

Minutes of a meeting of the Regeneration and Environment Overview and Scrutiny Committee held on Tuesday, 20 September 2022 in the Banqueting Hall - City Hall, Bradford

Commenced 5.30 pm
Concluded 7.50 pm

Present – Councillors

LABOUR	CONSERVATIVE	GREEN
Mohammed Kamran Hussain Cunningham Dearden Hussain Rowe	Herd	Watson

Observers: Councillor Alex Ross-Shaw, Portfolio Holder Regeneration, Planning and Transport and Councillor Joe Wheatley

Apologies: Councillor Noor Elahi

Councillor Kamran Hussain in the Chair

16. ALTERNATE MEMBERS (Standing Order 34)

17. DISCLOSURES OF INTEREST

In the interests of transparency, Councillor Cunningham declared that he was a former tenant of Darley Street Market (Minute no. 21)

Action: Director of Legal and Governance

18. MINUTES

Resolved –

That the minutes of the meeting held on 26 July 2022 be held as a correct record.

Action: Director of Legal and Governance

19. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

There were no referrals received by the Committee.

20. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted to review decisions to restrict documents.

21. DARLEY STREET MARKET PROJECT

The report of the Strategic Director, Place (**Document E**) was submitted to the Committee to provide an update on the progress of the Darley Street Market project.

The project started in 2017 and the last update was submitted to the Committee in February 2020. The report provided details of the planning and preparation that had taken place leading up to the start of construction in May 2021 with Kier Construction chosen as the contractor who submitted a successful tender bid. It also provided details of the design of the building, facilities for visitors, access and market operations information floor by floor. Facilities that would be provided to each trader were included, demonstrating the commitment to provide a sustainable and quality market offering in the District. The building would include a building management system to minimise cost and energy consumption with specialist glazing, solar panels and rainwater collection for toilet flushing.

Officers gave an overview of the types of traders who were being invited to submit applications and the aspiration that the market could operate with maximum energy and environmental efficiency. The market would operate on 4 principal levels that consisted of 3 trading floors and an underground, secure level for deliveries and a waste management area.

The presentation included a number of photos and illustrations to allow members to gain a better understanding of how the market would look and how it would be managed and operated. Members had also visited the site to see the project for themselves and to visualise the final offering.

Successful applicants were due to be announced in October 2022 excluding hot food and beverage traders as these were to be appointed separately as preferred suppliers. In order to maintain the desired quality of goods and services, traders' performance would be monitored during an initial 3-year lease which would not be re-newed if expectations of quality service were not met.

Members were then given the opportunity to comment and ask questions, the details of which and the responses given are as below.

In light of the ongoing cost of living and energy crisis, a Member asked if any financial adjustments had been necessary. Officers stated that there was a Council contingency fund which could potentially support additional costs in relation to the building but that Kier Construction had already provided a price for the work. Changes or unforeseen issues would have to be considered and the situation was being monitored externally. Members were again reminded that

energy efficiency had been built into the project and traders would be responsible for paying for electricity. Traders would also benefit from corporate energy rates so would pay the least expensive rates available.

A Member stated that it was an exciting prospect for Bradford and was a departure from existing market services and asked if there was capacity to maintain the high standards required. Officers stated that whilst the Council was moving away from site management as such, that the top floor would be managed and cleaned etc. by the successful operator and there was a staff structure in place to provide support. They were also confident that with the positive working relationships with traders and sufficient, routine checks being carried out that success would be achieved.

A Member asked who would decide on what was offered on the top floor and by whom and was advised that it would be a decision made in partnership with the operator with the Council taking an active involvement in the decision process. The subject of operating hours was also raised which needed further discussion around later opening. The aim being to respond to customer demand rather than the traders' preferences.

A Member asked about tenancy agreements and whether they would be subject to the Landlord and Tenant Act 1954 which set out the process and grounds that must be followed if it became necessary to terminate a business tenancy. Officers advised that leases would be contracted out of the 1954 Act if they were breached and again stated that traders' performance would be monitored to determine whether a lease would be re-issued after 3 years.

There were a good number of applications received from pre-existing traders who may have had previous or ongoing customer care issues. A Member asked what training had been offered to provide them with the opportunity to be considered for the new market. Officers advised that training would be offered to applicants who were shortlisted. The application process would identify gaps that needed to be addressed in areas such as customer service, marketing, e-commerce etc. Training would need to be undertaken as part of the requirements to become a tenant. Officers further explained that the application included 25 questions that each attracted a points score and aimed to identify and address any areas for development. The Panel assessing applications would only see anonymised forms and were selected from a variety of relevant professions and/or business sectors.

Members wanted assurance that everyone had an equal opportunity to be successful and were assured that applicants were offered the opportunity to meet and take part in surgeries before the application process started, with a clear rationale to support the decisions reached.

A Member asked whether the top floor would be made up of independent traders and was seeking assurance that the market retained its 'vibe' as a market. The mix and type of tenants should be made up of what Bradford needed. Time was being taken to ensure that it provided a good offer and that it would be a fantastic market provision.

The portfolio holder was present at the meeting and wished to thank the team for

the work undertaken and was keen to retain existing customers but to attract new ones also. There was also the prospect of possible awards to explore going forward.

Resolved –

That a further update be presented in 12 months

Action: Strategic Director, Place

22. ANNUAL UPDATE ON ROAD SAFETY AND CASUALTY REDUCTION WORK IN THE BRADFORD DISTRICT

The report of the Strategic Director, Place (**Document F**) was submitted to the Committee to provide the annual update on current casualty levels and trends in the Bradford District plus the initiatives taking place on road safety education, training and publicity that aimed to reduce casualties.

Following the decisions taken in 2012 by Area Committees, an evidence based approach was adopted to prioritise and determine road safety priorities which would be presented as an annual report.

The report included numbers and types of casualties with comparison figures to nearby authorities. The work and aim of the Road Safety Team was also included for Members' information with details of stakeholder organisations who were involved with projects and initiatives to jointly support the work being carried out.

The report noted that car occupants continued to make up the highest number of casualties in incidents involving a motorised vehicle and the messages and communications programmes aimed at reducing and tackling this issue towards the goal of Vision Zero. The challenges faced in Bradford related to driver behaviour in some parts of the District and that the number of uninsured drivers was the highest in the country and not wearing seatbelts which Officers stated were nuanced and difficult to address. Killed or seriously injured (KSI) figures had declined but only reflected the reduced number of vehicles on the roads during the COVID pandemic.

Officers highlighted the rise in car occupant casualties that had risen significantly posed the question of what could have happened if none of the prevention and education work had been carried out. They also gave an overview of the local factors affecting and influencing casualties

Officers stated that the current infrastructure was meeting the District's needs in light of the increased number of cyclists and pedestrians and went on to say that data had always been used after the fact but the Vision Zero concept looked at a pre-collision approach using data from multi agency sources to map out what was happening in the district. Road Safety funding was co-ordinated at a West Yorkshire level with a Bradford Officer as the Chair.

One of the Road Safety team officers was also present and provided Members with an update on what work was being carried out in the district. There was a district wide offer to schools and those areas with the highest rates of KSI incidents were being targeted. Support offered consisted of practical face to face training using the roads on which children travelled. Messaging, publicity and campaigns were also used with accurately targeted messages using social media being employed.

Operation Steerside was having a major impact on enforcement and changing behaviours. Collaborative work was carried out to avoid duplication of road safety work via Area Committees. Examples of these included 20mph programmes and School Street pilots which involved working with the portfolio holder to identify areas for trials. It needed engagement by schools for it to be completely successful.

Members were then given the opportunity to comment and ask questions, the details of which and the responses given are as below.

Vision Zero was a commendable goal but there was a gap in perception and what could be achieved. A brief discussion then took place relating to the existing obstacles, for example, getting residents to feel that work was being done and tackle non-action when problems were reported.

Officers advised that dashcam footage submissions were a valuable tool and that reporting incidents was now easier to do with more work needed.

The problem of no action being taken until someone died was also raised and it would need work to study the public's concerns and intervene using a multi-agency approach to see what could be achieved. The Council was not working in isolation and was seeking support and/or data from other agencies.

The subject of school admissions was raised as students were being taken to school by car and Officers were asked if opposition to prevention measures were neighbourhood or political. Officers stated that there were few collisions outside of school but more occurred during the journey to and from school involving car occupants. This was more prevalent in secondary age children and there was a need for them to be able to travel independently. It needed recognition that streets/neighbourhoods were car centric and traffic management was neither accepted or appreciated.

Members asked how targeted safety training was to those causing accidents and were advised that there was better data available and in use but some people did not care about anyone, including themselves. It needed enforcement and education and for them to recognise their wrong doing with appropriate penalties to stop them doing the same again.

The portfolio holder addressed the Committee and stated that there was uncertainty of the impact but the Council was trying to implement a scheme that would work. Sometimes on balance decisions had to be made with confidence that they would make a difference and save lives.

Resolved -

That a further report, to include casualty performance, a financial update and progress on Vision Zero, be presented in 12 months.

Action: Strategic Director, Place

23. TRANSPORT DELIVERY PLAN PERFORMANCE REPORT 2020-22

The report of the Strategic Director, Place (**Document G**) was submitted to the Committee to provide Members with an update for the years 2020/21 and 2021/22 on the outcome of the delivery programme for the Highways and Transportations Teams' capital work programmes.

An indicative forward programme of capital works was also submitted including details of funding bids already submitted. Officers provided a summary of the work undertaken for the duration covered by the report including development of the Local Transport Plan, the West Yorkshire +Transport Fund, Active Travel Funds and Transforming Cities Fund schemes.

Members were then given the opportunity to comment and ask questions, the details of which and the responses given are as below.

A Member queried the carbon report and noted that the District had not met any reduction targets and that the carbon output did not appear to have reduced. Officers responded and advised that carbon assessment was a relatively newly developed tool which Officers were still familiarising themselves with. Feedback on levels would be available within the following 12 months as more ways to assess carbon became available. Some schemes were no longer as effective as they had been and more sophisticated methods were being used to model and assess performance and output. Officers further stated that retro-fitting was not easy and that newer schemes would be more sustainable.

Sustainable transport corridors, specifically bus travel needed to be more attractive and Members asked how this would be achieved. Officers advised that newer buses with re-routing and the ability to travel from further out with additional new houses and people would make more people want to use them. Better infrastructure would support an improved offer from the bus companies for better routes.

Bradford would be the City of Culture for 2025 and Members asked if the Transforming Cities project would be delivered in time. Officers stated that work was due to be completed by November 2024 in preparation for 2025.

There was some community resistance to the Council's vision, and Members asked how local residents were being encouraged to become engaged and was it a priority for them. Officers advised that engagement had been hampered due to Covid. Stakeholders such as community leaders needed to be asked what their visions or ambitions were and to encourage the benefits of active travel. The barriers to understanding community issues needed to be removed.

A Member stated that the A650 road needed more attention, especially as local transport funding was being reduced. Officers advised due to the transition to the

Mayoral Combined Authority, the information as presented was misleading and that funding was moving between funding streams as a result and was being increased.

Bus 'hotspots' had been identified by operators as being a problem for them and brief discussion took place relating to a Shipley bus gate and the lack of support for it. Again, the portfolio holder addressed the committee and explained the context of the scheme under discussion and funding pots with plans having to be revised with a view to wider implications.

Resolved -

That the progress on the transport programmes across both programmes described in the report be noted and that an update report be presented in 12 months' time.

Action: Strategic Director, Place

24. REGENERATION AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME

Resolved –

That the scheduling of an additional meeting of the Committee on Tuesday 31 January 2023, to accommodate consideration of the Council Motion of 12 July 2022 on 'Eliminating the use of pesticides in our community', be noted.

Action: Director of Legal and Governance

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