

COUNCIL

28TH MARCH 2018

UNANSWERED QUESTIONS LETTER

This page is intentionally left blank

Democratic & Central Services

Governance Services

1st Floor (West)

Civic Hall

Leeds LS1 1UR

Contact Name: Kevin Tomkinson

e-mail: Kevin.tomkinson@leeds.gov.uk

Direct Line: (0113) 37 88659

Your ref:

Our Ref: A61/kjt/quest

Date: 16 May 2018

To: All Members of Council

Dear Councillor

COUNCIL MEETING – 28TH MARCH 2018

At the above meeting, the thirty minutes of Question Time expired with questions 12 to 45 unanswered. Council Procedure Rule 11.6 requires that each Member of Council is sent responses to such questions.

Q12 Councillor S Bentley - Does the Executive Board member for Environment and Sustainability have any plans to deal with air pollution around schools?

A The clean air zone proposal that the council has just finished consulting on which proposes a wide boundary is intended to improve air quality across the city as a whole and will therefore result in improved air quality around schools.

There is also more targeted work that is being undertaken. The council has just received £151,291 to run a targeted scoot to school scheme for a further 30 schools. This work will target those schools that have a high proportion of pupils travelling by car. In 2010 and 2013 37 schools were involved in this scheme and it resulted in 17 to 20% decrease in car use at the best performing schools. It is a more intensive intervention as scooter storage is provided as well as upfront training and repeat visits. This scheme will be rolled out in September.

The scooter scheme will run alongside the on-going work that the sustainable travel team undertake to promote Modeshift STARS- this is the national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people. 103 Leeds schools are actively using STARS and as of April 2017, 17 schools have achieved a bronze, silver or gold award. In 2015, Rawdon Littlemoor Primary won the first ever title of National STARS School of the Year. They were the first school in Leeds to achieve Gold level STARS and won the regional awards for the North East & Yorkshire and Humber for reducing car use.

Since 2007 car journey to schools have fallen from 28.39% in 2007 to 25.8 % in 2016. From 2008 to 2016 walking to school has risen steadily to 55.6%.

In 2015 WYCA also retrofitted all the yellow school buses to reduce their emissions through funding received from the clean bus fund.

Part of the core communications strategy will be targeted at schools. Last year a competition was run to raise awareness amongst pupils of the impact of poor air quality. This involved about 30 schools in 2017. This year 45 schools have joined in the competition that is currently being rerun. An in-depth schools support package is also being developed that will include a variety of lesson plans that teachers can use in their day to day teaching as well as a school gate parking pack and a school travel ambassador pack for use by the school.

There will also be a more generalised communications campaign run that focuses on anti-idling and one of the key target areas will be schools. Funding was awarded last week to support this work, including installing permanent signage at the sites where this is considered to be the biggest problem.

Q13 Councillor D Ragan - Can the Executive Member update Council on the outcome of the Council's bid for Earned autonomy relating to the Troubled Families programme?

A Earned autonomy is a new way of delivering the 'payment by results' Families First programme. Some well performing local authorities were invited to submit an expression of interest to apply for earned autonomy, with an initial proposal and an investment plan, in December 2017. Leeds was successful in their initial expression of interest alongside 18 other local authorities.

Leeds then submitted a full proposal on 14 February 2018 alongside completion of a Memorandum of Understanding (MOU). The Leeds proposal required sign up by key strategic leads including CEO, Director of Childrens Services, DWP, Health and Police.



Proposals went to a ministerial panel for assessment and local authorities were informed of the outcome on Wednesday 14th March. Only 11 of the 19 local authorities who submitted a proposal were successful. The names of the local authorities will be published in the annual Troubled Families Report at the end of March. Our formal letter states the purpose of Earned Autonomy; "We look forward to working with you to test whether up-front payment can help to significantly accelerate local and system-wide transformation – continuing to deliver stretching outcomes for families and reduce demand into acute services. We would like to work collaboratively over the next two years. For example to develop community and service models, share what works in terms of predictive analytics and the resulting changes to commissioning and interventions, and go further and faster to integrate and develop shared demand management strategies with partners.

The 'earned autonomy' allows us as a local authority to receive upfront 'payment by results' monies as part of an investment plan. This amounts to £3.5m over a two year period from April 2018 to March 2020.

Q14 Councillor R Gettings - Could Council receive an update on the number of homes in Leeds that have received planning permission that have not been built and how many of these are on Brown Field sites?

A There are 21,299 units with outstanding planning permission yet to be built of which 16,620 (78%) are on brownfield sites.

Q15 Councillor J Akhtar - Please can the Executive Member update Council on plans for the Leeds Next Step event?

A For the fourth year in a row The Council will be holding a Next Steps event in August, and for the first time running an additional event in April 2018. Both events will be held at Kirkgate Market and provide the opportunity for 15-19 year olds and their parents/carers to discover more about post-16 learning opportunities. Post-16 providers (schools, colleges, flexible provision/short course providers and Apprenticeship providers) with live vacancies will host stands at the event and can sign up individuals immediately to courses, offer advice or refer them to interviews or other taster courses. The Council's Leeds Pathways Support Team will be present at the event to offer young people impartial IAG, and help direct them to providers who can offer the opportunities most appropriate for them.

The Next Step events are promoted to schools who have historic high NEET rates, and over the years have helped over 1, 500 young people into positive destinations who would not have had a next step secured for the September after they left school. The additional event in April will hopefully support young people earlier in making an informed decision about their Post 16 options.

A pack of postcard/ flyers have been delivered to the Civic Hall for Cllrs to distribute to their communities as the opportunity arises. Postal invites have also been sent to all young people in year 11 and those who are currently NEET.

The event will be promoted via social media and we are encouraging partners and staff to tweet about it using **#LeedsNextSteps** and to follow Leeds Pathways on Twitter: @leedspathways



More information about the providers attending the event is available on the web:
www.leeds.gov.uk/results

Q16 Councillor B Anderson - Does the Executive member with responsibility for road safety feel that it is now time for Highways to review their strategy in terms of funding and implementing speed indicator devices, as an alternative to some of the other measures they have tried but have not proved successful in other parts of the city?

A The Executive member sees the benefits speed indicators (SID) can provide within local communities and that is why the Council actively facilitates their introduction across the City, where more rigid engineering road safety measures may not be justified or deliverable.

Research conducted into the effectiveness of SIDs showed that they can have a positive road safety benefit but their impact life seems to be limited to between 3 and 6 months. This is primarily due to the fact that regular drivers of the routes and streets become immune to the message being displayed; this is why officers recommend that any SIDs which are introduced by communities within Leeds are then repositioned either along the route or onto different streets regularly to retain their impact.

Engineers when contacted by the general public or councillors in relation to road safety concerns are asked to find permanent solutions to these concerns. SID's do not provide this permanent solution and for this reasons engineers cannot consider their use to address a problem which needs a long term intervention.

It is important to note that the current relaxed approach to the purchasing and introduction of SIDs within Leeds by external partners and communities gives these local communities and councillors the freedom to place these devices anywhere they feel they can offer benefit without having to meet a set criteria.

If the council was to consider the introduction and purchasing of such devices and their deployment onto the highway network for road safety benefit then we would have to create a more stringent protocol for their introduction within the City. The reason that such an approach would have to be adopted is so that we would be able to manage the number of requests the council would no doubt receive. This would be impractical without some criteria to evaluate, approve or dismiss each and every SID request made within the City, particularly at a time when the council sees more funding cuts across the services. This would be counter to the flexibility which is currently enjoyed by members and community groups, and so at the present time we have no plans to create a prescriptive strategy

The Executive Member is unable to make specific comment for the use of SIDs as an alternative to measures which have been implemented but have not proved successful in other part of the City, without these locations being named and an appropriate assessment being undertaken.



Q17 Councillor S Golton - Can the executive member inform council of any his involvement in any discussions with Transport for the North on proposals for an HS2 touchpoint junction at Stourton and provide details of any proposals he is aware of regarding the route it may take?

A HS2 have been instructed by DfT to explore options and technical solutions for a “touchpoint” junction between HS2, Northern Powerhouse Rail and the classic rail network at Stourton.

HS2 are currently working with the DfT, Network Rail and Transport for the North to develop feasibility designs.

Therefore at this stage we are aware of the process, but have not had sight of any detailed technical plans for the Stourton “touchpoint” design. We will work with HS2 during their engagement period, and send formal representation at the appropriate time.

Q18 Councillor A Garthwaite - Please can the Executive Member comment on the Environmental Audit Committee’s recommendations concerning plastic cups?

A An estimated 2.5 billion disposable cups are thrown away each year in the UK. In order to reduce the usage of disposable coffee cups, MPs on the Environmental Audit Committee have recommended a range of measures, including a charge of 25p on these cups. Government are not supporting the suggested levy at this point in time, but have announced plans to issue a call for evidence on whether the tax system or charges can be used to reduce single-use plastic waste.

Many coffee shops (e.g. Costa Coffee, Prêt à Manger, Greggs, etc.) are already offering voluntary discounts to customers bringing their own cups, and this is clearly a positive step towards reducing waste. However, evidence suggests that an additional charge, as opposed to a discount, would be more effective in reducing the use of these products, as seen with the introduction of charging for plastic bags. Starbucks are running a three month trial in some of its central London stores, charging those using disposable cups an extra 5p, so it will be of particular interest to see the results of this trial.

At the heart of this issue is the fact that these disposable cups are not easily recyclable, being made of a composite of different materials. More pressure must therefore be put on producers to take responsibility, and to both introduce measures to reduce their consumption and contribute towards the costs of research into alternative products, local authority recycling collection infrastructure and the development of treatment technology for these materials in order to maximise recycling.

It should be noted that, although there has been a recent focus on coffee cups, they make up only 0.7% of total paper packaging waste in the UK, and a wider consideration of packaging and its waste management and environmental impacts is also required. It is noted that the Government has this week announced plans (subject to consultation later this year) to introduce a deposit return scheme for single use drinks containers in order to increase recycling and reduce the environmental impacts of this waste.



The Council is currently reviewing its Waste Strategy, which will consider these issues and set out the Council's plans for becoming an agent of positive change in terms of both its own practices and its influence over Government and industry. This could include measures such as a review of waste and recycling provision in Council buildings, a review of procurement policies and a review of the products sold by the Council in its commercial outlets. In addition, the Council is exploring a trial to introduce enhanced recycling infrastructure in the City Centre, and this could provide the potential for a greater capture of items such as coffee cups for recycling in Leeds.

Q19 Councillor J Dunn - Will the Member with responsibility for Highways agree to investigate with some urgency the lack of pedestrian safety on Middleton Lane, Thorpe not least at the junction of Winthorpe Avenue where elderly residents regularly have to cross as do children travelling to Thorpe Primary School and the Rodillian Academy and there is not one pedestrian facility in the area?

A A Highway Safety scheme for the A654 Thorpe Lane/Middleton Lane was drafted last summer and consultation with Ward Members and residents followed. The proposals included road cushions, 2no. Mini-roundabouts, a speed table and a 40mph speed limit 'buffer zone'.

As part of the feedback there was a request for a zebra crossing facility opposite the Winthorpe estate to be included. To assess this request surveys were commissioned, and the outcome of the investigation will be known imminently.

The intention is to implement the safety scheme during the 2018/19 financial year.

Q20 Councillor B Anderson - Bearing in mind the amendment put forward by the Conservatives at the last budget debate proposing to put additional funding into highway repairs does the Executive Member now regret not asking the Labour administration to support this amendment knowing what they know now due to the adverse recent weather conditions?

A The Leeds Capital budget for highway repairs has been increased by £1m year-on-year for the last two years, an increase of 20% and significantly above inflation. This continues to demonstrate the council's commitment to this vital service and represents an adequate and affordable increase when balanced against the delivery of other important services.

Road conditions overall in Leeds continue to be better than the national average. There is no doubt that the bad weather has taken its toll on road surfaces but Leeds is not unusual in that respect and this is a national problem that would take more than a one off increase in repair budgets to resolve.

The government have recognised the severe impact of the winter weather nationally and have allocated a further £100m to local authorities to repair the roads. Leeds will this year be receiving an additional £1.4m from Government (over and above our routine government maintenance grant of £5.7m) to repair road surfaces following the winter.



Q21 Councillor S Golton - Is the executive member happy that the council's plan for extra care housing in the city will take ten years to complete?

A As the Council set out in its refresh of the Better Lives Strategy in November 2017, "Better Living" has a strong emphasis on the key role that housing plays in supporting people's independence and how we must go further and faster with an ambitious Extra Care housing development programme.

Since Executive Board considered the report on **Extra Care delivery through the NYCC Framework** in July 2017, the Council has commenced a major investment programme to deliver up to 400 units of Extra Care Housing across the city by March 2021. The current Extra Care programme is procuring a framework of experienced partners to deliver the next generation of extra care homes bringing innovation and creativity to development and care provision within the timescales required.

The procurement process for the first 4 sites had been commenced through the issue of an expression of interest and site surveys and site investigation surveys have been commissioned. The Invitation to Tender will commence in April 2018, and a partner is anticipated to be selected by the summer.

The Council is encouraging the providers to deliver all four sites in parallel and will set out a requirement for all the schemes to have been completed by March 2021. However following the selection we will continue to work on these timescales with the chosen provider to explore where they can be improved. Furthermore the Council will always look to deliver the requirement earlier if the opportunities to secure viable, sustainable quality provision can be identified in appropriate locations.

In order to deliver Extra Care housing at scale and pace we are also continuing to work closely with existing providers looking to expand their portfolio in Leeds to facilitate partnerships with non-public sector constructors, social landlords and care providers in order to accelerate the development of Extra Care housing to meet the projected demand up to 2028. This private developer acceleration programme is aligned with the corporate housing and land programmes.

Q22 Councillor D Cohen - Does the Executive Member for Children and Families agree that the administration has badly let down families in North Leeds by failing to ensure a new 2 form entry Primary School was able to open in this part of the city?

A In January 2018, the Trust that had pre-approval to develop a new 2FE Free School in North Leeds withdrew their application on the advice of the ESFA due to issues in securing a site for the school and difficulties that had arisen within the Trust itself. The Free School process is run and governed by the DfE and ESFA, who seek to secure the sites and develop the capacity of Trusts for all pre-approved applications. The council worked closely with the ESFA and the Trust, along with the public, to explore potential site options. However, the Trust and the ESFA chose to focus on greenbelt sites in the council's ownership that had already been assessed as being extremely difficult to deliver by the ESFA's own independent review of potential sites in May 2016.



In 2016, 2017 and 2018, when the Trust had pre-approval to open a Free School, the council continued to work closely with the current schools in the area to ensure all children in North Leeds have access to a suitable offer of a school place through a series of bulge cohort and expansions. It is currently consulting on a further permanent expansion at a school close to the area of need to provide further capacity for children in North Leeds to access a local school.

There are two existing free schools in the affected North Leeds school area which are either operating at less than half their capacity (because parents are choosing not to send their children there) or which have chosen to unilaterally reduce their admission number, despite the pressure for school places in the area.

Q23 Councillor B Cleasby - What advice does the executive member have for local small business owners affected by the clean air zone, such as Pudsey Transport Ltd who estimate it will cost them £1.3 million to make their fleet compliant?

A During the consultation we have met a number of businesses to understand their concerns in detail. As a result we are looking at a number of support packages that we will submit to government with our full business case in September 2018 to enable businesses to reach compliance.

We are also lobbying government to speed up the development of a retrofit solution. A company that manufactures retrofit solutions for buses has also developed a retrofit solution for both HGVs and coaches but it still has to be accredited by LOWCVP (the official body responsible for retrofit accreditation).

As a result of feedback from the consultation we are relooking at the boundaries of the Clean Air Zone to see whether there is a way to reach compliance whilst impacting less businesses but not creating displacement of pollution into other areas. This work is ongoing and will not solve all problems but will allow us to focus the support packages on a smaller number of companies that would remain within the Clean Air Zone.

Q24 Councillor G Wilkinson - Does the Executive Board Member agree with me that it is a waste of time and resources for a team of workmen from Highways to fill in a pothole with a shovel full of tarmac, hit it with a couple of blows with the back of the shovel and then have to return a month later and repeat the exercise?

A It is essential for the service to respond to every report of a pothole to remove hazards from the highway. Quite often this may be a temporary repair to make sure that the road is safe as soon as possible pending a more substantive repair being undertaken.

Q25 Councillor B Anderson - What proposals does the Executive Member for Air Quality have for addressing the air quality issues on Main Street in Pool in Wharfedale specifically, and Pool in Wharfedale in general?

A It is important to recognise that poor air quality in Pool in Wharfedale is restricted to a stretch of the Main Street and does not affect the village as a whole. The Main Street



has poor air quality as it is difficult for emissions to disperse due to the narrowness of the road and the canyon effect. The benefits of the Clean Air Zone will be experienced further than within the actual confines of the zone itself due to proposals which impact upon HGVs, buses and taxi and private hire. As the CAZ and attendant measures become established, it will be possible to determine, as part of the wider scheme monitoring, the impacts and any effects on specific places, such as Main Street. We know already, however, that the private car, which is not affected by the proposals, is the main contributor to air pollution on Main Street. Currently an options appraisal is being undertaken to consider whether any traffic management measures could help to improve matters, although, of course, these will also need to be mindful of the wider implications for movement on the local road network both for local residents and on the A658 route.

Q26 Councillor B Anderson - Can the Executive member with responsibility please update the Council on the current status of the land identified for extra care housing at Holt Park?

A Executive Board agreed in July 2017 that land at Holt Park could be allocated to support the delivery of extra care housing for older people. Council officers have identified a part of the site that could be set aside for the development of an extra care scheme of around 60 homes comprising 1 and 2 bedroom flats and associated communal facilities. Site surveys and site investigation surveys have been commissioned now to assist in the development and procurement process for the site. It is proposed that the extra care housing will be delivered by an external partner as part of a package of four sites under the North Yorkshire County council framework. The procurement process to select a partner for the site will commence in April 2018, and a partner is anticipated to be selected by the summer. The partner will develop a phasing programme that identifies when all four sites including Holt Park are to be constructed as part of their proposals. The Council is encouraging the providers to deliver all four sites in parallel as far as possible and will set out a requirement for all the schemes to have been completed by March 2021.

Further briefing will be possible once the successful partner has been selected and the phasing programme agreed, and this is currently expected by September 2018.

The extra care housing scheme will not utilise the whole of the land available at Holt Park and further options for the development of the rest of the site will be consulted on in due course.

Q27 Councillor D Cohen - Does the Executive Member for Resources and Strategy share the concerns of many stakeholders, particularly our schools, that the Council has not done enough to support them in preparing for what are seismic changes in the management of personal data through the new GDPR provisions, and will he outline the steps the council has taken to prepare itself for these new rules?

A The following is a summary of the support that the information management and governance (IM&G) service have already committed to date for schools, parish councils and our elected members. It is worth noting the following;

- That both schools and parish councils are data controllers in their own right, as are members acting in their official capacity, and are therefore ultimately



responsible for compliance with the current Data Protection Act and forthcoming GDPR/Data Protection Act 2018.

- The responsibility and funding to do this is with the schools.

Schools

- Last year we produced an IG Start Up pack (£500), which contains a series of IG policies, plus supporting documentation; a GDPR checklist; a self-service audit assessment form; and, a PowerPoint presentation for training purposes designed to assist schools to become compliant. To date only nine schools have taken up this offer of support.
- We are planning to deliver two key GDPR briefing sessions for Head Teachers and senior school staff on 30th April and 1st May. The briefing sessions will provide an overview of the new GDPR and Data Protection Bill and will focus on the key changes and responsibilities that schools, as data controllers, need to consider, and provide guidance about what to do to ensure compliance with the Framework.
- In addition, Head Teachers will receive an updated version of the briefing note on GDPR they received in November 2017.
- We are also developing an Information Governance e-Learning solution specifically for the education sector.
- In respect of any further support to schools, the council's IM&G service are exploring the potential of developing a service level agreement for information governance with schools. However, if the interest from schools in this is low it may not be viable.

Parish Councils

- We are currently working through how we might arrange a meeting/workshop with parish councils to discuss whether or not we're able to support them with information governance and GDPR. Therefore, whilst we can consider their requirements, parish councils should be looking at how they obtain the requisite knowledge and understanding of this new regulation.
- The information governance start up pack as mentioned above is also available for parish councils to purchase.

Elected Members

- Training for member group office support staff on the GDPR has been completed this month, as they will be the first point of contact for member enquiries.
- A comprehensive briefing note for members on GDPR is currently in its final stages of approval and will be issued to members on 16th April.
- Getting members ready for GDPR – we have agreed to provide members with a pack of the main tools we are preparing for the business, i.e. a data protection



policy, a privacy notice, a record of processing activities. We are currently working through the timescales and approval process for this.

- Training for existing members – this will comprise of 2 one hour sessions covering cyber and information governance (incorporating GDPR). The dates for these are to be confirmed but they are expected to take place in May.
- Induction for new members – a 2 hour briefing session covering cyber and information governance (incorporating GDPR) is scheduled for 12th June (5pm until 7pm).
- It has been agreed at Corporate Governance and Audit Committee that members will complete mandatory information governance e-learning training which we will be developing over the coming 12 months.

Leeds City Council

- The IM&G service started to review the text of the GDPR back in February 2016 with Legal services. Out of this review a priority action plan was created featuring nine technical workstreams. The outputs from each workstream focus on the changes that are required to be implemented across the business to be compliant with the GDPR and Data Protection Bill.
- The GDPR implementation team was established in August 2017 and delivered GDPR briefing sessions to over 200 senior managers between November 2017 and January 2018.
- Following this, chief officers nominated 58 'GDPR Service Leads' whose primary role is to;
 - ❖ support the GDPR implementation team by driving the GDPR agenda within service areas including the dissemination of key messages;
 - ❖ ensure that existing processing arrangements and systems are GDPR compliant and, where required, make the necessary changes including the implementation of appropriate technical and organisational measures proportionate to the risks involved;
 - ❖ assist with the embedding of new GDPR related policies and procedures across the council;
 - ❖ report progress on implementation against key milestones to the GDPR implementation team including the reporting of risks and issues as they emerge; and
 - ❖ support the IM&G Service with post 'go-live' monitoring and compliance audits.
- The GDPR implementation team are disseminating key messages and changes to GDPR Service Leads via the GDPR implementation guide. The guide is a comprehensive single source of information about the new UK data protection



framework and the tasks that all services have to fully adopt to ensure compliance. To date two guides have been published that are available on InSite, with the third edition scheduled for release early next month.

- The roll-out program will continue until the end of August 2018 at which point the IM&G service will take any outstanding actions forward as business as usual.

Q28 Councillor C Anderson - Does the Executive Member responsible have any plans to prioritise improvements in road safety in Arthington to reduce speeds on Arthington Road between Arthington and Pool in Wharfedale?

A Arthington Lane (the A659) between Arthington and Pool in Wharfedale was previously a monitored length of highway from an injury collision perspective and was identified as a 'length for concern' within Leeds. The analysis of the road collisions identified that excessive speed was the primary causation factor in many of the collisions and therefore a scheme to improve the lining and signing was introduced in 2013. These works included the introduction of double white centre lane markings and all hazard warning signs along the route were increased in size and placed on yellow backing boards to highlight their presence to approaching motorists.

In 2014 following the publication of new national guidance from the Department for Transport 'Setting Local Speed Limits - 2013' the City Council also reviewed the speed limits along this route. The outcome was that the speed limits were reduced to 30mph through the build-up sections of Arthington and 40mph speed limits were introduced on the rural sections of Arthington Lane between Arthington and Poole in Wharfedale. These were and are still the lowest speed limits which can be applied on such a Primary, A class route, abiding by that national speed limit guidance.

The outcome of these works was that the severity and frequency of the injury collision improved significantly and the length was consequently removed from the annual 'Lengths for Concern' document.

Officers have reviewed the Police injury collision records for the last 3 year period and have identified that there have only been 3 recorded injury collisions during that time.

One was the result of a fatigued driver crossing the centre line and colliding with an ongoing vehicles. The second collision was the result of a driver who was pulling a trailer larger than his car, unexpectedly colliding with an ongoing vehicle at a bend as a result of the trailer crossing the centre line. The Police recorded this to be the result of poor driving. The final collision was the result of a driver overtaking a slow moving vehicle who subsequently turned right into the path of the overtaking vehicle and a slight collision occurred. Again this was attributed to poor driving. It is important to note that speed was not cited as a causation factor in any of these accidents.

In 2017 speed and volume surveys were undertaken within the 30mph section near to the Wharfedale Public House to assess the speeds and the summary is shown below for your information.

Survey conducted 7th March 2017 to 14th March 2017.

Direction	Average 24hr volume	Average mean speed
Eastbound	3387	33.2mph
Westbound	3699	33.4mph



These results show mean speeds below the Police enforcement level of 10%+2mph (i.e. 35mph), and considering the function and status of the road this would be considered generally compliant for the posted speed limit. There are a number of motorists who are choosing to exceed the speed limit but in practical terms this is an enforcement issue and we will consequently pass this data to the Police for their consideration.

In light of the above, officers consider that the improvement measures and the speed limit reductions previously implemented have provided the road safety intervention required to address the previous poor injury collision record along this route. The review which has been undertaken as a result of this question has not identified any new road injury collision patterns which need further intervention and therefore officers are unable to offer any further measures at this time. We will however continue to review this length annually to monitor any increases in road collisions.

Q29 Councillor M Robinson - On 16th March 'The Times' ran a story that the City of Oxford was looking at a cable-car solution to deal with their congestion problems. This could move 4,000 people an hour from the outskirts to the centre of Oxford. Have the administration in Leeds ruled this out as a possible solution to Leeds' traffic, travel and clean air problems? And if so why?

A Successful urban implementation of cable cars have occurred where major topographical challenges dislocate an area of dense population from an urban centre, and where options for other modes of public transport are limited. They also appear to be very difficult to integrate into the wider transport network.

The justification for the Emirates Air Line cable car in London centred on the limited capacity for crossing the Thames in the east of the city, with the cable car providing a cheaper method for increasing capacity than either a bridge or tunnel, particularly since the river is wider in the east of the city. This scheme cost around £60m to implement, and costs around £5m per year to run. It has received criticism for failing to attract commuters, and functioning primarily as a tourist attraction.

Due to the limited number of successful examples, and since there are no commuter routes in Leeds exhibiting similar topographical challenges to those seen in the successful existing schemes, we are not actively pursuing cable car schemes at the present time.

Q30 Councillor B Anderson - Can the Executive Member for Regeneration, Transport and Planning provide a timeframe for delivering on their ideas for improving pedestrian and improved cycle access across the Lawnswood roundabout?

A The current programme for the Lawnswood roundabout project will see Leeds City Council and the Development Partner undertake stakeholder engagement in June 2018.

It is envisaged that two designs will be developed to a preliminary design stage to be presented, both of which will have feature enhanced cycle and pedestrian provision.



Depending on the results of the consultation and the development work the scheme may begin site works in 2019. This outline programme will be shared with all stakeholders at the June consultation.

Q31 Councillor M Robinson - Will the Leader of Council outline what steps her administration has taken to tackle the disparities in the gender pay gap for Leeds City Council employees?

A The breakdown of the LCC workforce shows that in each quartile earnings bracket we employ more women than men. In the top quartile containing all LCC senior management the breakdown is **58% women to 42% men**. The bottom quartile contain 78.8% women. Nearly a quarter of the council's staff employed are in Catering or Cleaning roles, roles predominantly filled by women. The council pays at higher rates and has better conditions than the majority of employers in these sectors but nevertheless the number of women in these roles contributes greatly to the current 8.6% Gender Pay GAP in LCC. This figure also compares favourably with many central government departments.

The council has over the last few years done work to raise the pay of the lowest paid and has further committed to this with the introduction of the £8.75 Living Wage Foundation's Real Living Wage from 1st April 2018. With this latest commitment we are confident the Gender Pay Gap will decrease. The Council will continue to work hard to close the gap further, not least because the burden of austerity has disproportionately hit women harder.

Q32 Councillor B Anderson - Can the Executive member responsible please outline the current position with the sale of the land at the former Rosemount sheltered complex on Breary Lane in Bramhope?

A Chartford Homes have been selected as the purchaser for the site and will be building apartments for the over 55's which is the preferred use for the land. The offer made by Chartford was conditional upon obtaining planning permission and satisfactory site investigations.

Chartford have had pre-application meetings with Planning Services where a number of significant amendments were suggested to their proposed scheme. In order to comply with these amendments Chartford have undertaken additional survey work in order to determine the characteristics of the Conservation Area as they have been asked to amend the 'street scene' of their proposal by using natural materials and a higher level of detailing on the main elevations and windows. The additional survey work has been carried out and sent to Planning Services together with their proposed amendments and they are waiting for feedback.

Other issues that have been identified are around the amenity space and parking around the new building and the overall height of the development at the front of the site. Chartford are currently looking into the re-design of their scheme to take account of these matters.

Q33 Councillor B Anderson - With the investment of £840m into transport from the Transforming Cities Fund can the Leader of Council please tell me what representation



she will be making to the Combined Authority for a decent share of this money and what amount of money is in the business case for Leeds' share?

- A** This funding is welcome, however it does not come close to closing the gap in terms of transport funding for the north compared to London and the South East.

The Transforming Cities Fund Guidance was released by the DfT alongside the Spring Statement. Officers are working closely with West Yorkshire Combined Authority to develop a regional bid in the order of £200-300m which will focus on delivering the connectivity benefits outlined in the Leeds City Region's HS2 Connectivity Strategy and HS2 Growth Strategy, both published December 2017.

Given the concentration of travel demand to and within Leeds we anticipate a significant amount of the bid will deliver schemes in Leeds. Outline Bids have to be submitted to the DfT by 8th June, there will then be further work to produce more detailed business cases before any funding will be awarded to the West Yorkshire Combined Authority.

- Q34** Councillor A Lamb - Will the Executive Board Member for Children and Families commit to providing reassurance and certainty over school organisation in Wetherby Ward to families who have chosen to send their children to Boston Spa or Wetherby Secondary Schools in September 2018?

- A** All children who have applied for a secondary school place for September 2018, will have received their offer of a school place on 1st March 2018 in line with the schools admissions policies and the preferencing of parents. Children who have been offered a place at Wetherby or Boston Spa High Schools will attend those schools from September 2018 should they choose to take up their offer.

At the request of the Government's Parliamentary Under-Secretary of State for the Schools System, Lord Agnew, the council has undertaken a Community Stakeholder Survey, agreed with Lord Agnew and local council ward members, to seek the views of the local communities regarding the future of secondary school provision in the area. The responses to the survey will now be shared with Lord Agnew and analysed to inform the Government's decision as to whether to proceed with the academisation of Boston Spa High School. Should the council seek to make any changes to either of the two schools in the future, as with all changes to school provision, this will involve a thorough consultation process with the communities and key stakeholders to seek their views before any decisions are considered or made.

- Q35** Councillor B Anderson - What conversations has the Council had with the West Yorkshire Police about their plans for the Weetwood Police Station now that it is nearing the end of its function as a working police station?

- A** The council has, through its lead role in Leeds' One Public Estate programme, had high-level discussion with West Yorkshire Police regarding their future plans for Weetwood Police Station. This has included giving consideration to whether the council would wish to acquire the site for its own operational purposes. Upon



assessment it was deemed that due to a range of factors, including the specific nature of the building, i.e. as a police station with associated features such as cells and multiple cellular offices, that acquisition and refurbishment or redevelopment would not deliver value for money. The construct of the building would mean limitations to achieving open plan New Ways of Working accommodation and significant (multi millions) investment would be required to refurbish and make fit for the council's occupation. Further to this WYP estates team has kept the council up dated on their consideration of the site's future.

Q36 Councillor C Anderson - Can the Executive Member for Children and Families please advise what her department are going to do with the land identified for a school at the Miller Homes site at Bramhope?

A There is a requirement for a school as part of the planned housing development off Breary Lane, Bramhope (site HG2-17), to help address the yield created from over 300 dwellings of around 11 additional children per year group.

Latest birth and cohort information based on NHS data for the area is as follows:

Year starting Reception	2017	2018	2019	2020	2021
Number of children	45	29	35	31	29

However, the cohort traditional increases as the children reach reception age. For instance, in the Primary Allocations round for children starting school in Sept 2018 there were 40 children with Bramhope Primary as their nearest school, a rise from 29 on the above table. The same was the case in Sept 2017, a cohort of 31 when they were born rising to 45 by the time they reached Reception age.

Bramhope has a PAN of 40.

A potential new school is currently the preferred option, rather than expanding the existing school, as there are challenging issues in expanding the current school from a 40 to 60 PAN and 60 places in the area would not provide any spare capacity at all in the area should future birth growth or extra housing in the wider area materialise.

Although the details of when a new school solution would come forward are still unclear, due to this being linked to the housing development, any school planning needs to take into account housing build start dates and build out rates. With Bramhope being a remote village we need to ensure that any additional provision does not impact on the existing school and therefore we will continue to keep the school updated as things progress. Discussions are being held with the DfE about and new school being 1FE rather than 2FE because it is a rural area.

Q37 Councillor D Cohen - What steps are being taken to minimise fly-tipping as a consequence of the administration's decision to introduce charges for inert waste at household waste sites?



- A** Leeds' decision to introduce charging for inert waste brought to LCC Household Waste Sites by residents (note that charges already applied to commercial waste) brought it in line with many other local and core cities who have been charging residents for some time now. Prior to the decision, those councils were asked about the effect on flytipping since they introduced similar charges and the response was there was very little, if any, impact on flytipping.

Charging was only implemented from the start of February 2018; and so has only been in place a couple of months. So far, there is no indication from public complaints/referrals of flytipping made to LCC of an increase as a consequence of the decision.

The citywide number of flytipping complaints/referrals received by Leeds City Council from the public since the introduction of the new charges (*with a comparison to same period in 2017*) is:

February 2018 + March 2018 = 1,380 (*Feb + Mar 2017 = 1,457*)

The Council continues to take action against anyone caught flytipping and investigate where there is sufficient evidence. Every fly tip that the teams remove is searched for evidence. Where evidence is apparent either in the waste or via witnesses/CCTV, an investigation ensues.

The Council has numerous powers at its disposal to bring perpetrators to justice including fixed penalty notices of up to £300, search and seize powers where vehicles have been used in fly tipping offences, and the power to prosecute. These powers are utilised at every opportunity.

The Council also works closely with communities to identify fly tipping hot spots, and works with Police colleagues to target offenders and geographical areas where these illegal activities are apparent. Mobile CCTV can be deployed where appropriate and the Council uses signage as a deterrent in known hot spots.

The Council also ensures that clear information is provided regarding the charges, and what can and cannot be disposed of at household waste sites, and in black, green and brown bins. There remains absolutely no excuse for undertaking the criminal offence of fly tipping.

- Q38** Councillor M Robinson - Will the Leader of Council commit to giving the people of Leeds a say in any future schemes to introduce charges on private cars being able to move freely in and out of Leeds in a City wide referendum?

- A** There are no plans to introduce charges on private cars, so any speculation is entirely hypothetical.

- Q39** Councillor M Robinson - Will the Executive Board member for Environment and Sustainability explore the possibility of introducing a "doodoowatch" scheme as is being



progressed in Wimblington in Fenland to help tackle the problems of dog fouling in Leeds?

- A** The recently launched Wimblington 'doodoowatch' scheme is led and run by the community, with information on quantities and locations of fouling being publicised and passed to the Local Authority to consider further action. It requires a significant contribution from within the community, but has the potential to have at least a short term impact on dog fouling in localised areas through shaming dog owners into clearing up. The scheme in Wimblington is in its early days as yet and we will remain in contact with the community lead here to understand the longer term outcomes and lessons learned.

The approach we have taken in Leeds has been to target resources according to activity including likely perpetrators and dates and times of offences, rather than just the presence of fouling in an area. However, we do have at least one community-lead Facebook group in Leeds where the community can and do already post photos of dog fouling in a bid to shame people.

Dog fouling has been long since known to be socially unacceptable and it remains to be seen how effective a map would be in actually shaming offenders into behaving responsibly. Dog fouling is known to be an opportunist crime, with offenders allowing their dogs to foul when they believe that nobody is watching them. Some of the most effective ways to reduce dog fouling include campaigns that centre around people feeling like they are being watched and therefore liable to get caught.

The amended Public Spaces Protection Orders due to be implemented in Leeds this summer will increase the level of Fixed Penalty for failing to clean up after dogs to £100 and will also include an additional requirement for dog walkers/owners to carry a means to pick up after their dogs. In many cases, Fixed Penalty Notices can be issued on evidence of an offence being committed that is witnessed by a member of the public, provided that they would be willing to attend court if necessary. We will publicise any cases that go beyond Fixed Penalty and result in prosecution to ensure that potential offenders are made aware that people are being watched and the potential consequences of not cleaning up after their dog.

- Q40** Councillor M Robinson - Recently the Estonian flag flew over the Civic Hall to mark 100 years of Estonian Independence. How many different flags have been flown over the Civic Hall since May 2017 to date?

- A** Since May 2017, **18 different** flags have flown on the Civic Hall so far.

Details as follows:

			Union Flag	1	Permanently Flown
			St. George's Flag	2	Permanently Flown
			Council Flag	3	Flown on each Council Day



2017	May	9	European Flag	4	Europe Day
2017	Jun	24	Armed Forces Flag	5	Armed Forces Day
2017	Jul	19	Child Friendly Leeds (CFL) Flag	6	CFL 5th Birthday
2017	Jul	27	Pride Flag	7	50th Anniversary of Decriminalisation.
2017	Aug	1	White Rose Flag	8	Yorkshire Day
2017	Aug	6 & 7	Pride Flag		Pride
2017	Sept	3	Red Ensign Flag	9	Red Ensign Day
2017	Sept	23	Bi Visibility Flag	10	Bi Visibility Day
2017	Oct	5 to 8	Purple Flag	11	Purple Flag weekend
2017	Nov	20	Transgender Pride Flag	12	Trans Day of Remembrance
2017	Nov	30	The Saltire	13	St. Andrew's Day
2018	Feb	1	Rainbow Flag	14	LGBT+ History Month
2018	Feb	24	Estonian Flag	15	100th Anniversary of Estonian Independence
2018	Feb	28	Rainbow Flag		LGBT+ History Month
2018	March	1	Welsh Flag	16	St. David's Day
2018	March	14	Commonwealth Flag	17	Commonwealth Day
2018	March	11	Tri-colour	18	St. Patrick's Day Parade
2018	March	17	Tri-colour		St. Patrick's Day

Q41 Councillor M Robinson - Will the Executive Member for Regeneration Transport and Planning look at planning guidance for Leeds to ensure that all new homes and properties in Leeds have Police approved anti-snap locks fitted as standard as part of the granting of planning permission and that new homes have access to green and brown waste recycle bins and collection routes?

A Anti-snap locks

Under the Building Regulations, all new properties are required to include measures to prevent unauthorised access up to appropriate British Standards. The former Secured by Design Standards were incorporated into Part Q (Security) of the Building regulations in 2015, taking effect from 1st October of that year. It would be considered to be a duplication and unnecessary for conditions requiring security measures to be included at the planning stage.

Green and Brown Waste recycle Bins



Developers of new homes pay for the new refuse bins for those properties; this was agreed at Executive Board in January 2014 as part of a review of LCC Waste Policies. The policy is to charge developers for bin provision for new builds. In Planning, there are standard conditions requiring the provision of recycling facilities for glass, cans and paper. Officers will as part of dealing with applications require sufficient space to be provided within developments sites to allow for storage and accessibility to recycling facilities. A Guide entitled Waste Requirements At New Developments has been formulated to offer practical guidance in the development process, and to influence development design to provide residents with the best opportunities to reduce , reuse and recycle waste. The documents is intended for use by developers and planning officers at the pre-application and application stages.

Q42 Councillor M Robinson - Residents in Harewood village currently do not have access to adequate internet speeds, while their neighbours in smaller villages close by in North Yorkshire have access under a new scheme. Will the Leader of Council support Conservative Harewood Ward Councillors in their efforts to ensure Harewood village is on the new roll out and that steps are taken immediately to rectify the situation?

A The Council is committed to support the roll out of superfast broadband to residents & businesses across the Leeds District. The council through its WY & York broadband partnership is actively working to find a solution to the connectivity issues in Harewood village.

The council understands that Harewood ward councillors have recently met representatives from the broadband partnership & BT Openreach to explore these issues and that a further meeting has been convened for the 9th May 2018 to find a solution.

Q43 Councillor R Stephenson - Can the Executive Member inform Council, under the proposed Clean Air Zone charging scheme, what charges would be incurred by a White Van driver driving from their home in Scholes, just outside the proposed zone boundary, to a fuel station inside the proposed zone?

A None, vans are not included within the charging proposals.

Q44 Councillor R Stephenson - Can the Executive Member update Council on what work is underway to alleviate flooding issues arising from blockages in the Cock Beck in Aberford?

A Cock Beck is a watercourse that is both a main river and an ordinary watercourse in different sections along its length. This means that both the Environment agency and the Council have powers to reduce flood risk through maintenance, investment in schemes in liaison with landowners.

In this area the Council's Flood Risk Management teams carry out regular inspections and clear blockages deemed to pose a flood risk and grids or 'trash screens' in key locations are cleared routinely.



No flood alleviation schemes are currently planned but investigations in to instances of flooding are routinely investigated. In addition to this the Council is taking a coordinated approach to the delivery of the East Leeds Extension and Flood Risk Management is part of this joint working approach.

Q45 Councillor M Robinson - What was the total cost of Cllr Blake's message to council tax payers distributed as part of the council tax bill?

A The Council has always included an insert with the Annual Council Tax Bill which historically has included a message from the Leader of Council. Over the years we have moved a lot of the information in the insert on-line, which has helped significantly reduce the cost associated with providing such information (it is now approximately £25k per annum less compared to 2012/13). The size of the information provided has reduced from 28-32 pages, to just a single sheet now for people who aren't able to go online, as well as to promote key initiatives. For 2018/19, the cost of producing 325,000 copies of the council tax insert is £5,798, equivalent to around 1p per household.

Yours sincerely

Kevin Tomkinson
Principal Governance Officer



This page is intentionally left blank