

Draft

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Wednesday 5 June 2019

PRESENT:

Councillor Morris, in the Chair.

Councillor Drean, Vice Chair.

Councillors Buchan, Carson, Churchill, Sam Davey, Mavin and Wheeler.

Apologies for absence: Councillors Riley and Stevens.

Also in attendance: Richard Banner (Transport Strategy Co-ordinator), Paul Barnard (Service Director for Strategic Planning and Infrastructure), Councillor Coker (Cabinet Member for Strategic Planning and Infrastructure), Councillor Dann (Cabinet Member for Environment and Street Scene), Nicola Horne (Environmental Health (Environmental) Protection Manager, Kevin McKenzie (Policy and Intelligence Advisor) and Helen Prendergast (Democratic Advisor).

The meeting started at 2.00 pm and finished at 4.58 pm.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

1. To Note the Appointment of the Chair and Vice-Chair

The Committee noted the appointment of Councillor Morris as Chair and Councillor Drean as Vice Chair for the forthcoming municipal year 2019/20.

2. Declarations of Interest

There were no declarations of interest made by Councillors in accordance with the code of conduct.

3. Minutes

The Committee agreed that the minutes of the meeting held on 6 March 2019 are confirmed as a correct record.

4. Chair's Urgent Business

The Chair advised that he had signed off an urgent Leader executive decision regarding Tranche I – Transforming Cities Fund. The reasons for urgency related to

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- the funding for Tranche I of the Transforming Cities Fund needed to be spent within this financial year (2019/20);

- the spend could not occur prior to the formal decision being made;
- the funding was time critical and projects were at an impasse until a formal decision was made;
- the programme was deemed low risk, only £57,765 of Section 106/Plymouth City Council funding would be added to the capital programme compared with £7,594,850 external award.

The Committee noted the urgent executive decision.

5. **Terms of Reference**

The Chair advised that the purpose of the Scrutiny Management Board was to manage scrutiny in a way that ensured the functions of overview and scrutiny were fairly balanced across all aspects of the Council's work, with a view to improving services, reducing inequalities and improving outcomes for the people of Plymouth.

The Committee noted its terms of reference.

6. **Strategic Transport Scheme Update**

Councillor Coker (Cabinet Member for Strategic Planning and Infrastructure) and Paul Barnard (Service Director for Strategic Planning and Infrastructure) provided an overview of the transport infrastructure.

The key areas of the report included –

- strategic transport programme;
- Marjon link road bus and cycle link opened 2015;
- the new Plymouth Coach Station opened 2016;
- Derriford Hospital Interchange opened 2017;
- Laira Bridge to Broxton Drive part of the Eastern Corridor strategic cycle network installed in 2017;
- Derriford transport scheme completed 2018;
- Northern Corridor junction improvements: Manadon Road;
- Eastern Corridor junction improvements: Plymouth Road;
- Charles Cross Scheme;
- Forder Valley Link Road;
- Forder Valley Interchange;
- Morlaix Drive;
- Woolwell to the George update;
- Pomphlett to The Ride;
- major road network as announced by DfT for Plymouth;
- Plymouth's MRN bid;
- large locals major bid: Manadon Junction.

The key areas of questioning from Members related to –

- (a) the environmental impact of the Forder Valley link road/interchange schemes and whether mitigating actions had been taken to address these issues; residents had raised concerns that the natural habitat had been destroyed, rather than creating a new one prior to removing the old habitat;
- (b) what measures had been put in place to improve communications regarding the Forder Valley link road/interchanges schemes, so that both residents and businesses were kept up to date on all the key stages of the schemes development;
- (c) whether the trees fenced off by the Asda supermarket were part of the scheme;
- (d) whether funding would be available for the Woolwell to the George scheme and if so, would this scheme be a priority for the Council;
- (e) the feasibility of the City's neighbouring local authorities contributing towards to the cost of the Woolwell to the George transport scheme, particularly due to the large number of houses being built on the City's boundary;
- (f) whether the Major Road Network (MRN) funding was modular or whether it had to cover the entire cost of a scheme;
- (g) the eligibility of the Tamar Bridge to be able to submit a MRN bid for funding;
- (h) whether as part of the modelling for major transport schemes consideration was given to whether the scheme would force additional traffic to use other parts of the highways network thus causing congestion in other areas.

The Committee requested that an update be provided to Members relating the eligibility of the Tamar Bridge to be able to submit a MRN bid for funding.

The Committee noted the strategic transport scheme update.

7. **Transforming Cities Fund Programme Update**

Councillor Coker (Cabinet Member for Strategic Planning and Infrastructure), Paul Barnard (Service Director for Strategic Planning and Infrastructure) and Richard Banner (Transport Strategy Co-ordinator) gave a presentation on the Transforming Cities Fund Programme.

The key areas of the report included –

- Transforming Cities Fund – overview;
- significance to Plymouth;
- achievements of tranche 1;
- timeline for tranche 2;
- future mobility zones.

The key areas of questioning from Members related to –

- (a) whether the cycle scheme for Dawes Lane had been given priority within the programme of works;
- (b) disappointment that not more work was being undertaken to encourage people to use the bus rather than drive;
- (c) whether consideration had been given to permit electric vehicles to use the bus lane which could increase the take-up in the use of these vehicles;
- (d) whether Tranche 2 of the fund could be used to fund a cycle lane from Plymouth to Yelverton;
- (e) what enforcement measures were in place to prevent vehicles from parking across cycle lanes.

Committee requested that an update be provided to members relating to the following items –

- whether Tranche 2 of the fund could be used to fund a cycle path from Plymouth to Yelverton;
- whether the cycle scheme for Dawes Lane had been given priority within the programme of works.

The Committee noted the report.

8. **Overview of Air Quality Monitoring in Plymouth**

Councillor Dann (Cabinet Member for Environment and Street Scene) and Nicola Horne (Environmental Health (Environmental) Protection Manager) presented an overview of air quality monitoring in Plymouth which provided information on the current Air Quality Management Area, with particular reference to air quality in the vicinity of the Energy to Waste site which highlighted –

- (a) air quality improvements had been seen in all the areas, since the introduction of an Air Quality Management Area (AQMA) in 2014; the AQMA covered Exeter Street, Mutley Plain, Stoke Village, Royal Parade, Tavistock Road and connecting roads);

- (b) emissions from road transport were the greatest cause of air pollution within the City; the Council had a balanced transport strategy that sought to support the objective of cleaner and healthier air; the Council had produced a joint Air Quality Action Plan/Transport Plan, in order to implement various schemes to control traffic and pollution levels;
- (c) in 2018, diffusion tubes were located in 24 locations (in accordance with Government guidance); other tubes were located for transport purposes to assess the impact of new or planned road schemes; the results of this monitoring had shown that air quality had been improving in most areas across the City;
- (d) the Environment Agency regulated the operations undertaken by the Energy from Waste site and issued the facility with an Environmental Permit; the Environment Agency had reported that the site had performed well with no concerns regarding emissions to air;
- (e) MVV Devonport Ltd undertook air quality monitoring of the potential impact of the site and were required to do so as part of the Environmental Permit and planning permission.

The key areas of questioning from Members related to –

- (f) what processes were in place to consider air quality issues, as part of the strategic planning process and major transport schemes;
- (g) concerns raised by the residents of Sherford, that traffic congestion at Stanbury Cross was causing air pollution in this area;
- (h) how the results from the monitoring of air quality audited and what process was in place to investigate ‘spikes’ in the results;
- (i) whether there was evidence to show that major transport schemes, such as the Forder Valley Link road/interchange, would reduce emissions and if this was being widely communicated;
- (j) whether there was a communication strategy relating to the Council’s conflicting position of declaring a climate emergency whilst continuing to build new roads; the public’s perception was that by building new roads this was encouraging more pollution rather than reducing emissions;

- (k) what extent was the national expectation for the increase in the use of electric vehicles incorporated into modelling for air pollution forecasting within the City;
- (l) whether there was support/funding available from Central Government for air quality monitoring;
- (m) whether there were any links to the mortality rates (due to air pollution issues) related specifically to the five areas contained within the AQMA.

The Committee requested that an update be provided to members relating to the possible link of mortality rates (due to air pollution issues) specifically related to the five areas contained within the AQMA.

The Committee noted the report.

9. **Work Programme**

The Committee agreed to include the following items on its work programme (to be scheduled appropriately) -

- update on The Box;
- Creative Development Fund;
- Plymouth Sound National Marine Park;
- Brexit – Plymouth Ports;
- Mayflower update;
- Plan for Fishing;
- Brexit – new burdens;
- Plan for Homes – the first five years;
- Annual Housing Statement;
- Visitor Plan 2020 – 2030;
- City Centre BID renewal;
- High Street Fund;
- Joint Local Plan Authorities annual monitoring report;
- Climate Emergency Plan;
- Plan for Homes Three – update;
- Strategic transport programme;
- Plan for Homes;
- buses (Select Committee Review).

The Democratic Advisor was requested to draft the Committee's work programme and circulate to members for reference.

10. **Tracking Decisions**

With regard to minute 45, Kevin McKenzie (Policy and Intelligence Advisor) reported that the letter had been drafted to the Chair of the Environment, Food and Rural Affairs Parliamentary Committee (Efra), outlining the concerns raised by the Committee relating to its scrutiny of the Brexit and environment report. However, Efra had published its report on Pre-legislative Scrutiny of the Draft Environment (Principles and Governance) Bill which had reflected the concerns of the Committee.

With regard to minute 45, the recommendations to Cabinet would be reviewed as part of the work programme item on Brexit – Plymouth ports.

The Committee noted the progress of its tracking decisions.