

# Minutes of a meeting of the Regeneration and Environment Overview and Scrutiny Committee held on Tuesday, 20 November 2018 in Committee Room 1 - City Hall, Bradford

Commenced 5.30 pm  
Concluded 8.00 pm

## Present – Councillors

CONSERVATIVE	LABOUR	LIBERAL DEMOCRAT	GREEN
Heseltine Whitaker	Dodds Berry Jamil Mohammed Nazir	Stubbs	Love

## NON VOTING CO-OPTED MEMBERS

Nicola Hoggart, Environment Agency

Observers: Councillors R Ahmed, Azam, Duffy, Greenwood, Hinchcliffe, Aneela Ahmed, Tait and Watson

Apologies: Julia Pearson, Bradford Environmental Forum

## Councillor Jamil in the Chair

### 39. DISCLOSURES OF INTEREST

In the interest of transparency Councillor Nazir disclosed an interest in the item relating to West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership (LEP) Update 2018 (Minute 34) as he was an alternate Member on the Combined Authority Scrutiny Committee.

**ACTION: City Solicitor**

### 40. MINUTES

That the minutes of the meetings held on 20 February and 13 March 2018 be signed as correct records.

**ACTION: City Solicitor**

#### **41. INSPECTION OF REPORTS AND BACKGROUND PAPERS**

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

#### **42. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE**

There were no referrals made to the Committee.

#### **43. WEST YORKSHIRE COMBINED AUTHORITY AND LEEDS CITY REGION ENTERPRISE PARTNERSHIP (LEP) UPDATE 2018**

The report of the Strategic Director, Place (**Document “W”**) provided a general update on the Combined Authority and Leeds City Region LEP as a background for Committee discussion and question and answer session with Senior Councillors and Officers. The report included details on shared ambitions, regeneration, transport, housing and partnership working.

The Chief Executive Officer of the Combined Authority attended the Committee and was invited by the Chair to introduce the report. He explained that this report provided an update to discuss Bradford's current involvement, influence, investment and impact through the partnership with the Combined Authority and the LEP. The partnership and joint working existed to support prosperity, economic regeneration and inclusive growth across the City Region. It also provided a broad overview and highlighted partnership working and investment through the Combined Authority and the LEP. It further provided an overview of the Combined Authority/LEP and key issues for member consideration. It did not set out to be a fully comprehensive review.

Following presentation, a question and answer session ensued:

- What arrangements were in place in terms of governance at the WYCA?
  - There was an increased level of accountability of committees with overview and scrutiny possessing greater powers and Call-in for decisions. There were a total of 18 Councillors from all cities that formed the combined authority on the committee. A transparent democratic process with all committee resolutions being put into the public domain;
- What was the reason behind the number of governance changes to the Combined Authority & LEP Governance which were confirmed at the Annual Meeting in Summer 2018?
  - The changes were due to unifying all the committees in order to maintain balance across the combined authority;
- With the anticipation of funding various schemes, how were schemes prioritised?
  - The Combined Authority had been allocated funding by the government's Growth Deal for large scale schemes and Transport Fund for transport projects. Schemes were financed through the balance of strategic priorities;
- In relation to appendix 5, Investment and Schemes. What were plans for future investment in Bradford?

- The combined authority undertook strategic planning for the areas of housing and jobs also. All schemes were part of a Gateway Review and the government assessed whether schemes were delivered before 2020 at the total value of £300 million. The funding was an equal split throughout the country;
- What 3 sites were in the Enterprise Zones?
  - a) Bradford City Centre was identified as an Urban Growth Centre, (b) Bradford-Shipley Canal Road Corridor was identified as a Housing Growth Area (with support for New Bolton Woods) and (c) Gain Lane, Parry Lane & Staithgate Lane formed part of the pan city region M62 Enterprise.
  - Parry Lane was in Council's ownership and there had been on going efforts working for an agreement with the private owner of the adjacent land. Staithgate Lane and Gain Lane were both under private ownership and had major concerns about the conditions of the grounds;
- What other projects had been funded?
  - Supported the regeneration of Bradford Odeon by contributing £325k Growth Deal investment and helping secure £4m through the Northern Cultural Regeneration Fund. 5.2 million allocated to the City Park, £400,000 spent to date. £4.8 million allocated for spend up to 2021.
  - As explained in appendix 3, a significant amount of work had been undertaken to date;
- Was information available on the effect of transport across the region following investment?
  - A lot of time had been invested into monitoring completed projects and then embarking on a natural process of setting targets for achieving an ultimate ambition towards end goals;
- What were plans for the inner city Wards of Bradford in addition to focusing and investing large corridor schemes, if any?
  - Investing in projects for the future of the region would progress schemes for Bradford that would effect everyone. The Transforming Cities Fund Bid prioritised the corridors for Leeds to Bradford, Halifax and the Calder Valley and Bradford to South Bradford & North Kirklees as well as Bradford priority gateways (Interchange and Forster Square);
- How were Councillors appointed on sub-committees in the combined authority?
  - This was advertised every 2 years and through consultation, a broad range of Councillors were represented;
- What were plans for the transportation services accommodating the young people of Bradford?
  - With the establishment of the Transport Strategy, there was a focus on the 16-25 years old generation and work also entailed the transportation availability for young people to travel;
- How was the Canal Road corridor air pollution monitored?
  - A number of work streams had been developed to assist in reducing the levels congestion by making junctions and corridors more efficient to drive through. There was on going work towards air quality;
- Was there heavy investment towards cycling projects?

- Funding for cycling was ring fenced as it was important to promote the programme by establishing strong infrastructures in partnership with companies to work on factors such as employers installing shower cubicles and cycling bays at their premises in order to make cyclists comfortable, hence everyone moving towards a same goal, an active lifestyle and better air quality.
- This would ultimately entice people to take up cycling, hence reducing car usage to and from place of work including weekend family shopping.
- Within the programme, there was also a wide recruitment process involving the targeting of new entrepreneurs by making Bradford more attractive for the sole purpose of new business start-ups so that people who reside in Bradford also worked in Bradford.
- Bradford was in plans for developing a network of electric vehicle charging points, to encourage the use of electric vehicles in the Bradford District. Electric charge points would enable drivers within the district or visiting the area to recharge in the city, encouraging the uptake of electric vehicles. Low emissions vehicles, such as electric cars, would assist the Council's aim to cut air pollution and CO2 emissions from road transport as they emit zero exhaust emissions. They also help cut noise pollution as they were quieter to run;
- A member highlighted that when he read reports that were due at Committees, his main concern was the welfare of his Ward and the Constituents therein. In addition, the young people belonging to the Wards of inner city Bradford were future assets and therefore boundaries had to be pushed in order to provide a wide variety of opportunities for their future investments. Despite regeneration being a high priority for Bradford, it was still confusing as to the reduction of the 680 bus route service?
  - In response, the officer stated that a 680 bus service was running on a regular basis and the other service running was funded by the Combined Authority. As the 680 was being run on a commercial basis and it was not earning enough money therefore the level of bus services had been reduced.
    - In response to answer, was it possible whether service providers could look into the possibility of subsidising other services towards the reduced services of inner city buses; and, in terms of significant funding within the Combined Authority, how much money was inner city area Wards being awarded.
      - There was only a limited amount of money to spend and at present the 680 bus service was continuing with the present service time arrangements.
- In relation to funding, how much had/or would local Bradford inner city wards benefit?
  - Despite the overall amount of funding money was still limited and if the combined authority funded more services in certain wards and cities then other vital services would lose out; and,
- Bradford also had a growing number of elderly people who were exceptionally active outdoors and equally continued with employment. What proportion of money was allocated to rural areas?
  - The criteria for transport links were applicable throughout West

Yorkshire and Officers were guided through provisions that were already set. In relation to the infrastructure programme, the team looked at the future plans and also focused on highest demands according to the transport system. Aire Valley was part of the programme because of the corridor element.

- Funding was also allocated to transport infrastructure within the rural areas of Bradford.

During the discussion, the following points were made:

- Jobs needed to be accessed through local reliable transport;
- Bradford to Leeds access for people travelling in the early morning was an arduous task;
- The level of accessibility for Bradford residents was presently not ideal and more work had to focus on this aspect;
- A good reliable and accessible bus transportation system would ultimately get people out of poverty and into work;
- Leeds was a big city and whatever changes implemented in its transport system could influence Bradford;
- With good transport links between Bradford, Leeds and Manchester could bring in a further £3.8 billion to the West Yorkshire economy;
- Through better transport would result in more people no longer using cars and impact positively towards air quality;
- A lot of money had been spent on cycling projects
- Bradford was in plans for developing a network of electric vehicle charging points, to encourage the use of electric vehicles in the Bradford District. Electric charge points would enable drivers within the district or visiting the area to recharge in the city, encouraging the uptake of electric vehicles. Low emissions vehicles, such as electric cars, would assist the Council's aim to cut air pollution and CO2 emissions from road transport as they emit zero exhaust emissions. They also help cut noise pollution as they were quieter to run.
- 40% of the driving population of Norway were driving electric vehicles;
- The ultimate goal being integration, a reliable network system between housing, buses, trains and cycle lanes. A more simplified system in comparison to the current network;
- An integrated ticket system was in place but it was about influencing people through information to make them think about how to pay for local transport services according to their daily lifestyle and for the Council to deliver people's expectations;
- Inner city wards of a high density and the local transport system needed integrating;
- In the region of a further 20,000 jobs had to be created for Bradford and there were plans to get around 30,000 people skilled up by 2020;
- Bradford would have a great future if transport, education and culture met with the current climate expectations and various strategies were in process working towards this goal;
- A further important element was to embrace new technology such as smartphone "apps" that included information on Council services, transport links, integrated ticket information on local transport; and,
- The austerity measures were implemented by the coalition in 2010 but for Bradford, and more importantly to note that, the transport infrastructure of

Bradford had been very low level for over 3 decades and this time it had to be made suitable to meet everyday lifestyles, this being for work and social. This time it was about targeting needs.

**Recommended –**

- (1) That the involvement and partnership between Bradford Council and the West Yorkshire Combined Authority / Leeds City Region Enterprise Partnership (LEP) is welcomed.
- (2) That the progress on investment and delivery is noted and progress on key schemes to be brought to the attention of the Committee as part of effective local scrutiny.
- (3) That the on-going Strategic Economic Plan delivery and the development of the Local Inclusive Industrial Strategy and wider Policy Framework is recognised.
- (4) That the scrutiny work of the Combined Authority O&S, especially on CA performance, the LEP Review and Transport, and Bradford Councillors involvement in this is noted.
- (5) That a progress report be presented in 12 months time with a particular focus on the projects being delivered in Bradford in addition to plans for making public transport links more accessible or the Bradford residents.
- (6) That the West Yorkshire Combined Authority Schemes be aligned with the priorities of the Bradford Canal to achieve the best outcomes for the citizens of the Bradford District.
- (7) That the Regeneration and Environment Overview and Scrutiny Committee thank Members and Officers contribution towards the West Yorkshire Combined Authority.

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

**44. THE MANAGEMENT OF WASTE AND RECYCLING ACTIVITIES WITHIN THE DISTRICT**

The report of the Strategic Director, Place (**Document “X”**) provided a description of the current management of waste, and gave an update on the work programmes undertaken in 2018, and those planned for 2019, to improve the management of waste to more sustainable levels in line with the Waste Strategy (Municipal Waste Minimisation and Management Strategy 2015).

The Assistant Director of Waste, Fleet and Transport Services was accompanied by the Principal Officer and they jointly gave a detailed synopsis of the report. The Council had statutory responsibilities for waste streams which were currently managed by waste services. These streams included, kerbside collections of recycling from residents; kerbside collections of residual household waste from

residents; bulky waste collections upon request from residents (paid for service); clinical waste collections upon request; and, provision of Household Waste Recycling Centres (HWRCs) across the district; closed Landfill site monitoring. In addition to waste services, it also provided the services, which included kerbside collection of garden waste (a non-statutory paid for service upon request); chemical advisory services to residents; trade waste services to commercial businesses (paid for service); and clinical waste collections to commercial businesses (paid for service).

The services were provided by in house operations which were supported by several external contracts with the private sector for treatment of recycling, residual waste and disposal services.

Following introduction, a question and answer session ensued:

- In regards to recycling champions, was data available on the various languages spoken by individuals in different communities?
  - No specific data was recorded but there were individuals who spoke languages other than English. Occasionally, Google translator was utilised for communication needs;
- With alternate week collections, there were community residents' who continued to refrain from recycling. How was this being tackled?
  - In inner city wards with significant terraced housing, it was dependent on whether residents had the correct bins and with their house numbers marked on their bins. The service was working closely with Ward Officers to assist in driving the behavioural change of recycling;
- With supermarkets incentives of returning bottles and other recycling waste for additional club card shopping points, would this affect the Council's contracts?
  - Unless tonnes of waste was being returned to supermarkets. The incentives by supermarkets was a marginal impact but any recycling would be a positive factor;
- It seemed that current operations were not effective to the extent that there was significant side waste on the streets on a weekly basis. Would it make a difference if the service worked closely with Incommunities for the purpose of providing better waste disposal sites?
  - There was ongoing work with Incommunities and they acknowledged the fact that some tenants were not abiding with advice on recycling. Nevertheless, Incommunities continued to assist the Council in its work; and,
- Was the Waste Strategy (Municipal Waste Minimisation and Management Strategy 2015) being revised at this present stage?
  - Yes the strategy was currently being redrafted. The government was about to publish the new strategy and the service wanted to cover all elements in line with government recommendations.

**Resolved –**

- (1) That a further progress report be presented to this Committee in 12 months time.**
- (2) That the draft Municipal Waste and Minimisation Strategy be**

presented to this Committee.

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

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

The report of the Chair of the Regeneration and Environment Overview & Scrutiny Committee (**Document “Y”**) included the Regeneration and Environment Overview and Scrutiny Committee work programme for 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