

Minutes of a meeting of the Regeneration and Environment Overview and Scrutiny Committee held on Tuesday, 18 December 2018 in Committee Room 1 - City Hall, Bradford

Commenced 5.30 pm
Concluded 8.05 pm

Present – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Whitaker	Dodds Berry Jamil Mohammed Salam	Love

NON VOTING CO-OPTED MEMBERS: Julia Pearson, Bradford Environment Forum

Apologies: Councillor Stubbs

Observers: Portfolio Holder, Healthy People and Places
Councillor Jamil in the Chair

46. DISCLOSURES OF INTEREST

Councillor Heseltine disclosed, in the interests of clarity that he was a Trustee of Friends of Bingley Pool (minute 50).

ACTION: City Solicitor

47. MINUTES

That the minutes of the meeting held on 6 March 2018 be signed as a correct record.

ACTION: City Solicitor

48. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

documents.

NO ACTION

49. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

There were no referrals submitted to this Committee.

50. CIVIC QUARTER DISTRICT HEAT

The report of the Strategic Director, Corporate Services (**Document “Z”**) set out the 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.

The Assistant Director, Estates and Property and the Energy Team Manager were both in attendance and gave a synopsis of the report. They explained that the report summarised the progress made so far, changes to the network from the initial proposals with next steps and likely delivery timelines.

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

In 2010, Bradford Council agreed to reduce its carbon emissions 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). Then Executive considered a Renewable Energy report on 3rd 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.

Following introduction, a question and answer session ensued:

- The report lacked a considerable update on risk management and feasibility within the report?
 - Since information on risk and feasibility had been produced in a report and presented to the Committee in January 2018, there had been no changes to reviews;
- Was the proposed scheme considered the best to reduce the district’s carbon emissions?
 - This was correct. The scheme would not only reduce carbon emissions but equally save a considerable amount of money;
- Had there been any form of contribution in terms of support or financial assistance by the Combined Authority who had provided a strategy to become zero carbon?
 - The Council had received in the region of £60,000;
- Had a company from the list of Modelled Connections (Companies), as

highlighted in Appendix 2, agreed to sign up to the Council's energy supply?

- A feasibility check had been undertaken and it was shown that all the companies were interested in the scheme however, at present it was about agreeing the Heads of Terms companies finally made commitments;
- Was the district's heat power a combined one?
 - Yes. The purpose of a Combined Heat and Power (CHP) also known as Cogeneration was the use of a single piece of plant to generate both heat and electricity. In conventional power generation large quantities of energy in the form of heat were wasted but, by using Cogeneration technique, the total energy conversion efficiency was reaching maximum levels of heat with minimum loss;
- The report highlighted the full capital cost of scheme being £11.6 million and 30% of the total cost being funded by The Department for Business, Energy and Industrial Strategy, and the balance of the funding may be obtained entirely from third parties dependent upon the ultimate delivery model selected. What would be the implications, if the remaining balance was not met by third parties?
 - Without third parties, the scheme would not be financially viable for the district;
- With half of businesses listed on Appendix 2 not occupying Council owned buildings including the ever increasing number of changes businesses and premises, how was the Council certain that after the Terms of Terms were agreed that companies would in fact commit?
 - There was a significant amount of on going campaign on a district and regional level as the Council had the latest information relating to the reduction of emissions due to government being identified that District Heat Networks were a significant contributor to reducing Greenhouse Gas emissions and as a component in the transition to low carbon energy. The Department for Business, Energy and Industrial Strategy was playing a key role and making financial and technical resources available to support project developments in cities and towns;
- What was the feedback of Stakeholders?
 - Some discussion had taken place with Stakeholders but not in great detail. Following further analysis of the scheme and having undertaken full discussions with Stakeholders, a further report would be presented;
- Had the it been considered to manage the project through an external energy company?
 - This was dependent on the Council's appetite for future business;
- What was the total cost of the scheme?
 - £11.6 million; and,
- If successful, was there the potential for expansion into other areas associated with the reduction of carbon footprints?
 - There were options to expand into different projects associated with energy through the initiation of new connections.

Resolved –

(1) That Members expressed concern at the limited progress made on

the development of the scheme.

- (2) That the full outline business case be presented to the committee in September 2019.

ACTION: Strategic Director, Corporate Services

51. ESTATE MANAGEMENT

The report of the Strategic Director, Corporate Services (**Document “AA”**) provided the committee with an update of the functions of the Estates Management Service, following the report outlining presented to committee on 23rd January 2018.

The Assistant Director, Estates & Property was present and accompanied by the Senior Estates Surveyor, Estates Manager – Acquisitions & Disposals and the Estate Manager Operational. They jointly gave a synopsis of the report by stating that following a restructure of service areas within the Regeneration Department in 2016, the Estate Management Service together with Facilities Management, the Built Environment and the Energy Centre now comprised the Estates and Property Service, which had moved under the remit of the Department of Corporate Resources.

The Estates Management service area had now arranged into three teams, these being, Property Management, Acquisitions & Disposals and Strategic Asset Management. The Estates teams provided both proactive strategic and operational asset management advice and were essential enablers offering corporate support and strategic functions across the Council. This work had split into three broad remits, Strategic Asset Management providing strategic and day to day management of the Council’s occupied operational property, Community Asset Transfers, Assets of Community Value and the Allotments service; Property Management Team providing day to day management and support in respect of the Council’s non-operational property, the investment estate, including lettings, rent reviews, lease renewals and valuations, including the Council’s annual Asset Valuations and, the Acquisitions & Disposals team who lead on acquisitions and disposals of Council property assets.

He further explained that the Council had to ensure it was maximising the efficiency and potential of all of its assets, and to provide some context, as the Council was the largest land owner in the Bradford District with holdings in excess of 4,538 hectares, representing 12.4% of the entire district. Given the current unprecedented reductions and financial pressures in public sector funding, it was now more pressing than ever to ensure an effective and holistic use of public assets.

Following presentation, a question and answer session ensued:

- Through means of regular income, there was an anticipated loss of £500,000 this municipal year and therefore what plans did the authority have to compensate for this loss?
 - The service was challenging accounts of tenants in addition to savings being proposed to Asset Management;

- What percentage of revenue did that Estates Management receive?
 - In the region of £150,000;
- What was the reason behind the significant number of Community Asset Transfers?
 - This was due to a high number of empty properties that blighted areas and owners refusing to make repairs hence authority taking ownership of properties which mattered to the local community to meet the priorities and needs of the local area;
- There was a mention of Estate Management working with the Energy Unit to minimise the impact of property on the Council's carbon footprint but no mention of low carbon projects?
 - The Energy unit was working jointly with the Estates and Property department in all projects such as, St George's Hall, that had been worked on jointly and had works undertaken to include efficiency equipment in all aspects of utilising efficiently energy;
- The inclusion of delivery of other projects by the service was also a significant positive reduction on behalf of the authority in its intentions of reducing the carbon footprint.
 - The service further extended its working arrangements in line with cycling policies;
- How had community assets been sold?
 - The Council sold to the highest bidder;
- Were conditions attached to land sales?
 - There were no strict conditions but developers of purchased Council lands were expected to return within a timeframe conditioned of proposals for new development;
- The revenue sector found it difficult to gain revenue and progress but what was being done with assets that maintained a good source of income?
 - Such assets were being supported by various other services, for example Refurbishment of former Odeon to create 4,000 capacity Venue and conference/exhibition centre to be operated by NEC, including Agreement for Lease, Lease and Loan documentation. Relocation of Oastler Market to Darley St, including acquisition of third party properties and support to design of new facility. Refurbishment of St George's Hall. Support to redevelopment of new leisure and health facility on Squire Lane, Gillington. Transport and HS3 route for the North. Affordable Housing Programme. Supporting relocation of Coroner's office from Magistrates Court; and,
- At what point does the Council consider to sell properties and land?
 - To ensure that the Council's operational estate was occupied as efficiently as possible and supported the delivery of good outcomes both now, and in the future by reduce the running costs of Council's buildings, to work with the third and private sectors to ensure better use of assets to achieve district priorities, to promote the philosophy to work with third sector/public partners to achieve service and accommodation synergies and to support regeneration across the district, including delivery of new housing and economic growth.

The Assistant Director concluded the discussion by stating that any loss of generated income from assets would impact on Council targets. In the meantime, no building that generated a significant amount of income had been sold. The

majority of asset sold had been vacant building and unused land.

Resolved –

- (1) That the report be welcomed and officers be thanked for their presentation.**
- (2) That a briefing note updating Members on the Estate Management Service be circulated electronically in December 2019.**

ACTION: Strategic Director, Corporate Resources

52. BRADFORD DISTRICT RAIL STRATEGY AND CITY CENTRE STATIONS UPDATE

The report of the Strategic Director, Place (**Document “AB”**) provided the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives including renewal works to the city centre stations that would improve the provision of rail services within the district.

The Assistant Director, Transportation and Planning was present at the meeting and introduced the report to the Committee. He highlighted that the provision of a good quality rail service was a key component in improving connectivity and supporting increased economic activity across the district. The Council continued to lobby for better rail services across the district with an emphasis on securing a Bradford city centre stop on the proposed Northern Powerhouse rail network and delivering improvements to local stations.

Following introduction, a question and answer session ensued:

- We always talk about public transport supposed to be efficient but in reality the fares are very pricey and therefore this was a massive concern as there was a long way to go to win over the public?
 - There were plans for improvement on infrastructure resilience needed for reliability.
 - Calder Valley line worst performing line in West Yorkshire and the industry accepted the current performance as unacceptable.
 - There would be reviews to understand the problems areas of the line however it was all about local accountability but in addition, the Autumn season was often worst for services;
- With the welcoming of the successful new station at Apperley Bridge (which opened in December 2015) continued to be popular with passenger numbers exceeding all expectations. Explanation was sought on the slow operation levels in the Low Moor station?
 - At present, the Low Moor station struggled through an approved process and this was due to the lack of demand of train services;
 - Construction of the new station at Low Moor was completed in 2017. Patronage at the station continued to grow albeit at a slower rate than experienced at Apperley Bridge. The 120-space car park was currently operating within capacity with passengers able to park on site irrespective of the time of the train service. The slow increase in patronage at this station was in part due to the limited

- hourly train service to Bradford Interchange, Leeds, Halifax and Huddersfield by Northern. Grand Central services to Wakefield, Doncaster and London were introduced in April 2017; the service currently operated four times per day.
- Portfolio Holder for Regeneration and Transport Planning stated that it was paramount for the Low Moor Station to continue as it was a imperative service provider and possessed the ability to attract further public transportation users in future years;
 - In relation to the Foster Square Station, what were plans in terms of detailed infrastructure?
 - Through the transforming cities bid the FS Station was being looked at in a wider context by connecting and facilitating other important services such as bike charging points for the purposes of a more efficient all round service transport provisions. This would connect and integrate one scheme with others;
 - What were future plans for the Bradford Interchange and Northern Power Rail?
 - A master plan had been developed to look at infrastructure and the delivery of a new car park for the station;
 - Work had been undertaken to ensure that the City Centre option was part of the strategy for Bradford's business case. If the master plan is approved then the business case would be presented to government for its recommendations;
 - Bradford has always endured the lack of connectivity and this of course was the legacy of Bradford's rail network?
 - There were issues with the rail services on a operational level and it was about how we would make the rail franchise more accommodating and comfortable was the primary focus;
 - How was the improvement in the flow of freight progressing within the plans?
 - The networks were constrained at present as it was about having the physical capacity for freight movements;
 - Low Moor was a good station but the element of access for buses had been missed? What was in mind in terms of future in efficient stations entailing joint rail and bus services in order to reduce the dependency of car usage?
 - Co-ordinated work was ongoing between rail and the bus services was paramount. Connectivity with Apperley Bridge and Leeds/Bradford Airport was being looked at by the Council and the Combined Authority;
 - Had any discussions taken place in relation to the Steeton Station car park?
 - This was planned in the Phase 1 parking program which was on track and to be delivered by 2021;
 - Due to the lack of CCTV, was this matter being focused on?
 - Train lines occasionally used CCTV recording but this could be addressed with the Combined Authority;
 - The report addressed the Bradford Foster station and not mentioned timescales of Bradford Interchange?
 - Two streams of work were ongoing and the first stream would be

delivered by 2021. In regards to the second stream, there had been a few issues in relation to the fabric of the building with repairs but this would be resolved soon.

During the discussion, the Committee, Portfolio Holder and officers made the following comments:

- Frizinghall Station had seen an increase in service users as it covered a wider area;
- It was unfortunate to have people still continue the use of cars when significant investments were being made towards service infrastructure throughout the West Yorkshire but on the flip side, there were regular reports of overcrowding on some train services, primarily on services to and from Leeds, particularly on the Airedale Line (Shipley, Saltaire). It was paramount that a balanced approach was applied within the master plan to ensure ample space for car parking at stations;
- The reasons people had become reliant on cars was due to lack of parking spaces and a low level of running train services;
- Due to current mortgage on the NCP car park, an opportunity of generating income and profit was being assessed for car park but in the first instance it was about accelerating the whole surrounding area to deliver projects to boost regeneration in the City Centre;
- The Airedale line was one of the busiest in West Yorkshire and Northern Rail were planning to run longer trains. This was a positive franchise commitment;
- Nottingham had committed in encouraging people to use buses and not cars to get to rail stations and Bradford was not heading in a similar direction; and,
- Without greater connectivity then the result will remain with further car usages.

Resolved –

(1) That the contents of Document “AB” be noted.

(2) That the committee fully supports the need for a Bradford City Centre station to be included as part of the Northern Powerhouse Rail network for the wider benefit of the North as well as the Bradford district.

ACTION: Strategic Director, Place

53. REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME 2018-19

The report of the Chair of the Regeneration and Environment Overview and Scrutiny Committee (**Document “AC”**) presented the Committee Work Programme 2018-19.

Resolved –

That the 2018/19 Work Programme 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