

## Minutes of a meeting of the Regeneration and Environment Overview and Scrutiny Committee held on Tuesday, 3 July 2018 in Committee Room 1 - City Hall, Bradford

Commenced 6.35 pm  
Concluded 7.45 pm

### Present – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Whitaker	Berry Dodds Berry Mohammed Nazir	Love

Observers: Councillors; Ferriby, Portfolio Holder – Healthy People and Places,  
Ross-Shaw, Portfolio Holder – Regeneration, Planning and Transport

### Councillor Jamil in the Chair

#### 1. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

#### 2. MINUTES

Resolved –

**That the minutes of the meetings of the former Environment and Waste Management Overview and Scrutiny Committee held on 27 March and 17 April 2018 be signed as correct records.**

#### 3. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

#### 4. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

There were no referrals made to the Committee.

#### 5. CALLED-IN DECISION - OBJECTIONS RECEIVED TO THE AMENDMENTS TO THE OFF-STREET PARKING PLACES CONSOLIDATION ORDER 2015

At its meeting on 12 June 2018 the Executive considered a report of the Strategic Director, Place, (Executive Document "B") on objections and other proposals suggested in response to the formal advertisement of amendments to the Off-Street Parking Places Consolidation Order 2015.

**The Executive resolved –**

**That the objections are overruled and the Off-street Parking Places Consolidation Order 2015 is amended to incorporate the changes highlighted in Appendix A to Document "B" – 'Second Schedule, Off-Street Parking Places'.**

The Executive's decision had been called-in. The reasons for the call-in were set out below:

- The report upon which the decision was based, suggests an increase in income of £13,000 via price increases and up to £40,000 per year from new charges, but provides no indication of whether these figures are based upon current visitor levels, or whether due consideration has been given to the likelihood of some customer resistance to the charges, resulting in lower visitor numbers than at present.
- The report failed to clarify whether the Council had given due consideration to the possibility that increased parking charge revenue may be reduced or offset by business rate revenue reductions, should businesses close down, due to reduced visitor numbers and thus spending, resulting from customer resistance to the charges.
- The report made no mention of the cost of introducing and enforcing the new charges, so it was not possible at the time the decision was taken, for the Executive to consider these implications.

In accordance with paragraph 8.6.9 of Part 3E of the Constitution Members of the Overview and Scrutiny Committee can, following consideration of the matter, resolve to:

- (1) **Release the decision for implementation.**
- (2) **Refer all or part of the decision back to the Executive to reconsider it in the light of any representations the committee may make. The decision may not be implemented until the Executive has met to reconsider its earlier decision.**

- (3) Refer the decision to full Council for consideration, in which case the decision may not be implemented until the Council has met to consider the matter.**

If the Committee made no resolution, in accordance with paragraph 8.6.10 of Part E of the Constitution, the decision may be implemented.

The Bradford East Area Coordinator was in attendance and with the invitation of the Chair she gave a synopsis of Executive Document “B”. She explained that in February 2016 and 2017, full budget Council approved a range of changes to on and off-street parking across the district. This included amendments to charges, an extension of hours, the introduction of charges and the removal of free periods for parking.

It was further explained that figures had been based on other car park charges for a number of years and that the service had not undertaken a detailed user study as it seemed that the income targets were fairly reasonable. The service had focused on where charges could be increased and no complaints had been received by businesses due to the result of no impact on businesses. At most sites, new parking charges had already been implemented with the locations of new machines that cost in the region of £2,700.

A question and answer session ensued:

- What was the cost of enforcement activity and the projected revenue?
  - Council Wardens would undertake this role and they also currently worked evenings and weekends. There would not be any additional costs for out of hour’s enforcement;
- Were foreseeable additional costs anticipated?
  - None;
- Would it not be unfair to have people coming to the city centre on an evening for a night out and for them to pay full parking charges in order to leave their cars return home in a taxi, including weekends for the sole purpose of refraining from drink driving?
  - The cost incurred for the night would be a £1 set fee and a further extension of the same value for the morning after 0800;

During the discussion, the following points were made:

- The rise of costs in cities around the UK were the result of reduction of resources from Central Government and therefore Councillors were having to endure the tasks of making difficult decisions affecting people;
- Inner city Bradford may not have received complaints to the costs of new car park charges but this was not the case in the Silsden area. Residents had raised concerns to the fact the business owners were parking on their streets to prevent paying the rising costs of parking charges;
- Many families were coming from the outer areas of Ilkley for events, activities at the Lido Centre and parking in residential areas;
  - In response to comment, Enforcement Officers could be requested to visit locations of concern.
- Such issues of displacements would fall into the area of Area Committees and each respective Area Committee would deal with its own respective area highway concerns; and,

It was unfortunate that Area Committees were also enduring the strain of highway financial constraints.

**Resolved –**

**That the decision be released for implementation.**

***ACTION: Strategic Director, Place***

**6. CO-OPTION OF MEMBERS TO THE REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE**

**Resolved –**

**That it be recommended to Council that the appointment of the following non-voting co-opted members for the remainder of the 2017-18 municipal year be confirmed:-**

**Julia Pearson - Bradford Environment Forum  
Nicola Hoggart – Environment Agency**

***ACTION: Committee Services Manager***

**7. ONE CITY PARK**

The report of the Strategic Director, Place (**Document “A”**) updated Members on progress on the One City Park (OCP) scheme and, in accordance with Section 4.6 of the Contracts Standing Orders, also reported the Council’s intention, subject to approval of the Executive, to commence the formal process to procure a Development Partner for this project.

The Project Development Manager was present and invited by the Chair to introduce the item to the Committee. He gave a full synopsis of the report.

Following introduction, a question and answer session ensued:

- £400,000 out of the £5.2m was allocated for spend in 2015/16 on enabling works to demolish the Tyrls building (former police station) and rehabilitate the OCP site for future development. The funding agreement for this initial £400,000 was completed in the form of a repayable loan with WYCA and the monies drawn down in March 2016. What about the remaining £4.8 million?
  - The £4.8 million was a loan but the Council had sufficient land value to repay. All costs incurred by the Council in carrying out the full procurement exercise would be covered by dedicated funds currently allocated within existing Department of Place, Economy and Development revenue budgets;
- What were the appropriate steps to be taken to ensure that any conditions attached to the WYCA grant will be satisfied by the preferred developer?
  - There would be discussions with potential bidders under a legal contract basis between the Council and the developer;

- What was the foreseeable anticipated period of appointing a partner?
  - A partner would be in place by end of July 2018 and the appointment would be officially confirmed by either March or April 2019 due to the negotiating of the signing of contracts. the anticipation of a good response through the tender process, if not, then through potential borrowing the Council would progress by developing the site itself;
- There were concerns as to slow progression of this scheme, to deliver new grade 'A' office and associated commercial city centre accommodation. Was this deliverable?
  - The city had not had a supply of top grade office block in years and there were pleas for such stock now. There was an anticipation of meeting needs within next 3 years; and,
- The One City Park was a signature site for the city centre and could the service confirm the correct progression for development was to ensure the desire for new businesses coming to Bradford?
  - The quality of build was crucial to the city and important for the Council due to the site being surrounded by a heritage site and at present the correct suited design guides were being incorporated into the planning paperwork phase.

#### **Resolved –**

**That the intention of the Strategic Director, Place, subject to the approval of the Executive, to issue an Official Journal of the European Union (OJEU) Notice to commence the formal process to procure a preferred development partner for the One City Park project be noted.**

**ACTION: Strategic Director, Place**

## **8. TENDER FOR STORES FACILITY MANAGEMENT**

The report of the Strategic Director, Place (**Document “B”**) was submitted in accordance with Council’s Contract Standing Orders which required details of this contract to be reported to the relevant Overview and Scrutiny Committee given the estimated contract value. Fleet & Transport Services need to renew the agreement for stores facility management that is currently provided by the incumbent third party Contractor. The function of the facility is to manage the sourcing, supply and storage of parts and consumables for a fleet of approximately 1,600 vehicles and items of plant.

The Principal Officer gave a synopsis of the report and a PowerPoint presentation on the Squire Lane Sports Facility indoor and outdoor design plans including décor was delivered to the Committee.

Succeeding introduction, a question and answer session ensued:

- Was the company that held the current contract in running for the new tender?
  - Yes, this was correct;
- Would the sale of Richard Dunn Sports Centre mean eventual viability of the Squire Lane Sports Facility?

- A key element in the financial viability of the scheme was the capital receipt to the Council from the sale of the Richard Dunn Sports Centre site. Richard Dunn's Sports Centre's sale was currently being progressed by Estates and Property who were undertaking the necessary steps to bring the property to the market and achieve the best possible income for the Council; and,
- What would be the teething problems with the new site and the old site closing?
  - There would be a transitional period of transferring of staff.

The Committee highlighted the fact that the Richard Dunn Sports Centre was an old sports facility and the swimming pool was not suitable for learning to swim for beginners. That the new facility would be more welcoming and embraced by young people in addition to long standing sporting activity users of Richard Dunn Sports Centre.

**Resolved –**

**That the intention of the Strategic Director, Place, to award a new contract for 'Stores Facility Management' to a third party contractor, through the Yorkshire Purchasing Organisation (YPO) Framework, to commence on 1 September 2018 and run for four years with the option to extend for one further year be noted.**

***ACTION: Strategic Director, Place***

## **9. SEDBERGH SPORTS AND LEISURE CENTRE**

Following previous reports to the Regeneration and Economy Overview and Scrutiny Committee and subsequent to the meeting of the 25th July 2017 this report of the Strategic Director, Place (**Document "C"**) provided Members with an update on progress made to date and sets out steps for the next stages of the project.

The Principal Engineer introduced the report to the Committee.

A question and answer session ensued:

- Which other organisations did the service plan to work with when the facility eventually opened to the public?
  - There was so much work to be done with the outdoor space alongside integrated services and consultation work was on-going;
- Had disability groups been consulted with?
  - Yes, consultations had been on-going with the Disability Forum; and,
- Alongside the construction works at Sedbergh, with development works also in the early stages at Squire Lane, the Council had undertaken its own engagement with other public sector bodies in order to develop a health related partnership to enhance provision on the site, as well as appointing consultants to further develop the facility mix and provide strong justification for a facility in that location. A design team had also been procured and was awaiting instruction from the Council to commence work.

Did this mean that a retail centre could be considered that would eventually impact on another retail location in Bradford or another housing estate near the sporting facilities?

- There were no details of this at present but there was a potential for other services due to third party companies.

The Portfolio Holder, Environment, Sport and Culture Portfolio was present and highlighted that people were keen for the sports facility to open in order to increase their physical activities at a new facility.

**Resolved –**

- (1) That the progress made on the development to date and the fact that the construction of the sports facility had remained within budget be welcomed.**
- (2) The Committee welcomed the fact that a significant proportion of the local workforce was being utilised for the development.**
- (3) That an update report be presented to the Regeneration and Environment Overview and Scrutiny Committee in 12 months time.**

***ACTION: Strategic Director, Place***

**10. UPDATE OF THE PREVIOUS 12 MONTH REVIEW OF THE DISTRICT'S CASUALTY REDUCTION WORK**

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

The Principal Engineer was invited to present the report to the Committee.

Following the verbal presentation, a question and answer session ensued:

- What tasks had been undertaken to move forward with reduction of casualties in Bradford?
  - The Principal Engineer confirmed that he was the Chair of the West Yorkshire Safer Roads Partnership. Through his position, he had requested the study of work undertaken in each district and from this study to consider whether Bradford could partner with other Councils in embarking on casualty reduction work so that costs could be shared and the Council making considerable savings. As a result an independent review was necessary and a brief was being prepared at present;
- Were young people educated on the dangers of driving at high speeds?
  - It was important to relay important information to 16/17 year olds who were about to drive for the very first time and young men were being educated on the dangers of excessive speeding;
- Had any work been undertaken on the consequences of nuisance driving?

- Victims of accidents and parents of deceased children as a result of nuisance driving had attended NHS training seminars in the past but at present due to financial constraints such projects could not be afforded to be run;
- Were schools able to afford running such training seminars in-house?
  - This was not a mandatory obligation on schools;
- Had the service engaged Mosques for addressing issues during sermons and Madrasah classes?
  - The service had engaged with all Imams through the Council for Mosques during 2018 Eid celebration period. This was a productive exercise due to the positive feedback from Council for Mosques;
- What other work was being looked at presently?
  - Bradford was a focal point of major cycling activities and events therefore the numbers of cyclists had increased. The Council was training around 3000 cyclists every year on cycling with safety. In addition, a report was due in the near future titled 'Bradford District Cycling Strategy' for all to digest;
- How did Bradford compare with the rest of the district?
  - Bradford was capitalising on funding projects which a strategic approach to the district;
- How was data collated?
  - The source was the National Police Data and then followed analysis on a district level. Following analysis, Principal Engineers visited locations and discuss the nature of accidents and injury. The ultimate objective to find solution to prevent repetition of accidents at same locations;

During the discussion, the following points were made:

- Operation Steerside (West Yorkshire Police operation that continued to uphold standards on the roads of Bradford) was an effective operation in Bradford that focused on casualty reductions;
  - In response to comment, this operation assisted in the clamp down of businesses giving cheap insurances for pool cars (a car shared by employees of a business) as a significant amount of crime had been committed by these cars. This operation did not only assist in casualty reduction but also with the reduction of crime levels;
- The impact of aggressive driving caused law abiding drivers and pedestrians unnecessary grief and ultimately the innocent people paid the price;
- A large number of young men drivers were driving under the law with correct cover of insurance for their vehicles but there were always a certain number of drivers who would rather pay a big fine if caught without insurance as opposed to paying for insurance protection; and,
- It was paramount that young men who had survived injury through nuisance driving to talk to new drivers about the negative impact of nuisance driving and no protective insurance.

**Resolved –**

- (1) That the Committee recognises the positive impact of Operation Steerside and urges the Executive to liaise with the Police Service**



to identify funding to ensure the continuance of this operation.

- (2) That the Committee receives an update report in 12 months to include details of the development of shared services.

***ACTION: Strategic Director, Place***

**11. REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE DRAFT WORK PROGRAMME 2018-19**

**Resolved –**

**That the 2018/19 Work Programme be adopted by the Committee and continues to be regularly reviewed during the year.**

***ACTION: Overview and Scrutiny Lead***

Chair

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

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