturn for Waste Management.		Steve Hartley/Richard Longcake/John Major.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 20 September 2016.
3) Update on Flytipping across the District.		Richard Longcake/John Major.	Environment and Waste Management Overview and Scrutiny Committee recommendation from Tuesday 25 July 2017.
4) Draft Terms of Reference for the Biodiversity Scrutiny Review.	Sets out the key lines of enquiry for the Scrutiny Review.	Mustansir Butt.	
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 19th December 2017 at City Hall, Bradford.			
Chair's briefing 01/12/2017. Report deadline 06/12/2017.			
1) Role of Council Wardens - Scene Setting.	To establish whether there is a need to undertake a review of the role of Council Wardens.	Mustansir Butt.	Referral from the Regeneration & Economy Overview and Scrutiny Committee from 30 November 2016.
2) Environment Enforcement Strategy.		Ian Day.	Environment & Waste Management Overview Committee recommendation.
3) Bradford Forster Square Re-Development.		Tom Jones.	£2m plus procurement contract.
4) Rights of Way.		Danny Jackson.	Request from a member of the public.
5) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

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Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 23rd January 2018 at City Hall, Bradford.			
Chair's briefing 05/01/2018. Report deadline 10/01/2018.			
1) Budget setting for Environment and Waste Management.		Steve Hartley/Julian Jackson.	
2) Forster Square Re-Development.	£2m plus procurement exercise.	Richard Gelder/Tom Jones/Matthew Page/Chris Dunderdale/Simob Collingwood.	
3) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 20th February 2018 at City Hall, Bradford.			
Chair's briefing 02/02/2018. Report deadline 07/02/2018.			
1) Bradford Forster Square Full Business Case Procurement.		Richard Gelder.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 23 January 2018.
2) West Yorkshire LTP3 Implementation Plan.		Julian Jackson/Richard Gelder.	Environment & Waste Management Overview and scrutiny Committee recommendation from Tuesday 29 November 2016.
3) Bradford Civic Heat Quarter District Heat Network.	Progress report.	Neill Morrison.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 28 February 2017.
4) Energy Contracts Procurement.		Neill Morrison.	Constitutional Requirement.
5) Scutiny Review - Single Use Plastics.	Draft Terms of Reference.	Mustansir Butt.	Resoluitiion from Council on Tuesday 16 January 2018 - Environment Scrutiny to look at this matter in more depth cross party and make recommendations.

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Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda	Description	Report	Comments
Tuesday, 20th February 2018 at City Hall, Bradford.			
Chair's briefing 02/02/2018. Report deadline 07/02/2018.			
6) Resolution Tracking.	To monitor the progress made against the recommendations made by the Committee.	Mustansir Butt.	
7) Work Planning.	There is a need to regularly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	
Tuesday, 27th March 2018 at City Hall, Bradford.			
Chair's briefing 09/03/2018. Report deadline 14/03/2018.			
1) Progress against the Safer Roads element of the Single Transport Plan.	To also include casualty performance and a financial update.	Simon D'Vali.	Environment & Waste Management Overview and Scrutiny Committee recommendaion form Tuesday 28 March 2017.
2) Energy efficiency of Private Sector Rented Housing and legislative impacts.		Julie Rhodes/Pete Betts.	Environment & Waste Management Overview and Scrutiny Committee recommendation from Tuesday 18 April 2017.
3) Carbon Strategy for the District 2020 to 2050.		Neill Morrison.	
4) White Rose Energy.		Neil Morrison	
5) Air Quality Scrutiny Review - Draft Terms of Reference.	Scrutiny Review to look into specifically the impact on Children's Health in schools - with a view to working with Children's and Health and Social Care O&S. Also to look at the buses used in the District.	Mustansir Butt.	Member request.
6) Work Planning.	There is a need to regularaly review the work programme, in order to prioritise and manage resources.	Mustansir Butt.	

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Environment & Waste Management O&S Committee

Scrutiny Lead: Mustansir Butt tel - 43 2574

Work Programme

Agenda

Tuesday, 17th April 2018 at City Hall, Bradford.

Chair's briefing 23/03/2018. Report deadline 04/04/2018.

Description	Report	Comments
1) Bradford Beck Pilot Study Rivers Trust.	Progress Update.	Chris Eaton/Edward Norfolk/Barney Lerner.
2) Bradford District Cycling Strategy.	To also include progress against key performance indicators and Action Plan presented in 12 months.	Tom Jones.
3) Council Owned Land.	That the Strategic Director Regeneration be requested to make	Ben Middleton.
4) Rail Strategy Update.	available a register of areas of Council owned neglected land across the District on a ward basis and	Neil Moore.
5) Resolution Tracking.	To monitor progress the progress made against the recommendations made by the Committee.	Mustansir Butt.

Democratic Services - Overview and Scrutiny

Scrutiny Committees Forward Plan

Unscheduled Items

Environment & Waste Management O&S Committee

Agenda item	Item description	Author	Management
1 West Yorkshire Combined Authority.		Transport, Air Quality, Omissions, elements. Julian Jackson/Jamie Saunders.	
2 Alternate weekly bin collection trial across the District. Wkye.	John Major.		To receive regular updates as alternate refuse collection is implemented
3 Bradford Environment Forum Annual Pearson. Report.		Report relating to the work undertaken and key outcomes.	Julia
4 Environment Agency Annual Report.		Progress report to be considered in 12 months.	Nicola Hoggart.
5 Air Quality/Fraction of mortality attributable to particulate air pollution.	12 month progress report. Issues around the continued and severe pollution created by the operation of diesel vehicles and bus fleets in Bradford. Increasing public awareness and what residents can do to improve air quality and to review the options for declared Air Quality Management areas across the District.		Ralph Saunders.
6 Utilisation of outdoor spaces for health reasons.	Further progress update in 12 months. Concern about the continuing socio-economic inequality of access to green spaces in Bradford.	Sarah Possingham.	
7 Trade Waste Update.	Progress of service improvements, particularly the ability for the domestic refuse service to undertake certain trade waste and recycling collections during 2017. Also improvements to round re-organisation. To be considered in July 2018.	Steve Hartley/Richard Longcake.	
8 Street Lighting.	That the Strategic Director, Place, be requested to present the Street Lighting Strategy to the Committee for consideration at a future meeting.	Richard Gelder.	
9 Flushables Project.			

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