



SCRUTINY BOARD (SUSTAINABLE ECONOMY AND CULTURE)

Meeting to be held in on
Thursday, 22nd September, 2011 at 10.00 am

(A pre-meeting will take place for ALL Members of the Board at 9.30 a.m.)

MEMBERSHIP

Councillors

M Rafique (Chair) - Chapel Allerton;
J Akhtar - Hyde Park and Woodhouse;
D Atkinson - Bramley and Stanningley;
S Bentley - Weetwood;
D Cohen - Alwoodley;
G Hyde - Killingbeck and Seacroft;
M Lobley - Roundhay;
M Lyons - Temple Newsam;
J Matthews - Headingley;
V Morgan - Killingbeck and Seacroft;
M Robinson - Harewood;

Please note: Certain or all items on this agenda may be recorded.

Agenda compiled by:
Helen Gray
Governance Services
Civic Hall
LEEDS LS1 1UR
Tel: 24 74355

Principal Scrutiny Advisor:
Sandra Newbould
Tel: 24 74792

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25* of the Access to Information Procedure Rules (in the event of an Appeal the press and public will be excluded).</p> <p>(* In accordance with Procedure Rule 25, notice of an appeal must be received in writing by the Head of Governance Services at least 24 hours before the meeting).</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:- No exempt items on this agenda.</p>	

3

LATE ITEMS

To identify items which have been admitted to the agenda by the Chair for consideration.

(The special circumstances shall be specified in the minutes.)

4

DECLARATIONS OF INTEREST

To declare any personal / prejudicial interests for the purpose of Section 81 (3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct.

5

APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

To receive any apologies for absence and notification of substitutes.

6

MINUTES

To confirm as a correct record, the minutes of the previous meeting held on 14th July 2011

(Copy attached)

1 - 6

7

SCRUTINY BOARD INQUIRY SESSION 1 - THE ENGAGEMENT OF YOUNG PEOPLE IN CULTURE, SPORTING AND RECREATIONAL ACTIVITIES

To consider the report of the Head of Scrutiny and Member Development in support of a verbal and visual presentation to session one of the Scrutiny Board Inquiry into the engagement of young people in culture, sporting and recreational activities

(Report attached)

7 - 8

8

SCRUTINY BOARD INQUIRY DRAFT TERMS OF REFERENCE - INQUIRY INTO HOW DEVELOPMENTS IN LEEDS ARE BRINGING SKILLS, TRAINING AND JOBS TO LOCAL PEOPLE

9 - 12

To consider the report of the Head of Scrutiny and Member Development setting out draft terms of reference for an Inquiry into how developments in Leeds are bringing skills, training and jobs to local people

(Report attached)

9

WEST YORKSHIRE LOCAL TRANSPORT PLAN - A LOCAL IMPLEMENTATION PLAN AND STRATEGY FOR LEEDS

13 - 68

To consider the report of the Head of Scrutiny and Member Development presented to facilitate further discussions on the Leeds Local Implementation Plan and Transport Strategy and determine any areas for further scrutiny if required

(Report attached)

10

WORK SCHEDULE

69 - 118

To consider the report of the Head of Scrutiny and Member Development setting out the work schedule for the Board for the forthcoming Municipal Year

(Report attached)

11

DATE AND TIME OF NEXT MEETING

To note the date and time of the next meeting as Thursday 20th October 2011 at 10:00 am in the Civic Hall, Leeds

Agenda Item 6

SCRUTINY BOARD (SUSTAINABLE ECONOMY AND CULTURE)

THURSDAY, 14TH JULY, 2011

PRESENT: Councillor M Rafique in the Chair

Councillors S Bentley, D Cohen, G Hyde,
M Lyons, J Matthews, V Morgan,
M Robinson and G Wilkinson

10 **Declarations of Interest**

The following Members declared personal interests for the purpose of Section 81 (3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct:

West Yorkshire Local Transport Plan - Councillors Hyde, Lyons and Morgan declared personal interests as local authority appointed members of WYITA as METRO had submitted contributions to the Plan (minute 14 refers)

11 **Apologies for Absence and Notification of Substitutes**

Apologies for absence were received from Councillors Atkinson and Lobley. The Chair welcomed Councillor Wilkinson to the meeting as substitute for Councillor Lobley

12 **Minutes**

RESOLVED – That the minutes of the meeting held 16th June 2011 be agreed as a correct record

13 **Draft Terms of Reference - Inquiry into the engagement of young people in culture, sporting and recreational activities**

Further to minutes 6 and 7 of the meeting held 16th June 2011 when Members discussed the future work schedule for the Board, the Head of Scrutiny and Member Development submitted a report setting out a proposed terms of reference for an Inquiry into the engagement of young people in culture, sporting and recreational activities. It was noted that the draft terms of reference had been discussed and received the support of Councillor Ogilvie, Executive Member for Leisure and relevant officers.

Catherine Blanshard, Chief Libraries, Arts and Heritage Officer attended for this item.

Members agreed a unified approach to the Inquiry was required to encompass all aspects of the delivery of schemes and events to young people and discussed the following:

- The impact of the Opera/Party in the Park events on and for young people
- How the Breeze scheme and culture in general engaged young people
- An assessment of how LCC communicates events to young people
- The funding available for schemes

- The success of schemes aimed at young people supported from LCC Area Committee well-being funds and the need to have an overview of provision
- The need to invite witnesses to the Inquiry from successful schemes supported by well-being funds (such as Headingley Carnegie and Leeds UFC mentoring schemes)
- Request for statistics on the uptake of cultural/sporting/recreational events held in Leeds for 2010 and 2011 for comparison to enable a review of the successes/failures
- Request for information on the partners involved in delivering schemes for young people

Members sought to ensure that young people were actively involved in the Inquiry and that representatives from relevant groups should be called as witnesses, to include Youth Council, Schools, faith groups, BMX and parcours groups, disabled groups and groups catering for young people outside the 11-19 age limit targeted by the Youth Service. Representatives from the service providers and scheme organisers should also be called as witnesses, to include the Youth Service, faith groups and voluntary sector groups.

Members noted the intention to take a phased approach to the Inquiry; and to include individual witnesses to provide information on their personal involvement in schemes. Additionally it was noted that some areas of the Inquiry may overlap into other areas of Scrutiny – such as health matters – and service areas – such as Children’s Services

RESOLVED – To note the comments made and authorise officers to incorporate them into the draft terms of reference for the Inquiry into the engagement of young people in culture, sporting and recreational activities.

14 The West Yorkshire Local Transport Plan and the Leeds Implementation Plan

Further to minutes 6 and 7 of the meeting held 16th June 2011 when the Board discussed the future work programme and identified “transport” as a priority, the Head of Scrutiny & Member Development submitted a report to support discussions on the future transport strategy for Leeds. A copy of “My Journey West Yorkshire” was included within the report which outlined the four themes within the overarching West Yorkshire Transport Plan (WYTP) as being transport assets, travel choices, connectivity and enhancements.

The WYTP had been adopted on 1st April 2011 and was intended to address all aspects of transport provision until 2026. The aspirations for Leeds were contained within the Leeds Implementation Plan (LIP) due to be considered at the September Executive Board meeting.

Mr Gary Bartlett, Chief Officer Highways & Transportation and Mr Andrew Hall, Acting Head of Transport Policy, attended the meeting for this item and made the following points:

- Recognised Members’ desire to address particular transport routes but suggested the Board take a strategic view of all forms of transport first which would inform detailed discussions later

- Tabled an indicative plan of the proposed transport network for the city showing rail, tram, NGT, motorway and A road routes
- Emphasised the need to consider how to enhance the existing network for the next 15 years
- Introduced the LIP and the agreed transport schemes to be implemented

Members discussed the following matters with officers:

- The expected rise in the population of Leeds in the context of the existing transport infrastructure
- The Inquiry would require the number of commuters travelling into and out of Leeds via all forms of transport

Road

- The need to have regard to the impact of new developments along the key routes identified – Woodside Quarry on A660/A65 and Grimes Dyke on A64

Impact of the NGT- A660

- LCC working with METRO to ensure implementation of the NGT scheme and mindful of the need to have a fall back position to provide a quality bus offer for Leeds should the NGT bid be unsuccessful, to include the best elements of the NGT scheme (priority lanes, better vehicle stock).

Park and ride –

- Members generally supported provision of P&R schemes and queried whether there were any schemes being drawn up for implementation in the near future
- It was reported that LCC had prioritised provision of the NGT, and P&R was an important element of that scheme. If the NGT bid was unsuccessful, P&R provision on key transport routes would be considered
- LCC was in the process of identifying 2 new sites which could be introduced prior to and independent of the NGT
- Most P&R schemes which served Leeds were provided elsewhere across West Yorkshire as Leeds stations did not have the capacity
- Noted discussions on the P&R scheme at King Lane introduced in 1999 which was not regarded as beneficial to the strategic road network and which highlighted the different views of whether local residents supported or opposed the scheme and the difficulties in implementing schemes.

Rail

- The growing number of commuters travelling through Leeds station daily and whether the station and the network had sufficient the operational capacity
- Successful implementation of the High Speed rail Network would bring greater visitor numbers to Leeds
- Members recalled the discussion at the last meeting on the possibility the high speed rail link would require another station to be built near to

Leeds City Centre and they reconfirmed their view that the HSR link should be city located.

New rail stations

- Officers noted the comment about Woodside Quarry, but responded that line capacity was an issue bearing in mind that development of the Kirkstall Forge & Apperley Bridge stations was a priority
- The Woodside development was not of sufficient size to warrant a new rail station or generate the necessary funding
- METRO Rail Plan 6 was currently under review.

Train capacity

- Noted the bid for additional second hand rolling stock from Edinburgh
- Noted the government had not supported the increase of carriages from 3 to 4 on the Trans Pennine routes.

Enforcement

- Officers noted concerns over the misuse of bus lanes by other vehicles and that the lanes should be robustly enforced
- Members cited the approach taken by Edinburgh City Council as an example of good practice
- Reported that a protocol for enforcement in development with Environment & Neighbourhoods with the intention of implementing in the city centre first then rolled out city wide.

Ticketing

- Consider introduction of a travel card similar to Oyster card.

Transport assets

- Commented on the damage to roads caused by utility companies undertaking works necessitating removal of the highway surface
- Poor quality reparation works undertaken by the utility companies incurred additional expense to the LCC to make good those surfaces
- Noted permits were issued by LCC to enable utility companies to undertake works. LCC employed a robust inspection regime of the reparation works and had had some success at claiming costs.

Canals

- Noted that Leeds canals largely recreational use, and not freight/utility due to the number of motorway bridges the freight needed to clear.

To conclude, officers reported the LIP was intended to provide a 15 year strategy and reflect matters discussed at WYITA and city region level with implementation proposed within 3 years. LCC sought to discuss the LIP with partner organisations to enable partners to share and sign up to the transport strategy. Members sought Scrutiny Board involvement in the LIP consultation

RESOLVED –

- a) To thank officers for their attendance
- b) To note the contents of the initial discussions on the WYTP and the emerging Transport Strategy for the city
- c) To note that the LIP will be discussed in greater detail at the September Board meeting

15 Work Schedule

The Head of Scrutiny and Member development submitted a copy of the work Programme for the 2011/12 Municipal Year which had been populated with the six priority areas for scrutiny identified at the previous meeting.

Arising from the discussion on the West Yorkshire Local Transport Plan (minute 14 above), a suggestion was made that Mr Bartlett and Mr Hall, along with relevant representatives of WYITA, should be invited to present a seminar to all members of Council on the Plan

RESOLVED –

- a) To note the contents of the Work Schedule and the comments made
- b) To note the contents of the Executive Board minutes dated 22nd June 2011 and the forward plan covering the period 1 July to 31 October 2011
- c) To request officers discuss proposals for a seminar for Members on the West Yorkshire Transport with Councillor R Lewis, Executive Member Development & the Economy, and the Member Development Officer

16 Date and time of next meeting

RESOLVED – To note the date and time of the next meeting as Thursday 22nd September at 10.00 am

17 Chairs Closing Remarks

Councillor Rafique noted this would be the last meeting of the Scrutiny Board to be attended by Mr P Marrington, Head of Scrutiny & Member Development as Ms S Newbould would be returning from maternity leave shortly in time for the next meeting. The Chair and Members thanked Mr Marrington for his work with the Board since its establishment in May 2011.

This page is intentionally left blank

Report of the Head of Scrutiny and Member Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 22nd September 2011

Subject: Scrutiny Board Inquiry Session 1 – The Engagement of Young People in Culture, Sporting and Recreational Activities

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of Main Issues

1. At the 16th June 2011 Sustainable Economy and Culture Board meeting members expressed their desire to conduct an inquiry into the engagement of young people in culture, sporting and recreational activities, with a particular emphasis on the effectiveness and sustainability of Breeze as a delivery vehicle for such engagement.
2. The Board agreed to consider the provision of cultural, sport and recreation services for young people across the city, to:
 - Look at current deployment of resources
 - Identify gaps in provision
 - Consider partnership engagement
 - Identify areas of good practice
 - Develop ideas to improve participation

The Board also wished to consider how the council made contact with hard to reach groups and those young people not taking part in cultural, sporting or recreational activities.

3. The terms of reference for the inquiry were agreed by the Board on the 14th of July 2011

1 Purpose of this report

- 1.1 Session one of the inquiry will provide an overview of the Breeze Programme. This will include the Breeze Youth Promise and its contribution to objectives within The Children and Young Peoples Plan particularly in terms of its contribution to 'enabling all young people to achieve their sporting and creative potential' and 'living healthy and culturally active lives.'

This report is to advise members of the Scrutiny Board (Sustainable Economy and Culture) that the information for session one of the inquiry will be provided in the format of a verbal presentation on the 22nd of September 2011.

2 Recommendations

- 2.1 Members are asked to:

- Note the information contained within this report for the purposes of the inquiry.

3 Background documents

- 3.1 None

Report of the Head of Scrutiny and Member Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 22nd September 2011

Subject: Scrutiny Board Inquiry Draft Terms of Reference – Inquiry into how developments in Leeds are bringing skills, training and jobs to local people.

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Summary of Main Issues

1.1 In 2008 the All Party Urban Development Group (a cross party parliamentary body of MPs and Peers) published its report, *Building Local Jobs ensuring local communities gain employment from regeneration*. This report concluded that there were five factors that can help link regeneration to employment opportunities for local people:

- using section 106 planning agreements to secure commitment to local employment objectives;
- building partnerships between local authorities, employment agencies, further education and employers at the pre-development stage;
- forecasting all possible employment opportunities during planning, construction and post-development phases;
- using targeted employment strategies to link training to employer demand; and
- ensuring that regeneration leaves a positive employment legacy by creating long term opportunities, jobs with career prospects, and ongoing support for employees.

1.2 At its meeting on 16th June 2011, the Sustainable Economy and Culture Scrutiny Board discussed the employment and training opportunities the many developments taking place in the City could provide the people of Leeds. As a result of these

discussions the Board agreed to undertake an Inquiry into how the City Council, either as a developer, enabler or purchaser could promote, influence and create local employment and promote training opportunities. The Board also wanted to explore how the obstacles to linking local people to development jobs, such as, the cost of training and procurement law and practice could be removed.

1.3 Members of the Sustainable Economy and Culture Scrutiny Board are now asked to consider the proposed terms of reference for an Inquiry into how the City Council can maximise its existing powers to promote, influence and create local employment and training opportunities around major development projects and the purchasing of services.

1.4 Guidance has been sought from the Chief Officer for Employment and Skills and the Chief Economic Development Officer in order to recommend specific areas of focus for the inquiry.

1.5 In line with Scrutiny Board Procedure Rule 12.3 the views of the relevant Director and Executive Members have been sought. Any views expressed will be communicated to the Board by the Principal Scrutiny Advisor.

2. Scope and time table for the Inquiry

2.1 The Inquiry is structured as follows:

Session One – October

Intelligence

- Understanding what we currently do
- How we identify and maximise employment and training opportunities and the role and interplay of different City Council Directorates, employment agencies, further education and employers at the pre-development stage;
- How the City Council and education establishments link training/learning to employer demand

Session Two - December

Available Tools to provide or encourage employment

- Understanding the variety of tools available to encourage employment and training and the need for matching the appropriate tools to the appropriate situation.
- The use of section 106 planning agreements
- Exploring how the City Council's Procurement policies and practices could positively encourage local employment opportunities
- The use of the City Council's own assets in securing employment opportunities
- Understanding the legal constraints

Session Three - January

Sustainable employment

- How we ensure that regeneration leaves a positive employment legacy by creating long term opportunities and jobs with career prospects.
- The role of the private sector and education sector

Observations, conclusions and recommendations

- To discuss the Board's observations, conclusions and recommendations

3.0 Submission of Evidence

3.1 There is a range of available approaches to evidence gathering which the Board could seek to adopt as part of the scrutiny inquiry process. Approaches include:

- Submission of documentation and reports
- Discussion with key stakeholders
- Visits to selected establishments, as appropriate, to engage with service users and staff
- Visits to and/or discussions with other organisations identified as delivering best practice, as appropriate

4 Witnesses

4.1 The following witnesses have been identified as possible contributors to the Inquiry:

- Officers from the City Development Directorate and Environment and Neighbourhoods Directorate
- Officers from Procurement
- Councillor Richard Lewis – Executive Member - Development and Economy
- Councillor Peter Gruen – Executive Member – Neighbourhoods, Housing and Regeneration
- Representative from the Sustainable Economy and Culture Partnership Board
- Representatives from the Further Education Sector and other learning providers
- Representative from the Chamber Skills Board

5. Post Inquiry Report Monitoring Arrangements

5.1 Following the completion of the Scrutiny inquiry and the publication of the final inquiry report and recommendations, the implementation of the agreed recommendations will be monitored by the Sustainable Economy and Culture Board (or its successor) or a specific working group as stipulated by the board.

5.2 The final inquiry report will include information on the detailed arrangements for how the implementation of recommendations will be monitored.

6. Measures of Success

6.1 It is important to consider how the Scrutiny Board will deem if their inquiry has been successful in making a difference to local people. Some measures of success may be obvious at the initial stages of an inquiry and can be included in these terms of reference. Other measures of success may become apparent as the inquiry progresses and discussions take place.

7. Recommendations

The Sustainable Economy and Culture Scrutiny Board is recommended to:

7.1 Note the information contained within this report, make further recommendation to update the terms of reference where necessary and agree the terms of reference for the inquiry.

7.2 Note that the terms of reference may incorporate additional information during the inquiry should the Sustainable Economy and Culture Scrutiny Board identify any further scope for inquiry.

8. Background Papers

None

Report of the Head of Scrutiny and Member Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 22nd September 2011

Subject: **WEST YORKSHIRE LOCAL TRANSPORT PLAN – A LOCAL IMPLEMENTATION PLAN AND STRATEGY FOR LEEDS**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Purpose of this report

- 1.1 The purpose of this report is to facilitate discussions with officers on the future transport strategy for the City to enable the Scrutiny Board – Sustainable Economy and Culture to determine any areas for further scrutiny.

2 Background

- 2.1 At its June meeting the Board agreed that a key area in which the Board should concentrate would be transport, with a focus on the impact of existing major sources of travel movements within the City and the plans being made to address the impact of known future developments on the City's transport infrastructure.
- 2.2 At the July meeting officers provided a summary of the West Yorkshire Local Transport Plan, 'My Journey West Yorkshire'. The West Yorkshire Transport Plan is a 15 year plan which sets out West Yorkshire's transport needs and aspirations up to 2026. The plan covers all forms of local transport including buses, trains, roads, cycling and walking. The plan was adopted on 1st April 2011. The plan has been prepared in partnership by Metro, and the district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 2.3 The Board resolved to note the contents of the initial discussions on the West Yorkshire Local Transport Plan and the emerging Transport Strategy for the city and

also resolved that the Local Implementation Plan will be discussed in greater detail at the September Board meeting.

3. Recommendations

3.1 Members are asked to:

- (i) Discuss the Implementation Plan for Leeds and reflect upon July's discussions on the West Yorkshire Transport Plan and emerging Transport Strategy for the City.
- (ii) Determine any areas for further scrutiny if required and consider the potential scope for an inquiry.

4. Background papers

4.1 None

Report of Director of City Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 22 September 2011

Subject: WEST YORKSHIRE LOCAL TRANSPORT PLAN –
A LOCAL IMPLEMENTATION PLAN AND STRATEGY FOR LEEDS

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and Yeadon	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Summary of main issues

1. At their 14 July meeting the Board discussed the new Local Transport Plan and the issue of future transport strategy for the city as a precursor to further more detailed consideration.
2. In order to supplement the information provided in the Local Transport Plan a Local Implementation Plan and Strategy for Leeds has been prepared and the draft document is presented here for the Board's review and comment. The document sets out a three year investment plan and the key elements of future strategy which are in development for the 15 year LTP period.

Recommendations

3. Members are requested to note and comment on this paper and the draft Local Implementation Plan and Strategy for Leeds.

1 Purpose of this report

- 1.1 This report follows on from the initial discussions with officers at the 14 July meeting of the Board concerning future transport strategy for the city and brings forward for discussion the proposed Local Implementation Plan and Strategy for Leeds.

2 Background information

- 2.1 As detailed in the previous report, a new West Yorkshire Local Transport Plan (LTP) was adopted by the Integrated Transport Authority (ITA) on the 1 April 2011. The LTP provides the overall investment framework and programme for West Yorkshire for the next three years with an overarching strategy and policy for the next 15 years. It is intended that over the 15 year period the Plan will be reviewed periodically to ensure that it reflects emerging transport trends, resources and travel behaviours and continues to reflect the needs of communities and businesses.
- 2.2 In order that policy and strategy at the local level can be effectively presented it has been agreed with the ITA that each of the five district council / highway and traffic authorities should prepare a Local Implementation Plan (LIP) to set out their key activities for the first three year investment period of the LTP.

3 Main issues

- 3.1 The LIP and Transport Strategy document has been prepared to complement the overall plan for West Yorkshire, but set out in greater detail the planned investments in transport at the local level over the next three years. Recognising the need to also give greater clarity to transport planning for Leeds, the document elaborates on the detail of future transport strategy, aspirations and programme of schemes for Leeds and shows how these support the objectives of the overarching LTP document.
- 3.2 A shared vision, reflecting that of the LTP, and City Priorities, is that by 2026 investment by the Council, Metro and partners will be transforming transport provision in the city and city region, enabling the growing population to travel more easily to more destinations by public transport, walking and cycling; with integrated management of the transport system helping to limit the growth in congestion and cutting carbon emissions and air pollution. Using the highway will be safer, with fewer people being injured, and higher levels of walking and cycling will be contributing to a healthier population. These changes will be delivered through a range of transport interventions both large and small, strategic to the city and city region and locally planned over the next 15 years.
- 3.3 Key areas of strategy development identified in the LIP are;
 - Park and Ride
 - Local rail development
 - Access to the airport by road and public transport
 - Road safety

- Highway network enhancements
- City centre transport strategy
- Active travel; development of the core cycle network

3.4 The LIP investment plans for transport comprise five programme areas covering:

- Transport Assets
- Travel Choices
- Connectivity
- Enhancements
- Local improvements and road safety

3.5 The LIP reflects the LTP funding priorities and packages agreed as part of the first three year investment plan. For this period priorities have concentrated available resources towards small scale investments to support the maintenance and efficient operation of the network to maintain route availability and continue the development of travel choices and support for an effective public transport network.

3.6 This LIP programme complements the development of the major transport schemes being brought forward for Department for Transport (DfT) major scheme funding. In addition to the Leeds Station Southern Entrance which already has Programme Entry, the three major schemes in Leeds identified below have been included in the DfT Development Pool for the current Comprehensive Spending Review period, for which Best and Final Funding Bids were submitted on the 9 September with expected decisions by the end of 2011 being.

- Leeds New Generation Transport
- Leeds Rail Growth Package
- Leeds Inner Ring Road Major Maintenance Scheme.

3.7 In the longer term, beyond 2015, further scheme development will be required to progress new major schemes alongside the preparation of appropriate future funding packages working with Government.

3.8 The full LIP document and Summary are appended to this report. It is the intention that the document will be reviewed and updated alongside the LTP every three years for the duration of the LTP plan period to 2026.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 The development of the Local Transport Plan was underpinned by a West Yorkshire wide process of engagement with Members, Stakeholders, transport users and residents.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 The development of the Local Transport Plan has been informed by the preparation of an Integrated Sustainability Assessment which has included assessing the impacts of the transport policies and strategy on these issues. Further equality and diversity screening and assessment will take place on an individual basis as scheme proposals are developed further.

4.3 Council Policies and City Priorities

4.3.1 The preparation of Local Implementation Plans has been agreed by WYITA as an appropriate complementary part of the LTP suite of documents and policies. The draft proposals for Leeds are consistent with this approach for amplifying the proposals and strategies in the LTP.

4.3.2 The Leeds LIP supports the delivery of the City Priorities to:

- Improve journey times and the reliability of public transport; and
- Improve the environment through reduced carbon emissions.

4.3.3 The Leeds LIP is also consistent with the continuing development of a transport strategy and investment priorities for the Leeds City Region.

4.4 Resources and Value for Money

4.4.1 The proposals within the LIP have been developed in line with the approved LTP policies and strategy with which the Council's corporate policies are aligned. All scheme proposals are suitably assessed in terms of their justification and value for money which will be reported on a specific basis as individual schemes are brought forward for detailed approval.

4.5 Legal Implications, Access to Information and Call In

4.5.1 This report has no specific implications. The LIP is not a statutory document and is prepared to provide additional information elaborating on the content of the LTP.

4.5.2 Specific legal implications will be dealt with as schemes and policies are brought forward for approval and implementation.

4.6 Risk Management

4.6.1 This report has no risk management implications. Processes for risk and project management are in place for the delivery of wider LTP programme and in line with the Council's own practices and procedures for Leeds highways and transportation schemes.

5 Conclusions

5.1 The development of a Local Implementation Plan for Leeds supports the implementation and delivery of the LTP by setting out clearly the investment areas and plans for the next three years and amplifying plans for the future development of key strategies and interventions over the medium to longer term life of the LTP.

5.2 Subject to feedback and further discussion it is intended to progress the publication of the LIP document by the end of 2011. The plan will be reviewed along with the LTP itself at the end of the first three year investment period.

6 Recommendations

6.1 Members are requested to note and comment on this paper and the draft Local Implementation Plan and Strategy for Leeds.

7 Background documents

7.1 The following background documents relate to this report.

- i) "My Journey West Yorkshire", West Yorkshire Local Transport Plan 2011-26, April 2011.
- ii) Draft Leeds Local Implementation Plan and Strategy, September 2011. As appended to this report.

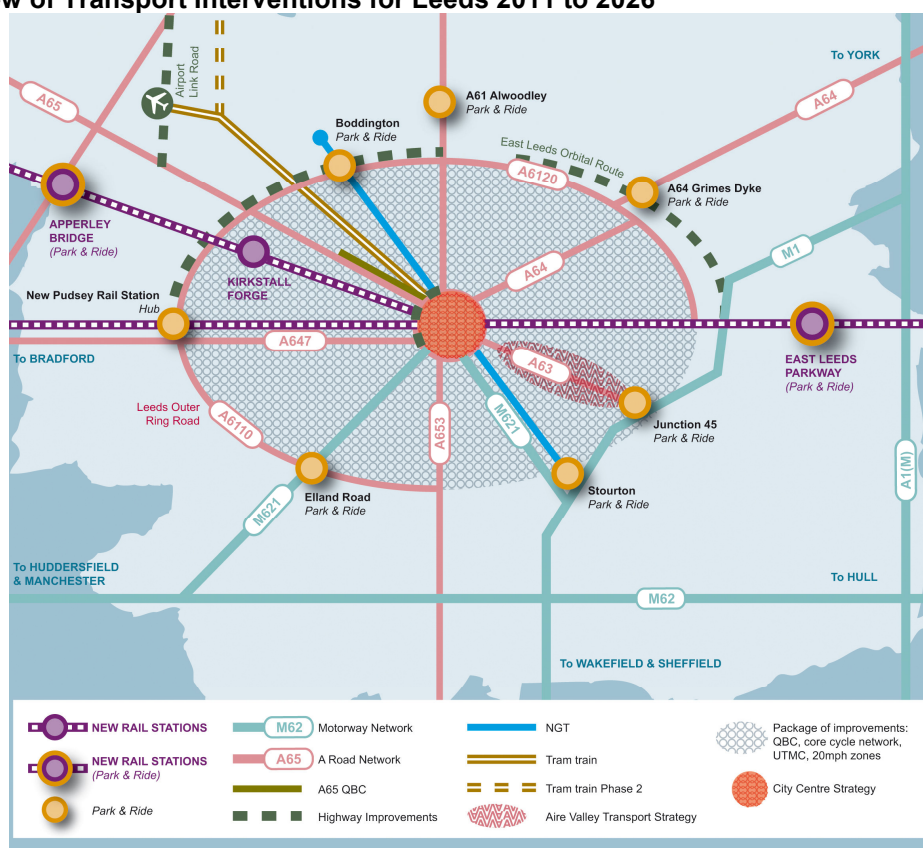
This page is intentionally left blank

Leeds Local Implementation Plan (LIP) and Transport Strategy - Summary

The Leeds LIP and Transport Strategy document have been prepared to complement the overall plan for West Yorkshire by setting out in greater detail the planned investments in transport at the local level over the next three years. Recognising the need to also give greater clarity to transport planning for Leeds, the document elaborates on the detail of future transport strategy, aspirations and programme of schemes for Leeds and shows how these support the objectives of the overarching LTP document.

Our shared vision, reflecting, that of the LTP, is that by 2026 investment by LCC, Metro and partners will have transformed transport provision within Leeds, enabling the growing population to travel more easily to more destinations by public transport, walking and cycling; helping to limit the growth in congestion and cutting carbon emissions and air pollution. The roads will be safer, with fewer people being injured, and higher levels of walking and cycling will have resulted in a healthier population. A range of transport interventions planned over the next 15 years will help us secure this goal. An overview of these proposals is included in Figure 1. A new strategy for the city centre will contribute to a significant improvement to the urban realm and quality of life which is less traffic dominated (Figure 2).

Figure 1 Overview of Transport Interventions for Leeds 2011 to 2026



Leeds City Council is responsible for developing and agreeing the 3-year implementation plan proposals for our District with Metro. A scheme identification and prioritisation process for the first three year Implementation Plan has been managed at the West Yorkshire level by Metro, in conjunction with district council partners, on the basis of the three Core Objectives for LTP3:-

- To improve connectivity to support economic activity and growth in West Yorkshire and the LCR.
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- To enhance the quality of life of people living in, working in and visiting West Yorkshire.

A summary of the schemes and initiatives within the Leeds Local Implementation Plan 2011-14 are described in Table 1. These elements of the implementation plan have been broadly categorised according to the four strategic transport themes, as identified in the West Yorkshire MyJourney LTP Strategy 2011-26.

Figure 2 Overview of Transport Interventions for Leeds City Centre 2011-26

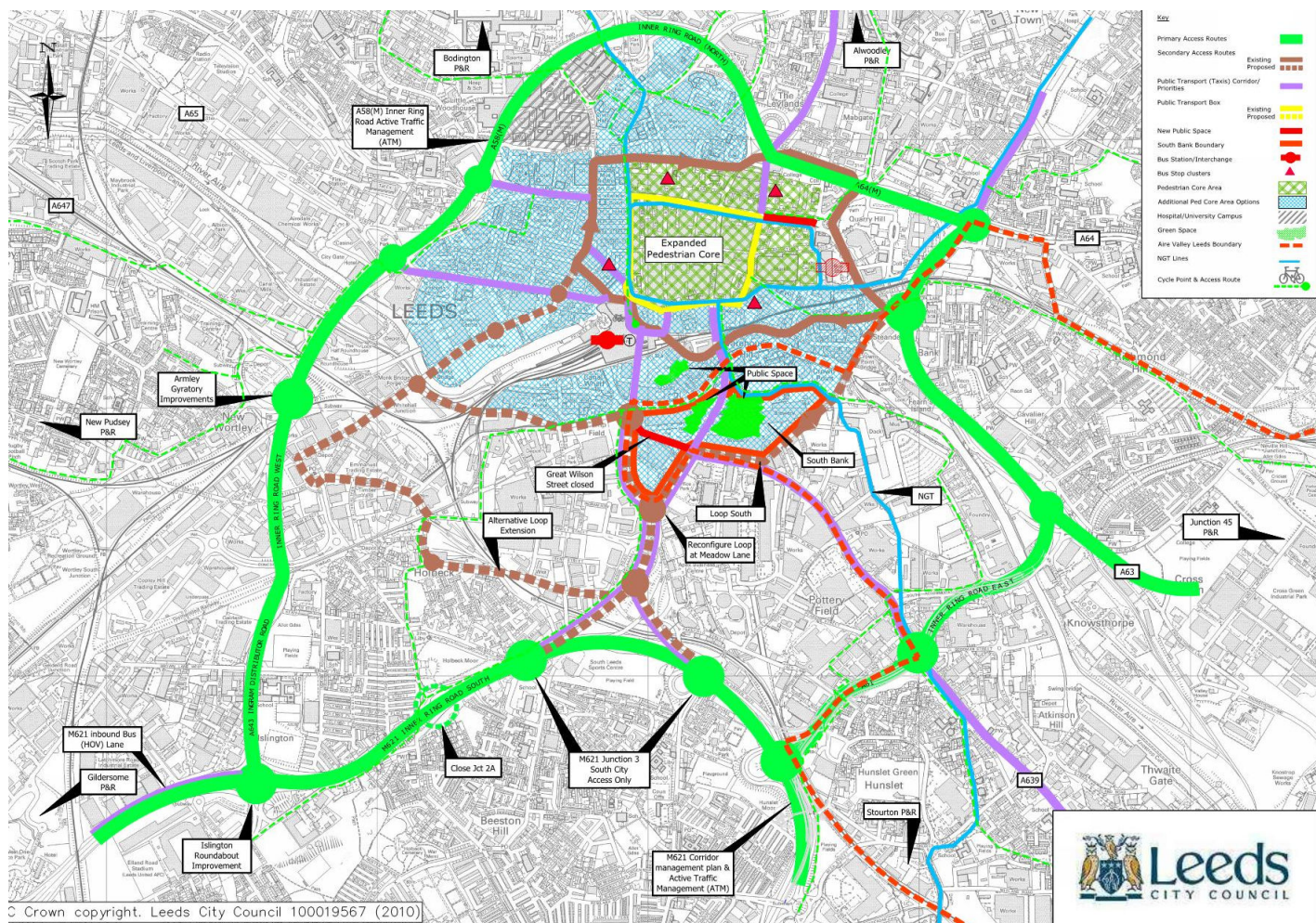


Table 1: Leeds Implementation Plan Programme 2011-2014 – Summary

Theme	Programme of major schemes
ASSETS	
A well-maintained and managed transport network forms the basis of good local transport provision	<ul style="list-style-type: none"> Leeds Inner Ring Road major maintenance and strengthening works Maximising use of the highways asset through use of technology and enforcement Annual programme of kerbing, footway and carriageway maintenance Joint procurement across West Yorkshire on highway maintenance. Package of investment in Urban Traffic Control (UTC).
CHOICES	
Increasing the number of sustainable travel options available to the public through travel choice.	<ul style="list-style-type: none"> Development of Leeds Core Cycle Network, routes 7 (Scholes to City Centre), 10 (Bramley to CC), 12 (Garforth to CC) and 13 (Morley to CC) Cycle access to City Square (Cyclepoint access Phase 3) City centre car parking variable message signs
CONNECTIVITY	
Connecting communities with work places and amenities.	<ul style="list-style-type: none"> Park and ride schemes Bus priority measures: Dewsbury Rd QBC, Canal Street, Churwell Hill, Roundhay Road Integrated Transport scheme, Harrogate Road and Gelderd Road.
ENHANCEMENTS	
Focus on better use of new technology to improve the efficiency and safety of travel and to encourage economic growth.	<ul style="list-style-type: none"> NGT and other major scheme development City Centre transport strategy Highways improvements at A6120 Horsforth/Rodley junctions, Armley Gyratory, and M621 J2 Traffic light priority for buses
OTHER	
Other integrated transport schemes	<ul style="list-style-type: none"> Local road safety schemes 20mph zones and limits Pedestrian crossings and facilities

Leeds Local
Implementation Plan
and Transport Strategy
2011 to 2026



Leeds Local Implementation Plan and Transport Strategy

1. Introduction from Leader of the Council	2
2. Background	3
3. Vision Statement	5
4. Leeds District: Local Context	9
5. Leeds Local Implementation Plan 2011-14	19
6. Strategic Transport Investments	29
7. Partnership	38
8. Performance monitoring and review	40
9. Appendix A Leeds Implementation Plan 2011-14	42

DRAFT

1. Introduction from Leader of the Council

DRAFT

2. Background

Local transport authorities in England (outside London) are required to produce and maintain a Local Transport Plan (LTP), to set out the authority's strategy, implementation plan and targets for improving transport in their community. The LTP also sets out how the local transport system (including road, bus, rail, freight, walking and cycling networks) will be maintained, operated and improved over a period of time.

The West Yorkshire Integrated Transport Authority (WYITA) is the Local Transport Authority for the West Yorkshire area, comprising the five district local highway and traffic authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield, and under the provisions of the Local Transport Act in 2008 WYITA has the statutory responsibility for the Local Transport Plan. A new LTP for West Yorkshire '*MyJourney West Yorkshire – Local Transport Plan 2011-2026*' has been prepared for the WYITA by Metro (West Yorkshire Passenger Transport Executive) working in partnership with the five district councils. This 15 year plan, which was adopted in April 2011, replaces the previous Local Transport Plan (LTP2) which covered the five year period 2006-2011. The plan includes a detailed 3-year *Implementation Plan* which sets out the transport policy and programmes in West Yorkshire for the period 2011-14. The overarching objectives of the LTP3 focus on economic growth, carbon reduction and improved quality of life.

MyJourney West Yorkshire complements and supports the Leeds City Region (LCR) Transport Strategy which sets out a framework for 20-25 years to improve transport across the wider city region. The five priority themes developed for the LCR transport strategy are to reduce carbon emissions and improve energy resilience, strengthen the contribution of the bus, improve strategic connectivity to tackle congestion, develop a strategic framework for demand management and more effective integration of land use policy and transport action.

Prepared to complement overall strategy and plan for West Yorkshire set out in the LTP, this Leeds Local Implementation Plan and Transport Strategy sets out in greater detail the planned investments in transport at the local level over the next three years. Recognising the need to also give greater clarity to transport planning for Leeds, the document also elaborates on the detail of future transport strategy, aspirations and programme of schemes for Leeds and shows how these support the aims and objectives of the overarching LTP document.

In addition to funding through the Local Transport Plan process and its own resources, Leeds City Council is exploring opportunities to secure further funding, to help deliver and support the Local Transport Plan aims and objectives. The DfT has recently approved a bid for £4.1million from the Local Sustainable Transport Fund (LSTF), submitted by Metro on behalf of the WYLTP partnership. This key component bid will:

- enable further support for the WY Travel Plan Network which provides support to employers in West Yorkshire to encourage greater use of car sharing, active modes (cycling and walking) and public transport;
- will support the Travel to Work project which provides travel assistance to job seekers; and
- will help to create new walking and cycling routes across the county.

DRAFT

3. Vision Statement

Leeds Transport Vision 2026

Working together to create a high quality, accessible, reliable, affordable and safe transport system to support healthy and successful communities, and to strengthen the development of a prosperous and sustainable economy.

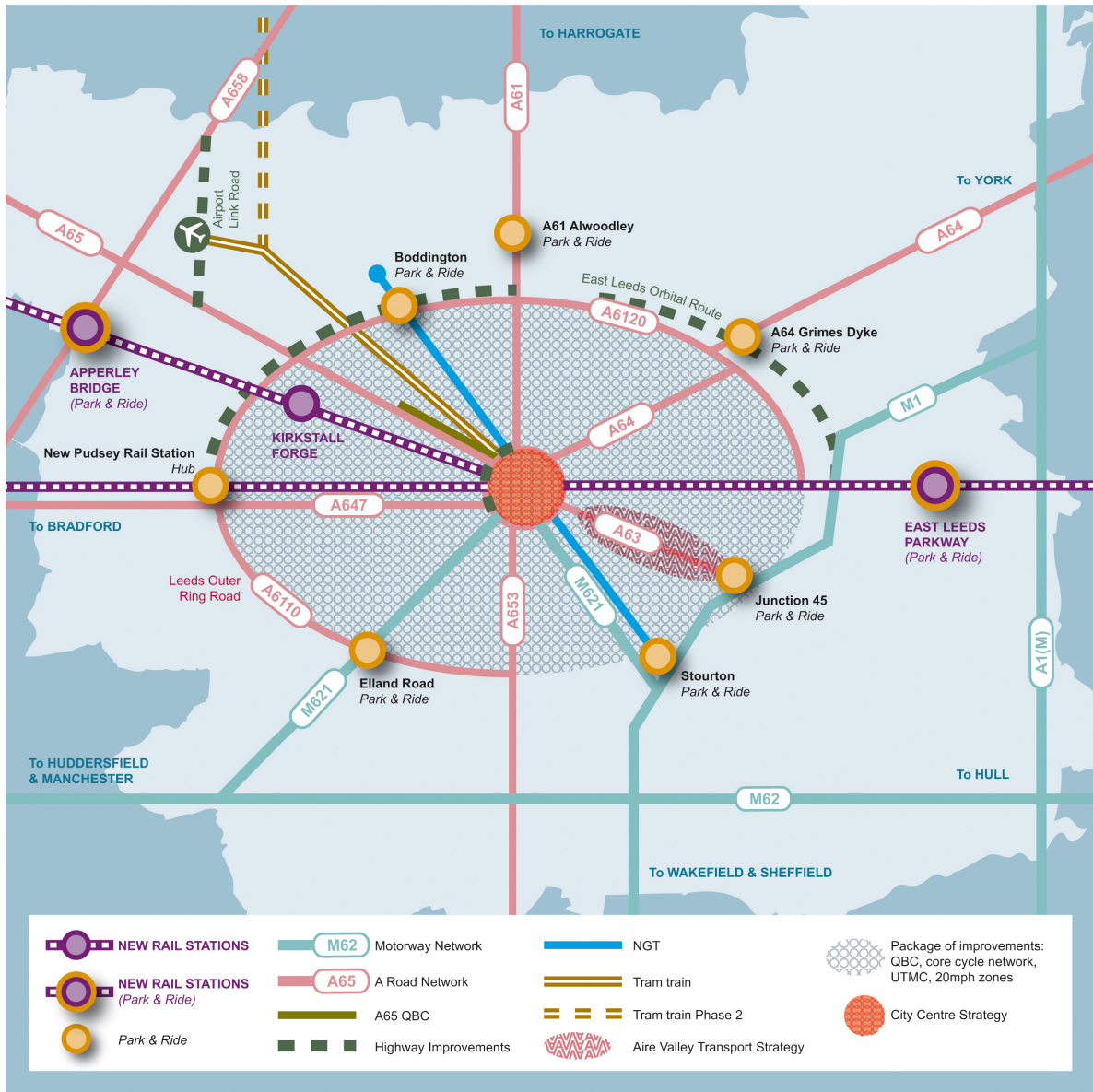
The population of Leeds is forecast to grow significantly over the next 15 years, creating significant challenges for the provision of transport in the city. Having weathered the current recession, there will be a return to high levels of growth in employment, with many more jobs being created in the city centre and the Aire Valley. The completion of the Leeds Arena and the Trinity Leeds and Eastgate Harewood Quarter retail developments will attract many more people to the city centre, not just from Leeds but from all over the north of England.

Our shared vision, reflecting that of the LTP, is that by 2026 investment by Leeds City Council, Metro and partners will have transformed transport provision within Leeds, enabling the growing population to travel more easily to more destinations by public transport, walking and cycling; helping to limit the growth in congestion and cutting carbon emissions and air pollution. The roads will be safer, with fewer people being injured, and higher levels of walking and cycling will have resulted in a healthier population. A range of transport interventions planned over the next 15 years will help us secure this goal. An overview of these proposals is included in Figure 1.

A ring of park and ride sites, located around the outer ring road, is planned to enable people to travel swiftly to the city centre by dedicated bus or NGT (trolley bus); additional rail carriages will have relieved overcrowding on the trains, and new stations with car parking will have increased the availability of rail travel to more people.

The introduction of smart card technology across West Yorkshire will be rolled out to remove the need for the cash purchases of tickets, speeding up bus journeys, and enabling a range of promotions and regular traveller offers that help to reduce the cost of travel by public transport. These will allow multi-modal journeys to be made more easily across Leeds and beyond, without the need to buy several tickets, so that journeys can be made by a mixture of rail, bus or NGT. For those journeys where car use is unavoidable, smartcards will also be available to pay for parking.

Figure 1 Overview of Transport Interventions for Leeds 2011 to 2026



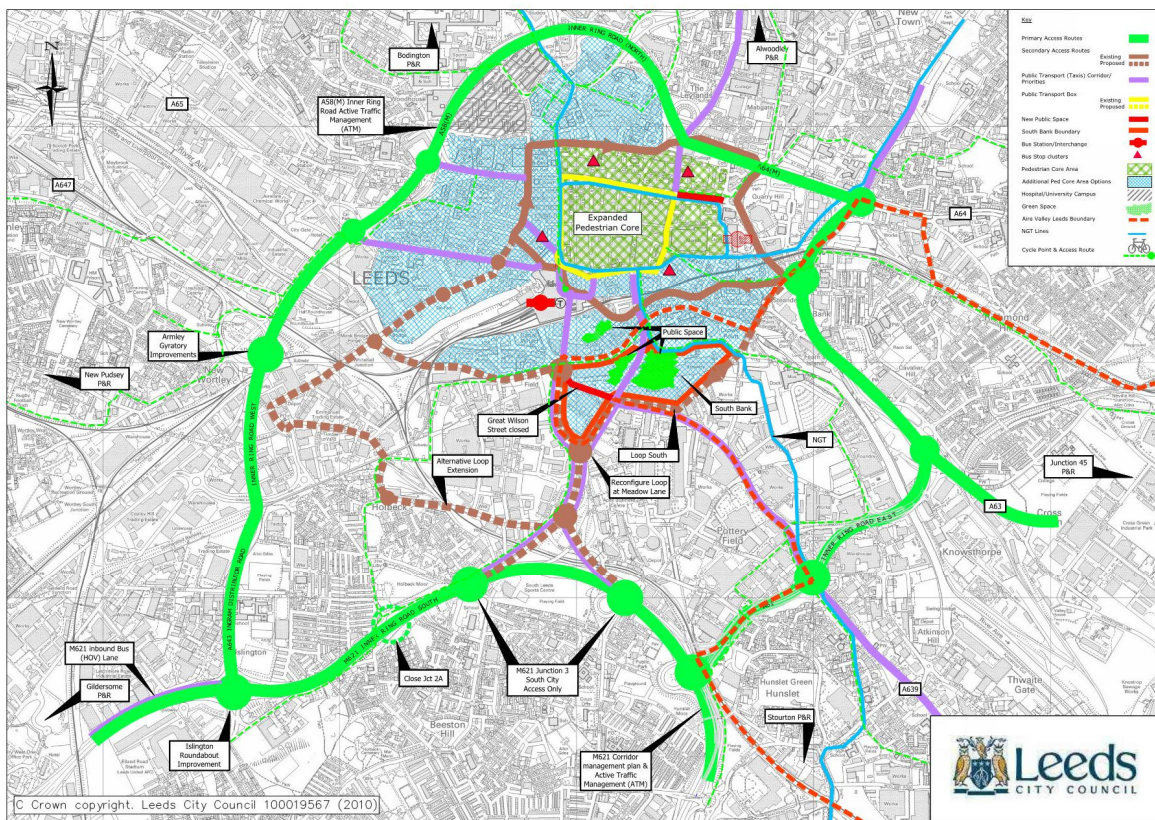
A new approach to the management and delivery of bus services will create a more stable bus network, with fewer service alterations, and less duplication of routes; additional bus priority measures will reduce journey time variability, and further expansion of the real time information system will provide more travellers with the information they need to reliably plan their journeys. A series of public transport hubs will make interchange between modes and routes much easier.

A core cycle network will encourage more people to cycle around the main urban areas and access the countryside on routes that take them away from busy roads, providing a convenient way to make short journeys and help people stay healthier.

Improvements to the outer and inner ring roads will have provided increased highway capacity for orbital journeys, helping to reduce traffic levels within the city, and enabling motorists to avoid the more congested parts of the network. Major maintenance works on the inner road will have prolonged its life and maintained this vital element of the road network.

A new strategy for the city centre will contribute to a significant improvement to the urban realm and quality of life which is less traffic dominated. Figure 2 provides an overview of the proposals for the City Centre 2011-26.

Figure 2 Overview of Transport Interventions for Leeds City Centre 2011-26



Central to this will be a traffic plan which makes better use of the inner ring road and a revised traffic circulation system to remove through traffic from the core of the city. This will enable more streets to be pedestrianised, and will prioritise the needs of pedestrians to create a clean, pleasant urban space unaffected by traffic and poor air quality, making the city centre a more attractive place for workers and visitors alike. Many streets still required for traffic circulation will have been redesigned to create more priority for pedestrians and public transport and to reduce the dominance of traffic. City Square will have been

pedestrianised, creating a new focal point for relaxation and events, which will be connected seamlessly to the rail station which will be the key transport interchange and hub for the city region with fully integrated facilities for buses and taxis. New Station Street will be transformed into a pedestrian priority route for access to the retail core of the city from the station.

For people travelling further afield, surface access to Leeds Bradford International Airport will have been transformed with the provision of a new direct road link from the A65 to the airport, and the provision of a tram train connection from the Harrogate rail line will deliver a fast route to the city centre. The proposals for a high speed rail link to Birmingham and London will have been confirmed and the first phase will be approaching completion. Construction of the route to Leeds will be about to start and improved local interchange to High Speed Rail and the works to accommodate a station in Leeds will be in the process of implementation.

This vision statement is wholly consistent with the LTP3 MyJourney Vision and supports the objectives of the Leeds Vision 2030 which include creating a city where people choose sustainable travel options, and where people can travel on good quality, reliable public transport and have access to walking and cycling routes.

4. Leeds District: Local Context

INTRODUCTION

With a population of almost 800,000 people, Leeds is the second largest metropolitan authority in the country, the largest authority in West Yorkshire and the largest of the eleven authorities which make up the Leeds City Region (LCR). It is a diverse and varied place, including a vibrant city centre with built-up areas surrounding it, some more rural areas, and several towns and villages. Two-thirds of the district is green belt and is in easy reach of two national parks.

POPULATION

Leeds currently has a population of 798,800, and this is forecast to grow for at least the next twenty years following a period of relative stability. Specific population forecasts vary, but the population of Leeds is anticipated to reach between 850,000 and 950,000 by 2026.

In general, people are living longer and Leeds now has almost as many people aged 60 years and over as under 16 years. There is a higher proportion of young people than the national average, including a large student population. Leeds is also a city with many cultures, languages, races and faiths and 12% of the population in Leeds is made up of people from black and ethnic-minority communities.

The forecast growth in Leeds' population will include greater numbers of children and young people, more people aged 75 years and over, and more people from black, ethnic-minority and mixed race backgrounds. Like other successful large cities, it is also likely that Leeds will attract a larger number of people from elsewhere in the United Kingdom and the European Union. It is imperative that plans are made now to ensure the city can effectively manage and embrace these forecasted population changes.

ECONOMY

Leeds is the largest and most significant economic centre in the LCR. It is home to one of the largest financial centres outside London, as well as being a major legal and business centre and the chosen location for a number of head offices. There remains significant potential for further growth.

Leeds has the largest number and greatest diversity of shops in Yorkshire and its universities attract students from around the world. Leeds is home to regionally important medical centres such as those at St James's and the Leeds General Infirmary, and at the heart of the

metropolitan district is Leeds city centre, the largest and most important employment location in Yorkshire. These features mean that the City of Leeds contributes more to the LCR economy than any other centre, and its contribution is greater than its size would suggest.

Leeds is the largest centre of employment in the LCR and is currently home to 422,400 jobs. The City currently supports more jobs than can be filled by its population, creating a situation where a greater number of people commute into the City than commute out. Around 80% of all jobs in the Metropolitan District are located within the Leeds outer ring road, and of these, just under half are located in the City Centre and University precinct. St James's Hospital, town centres such as Headingley and sites around the outer ring road are also centres of high employment, and journeys to and from these locations are also affected by congestion.

The Leeds City Region has a £51billion economy that contributes 5% of the total UK economy. The LCR has a population of 3 million and is home to over 100,000 businesses. The scope of the LCR is to work with businesses and partners, in areas such as transport, skills, housing, spatial planning and innovation, towards a common prosperous and sustainable city region. The Government has recently put in place a new sub-regional policy-making framework in England in the form of Local Enterprise Partnerships (LEPs). A LEP for LCR has been established and is working with the LCR authorities to develop its strategic role in progressing strategy, funding, investment, planning and commissioning to support the economic development and regeneration of the city region.

In spite of the current economic downturn, the Leeds economy is still forecast to grow over the next decade. Throughout previous downturns the Leeds economy has remained resilient, partly due to its strength and breadth across a diverse range of sectors. Important employment sectors today include financial and business services, retail, media and communications, health, education and other public sector activities. These sectors are forecast to continue to be key contributors to future employment. Economic growth and supporting growth in a diverse range of sectors is central to the City's growth strategy. Current forecasts show the number of jobs increasing to 440,000 by 2016. Whilst job growth is positive for the city and region as a whole, appropriate measures will need to be taken to ensure that local people are able to access local employment opportunities and that transport and related infrastructure is sufficient to support such growth.

Transport improvements will be needed to help Leeds emerge from the current recession and prosper from the future economic upturn. These improvements to our transport system

will be essential to a stronger and more resilient and economically competitive future for the city.

PLANNING AND DEVELOPMENT

Much of the planning policy for Leeds is set out in the emerging Local Development Framework (LDF). The Core Strategy is the principal document in the LDF, and will set out the Council's vision for the future development of Leeds to 2026.

A co-ordinated and comprehensive relationship between development and transport is crucial to facilitate sustainable communities and ensure Leeds' continued economic success. The emerging strategy identifies 4 key transport issues in Leeds which present a challenge to accommodation sustainable growth; getting people to work, connecting people to important facilities, congestion on the transport network and traffic in the city centre and local communities. A series of objectives are put forward to address these issues including the delivery of new transport infrastructure to serve the needs of the growing city, ensure development occurs in locations which are accessible by sustainable means of transport, utilise a variety of planning tools including parking controls, and promote the use of water and rail based freight distribution at appropriate development sites.

Over the past ten years, there has been significant regeneration and development within both Leeds City Centre and at other key locations within West Yorkshire and the wider city region. The speed of development has slowed in more recent years as a consequence of the economic downturn, though the following major development sites are identified as part of the emerging Local Development Framework (LDF):

- South Bank and Aire Valley Leeds: The area has been identified as an Urban Eco Settlement and will form the subject of an Area Action Plan within the LDF. The sustainable regeneration of this area will provide up to a million square metres of new employment floor space, creating up to 40,000 new jobs, and providing up to 12,000 new homes. The Local Enterprise Partnership has recently identified Aire Valley Leeds as its preferred location for the LCR Enterprise Zone. Designated Local Enterprise Zones are intended to stimulate areas of the country through tax breaks and reduced planning restrictions.
- Leeds City Council, as part of a joint venture partnership, is promoting a housing-led regeneration in the East And South East Leeds (EASEL) area and in South Leeds.
- Development in West Leeds and Leeds City Centre have also been identified with the City Centre development focussed around regenerating existing office and industrial

space to provide new retail, offices and housing. The Leeds Arena is anticipated to open early in 2013 and the Leeds Trinity shopping centre is also due to open in 2013.

- Kirkstall Forge: the proposals here include regeneration of the former industrial site which will include offices, retail units, bars and restaurants together with almost 1,400 residential units accommodating around 3,000 people. There are proposals for a new rail station at Kirkstall Forge to support this development, which will be partly funded by a significant private sector contribution from developer Commercial Estate Group (CEG).
- East Leeds Extension: a strategic, large, urban extension to the East of Leeds, providing approximately 5000 new houses on Greenfield land. This is identified in the Unitary Development Plan (UDP) as a Phase 3 housing area.

It is clear that the position of Leeds as a regional shopping centre, key employment provider for the Leeds City Region area and regional transport interchange will increase local and regional travel demand. Provision and maintenance of an efficient and effective transport system is critical to provide for this demand and deliver additional growth.

COMMUNITIES

While Leeds has the strongest economy of the City Region, we need to make sure that Leeds' future prosperity is shared amongst all its residents. Better transport and especially public transport contributes to this by improving accessibility, supporting efforts to tackle deprivation and as an integral part of development and regeneration initiatives that address issues of social exclusion.

Five wards in Leeds have more than half their Standard Output Areas (SOAs) in the 10% most deprived SOAs nationally (Burmantofts & Richmond Hill, City and Hunslet, Gipton and Harehills, Killingbeck and Seacroft and Middleton Park). Clustered around the city centre are communities characterised by comparatively high levels of deprivation, low car ownership and high public transport dependency. The negative impacts of transport such as road accidents, pollution and severance, tend to disproportionately affect more deprived areas. Addressing how transport can help meet the travel needs of these areas must be a key focus of policies to support and shape the City's future growth and connectivity. Over recent years public transport fares have increased faster than motoring costs, so public transport has become relatively more expensive. This disproportionately affects areas that experience deprivation, as well as making the car relatively more attractive for people who do have the choice of how they travel.

The regeneration schemes in Leeds provide the opportunity to address deprivation by ensuring that investment, infrastructure provision and environmental improvements are targeted towards these areas. Transport infrastructure is an integral part of regeneration schemes to ensure that people are able to access employment, services and facilities.

TRANSPORT ISSUES

Travel Patterns

Leeds has experienced considerable change over the last decade with significant investment in the city. There has been an increase in population, in employment, in city living and in the number of visitors to the city for shopping or leisure purposes. These changes have increased the demands on the transport system creating severe pressure on certain parts of the highway and public transport networks, particularly in the peak periods.

This is not a recent issue; since the early 1970’s there has been a significant increase in the number of people commuting into Leeds from within West Yorkshire and, to a greater extent, from outside the West Yorkshire boundary (Figure 3). Outbound commuting, from Leeds to other West Yorkshire districts and beyond the West Yorkshire boundary, has also increased but to a lesser extent. Furthermore, the distance people travel to work is increasing – between 1991 and 2001 the average person working in Leeds travelled 23% further, and the total distance travelled by people working in Leeds increased by 45% (reflecting longer travel distances and increased levels of employment) (Figure 4).

Figure 3: Changes in Cross Boundary Commuting 1971-2001

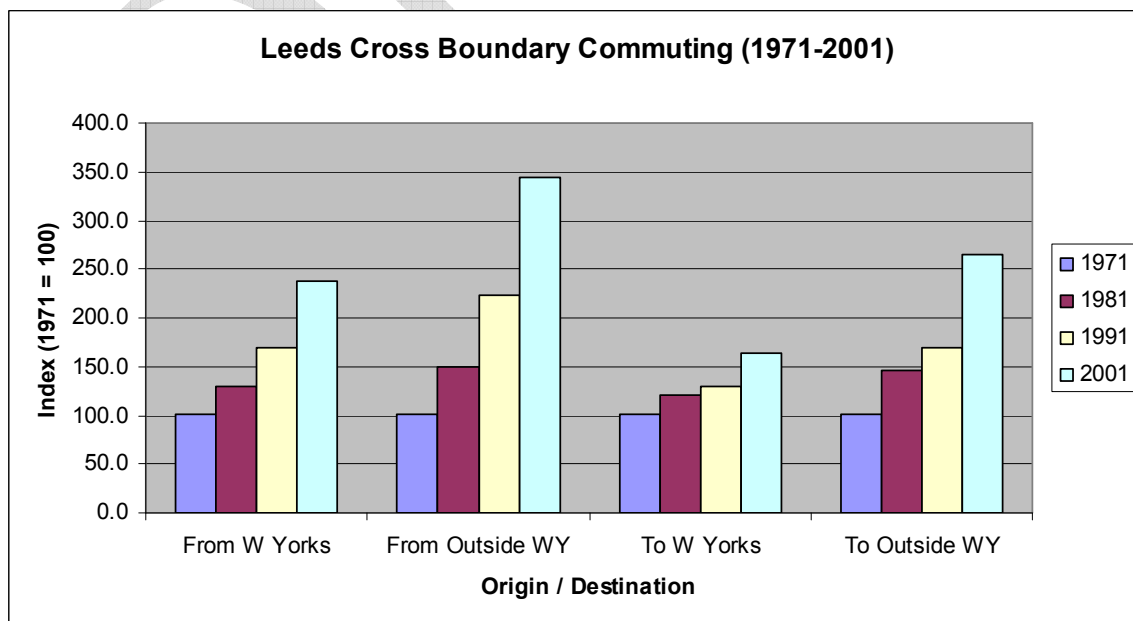
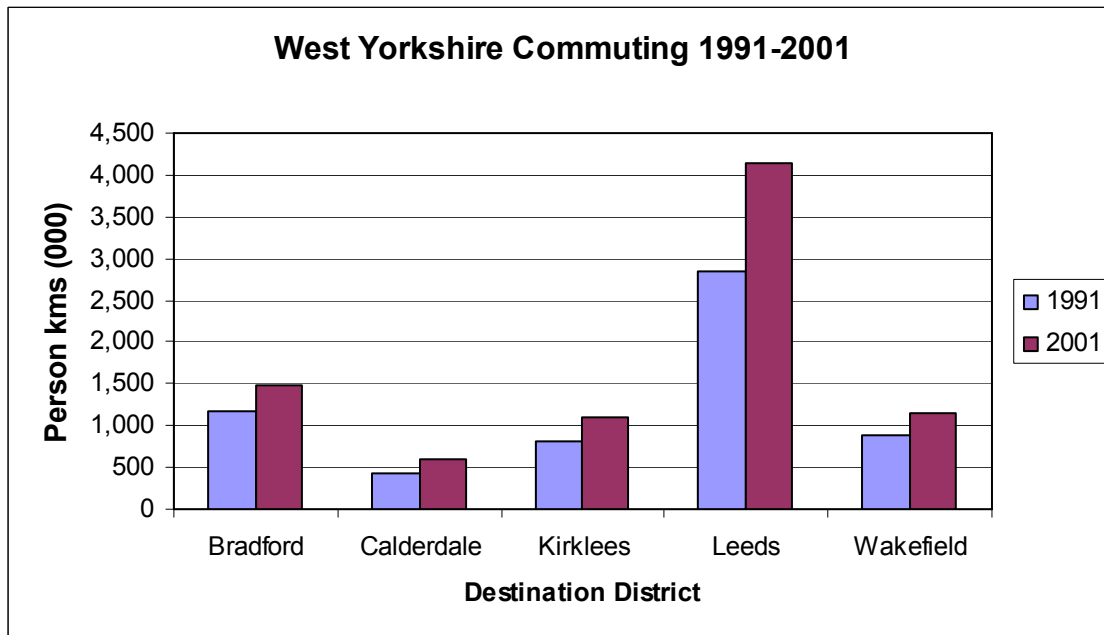


Figure 4 Changes in Person Kilometres across West Yorkshire 1991-2001



In recent years there has been continued growth in commuting to Leeds city centre though overall, there has been no growth in morning peak hour traffic since 1990 as evidenced in Figure 5 below. This has partly been facilitated by peak spreading (as people are travelling earlier or later), city centre living, flexible working and by increased public transport patronage.

Figure 5: Leeds Inbound Peak Spreading

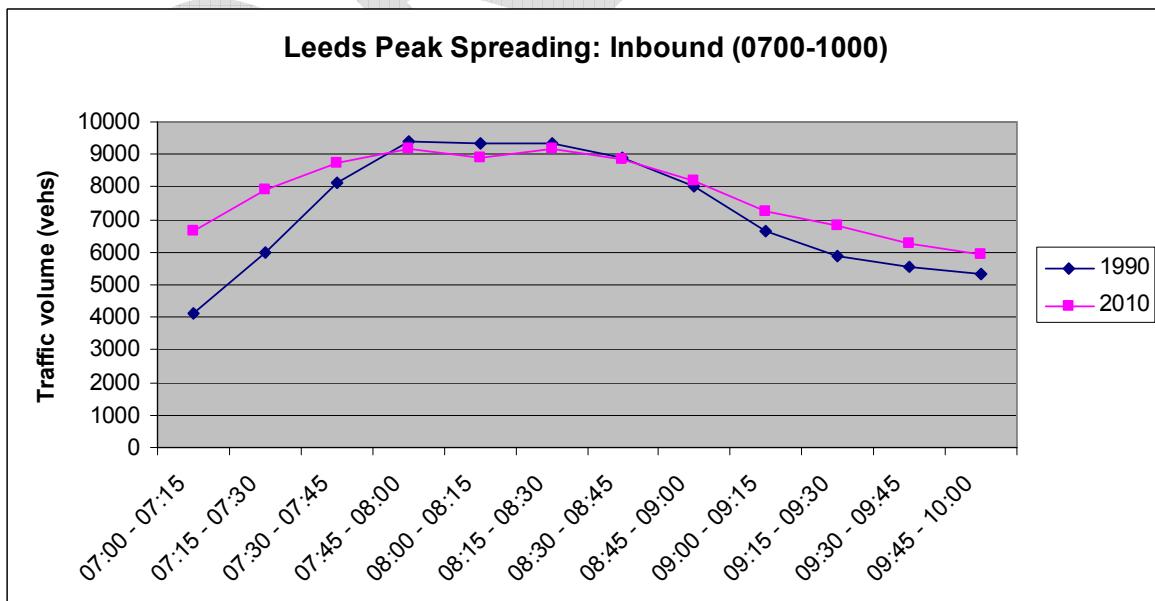
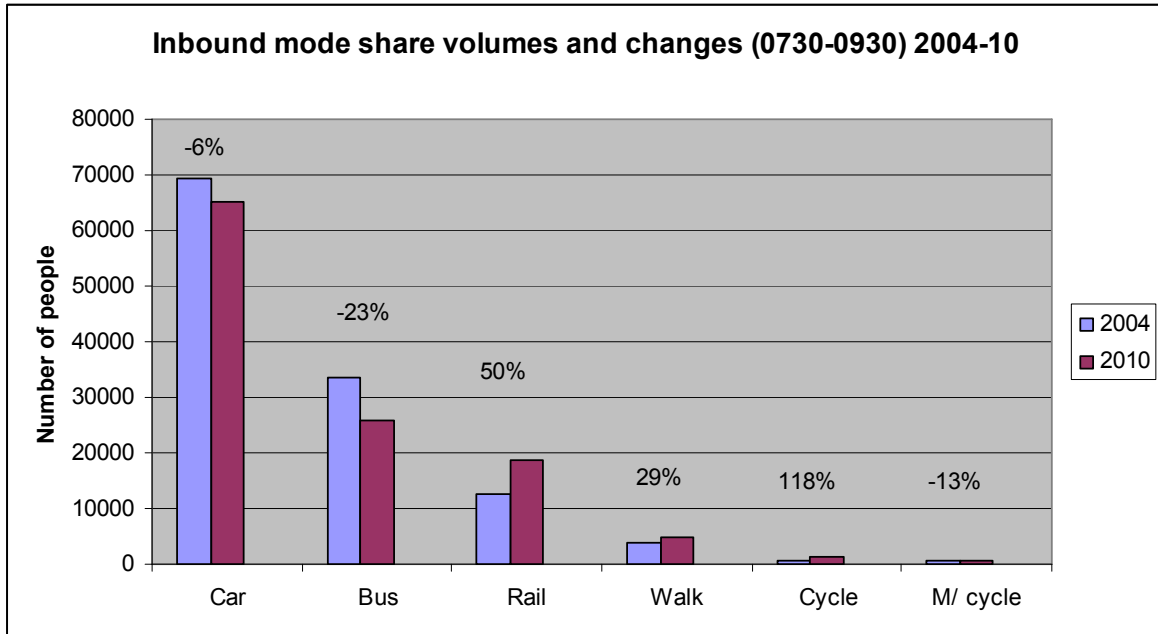


Figure 6 displays the recent trends in mode share for the morning peak period. This shows significant increases in rail and cycling in recent years, together with a marked fall in bus patronage.

Figure 6: Inbound mode share 2004-10



Around a third of commuting trips to Leeds city centre are from within the outer ring road and two thirds are from further afield. For commuting trips within the outer ring road, bus caters for more trips to Leeds city centre than any other mode. From outside the outer ring road over a third of trips to Leeds city centre use rail. Almost half of all journeys to work in the city centre are by car.

In the morning and evening peak periods, the main routes to, from and around Leeds city centre are congested. The road network in Leeds is currently operating at or close to its practical capacity, many peak hour trains are overcrowded and congestion on the roads causes the city's bus network to run inefficiently. Congestion generates economic costs for private traffic, goods vehicles and buses, and has negative impacts on the environment and quality of life. Traffic congestion will exacerbate emissions of air pollutants, greenhouse gases and noise, which can cause poor air quality, contribute towards climate change and affect local noise climate. Congestion results in extended journey times and makes regular journeys unpredictable. This can, furthermore, create inefficiency in the bus network, contributing to the bunching of services. On the busiest corridors this means that capacity is not used effectively, with some buses being very crowded whilst others have spare seats.

Road Safety

There has been a gradual reduction in road casualties in Leeds and in West Yorkshire over the last decade. In 2010, 2764 road casualties in Leeds were reported to the police; the lowest ever recorded. This trend of casualty reduction is distributed across all road user groups. Between 2001 and 2010 there had been an upward trend in adult pedal cyclist casualties though this corresponds with the significant and continuing increase in the number of people cycling; this upward trend in adult cyclist casualties was halted in 2010.

The number of casualties killed or seriously injured (KSI) has fallen significantly over the last two years, and the target for 2010 has been achieved (Figure 7). The total number of children killed or seriously injured has reduced significantly over the last decade, though in recently years this trend has levelled off (Figure 8). The national target of a 50% reduction by 2010 has been achieved in 5 of the last 6 years.

Figure 7 Road Casualties Killed or Seriously Injured (KSI), National Indicator NI47

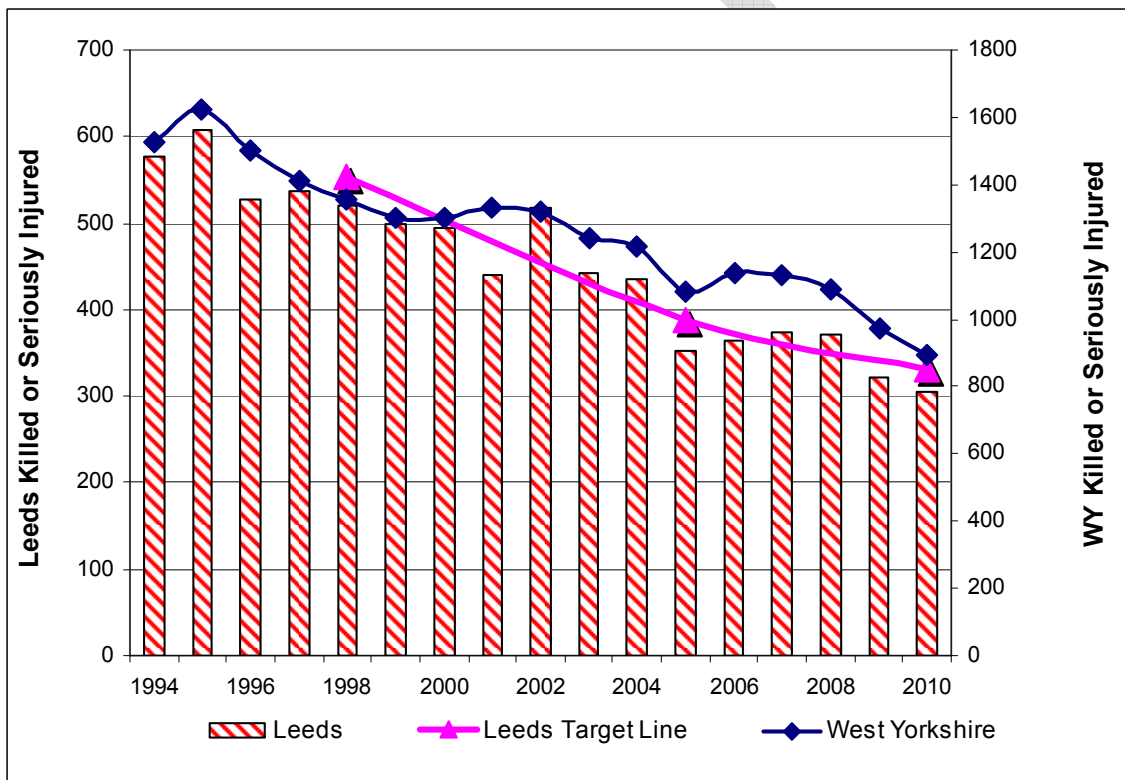
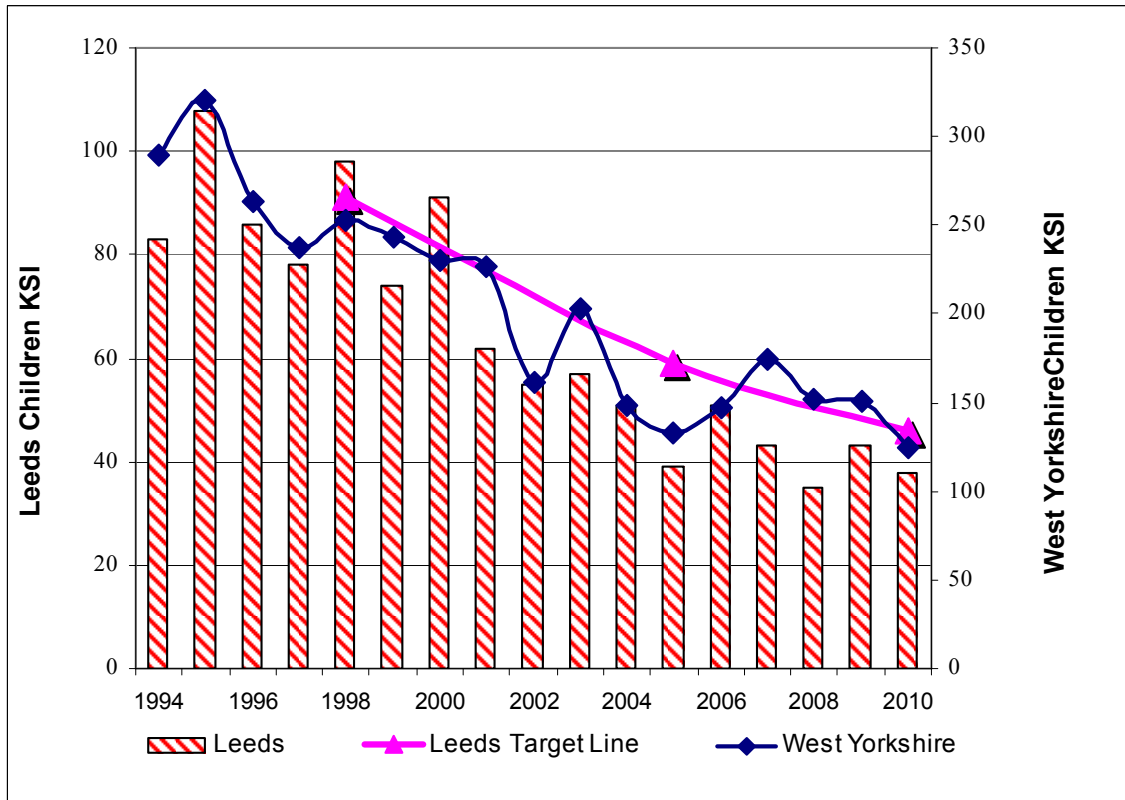


Figure 8 Children Killed or Seriously Injured (KSI), National Indicator NI48



Future Challenges

In recent times, the Leeds economy has been facing challenges presented by the crisis in the financial markets, which threatens the dominant Financial and Business Services sector, as well as the wider impacts of the downturn. Effective transport planning can be a key driver of economic recovery. A reliable and efficient transport system is vital to boost economic growth, attract new investment and create new jobs. Looking ahead it is anticipated that Leeds will continue to experience great change. It is anticipated that there will be more people and more homes, there will be new offices within the City Centre and elsewhere, and there are likely to be new shops and cultural facilities.

The challenging task in Leeds is to cater for the varied transport needs, address the increasing demand for transport and yet at the same time reduce the need to travel, in line with the principles of sustainable transport planning. Good transport links are central to supporting our economy and need to be continually improved to ensure they continue this role in the future. Leeds requires a transport system that facilitates this growth in a way that is environmentally sustainable. Furthermore, Leeds City Council has signed up to the target of a 40% reduction in carbon emissions by 2020; effective transport planning is required to help meet this target.

There is little road capacity for increased car commuting into the centre of Leeds, and limited spare capacity for rail commuting until extra rail capacity is provided on both the trains and at Leeds Rail Station. If the city is to grow as forecasts suggest is possible, ways need to be found of getting more people into the city centre without adding to traffic congestion or the capacity problems of the rail network. This may include making better use of the city's bus network, increasing rail capacity, providing park and ride sites, encouraging increased car occupancies and converting shorter distance car journeys to cycle and walking. Network management will also play a key role through the continued use of Urban Traffic Management and Control (UTMC) and through increased capacity on the city's ring roads to aid orbital journeys.

Transport is likely to be a high priority in the LEP's new business plan and this may provide the Leeds City Region with greater decision making powers, to develop innovative transport solutions as part of wider economic recovery plans.

5. Leeds Local Implementation Plan 2011-14

Background

Leeds City Council is responsible for developing and agreeing the 3-year implementation plan proposals for our District with Metro. A scheme identification and prioritisation process for the first three year Implementation Plan has been managed at the West Yorkshire level by Metro, in conjunction with district council partners, on the basis of the three Core Objectives for LTP3:-

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- To enhance the quality of life of people living in, working in and visiting West Yorkshire.

The process for establishing the programme has entailed a joint review of the core priorities for delivering improvements to the transport system over the next three years involving all six LTP partners led by Metro. This has considered all priorities with an emphasis in the short term of managing and maintaining the transport network and systems. Key areas are:

- Maintaining road safety through local road safety schemes to target casualty reduction
- Investing in the bus network and priority measures to improve service reliability, punctuality and quality and complement the ongoing work of Metro to secure an improvement to bus services and the work of local bus partnerships
- Investment in local facilities to improve mobility
- Investment in congestion hot spots and strategic traffic management, for example urban traffic control
- Investment at a minimum to ensure strategies for the future are not prejudiced by present budget constraints
- Investment in active, healthy travel to support the Council and LTP goals for greater sustainability.

Delivery

The delivery of the implementation plan proposals will be through a combination of local authority, Metro, transport network and service operators and contractors. Details of the

schemes and initiatives within the Leeds Local Implementation Plan 2011-14 are described in the following section and listed in Appendix A. Table 1 below provides an overview of the anticipated capital funding available to deliver the local implementation plan proposals in the Leeds district. Indicative figures are included for 2012-13 and 2013-14.

Table 1: Leeds Local Implementation Plan Investment Programme *

Capital Programmes	Source	2011-12 (000's)	2012-13 ** (000's)	2013-14 ** (000's)	TOTAL** (000's)
Minor Scheme Programmes					
Highway Maintenance	LTP	6,937	5,202	4,894	17,033
	LCC	10,088	8,300	TBC	18,388
Highway Structures	LTP	3,854	2,500	2,500	8,854
Integrated Transport	LTP	4,801	3,307	3,968	12,076
Traffic Management	LCC	402	350	350	1,102
TOTAL		26,082	19,659	11,712	57,453
Major Schemes					
A65 Quality Bus Corridor	DfT/LC C	8,356	2,212	555	11,123
Inner Ring Road Stage 7	DfT/LC C	300	300	300	900
Inner Ring Road major maintenance	DfT/LC C	1,450	~4,970	~10,001	~16,421
TOTAL		10,106	7,482	10,856	28,444

* Includes all expenditure for which LCC is the project sponsor.

** Future years funding to be confirmed

~ Subject to outcome of major funding bid

Note: Funding figures are gross inclusive of third party contributions

The elements of the implementation plan have been broadly categorised according to the four strategic transport themes. These themes are identified in the West Yorkshire MyJourney Local Transport Plan Strategy 2011-26, and all influence travel across West Yorkshire:

- **Transport Assets:** A well-maintained and managed transport network forms the basis of good local transport provision;

- **Travel Choices:** Increasing the number of sustainable travel options available to the public within the District, through travel choice, underpins our transport strategy;
- **Connectivity:** Connecting communities with work places and amenities is an essential part of regenerating the District; and.
- **Enhancements:** Enhancing the transport network over the transport plan period will focus on making better use of new technology to improve the efficiency and safety of travel and to encourage economic growth in the District.

TRANSPORT ASSETS

Transport assets are the infrastructure that makes journeys possible. They include roads, bridges, traffic lights, footpaths, streetlights, railway tracks and stations, and bus stations and shelters. The proposed approach is to get the most out of transport assets by ensuring that they are properly maintained, provide value for money, and contribute to meeting the plan's objectives. This work programme will also be used to ensure that the highways assets are increasingly resilient to any adverse affects of climate change. This will include climate proofing against greater heat stress, more intense or prolonged rainfall, drought conditions, high winds and greater extremes in weather conditions.

Well maintained highways and related assets, including highway structures, are crucial to many of Leeds City Council's transport schemes and policies. The Council has an annual programme of planned works such as the reconstruction and resurfacing of carriageways and also carries out emergency repairs to keep Leeds' roads and pathways safe to use, including winter maintenance regimes such as precautionary gritting and snow clearance. The inspection, maintenance and strengthening of highways structures, such as bridges, footbridges, tunnels, culverts and retaining walls, also form part of the maintenance programme undertaken by the Council. Furthermore, work is also carried out to maintain, repair and renew highway assets such as the Urban Traffic Management and Control (UTMC) and Closed Circuit Television (CCTV) systems, existing street lighting, signs, road markings, Rights of Way, bridleways and other paths.

Essential, safety critical maintenance work is currently being carried out on Leeds Inner ring Road at Woodhouse Tunnel. Further work to the tunnel, and to Lovell Park Road Bridge and New York Road Viaduct Eastbound, is proposed during the course of this implementation plan. A bid for this work is to be submitted to the Department for Transport in September 2011, with a decision on funding to be made by the end of 2011. These key structures are on

the earliest stages 1 to 3 of the Leeds Inner Ring Road which form the A58M and A64M. A number of other highway structures on these stages, constructed between 1968 and 1974, are reaching the end of their service lives owing to a combination of factors including increased traffic volumes, increases in vehicle axle loadings and the impact of winter maintenance. A longer term transport strategy will need to be developed to consider the future role of the Inner Ring Road.

Owing to current funding constraints the backlog of structural maintenance work is increasing. As the cost of this maintenance work exceeds the current budget a prioritisation system has been developed to target funding effectively. A risk management system has also been introduced to monitor structures of concern and to identify when intervention is required. This may be maintenance work or measures such as the introduction of weight or width restrictions or road closures to reduce or remove traffic loading.

Leeds is experiencing continuing growth in travel into the city and like most major towns and cities, Leeds experiences traffic congestion, in particular in the peak periods. Effective transport strategies are required in Leeds to restrain traffic growth and encourage travel by other forms of transport. Alongside this, measures to ensure the efficient use of the road network through highway improvement schemes, traffic management initiatives (including freight management) and effective parking policies are essential. Such measures need to be balanced with the demands of regeneration projects, which may require new highway capacity in order to realise their full potential.

Assets Proposals for Leeds 2011-14

The main interventions for 'assets' over the first three years of the LTP3 are:

- Leeds Inner Ring Road maintenance and strengthening works
- Maximising use of the existing highways asset through the use of technology and enforcement
- Annual programme of kerbing, footway and carriageway maintenance
- A63 modernisation: resurfacing, bridge maintenance and road safety measures
- Joint procurement across West Yorkshire on highway maintenance.

TRAVEL CHOICES

It is proposed to provide customers with improved information and tools to help them choose more sustainable forms of transport including walking, cycling, public transport and car sharing. Improved provision of travel information across the Leeds district will include the expansion of bus Real Time Information, and the further development of online travel

information to assist journey planning, and to inform of any disruptions on the transport networks. It is also proposed to extend the provision of such information to mobile phone applications. There are also proposals to provide more Variable Message Signs (VMS) to inform car drivers about specific temporary events, real-time traffic conditions and parking availability, beginning with the signs that will start to appear around Leeds in the spring of 2011.

In addition to improved information provision, the choices theme is focussed on making sustainable travel modes more attractive. Integrated ticketing across Leeds and West Yorkshire would allow more efficient and seamless travel by public transport across the district. Under this system, a single travel card ('smartcard') could be used to access both buses and trains, across all operators. It is proposed that over the next three years, significant progress will be made in setting up the equipment and technology to support smartcard use across West Yorkshire, including on-vehicle card readers, ticket vending machines and top-up points, and integration of smartcard readers at major rail stations within the district.

Walking and cycling account for a significant number of journeys in Leeds though there is great potential for more journeys to be made in this way. Leeds City Council recognises the wider benefits for the city, such as the related environmental improvements and health benefits. The Council is seeking to increase the level of cycling, in particular for journeys in the peak periods which could replace journeys made by car. A number of radial cycle routes will be implemented (as part of the Leeds Core Cycle Network), which are designed to provide routes to the city centre for commuters, safe routes to schools and links from the inner suburbs to the countryside. The full Bramley to city centre route will be implemented within the period of this Local Implementation Plan, in addition to the city centre leg of other routes, providing better linkages within the city centre. The recently approved West Yorkshire LSTF component bid will fund schemes that fill strategic gaps in the Leeds Core Cycle Network (LCCN), mainly in the city centre rim area but also in some targeted areas on routes leading into the city. The LSTF will also allow additional LCCN routes to be brought forward and will complete the Legible Leeds walkability project. All transport schemes are audited to ensure sufficient provision for cycling has been incorporated where possible. Further significant improvements will further be progressed through input into general traffic schemes, private developments and regeneration projects.

Rights of Way and highway improvements are being carried out to improve facilities for pedestrians and create an environment where journeys can be made safely and conveniently

on foot. Barriers to walking are being addressed and a programme of work is being undertaken to deliver accessibility improvements, such as the installation of dropped kerbs to improve journeys on foot particularly for older people and disabled people. Installation of further pedestrian crossing facilities will be progressed to improve conditions for pedestrians.

Further initiatives to create and promote low carbon transport choices are proposed including: the development of a Low Emissions Strategy (LES), promotion of Low Emission Vehicles (LEVs) and supporting infrastructure, and the establishment of partnerships with local, regional and national bodies to encourage mass procurement and the use of LEVs.

The promotion of a LES and use of LEVs will provide efficient and complimentary actions to reduce transport related emissions of carbon, air pollutants and noise. These initiatives will address key environmental objectives and lead to health and quality of life improvements. In addition to the above initiatives, a new Air Quality Action Plan will be developed and integrated within the LTP3, to help mitigate the existing six Air Quality Management Areas.

This Local Implementation Plan looks to introduce certain measures which would make better use of the existing roadspace, to ensure that traffic takes the most appropriate route, and so that Leeds City Council can prioritise spending on the most appropriate and best used routes. These measures may include additional signage and further monitoring equipment to ensure the city centre does not endure unnecessary traffic.

Travel Choices Proposals for Leeds 2011-14

The main interventions for 'choices' over the first three years of the LTP3 are:

- Development of Leeds Core Cycle Network Route 10 (Bramley to City Centre)
- Cookridge Street cycle route (Cyclepoint Phase 3)
- Development of the city centre leg of two further cycle routes to provide a city centre network
- Measures to support the roll-out of integrated ticketing across West Yorkshire including, 'smartcard' enabled ticket gates at Leeds Rail Station and provision of 'smartcard' vending machines and top up points
- Development of a Low Emissions Strategy for West Yorkshire that will identify complimentary actions to reduce emissions of carbon and air pollutants and where practicable, noise emissions across the four LTP3 strategy themes
- Integration of the New Air Quality Action Plan for Leeds and target initiatives to mitigate Air Quality Management Areas.

- A study into the case for and feasibility of establishing a Low Emission Zone (LEZ) in Leeds is to be progressed. In an LEZ, the most polluting vehicles are restricted from entering an area either through a ban or through a charge for non-compliance. One of the primary aims is to accelerate modernisation of the vehicle fleet to higher emission standards than would otherwise occur through the investment cycle.
- Developing a scheme with partners organisations to provide new electric vehicle charging points and developing the role of the Council's bio-methane vehicle refuelling station.

CONNECTIVITY

The focus will be on delivering a safe and integrated transport system. There is an emphasis on improving public transport as a low carbon alternative to the car, and improving safety and security for all transport users.

Road casualty data is collected by West Yorkshire Police and is analysed by the Council to inform road safety policies and schemes. Annual trends in the number and severity of road injuries, as well as trends within various road user groups, are compiled and used to produce three documents (Sites for Concern, Lengths for Concern, and Area (Zones) for concern) which are updated every year. Individual sites and lengths of road within the district are monitored and accident patterns analysed, with a view to recommending remedial action. The treatable schemes are prioritised against the funding available and the most suitable schemes are prioritised. In this way the Council hopes to maintain its excellent Road Safety record, continuing to reduce casualties ahead of government targets. Leeds City Council combines a programme of targeted infrastructure improvements with education, training and publicity campaigns to increase awareness and reduce the risk of road injuries.

The Council works in partnership with Metro and the public transport operators to deliver a programme of measures which will improve the performance and quality of bus services in Leeds. Within the framework of the Local Transport Plan, the City Council as the local highway authority will continue to deliver highway measures which will have beneficial impacts for bus services and deliver improved priority for passengers. It is through these improvements that the Council and its partners aim to influence modal shift towards public transport and encourage an increase in patronage. Much of the Public Transport Infrastructure is provided, managed and maintained by the Integrated Transport Authority (Metro). However, the Council proposes improvements to the public highway that may aid accessibility to public transport, including raised kerbs and clearways at bus stops.

Locations for bus priority treatment, such as signal priority for buses and additional bus/HOV lanes, have previously been identified based on perceived problems with delays and reliability along particular routes. More recently, new schemes have started to be identified through the use of information from the Advanced Vehicle Location detection system. This system provides Real Time Information on the running times of bus services across West Yorkshire, and the information from this system can be used to highlight where services are experiencing delays and where improvements are required.

Provision will also be made for bus based Park and Ride, working with Metro and bus operators to deliver a strategic park and ride site for the city which supports the city centre vision and provides greater traveller choice. This would complement the Park & Ride proposals associated with New Generation Transport (NGT). A fleet of hybrid diesel and electric buses, which provide reduced emissions of carbon and air pollutants, less noise and a smoother ride, are being introduced by First onto routes using the A61 Quality Bus Corridor serving the north of the city.

Public consultation around the LTP3 strategy identified one of the main barriers to public transport use is confusion over how and where to access public transport, and problems arising from users needing to use multiple services to complete one journey. A series of transport 'Hubs' are proposed across West Yorkshire. These are points on the core public transport network accessible by car, bus, taxi, cycle or by walking, which will provide key information required by potential passengers in easy to use digital formats and opportunities to interchange. A hub will be defined on transport maps and be a recognisable sense of 'place' using branded signing and street furniture. A co-ordinated approach to delivering a network of hubs is proposed, which includes encouraging the use of links provided by walking and cycle networks such as the Leeds Core Cycle Network. Leeds City Council will provide the measures in the areas around the Hubs to help passengers to access the Hubs more easily.

Proposals for a bus Quality Contact scheme (local bus service franchising) have been developed by Metro as a way of achieving a fully integrated, stable system with clear branding, high standards of customer care and incentives for reliability, punctuality, reduced emissions, patronage growth and passenger satisfaction. Metro is also discussing with operators how alternative partnership approaches could achieve the same objectives.

Connectivity Proposals for Leeds 2011-14

The main interventions for 'connectivity' over the first three years of the LTP3 are:

- A647 Stanningley Bypass, Stanningley – passive safety scheme
- School 20mph programme
- A647 Canal Street outbound bus lane
- Deliver a series of transport hubs across the city
- Bus priority measures associated with a bus Park & Ride.

ENHANCEMENTS

Existing congestion and overcrowding on the road and rail networks in Leeds has an impact on all transport users, and particularly on commuters and freight, with consequences for the economic competitiveness of West Yorkshire. Addressing these transport problems is essential to help the economy recover and support the growth in jobs and housing.

In the first few years it is anticipated that there will be limited funding available and the emphasis will be on providing additional capacity for existing services (particularly rail) and tackling congestion bottlenecks. Improvements will be targeted where they best support the economy, housing, regeneration and the move to a low carbon transport system. To deliver some of the more ambitious proposals new ways of funding the schemes locally will be developed.

Highway improvements are proposed on the A6120 / A65 Roundabout at Horsforth. This location is a congestion hotspot that has been the subject of many complaints. The site is currently ranked number 13 (out of 53) on the list of major road injury 'Sites for Concern'. The proposals, which fit with the longer term strategy for the Leeds Outer Ring Road, will match LTP funding with developer funding to provide a significant improvement for all road users.

Rail improvements are proposed to encourage more sustainable travel. Peak hour trains into Leeds are the most overcrowded outside London and we will continue to urgently press the Government for more carriages. Passengers value the safety of rail stations and station car parks and we will draw in funds from the rail industry to maximise these impacts.

It is intended to encourage more people to walk to and from stations by developing walking routes that are well sign posted, well-lit and safe. Enhancements will include improved access to platforms for people with mobility difficulties and, wherever possible, CCTV.

Two major schemes in the Leeds District have been accepted for funding by the Government and are expected to be completed within the period of this implementation plan.

1. The Department for Transport (DfT) granted programme entry for the A65 Quality Bus Corridor major scheme in 2006. This scheme is currently under construction and is anticipated to be complete by summer 2012.
2. A new, accessible, attractive pedestrian entrance to Leeds Rail Station is proposed, to provide 20,000 people per day with a quicker route to jobs on the south side of the station and relieve pressure on the congested northern entrance. Funding for this scheme has been confirmed by the DfT and it is planned for completion in 2014.

Two further major schemes are proposed which have been placed in the DfT's Development Pool: the New Generation Transport (NGT) trolleybus system and Leeds Rail Growth Package to provide new rail stations at Kirkstall Forge and Apperley Bridge. Further details on these schemes are included in the following Strategic Transport Investments section.

Enhancements Proposals for Leeds 2011-14

The main interventions for 'enhancements' over the first three years of the LTP3 are:

- A65 Quality Bus Corridor
- Leeds Station Southern Entrance
- Horsforth Roundabout Improvements
- Improvements to safety and security at local rail stations

6. Strategic Transport Investments 2011-26

OVERVIEW

The previous section focussed on the proposed schemes and initiatives programmed for the first implementation plan period 2011-14. The purpose of this chapter is to outline the longer term strategy and proposed interventions which broadly cover the period 2011-26 and beyond.

Our transport strategy is based around delivering significantly improved alternatives to the private car so that fewer people have to rely upon it to travel to and within the city. This will be essential to accommodate the increased pressures associated with a growing population and higher levels of employment.

For longer distance journeys we will develop enhancements to rail provision, and will introduce park and ride sites around the outer ring road with dedicated services to the city centre; for shorter journeys we will improve the bus network, creating interchange hubs, and delivering more bus priority measures; for local travel, we will create a city wide cycle network and will provide additional enhancements to walking routes. To make the use of public transport easier we will introduce smartcard ticketing, and will change the delivery of bus services by means of a Quality Contract or partnership. In addition, we will improve highway capacity for orbital journeys so that these trips have less need to travel through the urban area of Leeds and the city centre. We will improve access to the airport by means of a link road link and the construction of a tram-train link from the Harrogate rail line.

CURRENT MAJOR SCHEMES AND INTERVENTIONS

In addition to local transport schemes funded from the Local Transport Plan, local authorities can also bid for funding from the DfT for specific major schemes. The following major schemes are currently being promoted within the Leeds district.

- A65 Quality Bus Corridor

This scheme will deliver a series of bus priority measures on the A65 between Kirkstall Lane and the inner ring road, together with enhanced facilities for pedestrians and cyclists. Construction started in April 2010 and it is expected to be open in June 2012.

- Leeds Station Southern Entrance

This new pedestrian entrance to the station will significantly enhance access from developments to the south of the river. The scheme has now received Programme Entry

from the Department for Transport (DfT), and the final design and procurement is being progressed by Metro with Network Rail for construction and completion during 2014.

- New Generation Transport (NGT) trolleybus scheme

The NGT proposals comprise two routes into the city centre from strategic Park-and-Ride sites at Bodington and Stourton with a combined capacity of about 3,000 spaces. The trolleybuses would be powered from overhead wires like a tram, and the majority of the system would be segregated from traffic and offer fast, reliable, frequent and comfortable journeys into and across the city. The DfT has committed to making a decision on funding approval by the end of 2011 and a Best and Final Funding Bid was submitted in September 2011. If this is granted it is anticipated that the scheme could be operational by 2019.

- Leeds Rail Growth Package

This scheme comprises the construction of two new rail stations, with 400 car parking spaces for park and ride, at Kirkstall Forge and Apperley Bridge on the existing electrified Airedale/Wharfedale rail line. A final funding bid has been made to the Government for which a decision is expected by the end of 2011. Subject to approval, the stations could be open by 2015.

- Leeds Inner Ring Road – essential major maintenance

The scheme consists of essential maintenance to three large highway structures on the A58M section of the Leeds Inner Ring Road (IRR) – Woodhouse Tunnel, New York Road Viaduct and Lovell Park Road bridge. This work is required in order to keep the IRR open to traffic whilst a longer term strategy is developed, and to maintain public safety. In addition, the older sections of the inner ring road require significant levels of maintenance work to deal with the deterioration of some of the structures. A major scheme to address this is currently being prepared and a Best and Final Funding Bid was submitted in September for which it is hoped to receive DfT approval by the end of 2011 which will lead to the commencement of three year programme of works commencing in 2012.

- M62 Managed Motorway (Highways Agency) Scheme

Managed motorways make use of a range of traffic management (including opening the hard shoulder to traffic during busy periods) and telematics measures to control speeds and inform road users of conditions on the network to improve the efficiency and increase capacity. In West Yorkshire managed motorway proposals are being progressed by the Highways Agency for the M62 between junction 25 at Huddersfield and Brighouse and junction 30 at Rothwell. This scheme is expected on-site from October 2010 and is

anticipated to be complete by December 2012. This work is needed on the M62 as the route currently suffers from heavy congestion, unpredictable journey times and higher than average accident rates. The project will relieve congestion and smooth the flow of traffic, improving safety and journey times. These benefits will also support economic development in the region.

FUTURE INTERVENTIONS

The following schemes and interventions are proposed for the strategy period 2011-26 but are not the subject of current major scheme bids.

The City Centre

A transport strategy is currently being developed for the city centre that will deliver a step change in the environment, making it more of a place for people, and reducing the dominance of traffic; a key element to delivering this will be to significantly improve access by public transport, including park and ride, so that more people are able to get there without the need to use the private car. At the same time we will implement schemes that will remove through traffic and re-prioritise the needs of the pedestrian.

- **City centre schemes**

In combination with improvements to the inner ring road – see highway schemes below – these will reduce the level of through traffic within the city centre, and enable extensions to the pedestrianised areas to be undertaken. It is proposed to change traffic circulation to restrict the availability of these routes for through journeys, and to redesign the roads and public transport box in the core of the city centre to reduce the dominance of traffic and enhance the environment for pedestrians and cyclists. This work will allow City Square to be partially pedestrianised by eliminating general car traffic and managing bus and local access traffic. In addition, the transformation of New Station Street into a pedestrian priority route from the station to the core retail area will require the relocation of the buses and taxis to a new interchange to the north of the station.

- **Bus based park and ride**

Proposals are being developed for a new, bus-based park and ride site, with up to a 1000 spaces for delivery within the next two years with a further site in the early stages of planning. In the longer term it is envisaged that a series of sites will be brought forward at locations around the outer ring road so that longer distance travellers to the city centre, who are unable to make use of rail, have an alternative to the private car.

- **UTMC Network Management Strategy**

A West Yorkshire Network Management Plan is being developed and will be made available during 2011-12; this determines how the road network is managed to keep traffic flowing. Proposals to increase efficiency through the creation of more combined UTMC operations across West Yorkshire are being explored and will be progressed as appropriate. In addition, UTMC operations in Leeds are undergoing a process of modernisation and upgrade which will include a new control centre, up-to-date computing, and wireless communications. This will facilitate efficient information sharing between relevant bodies. Leeds is also tackling congestion by working on increasing the amount of live travel information available to the public, and making it more accessible and timely.

Rail interventions

Rail interventions form an important component of the Leeds integrated transport strategy. Leeds City Council will continue to work with partners to support strategic improvements to the rail network, as well as promoting schemes to encourage increased rail use such as the facilitation of rail based park and ride.

- **Network improvements and capacity**

These will be delivered through the Network Rail and Northern Route Utilisation Strategies, together with the provision of additional rolling stock via the government's High Level Output Specification (HLOS).

- **East Leeds Parkway rail station**

A new strategic park and ride facility with 500 parking spaces is proposed to the East of Leeds in Micklefield, which when open would replace Micklefield station. The proposed site is located to the west of Micklefield adjacent to the A656, on the York/Selby rail line. Further planning and development of these proposals by Metro and Network Rail is expected during the implementation plan period to prepare for a future funding bid.

- **High Speed Rail (HS2) Birmingham – Leeds**

The Government has proposed a high speed rail network to benefit the whole of the UK and allow the economies of major cities to expand. It is envisaged that the first line of HS2 from London to Birmingham would be constructed by 2026 with subsequent extensions to the network to Manchester and to Leeds with the latter being open by 2032. Yorkshire stands to reap over £2billion in economic benefits from the Government's proposed national network of 200mph+ trains, which will cut the journey time from Leeds to London to just 80 minutes.

Although delivery of the route to Leeds is outside the period of the LTP, development and preparatory work on the project will be required to ensure the HSR facilities and anticipated station are fully integrated with the road and public transport networks, especially in the city centre. It is expected that during the next two years the government will move to confirm the route and location of the proposed station in Leeds.

Bus interventions

Bus schemes and interventions are promoted as part of a sustainable, integrated transport strategy, to help provide a high quality service to encourage more people to use buses. Schemes are proposed to facilitate increased bus reliability and a reduction in journey times, as well as improving interchange and accessibility.

- Bus priority measures and high occupancy vehicle (HOV) lanes

Leeds City Council will continue to deliver a programme of improvements to bus priority on radial routes into Leeds, including enhancements to the existing guided bus corridors. Where appropriate the use HOV lanes will be considered.

- New approach to the Management and Delivery of Bus Services

Metro has been developing proposals for a Bus Quality Contract Scheme (local bus service franchising) as a way of achieving a fully integrated, stable system with clear branding, high standards of customer care and incentives for reliability, punctuality, patronage growth and passenger satisfaction. Metro is also discussing with bus operators how alternative partnership approaches could achieve the same objectives.

- Transport Hubs

A number of transport hubs are proposed to improve integration and interchange between different modes of transport and between different services. These will be clearly defined and branded points on the core public transport network that will be accessible by car, bus, taxi, cycle and walking, and will provide key information to potential passengers. Hubs will be a key element in the development and delivery of a core, high-quality, financially sustainable network of transport services during the course of LTP3.

Public transport ticketing

- Smartcard ticketing (Yorcard)

The introduction of smartcard integrated ticketing will transform the use of public transport. The scheme will encourage interchange, speed up boarding and allow selected fare

reductions and promotions. It is expected that the project will be ready to roll out from 2012, with all the back office functions in place. Following that, delivery will be dependent on bus and rail operators introducing new ticket machines. It is envisaged that the changes to bus ticket machines would be speeded up under a Bus Quality Contract/Partnership.

Highway Schemes

- Inner Ring Road capacity improvements, management and maintenance

In order to reduce traffic levels within the city centre it will be necessary to increase capacity on the inner ring road, in particular on the western section. It is proposed that the Armley Gyratory junction will be re-developed to improve traffic circulation and provide better facilities for buses and cyclists to enable the desired traffic circulation changes and public realm enhancements to be made within the city centre. In addition, a new strategy for the management of the inner ring road will be developed will address medium to long term maintenance and city centre traffic management requirements. This will complement the more immediate needs for major maintenance, proposals for which it is hoped will receive approval by the end of 2011.

- Outer ring road capacity improvements

To the west and north these will consist of the signalisation of some of the existing roundabout junctions; to the north east a new route for the outer ring road will be delivered as part of the East Leeds Extension housing development contained within the Leeds Unitary Development Plan. Plans for phased package of measures are to be drawn up during this implementation plan period.

- Aire Valley Transport Strategy

Package of improvements to facilitate the movement of people and goods into, out of and around Aire Valley Leeds, to support the regeneration of the area. This will include improvements to public transport facilities, and measures to encourage greater walking and cycling. The effectiveness of any transport strategy will depend on the level and quality of public transport and complementary measures to influence travel choice, such as a travel planning and car parking standards. It is intended to anchor the public transport plans with a bus park and ride facility to serve the city centre and Aire Valley from M1 Junction 45 which will be complementary to the NGT proposals for the M621.

Access to Leeds Bradford International Airport

A new airport link road is identified in the current airport surface access strategy to provide a direct link to the airport for buses and general traffic from the A65 and to remove traffic from a number of local roads, including the A658 through Rawdon. Building on the further development of the A65 Quality Bus Initiative scheme (due for completion in 2012) and the signalisation proposals for Horsforth roundabout this will scheme will extend the quality bus corridor to the airport. These plans will complement LCT strategy proposals for a the conversion of the Leeds-Harrogate rail line to tram train operation with a new fixed link to the airport, measures which would transform the quality of service on this route with higher service quality, frequencies and passenger capacity potentially with on-street running in the city centre.

Sustainable transport

- Leeds Core Cycle network

Phase 1 of the Leeds Core Cycle Network is a system of 17 routes covering 71 miles and linking existing cycle paths and traffic-calmed roads to provide continuous routes into the city centre from throughout the main urban area of the city. Subsequent phases will deliver additional connections to the 17 routes. The aim is to encourage more commuters to use bicycles to get to work and to provide more routes for leisure cyclists. Work has already started on construction of the phase 1 schemes.

- Sustainable school travel and reducing traffic speeds

Over the course of the LTP period it is planned that The roads outside every school in Leeds would sit within a road network restricted to 20mph, complemented by a network of safe accessible walking and cycling routes to encourage sustainable school travel. Year on year investment on this work has already started and it is anticipated that during strategy period. all minor roads in residential areas will benefit from a 20mph speed restriction and so significantly reducing the level road injuries and making it more attractive for short journeys to be made by foot and cycle without reducing overall accessibility.

- Influencing Travel Behaviour

The promotion of Smarter Travel Choices (bus and trains, car sharing and car clubs) and 'active travel' (walking, cycling) will mainstreamed as part of the overall LTP Choices strategy for supporting informed transport user decisions across the region. The planned increase in safe and accessible routes for sustainable and low-carbon journeys, and a growing desire to incorporate physical activity into our lifestyles, will inform the development of effective

Smarter Choices interventions to facilitate these changes including for new residential and commercial development locations.

- Low Emission Strategy (LES) and Vehicles (LEVs)

The promotion of a LES for West Yorkshire and use of LEVs will provide efficient and complimentary actions to reduce transport related emissions of carbon, air pollutants and noise. These initiatives will address key environmental objectives and lead to health and quality of life improvements. A study into the feasibility of establishing a Low Emission Zone (LEZ) in Leeds is to be progressed within the implementation plan period. The outcomes of this study would inform options for a future strategy to constrain the access of the most polluting vehicles from specified areas with the aim of improving air quality and therefore health and wellbeing by accelerating the modernisation of the vehicle fleet to higher emission standards than would otherwise occur through the investment cycle.

DRAFT

TIMESCALES

Funding and resources will clearly dictate the pace of implementation but the following timetable provides an indication of how the delivery of the strategy could progress with appropriate financial support.

Intervention	2011-16	2016-21	2021-26
A65 Quality bus scheme	Red		
Leeds station southern entrance	Yellow, Red		
NGT trolley bus with P&R	Yellow	Red	
Leeds rail growth package (Kirkstall Forge & Apperley Br stations)	Yellow, Red		
East Leeds Parkway station (Micklefield)		Yellow, Red	
Tram train link to airport	Yellow, Red	Red	
High speed rail (HS2) Birmingham-Leeds		Yellow	Yellow
City Centre circulation changes		Yellow, Red	
City centre further pedestrianisation			Yellow, Red
City Centre urban realm enhancements		Yellow, Red	Red
Bus based park and ride	Yellow, Red	Yellow, Red	Yellow, Red
Bus priority measures	Red	Red	
Bus quality contract/partnership	Yellow, Red		
Smartcard ticketing (Yorcard)	Yellow, Red		
Inner ring road major maintenance	Red	Red	Red
Inner ring road capacity improvements	Yellow, Red	Red	
Outer ring road capacity improvements	Yellow, Red	Red	
Airport link road		Yellow, Red	
Core cycle network - phase 1	Red	Red	
Core cycle network - phase 2		Yellow	Red
Aire Valley Transport Strategy	Yellow, Red	Red	
M62 Managed Motorway Scheme	Yellow, Red		
UTMC Network Management Strategy	Yellow, Red	Red	

KEY

- Planning/design
- Construction/implementation

7. Partnership

The Local Transport Plan Partnership is made up of the Integrated Transport Authority (Metro), working together with the five West Yorkshire District Councils of Leeds, Bradford, Calderdale, Kirklees and Wakefield. This partnership has and will continue to work closely with partners and stakeholders in the transport, regeneration, health, business and wider sectors through the development and delivery of the LTP. Furthermore, successful delivery of the Local Transport Plan and the strategy for Leeds will depend on the engagement with, and the involvement of, local communities and local partnerships alongside the strategic transport improvements that are required in West Yorkshire.

Leeds City Council continues to work in close partnership with Metro, public transport operators, Network Rail and the Highways Agency, to deliver transport improvements across the district and continues to work with public sector partners to promote healthy and active travel. The Council is a member of the West Yorkshire Bus Partnership Group, which brings together Metro and bus operators to provide an efficient approach to the delivery of strategic improvements.

Leeds City Council is a member of the West Yorkshire Casualty Reduction Partnership, which aims to reduce the number of deaths and serious injuries on our roads. This partnership comprises the five West Yorkshire District councils, West Yorkshire Police, West Yorkshire Health Authority, West Yorkshire Magistrates' Court Service and the Highways Authority. The Council has also established a partnership with the West Yorkshire Fire and Rescue Authority (WYFRA), agreeing to work together to make Leeds a safer place for people to live, work and visit.

A particular concern in West Yorkshire, including parts of the Leeds District, are the levels of deprivation and the need to address resulting issues including access to jobs, goods and facilities, issues of illegal and antisocial behaviour and the increased risk of road injuries.

The *Leeds Initiative* is the local strategic partnership which provides the forum to ensure there is a joined up approach to identifying, assessing and delivering the complex needs of the District. The partners comprise of key officers from local organisations, including the Council, West Yorkshire Police, Metro, Leeds Primary Care Trust and Leeds Chamber of Commerce.

The transport plan for Leeds supports and contributes to the key aims of the Vision for Leeds 2030:

- Leeds will be fair, open and welcoming;
- Leeds' economy will be prosperous and sustainable; and
- All Leeds' communities will be successful.

The new Local Enterprise Partnership (LEP) has been formed with the remit of improving the economy of the Leeds City Region. Transport strategy will influence the decision making process for many of the issues raised through this forum.

DRAFT

8. Performance Monitoring and Review

PERFORMANCE MONITORING

A number of key targets and indicators are planned to inform various West Yorkshire MyJourney Local Transport Plan transport strategy outcomes.

Once developed, Leeds City Council proposes to use the same key indicators for consistency within West Yorkshire. Further work in 2011.12 is planned with stakeholders to develop the West Yorkshire targets and indicators. It is anticipated that these will be published by April 2012.

The Council runs a suite of strategic transport models which enable future transport problems and issues to be identified, and for schemes and options to be tested. It is important to plan for the future growth in the demand for travel, to ensure that the transport network caters this demand and is not a restriction on economic growth. Trip patterns and rates within the district will change with time, due to social and economic factors, and the completion of major development sites within and outside of the district. Therefore, further travel/traffic surveys and network revisions will be required throughout the life of the plan period to keep the models as relevant and as accurate as possible.

The following transport surveys and monitoring will be undertaken in the Leeds district for the following:-

- Cycle numbers;
- Peak period traffic flows (modal split)
- Air quality at key sites
- Journey times on 13 major routes in Leeds
- Scheme before and after studies
- Travel origin and destination surveys
- Automatic and manual traffic counts
- Traffic speed surveys
- Transport user and public satisfaction / preference surveys

REVIEW

The overall transport strategy in this document covers the period 2011 to 2026. The implementation plans will be developed in three year cycles aligning with the government's three year spending allocation periods. The first implementation plan covers the period 2011 to 2014.

Performance reviews of the spending, schemes and initiatives, linked to agreed targets and milestones, will be undertaken within the three year implementation plan periods. The reviews will therefore provide the background data to assist in the development of the implementation programme for the subsequent three year plan period.

DRAFT

APPENDIX A: LEEDS IMPLEMENTATION PLAN PROGRAMME 2011 TO 2014

Theme	Scheme Name	Scheme Description and Objectives
ASSETS		
Highway Maintenance	Minor maintenance works	Programme of carriageway maintenance works. This workstream permits a greater degree of flexibility in dealing with shorter lengths of defective carriageway that contribute to performance indicators. It allows small schemes between the values £5,000 and £30,000 to get promoted as they would otherwise not get done because of the relatively good condition of the surrounding section.
	Machine Surveys	This workstream includes the continuation of compulsory survey of all classified roads. The results of this survey will provide the condition data in 2011/2012 for national road condition indicators 168 and 169. In addition, surveys on the A roads using the scrim skidding resistance machines will continue in the year 2011/2012.
	Kerbing, footway and carriageway works	Programme of kerbing, footway and carriageway works on local roads across the Leeds district.
	Surface Dressing	Programme of schemes covering surface dressing and microasphalt treatments.
	Drainage schemes	Works carried out on localised drainage schemes where water flowing over and standing on the carriageway can compromise the condition of the foundation of the road and result in long term damage or compromise safety. Or where water flowing off the highway may cause damage to private property.
Highway Structures	Inner Ring Road Major Maintenance	Essential maintenance work to three major structures on the A58(M) Leeds Inner Ring Road (IRR), including the Woodhouse Tunnel. This covers the feasibility and design work. The Bridges Section is also developing a longer term strategy for structures on the IRR.
	Structures assessment and structural review programme	New and outstanding structural assessments and structural reviews to meet the requirements of the assessment programme and best practice guidance for bridges owned by LCC, Network Rail and other Private Owners.
	Monitoring of substandard structures and interim measures	Substandard structures are those which have been assessed as having a load carrying capacity of less than 44 tonnes gross vehicle weight. LCC currently has 21 substandard bridges that are being monitored, pending strengthening or protection works. A further 24 structures, including culverts and retaining walls are also being monitored. The workstream includes interim measures and introduction of weight restrictions where appropriate.
	Principal inspection programme	The programme of inspections is important as it is a fundamental tool of asset management and identification of forward plans of maintenance work.
	Bridge strengthening and maintenance	Due to reduced capital funding, it is not possible to carry out any significant strengthening or maintenance to our highway structures. The emphasis will be on risk management and monitoring of defects and deterioration.

	Asset management	Development and implementation of the Highways Structures Asset Management Plan, that will be an integral part of the Highways Asset Management Plan. Work towards implementation of the guidance and recommendations in the Code of Practice for the Management of Highway Structures. This workstream also includes Asset Valuation of our highway structures stock.
Integrated Transport	Urban Traffic Control (UTC) Investment	Package of measures including the refurbishment of traffic signals, upgrades to meet accessibility standards, installation of traffic monitoring devices to provide travel time information on key roads.
CHOICES		
Integrated Transport	Traffic Management & City Centre Car Park Variable Message Signs	Ongoing, signs awaiting delivery from supplier. contract retention.
	Leeds Core Cycle Network Route 10: Bradford to Leeds City Centre Phase 1	Development of a cycle route between Bramley and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Leeds Core Cycle Network Route 12 Garforth - Leeds City Centre	Development of a cycle route between Garforth and the City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Cookridge Street Cycle Route City Centre	Key component of the Leeds Core Cycle Network and city centre transport strategy and vision. Connects universities and civic quarter to the rail station and improves cyclist's safety.
	Leeds Core Cycle Network Route 7: Scholes to Leeds City Centre	Development of a cycle route between Scholes and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Leeds Core Cycle Network Route 13: Morley to Leeds City Centre	Development of a cycle route between Morley and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Town & District Centre Parking Schemes	Working with local stakeholders to fund low cost prioritised parking interventions arising from local centre parking reviews, including six centre reviews already underway.
	Further Schemes	Additional schemes include continued support for disabled access measures and measures to support the Public Rights of Way Improvement Plan. Future year developments of schemes in line with WYLTP priorities, annual monitoring and review of programmes to complement WY strategy and bid for Local Sustainable Transport Fund.
CONNECTIVITY		
Integrated Transport	Bus based Park and Ride	Supports city centre transport and parking strategy. Development and implementation of park and ride to meet future parking demands anticipated from major development (such as Eastgate and Trinity Leeds).
	A653 Dewsbury Road Qbc, Bus Priority Measures (Tommy Wass Junction)	The scheme is currently under construction (on-site). Bus priority measures and improvements at the Tommy Wass junction.

	Canal Street Bus Lane	Bus partnership scheme. Queue relocation and bus priority outbound to Armley. New bus lane (400m) on two lane section with traffic light priorities which complements earlier measures in Armley corridor.
	A643 Churwell Hill J/W Ring Road Bus Priority Measures	Bus partnership scheme. New bus lane (250m) on approach to Ring Road junction created within existing carriageway.
	Roundhay Road Integrated Transport Scheme	Combined bus priority and local safety scheme to tackle road casualty and congestion hotspot.
	Gelderd Road / Wheatsheaf junction	Bus priority measures on A62 Gelderd Road to Wheatsheaf junction
	Harrogate Road, Chapel Allerton bus priority scheme	Inbound bound bus lane on Harrogate Road in Chapel Allerton.
	Further Schemes	Additional schemes include continued development of the Bus Lane Enforcement project, investment in road safety enforcement cameras, improvements to the existing bus guideways on York Road and Scott Hall Road. Future schemes to be identified on the basis of annual reports, studies and reviews (i.e. road injury reports, bus partnership review etc) and ongoing development of the WY LTP programme.
ENHANCEMENTS		
Integrated Transport	NGT and other major scheme development	Development of NGT (trolleybus system for Leeds) and other major schemes to support jobs and housing growth
	A6120 Horsforth / Rodley Junction Signalisation And Improvements	Key element of Ring Road route strategy. Prioritises main congestion hotspots and a top ranked major road injury Site for Concern (13 of 53) that is the subject of long standing community concern and complaints. Anticipated will complement a major planning contribution from nearby significant developer contribution currently being negotiated. Includes bus priority measures.
	Traffic light priority	Introducing traffic light priority for buses at up to 200 traffic signal locations throughout West Yorkshire
	Armley Gyratory Improvement Scheme	Key element of city centre transport strategy and vision for delivery traffic improvements and enhancement of the city centre. Prepares final design for scheme as basis for the required major scheme. Increased capacity will facilitate re-routing and reduction of through traffic in the city centre and support improved movement for buses supporting the Leeds Bus Partnership.
	M621 J2	Signalisation of the M621 Junction 2 (Islington) roundabout. Considerable safety and congestion benefits.
	A647 Dawsons Corner - highways improvements	Highways improvements, including some bus priority measures. Potential signalisation of the existing junction.
	Further Schemes	Key priorities include city centre strategy, ring road route strategy and investment complementing the airport surface access strategy.
OTHER		
Integrated Transport	Local road safety schemes	Direct action schemes at specified locations to ameliorate specific road casualty issue.

Pedestrian Crossings	Pedestrian crossings identified through requests, and prioritised through an annual review process.
20mph Limits and Zones	Development of widespread 20mph schemes around schools and in residential areas.
LTP2 Commitments	Completion and contractual retention of Local Transport Plan 2 schemes.

DRAFT

Report of the Head of Scrutiny and Member Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 22nd September 2011

Subject: Work Schedule

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Purpose of this report

- 1.1 The purpose of this report is to consider the Scrutiny Board's work schedule for the forthcoming municipal year.

2 Main Issues

- 2.1 A draft work schedule is attached as appendix 1. The work programme has been provisionally completed pending on going discussions with the Board. The work schedule will be subject to change throughout the municipal year.
- 2.2 Also attached as appendix 2 and 3 respectively are the minutes of Executive Board 27 July 2011 and 7 September 2011 and the Council's current Forward Plan relating to this Board's portfolio.

3. Recommendations

- 3.1 Members are asked to:
- a) Consider the draft work schedule and make amendments as appropriate.
 - b) Note the Executive Board minutes and Forward Plan

4. Background papers

4.1 None used

Area of review	Schedule of meetings/visits during 2011/12		
	June	July	August
City Centre Development/Promoting economic growth in the City <i>(Inquiry into how developments in Leeds are bringing skills, and training and jobs to local people)</i> .	Consider potential scope of review SB @ 10am		
Reducing CO2 emissions in the Local Authority Estate	Consider potential scope of review SB @ 10am		
The impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City's transport infrastructure	Consider potential scope of review SB @ 10am	Initial discussion on the West Yorkshire Local Transport Plan and the Leeds Implementation Plan -SB	
The City's cultural development <i>(Inquiry into the engagement of young people in culture, sporting and recreational activities)</i>	Consider potential scope of review SB @ 10am	Agree terms of reference - SB	
Board initiated piece of Scrutiny work (if applicable) <i>Bowling Pitch Strategy</i>	Consider potential areas of review		
Budget & Policy Framework Plans			
Recommendation Tracking			
Performance Monitoring			

Area of review	Schedule of meetings/visits during 2011/12		
	September	October	November
City Centre Development/Promoting economic growth in the City (<i>Inquiry into how developments in Leeds are bringing skills, and training and jobs to local people</i>).	Agree Terms of Reference for Inquiry	Evidence gathering –session 1	
Reducing CO2 emissions in the Local Authority Estate			Consider potential areas for Scrutiny
The impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City’s transport infrastructure	Discussion on the Leeds Implementation Plan and determine areas for further Scrutiny		
The City’s cultural development (<i>Inquiry into the engagement of young people in culture, sporting and recreational activities</i>)	Evidence gathering - session 1		Evidence gathering - session 2
Board initiated piece of Scrutiny work (if applicable)			
<i>Bowling Pitch Strategy</i>			
Budget & Policy Framework Plans			
Recommendation Tracking			
Performance Monitoring			

Page 72

Area of review	Schedule of meetings/visits during 2011/12		
	December	January	February
City Centre Development/Promoting economic growth in the City (<i>Inquiry into how developments in Leeds are bringing skills, and training and jobs to local people</i>).	Evidence gathering – session 2	Evidence gathering – session 3	
Reducing CO2 emissions in the Local Authority Estate			
The impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City’s transport infrastructure			
The City’s cultural development (<i>Inquiry into the engagement of young people in culture, sporting and recreational activities</i>)	Evidence gathering - session 3	Formulation of recommendations and conclusions	To consider draft final report
Board initiated piece of Scrutiny work (if applicable) <i>Bowling pitch strategy</i>			
Budget & Policy Framework Plans			
Recommendation Tracking			
Performance Monitoring	City Priority Plans		

Page 79

Area of review	Schedule of meetings/visits during 2011/12		
	March	April	May
City Centre Development/Promoting economic growth in the City (<i>Inquiry into how developments in Leeds are bringing skills, and training and jobs to local people</i>).	To agree final report		
Reducing CO2 emissions in the Local Authority Estate			
The impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City's transport infrastructure			
The City's cultural development (<i>Inquiry into the engagement of young people in culture, sporting and recreational activities</i>)			
Board initiated piece of Scrutiny work (if applicable)			
Budget & Policy Framework Plans <i>Bowling pitch strategy</i>			
Recommendation Tracking			
Performance Monitoring	City Priority Plans		

Page 74

EXECUTIVE BOARD

WEDNESDAY, 27TH JULY, 2011

PRESENT: Councillor K Wakefield in the Chair

Councillors J Blake, A Carter, M Dobson,
R Finnigan, S Golton, P Gruen, R Lewis,
A Ogilvie and L Yeadon

30 Exempt Information - Possible Exclusion of the Press and Public

RESOLVED – That the public be excluded from the meeting during consideration of the following parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated as follows:-

- (a) Appendix 1 to the report referred to in Minute No. 47 under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that it relates to the financial or business affairs of the Council and it is therefore considered not to be in the public interest to disclose this information, as it would be likely to prejudice the Council's current negotiations.
- (b) Appendix 1 to the report referred to in Minute No. 48, under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that this information relates to the financial or business affairs of a particular person and of the Council. It is therefore considered that since this information was obtained through one to one negotiations for the disposal of the property/land, then it is not in the public interest to disclose this information at this point in time. It is considered that whilst there may be a public interest in disclosure, much of this information will be publicly available from the Land Registry following completion of this transaction and consequently the public interest in maintaining the exemption outweighs the public interest in disclosing this information at this point in time.
- (c) The appendix to the report referred to in Minute No. 53, under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that it relates to the financial or business affairs of a particular person, and of the Council. This information is not publicly available from the statutory registers of information kept in respect of certain companies and charities. It is considered that since this information was obtained through one to one negotiations for the disposal of the property/land then it is not in the public interest to disclose this information at this point in time. Also it is considered that the release of such information would or would be likely to

prejudice the Council's commercial interests in relation to other similar transactions in that prospective purchasers of other similar properties would have access to information about the nature and level of consideration which may prove acceptable to the Council. It is considered that whilst there may be a public interest in disclosure, much of this information will be publicly available from the Land Registry following completion of this transaction and consequently the public interest in maintaining the exemption outweighs the public interest in disclosing this information at this point in time.

- (d) Appendix 2 to the report referred to in Minute No. 54, under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that the condition of the exemption is that in all of the circumstances the public interest in exempting should outweigh the public interest in disclosing. In the Council's judgment, the commercial information relating to this proposal should not be disclosed as the interests of potential bidders could be prejudiced if these financial terms became available to them.
- (e) Appendices 1 and 2 to the report referred to in Minute No. 55, under the terms of Access to Information Procedure Rule 10.4(3) and appendix 3 to the report referred to in the same minute, under the terms of Access to Information Procedure Rules 10.4 (3) and (5). This is due to the fact that the appendices contain commercially sensitive information on the City Council's approach to procurement issues, and commercially sensitive pricing and information about the commercial risk position of the City Council's proposed Preferred Bidder, where the benefit of keeping the information confidential is considered greater than that of allowing public access to the information.

31 Declaration of Interests

Councillors Wakefield, Dobson and Ogilvie all declared personal interests in the item entitled, 'Design and Cost Report: Lotherton Estate Improvements', due to being Leeds Card holders (Minute No. 35 refers).

Councillors Finnigan, Blake and R Lewis all declared personal interests in the item entitled, 'Investment Partnership for South Leeds', due to being members of the Investment Partnership for South Leeds. (Minute No. 44 refers).

Councillors Ogilvie and Dobson both declared personal interests in the item entitled, 'Three Year Grant Funding for Culture', due to being members of the Leeds Initiative – Sustainable Economy and Culture Board. (Minute No. 34 refers).

Councillor R Lewis declared a personal interest in the item entitled, 'Arms Length Management Organisations (ALMO) and Tenant Management Organisations Annual Reports for 2010/11', due to being a member of the Outer West ALMO Area Panel. (Minute No. 56 refers).

Councillors Golton and Finnigan both declared personal interests in the items respectively entitled, 'Primary Basic Need 2012 – Outcome of Statutory Notices for the Expansion of Primary Provision in 2012' and 'Primary Basic Need Programme – Permission to Consult on Proposals for Expansion of Primary Provision in 2013 and 2014', due to their respective positions as governors of Primary Schools. (Minute Nos. 58 and 59 refer respectively).

Further declarations of interest were made at a later point in the meeting (Minute Nos. 55 and 56 refer respectively).

32 Minutes

RESOLVED – That the minutes of the meeting held on 22nd June 2011 be approved as a correct record, subject to the inclusion of the comments made by Councillor A Carter in respect of Minute No. 22 entitled, 'Housing Appeals – Implications of the Secretary of State's Decision relating to Land at Grimes Dyke, East Leeds', in which he emphasised the need to postpone the immediate release of all the Phase 2 and 3 housing allocations within the UDP, as recommended within the report, until after the outcomes from the related Inquiry undertaken by the Scrutiny Board (Regeneration) had been considered.

33 Matters Arising from the Minutes

In respect of Minute No. 22(g), "Housing Appeals – Implications of the Secretary of State's Decision relating to Land at Grimes Dyke, East Leeds", the Chair suggested that a forthcoming visit to be made by Greg Clarke MP, Minister for Cities, would provide an opportunity for an all party lobbying exercise to be undertaken in respect of issues such as the land banking practices of developers.

LEISURE

34 3 Year Grant Funding for Culture

The Chief Libraries, Arts and Heritage Officer submitted a report responding to requests from the large arts organisations to provide longer term funding arrangements. In addition, the report reviewed current approaches and looked to reflect the new strategic priority plan and impact of other agencies' decisions on future funding arrangements, whilst also proposing the introduction of a new, more robust and transparent process.

Members suggested that a report was submitted to a future meeting of the Board outlining the actions being taken to work with young people in order to identify, nurture and retain the sporting and musical talent within the city, in conjunction with the Leeds Arena development.

The report provided details of the equality impact assessment which had been undertaken in respect of the proposals.

RESOLVED –

- (a) That the introduction of 3 year grant funding to cultural organisations be approved.
- (b) That the introduction of Culture Leeds grants be approved.

35 Design and Cost Report: Lotherton Estate Improvements

The Director of City Development submitted a report seeking an injection into the capital programme for various improvement works at Lotherton Estate, which would be funded by prudential borrowing from additional income raised via changes to the current charging policy.

Members made several comments on the proposals regarding the site improvements and charging policy and suggested that a further report was submitted to the Board, which enabled the outcomes arising from the consultation exercise to be fully considered.

The report provided details of the equality impact assessment which was being undertaken in respect of the proposals.

RESOLVED –

- (a) That an injection of £160,000 in to the capital programme for improvements at Lotherton be approved, which will be funded by prudential borrowing from additional income raised from changes to the current charges for Lotherton.
- (b) That the authority to incur expenditure of £160,000 on improvements to Lotherton be approved.
- (c) That the charges for entry to all facilities on the Estate be approved.
- (d) That, following the conclusion of the consultation, any change to the Phase 1 improvements be delegated to the Director of City Development with concurrence of the Executive Board Member (Leisure).
- (e) That a further report be submitted to the Board, which enabled the outcomes arising from the consultation exercise undertaken to be fully considered.

ADULT HEALTH AND SOCIAL CARE**36 Charges for Non-Residential Adult Social Care Services**

Further to Minute No. 141, 15th December 2010, the Director of Adult Social Services submitted a report regarding the outcome of the consultation exercise undertaken in respect of charges for non-residential services, whilst making recommendations for changes to such charges.

Members highlighted the need to ensure that consideration was given to the frequency of reviews undertaken on this matter and suggested that details

were provided to Board Members of those Local Authorities which had also altered their charges, in addition to information on the potential impact for Leeds arising from the Dilnot Commission's report.

In noting the cross party support for this matter, the Chair proposed that cross party discussions continued, so that the proposals could be progressed effectively.

The report provided details of the equality impact assessment which had been undertaken in respect of the proposals.

RESOLVED –

- a) That the outcomes of the consultation and the way in which they have been addressed, as set out within sections 4.6 to 5.7 of the submitted report, be noted.
- b) That the outcomes of the equality impact assessment and the way in which they have been addressed, as set out within sections 7.1 to 7.4 of the submitted report, be noted.
- c) That the changes to charges for non-residential services, as set out in sections 5.4 to 5.7 of the submitted report, effective from 1st October 2011, be approved.
- d) That the revised Adult Social Care Charging and Contributions Policy Framework, as set out within Appendix 6 of the submitted report be approved.
- e) That the further review of charges and the financial assessment methodology, together with the associated consultation process, as set out within sections 5.15 and 5.16 of the submitted report, be approved.
- f) That a further report on the outcomes of the further consultation process and proposals regarding charges and the financial assessment methodology be submitted to a future meeting of the Board.

37 Leeds Safeguarding Adults Partnership Annual Report 2010/2011

The Director of Adult Social Services submitted a report introducing the fourth annual report of the Leeds Safeguarding Adults Partnership Board and providing an update on the work of the Leeds Safeguarding Adults Partnership.

Copies of the Leeds Safeguarding Adults Partnership Board Annual Report for 2010/2011 had been circulated to Board Members for their consideration.

Professor Paul Kingston, Independent Chair of the Safeguarding Adults Partnership Board, was in attendance at the meeting and provided an introduction to the report.

In responding to enquiries, officers undertook to provide Board Members with a breakdown of the statistics regarding the locations of alleged abuse in respect of private and public service providers.

RESOLVED – That the content of the attached 2010/11 annual report be noted and that the work programme of the Adult Safeguarding Partnership Board for 2011/12 be endorsed.

RESOURCES AND CORPORATE FUNCTIONS

38 Financial Health Monitoring 2011/12 - First Quarter Report

The Director of Resources submitted a report presenting the Council's financial health position after three months of the 2011/12 financial year.

Enquiries were made into the current position of the Children's Services and Adult Social Care budgets. In response, Members were provided with information where available, with the undertaking that further detail regarding Children's Services would be provided in due course. In general, it was noted that more detailed information relating to those areas facing particular budgetary pressures would be made available at future meetings. Emphasis was then placed upon the Council's current financial pressures and assurances were given that the management of such budgetary pressures remained a priority.

RESOLVED –

- (a) That the projected financial position of the authority after three months of the financial year be noted.
- (b) That directorates continue to develop and implement action plans which are robust and which will deliver a balanced budget by the year end.

39 Treasury Management Annual Report 2010/11

The Director of Resources submitted a report providing a final update on Treasury Management Strategy and operations in 2010/11.

On behalf of the Board, the Chair thanked all of those officers who had been involved in the work of the Treasury Management Strategy and operations over the past year.

RESOLVED – That the treasury management outturn position for 2010/11 be noted.

40 Capital Programme Update 2011 - 2014

The Director of Resources submitted a report providing an update on the financial position for 2011/12 as at June 2011, which included details of capital resources, a summary of schemes which had been upgraded from 'Amber' status to 'Green' since February and which provided a summary of progress made on some major schemes. In addition, the report sought specific approvals to enable some schemes to progress.

Responses were received to Members' enquiries regarding the ICT related projects which were detailed within the submitted report.

RESOLVED –

- a) That the latest position on the general fund and HRA capital programmes be noted.
- b) That the transfer of schemes from the Amber to the Green programmes as set out in section 3.3 of the submitted report be noted.
- c) That the bringing together of a number of ICT schemes within the approved capital programme to form the ICT Essential Services Programme(ESP), with a total value of £5,800,000, as set out in Appendix C of the submitted report, be noted.
- d) That authority be given to incur expenditure of £2,130,000 on the migration to Microsoft technologies from Novell, as included in Appendix C to the submitted report.
- e) That authority be given to incur expenditure of £950,000 on the Storage Consolidation element of the ESP as included in Appendix C to the submitted report.
- f) That an injection into the capital programme of £4,389,500 to progress phase 1 of the Changing the Workplace programme be approved.
- g) That approval be given to the promotion of £168,900 from the reserved to the funded capital programme, in order to allow the demolition of the former Parklees (ASC) building to proceed.
- h) That an injection into the capital programme of £50,000 be approved in order to provide a grant to Clifford Parish Council.

41 Annual Risk Management Report

The Director of Resources submitted a report which providing an overview of the Council's corporate risks and the risk management work which had been undertaken by the Risk Management Unit (RMU) in the last year in support of the Council's Risk Management Framework. In addition, the report highlighted future areas of work to improve the management of risk and provided assurances on the strength of the risk management arrangements currently in place.

RESOLVED –

- (a) That the contents of the report, the risks on the corporate risk register and the progress made on enhancing the Council's risk management arrangements be noted.
- (b) That Executive Board Members continue to review and challenge the arrangements, particularly in relation to strategic decision-making and the delivery of the authority's new City and Council strategic priorities.

DEVELOPMENT AND THE ECONOMY

42 The Strategy for Kirkgate Markets

Further to Minute No. 123, 15th December 2010, the Director of City Development submitted a report providing an update on the findings from a public consultation exercise undertaken earlier in the year, on the petition organised by the Friends of Kirkgate Market Group and outlining the measures taken by the Council to address the issues raised. In addition, the report set out the strategy for Kirkgate Market in order to ensure the market was sustainable.

Having received responses to Members' enquiries regarding rental levels and the potential input of independent retailers into the running of the market, the Chair highlighted the levels of support for the long term future of the market which had been received.

The report noted that full equality impact assessments would be carried out on the different forms of arms-length companies and in determining the optimum size of the market.

RESOLVED –

- (a) That the Board restates its commitment to the long term future and success of Kirkgate Market.
- (b) That the vision and objectives for Kirkgate Market, as set out within Section 4 of the submitted report, be endorsed.
- (c) That the strategy for Kirkgate Market, as set out within Appendix II of the submitted report be endorsed, specifically in respect of the proposals to:-
 - i) move the management and ownership of Kirkgate Market to an arms length company and establish a Project Board and engage expert opinion to consider and recommend the form this should take;
 - ii) start consultation with staff and the Trades Unions to inform the recommendations to Executive Board;
 - iii) determine the optimum size for the indoor and open markets, after taking expert advice, and determine the necessary steps to reach that size.

43 Response to the Scrutiny Inquiry Report on the Future of Kirkgate Market

The Head of Scrutiny and Member Development submitted a report summarising the responses to the recommendations of the former Scrutiny Board (City Development) arising from its inquiry entitled 'Review of the Future of Kirkgate Market'.

RESOLVED – That the directorate responses to the recommendations of the former Scrutiny Board (City Development) arising from its inquiry into the future of Kirkgate Market be noted.

44 Investment Partnership for South Leeds

Further to Minute No. 9, 17th June 2009, the Director of City Development submitted a report presenting an update on the work undertaken to date, providing an overview of the Investment Strategy, whilst providing details of the consultation which had been undertaken and the forthcoming launch event for the strategy.

RESOLVED –

- (a) That the contents of the submitted report, together with the production of the Investment Strategy for South Leeds be welcomed, subject to the issues raised in paragraph 3.6 of the submitted report.
- (b) That the continuation of more detailed work to support the preparation of the Core Strategy and subsequent Site Allocations Development Plan Document be agreed.
- (c) That a review of the governance arrangements, as the work referred to in paragraph 7.2 of the submitted report progresses, be agreed.

45 Consolidation of Enterprise Assets in Chapeltown

The Director of City Development submitted a report on the proposed transfer of the Chapeltown Enterprise Centre, on a 99 year peppercorn lease basis to Unity Enterprise, and the extension of the management agreement for Leeds Media Centre to Unity Enterprise, as part of the Chapeltown Enterprise Network project.

The report provided details of the equality impact assessment which had been undertaken in respect of the proposals.

RESOLVED –

- (a) That the proposal from Unity Enterprise be noted.
- (b) That a 99 year full repairing and insuring lease be provided for the Chapeltown Enterprise Centre to Unity Enterprise on a peppercorn basis, subject to:-
 - i) no revenue grant support being payable;
 - ii) that the agreed refurbishment works are successfully completed.
- (c) That a 10 year service level agreement be provided to Unity Enterprise to manage Leeds Media Centre, subject to:-
 - i) no revenue grant support being payable;
 - ii) that the rent payable by Unity Enterprise is nil;

- iii) that the targets and outputs as part of the service level agreement are in line with those contained within the existing service level agreement for 2011/12.

46 Permit Scheme for Road and Street Works

The Director of City Development submitted a report on the proposed permit scheme and detailing the expected benefits of the initiative. In addition, the report also sought approval for the submission of an application to the Secretary of State regarding the operation of the permit scheme.

In response to Members' enquiries regarding the remit of the scheme, it was stated that such matters would be kept under review.

The report provided details of the equality impact assessment which had been undertaken in respect of the proposals.

RESOLVED – That officers be authorised to make an application to the Secretary of State to implement the permit scheme, as outlined within the submitted report.

47 Future Options for Design Services

Further to Minute No. 182, 9th March 2011, the Director of City Development submitted a report presenting a recommendation about the future provision of Architectural Design Services (ADS) following the extensive investigation of two options previously identified by the Board.

The report presented the following two options, which Executive Board had previously instructed officers to explore further:-

Option 1 - to explore to the establishment of a joint venture arrangement with Norfolk Property Services (NPS) as the preferred route.

Option 2 - to explore alongside this in more detail, the option to separately procure design services using existing frameworks where appropriate e.g. Office of Government Commerce (OGC).

Members highlighted the need for this matter to be progressed without delay.

The report provided details of the equality impact assessment which had been undertaken in respect of the proposals.

Following consideration of Appendix 1 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3) which was considered in private at the conclusion of the meeting, it was

RESOLVED –

- (a) That Option 1 be pursued and that the establishment of a Joint Venture Company with Norfolk Property Services (NPS) be supported in principle.

- (b) That, subject to the agreement of detailed terms, the Director of City Development be given delegated authority to finalise contractual terms with NPS and to establish appropriate interim arrangements.
- (c) That, should negotiations with NPS not be satisfactorily concluded, Option 2 be pursued, with a further report being brought back to Executive Board should this situation arise.

48 Development Proposals for the Sovereign Street Site

The Director of City Development submitted a report informing of the outcomes from the consultation on the Draft Planning Statement for the Sovereign Street site and providing an update on the progress made to date on the potential to create a new city centre greenspace, in conjunction with a mixed use development on the site.

Following consideration of Appendix 1 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3) which was considered in private at the conclusion of the meeting, it was

RESOLVED –

- (a) That the progress made in relation to the development proposals for the Sovereign Street site be noted.
- (b) That the revised Sovereign Street Planning Statement be approved as a guide to future development proposals for the Sovereign Street site.
- (c) That the draft Heads of Terms agreed with KPMG and Sovereign Leeds Ltd, as detailed within exempt appendix 1 for site A be approved, and that authority be delegated to the Director of City Development in order to negotiate the detailed terms.
- (d) That a further six month exclusivity period be granted, for KPMG to complete their due diligence on the site and to complete the Agreement for lease.
- (e) That the marketing of the two remaining development sites be commenced upon completion of the Development Agreement with KPMG, expected in September 2011.
- (f) That the principle of using part of the KPMG receipt to deliver the proposed greenspace be approved.
- (g) That approval is given to appropriate land from highways to planning purposes to allow easements and other rights be overridden pursuant to S237 of the Town and Country Planning Act 1990 on the proposed KPMG (Site A).
- (h) That an injection into the Capital Programme and the authority to spend up to £100,000 of feasibility funding be approved, for the design

brief and scheme development which will enable the procurement of the new greenspace.

49 Low Emission Zones - Council Resolution 6 April 2011

The Director of City Development submitted a report addressing the request of Full Council for a feasibility study to be undertaken into the establishment of a Low Emission Zone in Leeds.

RESOLVED –

- (a) That the content of this response to Full Council's resolution requesting a study into the feasibility of establishing a Low Emission Zone in Leeds be noted.
- (b) That the bid which has been made to DEFRA in respect of funding be noted and endorsed.
- (c) That, subject to the DEFRA funding bid being successful, the further development of proposals for an initial feasibility study be approved, with a further progress report being received in due course.

50 National High Speed Rail Strategy Consultation

The Director of City Development submitted a report detailing the proposed response to the Government's consultation on a National High Speed Rail Strategy.

Members emphasised the need for the lobbying process in respect of this matter to continue.

RESOLVED –

- (a) That the contents of the submitted report be noted.
- (b) That support for the Government's high speed rail strategy and network proposals be confirmed.
- (c) That the proposed response to the national high speed rail consultation, as appended to the submitted report, be approved.

51 Proposal to confirm an Article 4 Direction to require planning permission for a change of use from Use Class C3 to C4 in selected areas of Leeds

The Director of City Development submitted a report summarising the responses from the recent public consultation exercise in relation to the proposed Article 4 Direction in Leeds, and sought approval to confirm the Article 4 Direction.

In response to Members' enquiries, officers undertook to look into those geographical areas highlighted which were not referenced within the report.

RESOLVED –

- (a) That the contents of the submitted report and the responses received in relation to the Article 4 Direction public consultation exercise be noted.
- (b) That the principle of confirming the Article 4 Direction to cover the area proposed be approved and that the Chief Planning Officer be delegated the necessary authority to confirm the Direction.

52 Planning Applications Highways Issues (White Paper 16)

The Director of City Development submitted a report responding to full Council's resolution of 6th April 2011 requesting that Executive Board instructed the Council's Highways Department to ensure that consultation with Ward Members took place with regard to planning applications' highways matters prior to the Highways Department passing formal comment to planning officers.

The Chief Executive stated that correspondence had been received from Councillor Cleasby in respect of this matter, who had requested that the recommendations detailed within the submitted report be replaced by the resolution which had been formally agreed by Council on the 6th April 2011.

RESOLVED – That in light of the representations received in respect of this matter, the report be withdrawn from the agenda, with a further report being submitted for consideration in due course.

53 Site of the Former Wyther Park Primary School Victoria Park Avenue Armley Leeds LS5

The Director of City Development and the Director of Environments and Neighbourhoods submitted a joint report which sought approval to sell the subject site on the provisionally agreed terms, contained within the exempt appendix to the submitted report, which included deferring payment of part of the receipt until completion of the development.

Following consideration of the Appendix to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3) which was considered in private at the conclusion of the meeting, it was

RESOLVED –

- (a) That the site of the former Wyther Park Primary School be sold on a deferred payment basis, on the terms outlined within the submitted report.
- (b) That approval be given to the use of the deferred payment received in a Local Investment Plan priority scheme.

ENVIRONMENTAL SERVICES

54 Solar Photovoltaic Panels Initiative - Corporate Buildings

The Director of City Development submitted a report regarding proposals to develop a scheme to install a maximum of £3,010,000 of investment in solar photovoltaic systems on Council buildings, including schools, which would generate an income over 25 years.

Following consideration of Appendix 2 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3) which was considered in private at the conclusion of the meeting, it was

RESOLVED –

- (a) That the project proposal for installing photovoltaic in corporate buildings, including schools, be approved.
- (b) That the injection of £3,010,000 into the Capital Programme to be fully funded by Unsupported Borrowing be approved.
- (c) That delegated authority be given to the Director of Resources to authorise expenditure of up to any value on a scheme by scheme basis, up to a total of £3,010,000, which will be subject to a prior approval of a Business Case for each site by the Director of Resources.
- (d) That the Director of City Development be given delegated authority to approve the award of the contract and building selection.

NEIGHBOURHOODS, HOUSING AND REGENERATION

55 Little London, Beeston Hill and Holbeck PFI Housing Project: Confirmation of Amended Project Scope and Affordability

The Director of Environment and Neighbourhoods submitted a report providing an update on the outcome of the Government Value for Money Review of the national housing PFI programme and its impact upon the Little London, Beeston Hill and Holbeck PFI project, the resultant changes required to the project scope, the affordability of the project following such changes and on the recent Key Decision taken by the Director of Environment & Neighbourhoods.

Members received an update on the current position of the project.

The report provided details of the equality impact assessment which had been undertaken in respect of this matter.

Following consideration of the appendices 1 and 2 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3), and appendix 3 to the same report, designated as exempt under Access to Information Procedure Rules 10.4 (3) and (5), which were considered in private at the conclusion of the meeting, it was

RESOLVED –

- (a) That the outcome of the government value for money review be noted.
- (b) That the overall changes and cost variations to the project be noted.
- (c) That the re-submission of an amended Pre-Preferred Bidder Final Business Case under the Director Delegation Scheme as detailed in paragraph 7.1 of the submitted report, be noted.
- (d) That the revised overall affordability position, as detailed in exempt appendix 2 of the submitted report, be noted.
- (e) That it be noted (without affecting the resolutions of the meeting of this Board on 9th March 2011 including those granting authority to enable the Project to reach financial close) that it is anticipated that a further report be brought to a future Board meeting in due course with details of the Pre-Financial Close affordability.

(Councillors Finnigan and Dobson both declared personal interests in relation to this matter, due to their respective positions as Aire Valley Homes ALMO Board Members).

56 Arms Length Management Organisations and Tenant Management Organisations Annual Reports for 2010/2011

The Director of Environment and Neighbourhoods submitted a report presenting the in 2010/11 Annual Reports for the Arms Length Management Organisations (ALMOs) and Belle Isle Tenant Management Organisation (BITMO) which highlighted the achievements and performance results for the previous year.

The Board welcomed the four Chief Executives of the ALMOs and BITMO, who were in attendance to provide additional detail and answer any questions.

Following Members' enquiries regarding tenants' perception of the ALMOs and BITMO, it was proposed that a report was submitted to a future meeting of the Board in respect of such matters and the work being undertaken to improve tenants' satisfaction levels.

RESOLVED –

- (a) That the contents of the 2010/11 ALMO and BITMO annual reports and supporting papers be noted.
- (b) That a report be submitted to a future meeting of the Board regarding tenants' satisfaction levels, and the work being undertaken to improve such levels.

(Councillors Finnigan, Dobson and Blake all declared personal interests in relation to this matter, due to their respective positions as either Aire Valley

Homes ALMO Board Members or Belle Isle Tenant Management Organisation Board Members).

57 Gypsies and Travellers - Progress on Scrutiny Board Inquiry Recommendations

Further to Minute No. 168, 11th February 2011, the Director of Environment and Neighbourhoods submitted a report providing an update on the work undertaken following the Board's consideration of the response to the inquiry undertaken by the former Scrutiny Board (Environment and Neighbourhoods) Inquiry into site provision for Gypsies and Travellers in Leeds.

Members made enquiries into the content of the report, when compared to the current governmental guidance relating to site development for Gypsies and Travellers and due to the fact that the government was currently consulting on new planning policy for such sites. In response, Members received assurances in respect of their enquiries, including those in respect of external funding proposals, whilst officers undertook to circulate the relevant governmental guidance on this matter as appropriate. In addition, it was proposed that a further report was submitted to the Board in due course when the new governmental planning policy for Gypsy and Traveller sites had been released.

RESOLVED –

- (a) That the contents of the submitted report be noted.
- (b) That the instigation of a search for a new site or sites, in accordance with the principles set out at paragraph 3.9 and 3.10 of the submitted report, be approved.
- (c) That a further report be submitted to the Board in due course when the new governmental planning policy for Gypsy and Traveller sites had been released.

(Under the provisions of Council Procedure Rule 16.5, Councillor A Carter required it to be recorded that he voted against the decisions taken above, whilst Councillor Golton required it to be recorded that he abstained from voting on these matters).

CHILDREN'S SERVICES

58 Primary Basic Need 2012 - Outcome of statutory notices for the expansion of primary provision in 2012

Further to Minute No. 203, 30th March 2011, the Director of Children's Services submitted a report outlining the representations received as part of the consultation exercise on the proposals for expansion of primary provision from September 2012 and seeking a final decision on the proposals.

RESOLVED –

- (a) That the capacity of Wykebeck Primary School be expanded from 315 places to 420 places on its existing site.

- (b) That the former South Gipton Community centre site be earmarked for the expansion of Wykebeck Primary School.
- (c) That the capacity of Bracken Edge Primary School be expanded from 315 places to 420 places on its existing site.
- (d) That the age range of Carr Manor High School be changed from 11-18 to 4-18 years, with a reception admission limit of 30, with land next to the school being used for the primary provision.

59 Primary Basic Need Programme - Permission to consult on proposals for expansion of primary provision in 2013 and 2014

The Director of Children's Services submitted a report detailing the requirement for primary school places in the academic year 2013/14 and beyond, presenting a range of proposals to address the identified need and seeking permission to consult on some specific options and identifying further work required on others, prior to any statutory consultation.

Members received responses to their specific enquiries regarding particular school sites or geographical areas of Leeds.

RESOLVED –

- (a) That it be noted that Bramley St Peter's will be expanded from 315 to 420 places, with no requirement for a statutory process.
- (b) That formal consultation to expand existing schools be approved, as follows:-
 - i) Rawdon St Peter's Primary School from 315 to 420 places,
 - ii) Morley Newlands Primary School from 420 to 630 places;
- (c) That approval be given to the undertaking of formal consultation on two new 420 place primary schools, to be established on the site of the former South Leeds Sports Centre and on land at Florence Street, with the sites being earmarked for this purpose.
- (d) That further reports detailing the outcomes of these consultation exercises, and any further proposals to cover any remaining shortfall, be submitted to the Board at a later date.

DATE OF PUBLICATION: 29TH JULY 2011

LAST DATE FOR CALL IN OF ELIGIBLE DECISIONS: 5TH AUGUST 2011 (5.00 P.M.)

(Scrutiny Support will notify Directors of any items called in by 12.00 p.m. on 8th August 2011)

EXECUTIVE BOARD

WEDNESDAY, 7TH SEPTEMBER, 2011

PRESENT: Councillor K Wakefield in the Chair

Councillors J Blake, A Carter, M Dobson,
R Finnigan, S Golton, P Gruen, R Lewis,
A Ogilvie and L Yeadon

60 Exempt Information - Possible Exclusion of the Press and Public

RESOLVED – That the public be excluded from the meeting during the consideration of the following parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated as follows:-

- (a) Appendix 1 and Annex 1 to the report referred to in Minute No. 66 under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that the publication of the documentation could prejudice the City Council's commercial interests as, Appendix 1, and the Final Business Case include matters where final negotiations on the contract are not yet complete, and these negotiations are confidential between the City Council, the LEP and the E4L Consortium. In addition, both the Appendix and the Final Business Case contain sensitive commercial information supplied to the City Council by E4L. In such circumstances it is considered that the public interest in not disclosing this commercial information outweighs the interests of disclosure.
- (b) Appendix 2 to the report referred to in Minute No. 68 under the terms of Access to Information Procedure Rule 10.4(5) on the grounds that it contains information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. In addition, Appendix 3 to the report referred to in the same minute is designated as exempt under Access to Information Procedure Rule 10.4 (3) on the grounds that it contains financial information relating to individual homes. The information in both appendices is exempt if, and for so long as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.
- (c) Appendix 1 to the report referred to in Minute No. 73 under the terms of Access to Information Procedure Rule 10.4 (3) on the grounds that it contains information relating to the financial or business affairs of any person or company (including the authority holding that information) which may result in prejudicial trading of that company. It is considered not to be in the public interest to release such

Draft minutes to be approved at the meeting
to be held on Wednesday, 12th October, 2011

information at this time, as this would compromise the Council's position.

- (d) Appendix 1 to the report referred to in Minute No. 79 under the terms of Access to Information Procedure Rule 10.4(2) and 10.4(3), as it contains information, which if disclosed to the public would, or would be likely to lead to the identification of an individual or individuals. In addition to the fact that the terms of the disposals are subject to further negotiation and publication may prejudice those negotiations and the commercial confidentiality of financial information held by the Council and Unipol. In addition, Appendix 2 to the report referred to in the same minute is designated as exempt under Access to Information Procedure Rule 10.4 (3) on the grounds that it contains information relating to the financial or business affairs of the Council and of Unipol, which, if disclosed to the public, would, or would be likely to prejudice the commercial interests of the Council and Unipol.
- (e) Supplementary information tabled at the meeting in relation to Minute No. 83, under the terms of Access to Information Procedure Rule 10.4(1) and (2) on the grounds that it contains details of personal correspondence between a member of the public and Council officers and it is not considered to be in the public interest to share such personal details.

61 Late Items

There were no late items as such, however, it was noted that the following supplementary information had been circulated to Board Members following the despatch of the agenda:

- (a) A Statement by the Scrutiny Board (Health and Wellbeing and Adult Social Care) which accompanied the report entitled, 'Better Lives for Older People: Future Options for Long Term Residential and Day Care Services' (Minute No. 67 refers).
- (b) Additional correspondence which was designated as exempt under the terms of Access to Information Procedure Rule 10.4(1) and (2), accompanying the report entitled, 'Public Reports of the Local Government Ombudsman regarding Complaints' (Minute No. 83 refers).

62 Declaration of Interests

Councillors Gruen and Finnigan both declared personal interests in the item entitled, 'E-ACT Leeds East Academy Final Business Case', due to being members of Plans Panel (East), as the Panel was scheduled to formally consider the matter of full planning approval for the development later in the year (Minute No. 84 refers).

The Chief Executive declared a personal interest in the item entitled, 'Building Intelligence Capacity for the City and the City Region', due to being a former employee of Yorkshire Forward (Minute No. 70 refers).

63 Minutes

RESOLVED – That the minutes of the meeting held on 27th July 2011 be approved as a correct record.

ADULT HEALTH AND SOCIAL CARE**64 Deputation to Council: TENFOLD, The Leeds Learning Disability Forum regarding People with Learning Disabilities who live in Leeds**

The Director of Adult Social Services submitted a report responding to the deputation to Council on the 13th July 2011 from Tenfold, the Leeds Voluntary Sector Learning Disabilities Forum, regarding people with learning disabilities living in Leeds and also in respect of the 'Council Takeover Day' which the group undertook in January 2011. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED -

- (a) That the positive impact that the 'Council Takeover Day' had on people with learning disabilities living in Leeds be noted.
- (b) That agreement be given to support a similar event to be held in the autumn of 2011 and thereafter on an annual basis.

65 Transforming day opportunities for adults with learning disabilities

Further to Minute No. 113, 3rd November 2010, the Director of Adult Social Services submitted a report outlining the progress made to date in respect of the day services transformation and changing places programme, whilst also seeking approval to implement the next phase of activity. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Having received reassurances in response to the enquiries which had been raised during the course of the discussion, Members emphasised their support for the proposals detailed within the report.

RESOLVED -

- (a) That the contents of the submitted report, together with the progress which has been made to date in the day services transformation and changing places programme, be noted.
- (b) That in relation to West North West Leeds, approval be given to the proposals which will by June 2012 lead to Horsforth Fulfilling Lives Centre becoming surplus to requirements through the creation of new community fulfilling lives service bases and the refurbishment of Bramley Fulfilling Lives centre, as detailed within the submitted report.
- (c) That in relation to Wetherby, the Board's endorsement be given to further work being undertaken in Wetherby in order to develop a proposal in consultation with stakeholders, with this proposal forming the basis of a further report to Executive Board in due course.

- (d) That in relation to South South East Leeds, the proposed investment into the Rothwell Fulfilling Lives West building be noted, which will allow Adult Social Care to complete the transformation of services in the South and by April 2013 lead to West Ardsley Fulfilling Lives Centre and Rothwell Fulfilling Lives East building becoming surplus to requirements.
- (e) That an injection of £1,332,000 into the capital programme be approved to facilitate the delivery of the remaining asset requirements within the strategy, funded by the ring-fencing of future capital receipts, as identified within the submitted report.

66 Leeds Holt Park Wellbeing Centre Project - Submission of the Final Business Case and Execution of the Contract for the new Holt Park Wellbeing Centre

Further to Minute No. 15, 22nd June 2010, the Director of City Development and the Director of Adult Social Services submitted a joint report providing an update on the progress of the procurement via the Local Education Partnership (LEP) of the Holt Park Wellbeing Centre. In addition, the report sought confirmation and approval of the final scope of the project, the maximum affordability position for the City Council and the process which would facilitate the project's Commercial and Financial Close. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Members received reassurance in respect of the provision of dedicated accommodation for young people as part of the proposed development.

The Director of Adult Social Services highlighted that there were several minor drafting errors within the report's recommendations which would be corrected via the formal minutes of the meeting.

Following consideration of Appendix 1 and Annex 1 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3), which were considered in private at the conclusion of the meeting it was

RESOLVED –

- (a) That the contents of the submitted report be noted.
- (b) That the final scope of the Holt Park Wellbeing Centre Project (Project), as set out within the submitted report be confirmed and noted.
- (c) That the financial implications for the Council of entering into the Project be approved, and that agreement be given to the maximum affordability ceiling for the Leeds City Council contribution in relation to the PFI of £484,000 in the first full year of service commencement (2014/15), as set out within exempt Appendix 1 of the submitted report, but subject to resolution (e) below, should the SWAP rate exceed 5.00%.

- (d) (Noting that financial close cannot take place until and unless the Government confirms the availability of PFI Credits and the FBC approval), that approval be given to the arrangements to Financial Close and the implementation of the Project to include (but not by way of limitation) the award/entry into a PFI Project Agreement to a special purpose company to be established under terms agreed between the City Council and the Leeds Local Education Partnership (LEP), and
- in connection therewith, confirmation be given to the arrangements at paragraph 4.8.5 of the submitted report, and that (for the avoidance of doubt) the necessary authority be delegated for the functions, as set out at Part 3 section 3E of the Constitution (Officer Delegation Scheme (Executive Functions)) in relation to Public Private Partnerships/Private Finance Initiative and other Major Property and Infrastructure Related projects, to be exercised in relation to this Project by the Director of City Development (or delegee) in consultation with the Director of Adult Social Services (or delegee).
- (e) That the necessary authority be delegated to the Director of City Development or his nominee to approve the completion of the project should the SWAP rate exceed 5.00% but be less than 5.50% at the time of Financial Close to a maximum affordability ceiling of £484,000 for the Leeds City Council contribution in 2014/15 terms.
- (f) That the existing Holt Park Leisure Centre site be injected into the capital receipts programme for disposal.

67 Better Lives for Older People: Future Options for Long Term Residential and Day Care Services

The Director of Adult Social Services submitted a report on the extensive consultation exercise that had been undertaken in relation to proposals regarding a number of residential care homes and day centres for older people. The report advised of the outcomes from the consultation exercise and detailed a number of recommendations for either closure or retention of each unit. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Following the introduction of the report, a detailed discussion ensued, with several specific enquiries and suggestions being made regarding a number of homes affected by the proposals. In summary, the main points of discussion were as follows:-

- Concerns were raised in respect of the caveats which accompanied some of the proposals, specifically with regard to NHS funding arrangements, with a request that Board Members were kept informed of any developments which occurred in respect of such NHS funding arrangements.
- Clarification was sought on the provision of independent sector beds in respect of specific homes and the criteria used to generate the data, as detailed within the report

- Emphasis was placed upon the need for residents to be allocated accommodation of their choice, prior to their movement and upon the need for residential and day care services provision to be based upon a mixed economy model and not solely via the private sector.
- Members discussed the proposed Community Asset Transfer of one of the homes in question and highlighted the role of Ward Members in this process, acknowledged the varying standard of provision which currently existed in the city and emphasised the need to ensure that the level of care for all was raised throughout Leeds.

Responses and assurances were provided to those representations which had been received following the publication of the agenda papers and also to those concerns which had been raised by Members during the discussion. It was emphasised that residents would be allocated accommodation of their choice prior to their movement, that the standards of care for all needed to be raised across the city and that all actions taken in respect of the proposals would be in line with the 'Care Guarantee', as appended to the report.

Copies of the documents accompanying the submitted report, namely, the Consultation Report and the Equality Impact Assessment, which framed the recommendations within the report, had been included within the agenda papers, whilst a statement of the Scrutiny Board (Health and Wellbeing and Adult Social Care) responding to the proposals contained within the report was tabled at the meeting for Members' consideration.

RESOLVED -

- (a) That the very extensive and wide ranging consultation exercise undertaken be noted, and that all contributors be thanked for their thoughtful and helpful comments which have informed the recommended outcomes.
- (b) That the commitment and process which will be followed to ensure all people affected by the adoption of the recommendations are provided with comprehensive care planning and support in identifying appropriate alternative provision, be noted.
- (c) That the proposals in respect of day care services be agreed, namely:
 - To retain as specialist services Middlecross, Apna, Springfield, Calverlands, Laurel Bank, The Green, Frederick Hurdle and Wykebeck
 - To decommission Spring Gardens, Firthfields, Rose Farm and Lincolnfields.
- (d) That the proposals in respect of specialist residential care homes be agreed, namely:
 - To retain as specialist dementia units, Middlecross, Siegen Manor and The Green
 - To recommission Richmond House as a specialist residential intermediate care home (in partnership with the NHS)

- To recommission Harry Booth House as a specialist nursing/residential intermediate care home commencing operation in April 2012 (in partnership with the NHS)
 - To set aside consideration of Amberton Court as a specialist care unit pending further work with the NHS and consideration of its long term future alongside other Local Authority residential care facilities not specifically covered in this report
- (e) That the implementation of proposals for the long term residential care homes be agreed, namely:
- To decommission Westholme, Kirkland House and Grange Court
 - To agree the decommissioning of Spring Gardens and Knowle Manor at a future date and on completion of new build Residential Care facilities in Otley and Morley respectively
 - To agree the decommissioning of Dolphin Manor at a future date through either the transfer of ownership to a community interest company (subject to satisfactory business evaluation and due diligence test) or on completion of new build residential care facilities in Rothwell
- (f) That discussions be commenced immediately with the company planning to build residential home facilities in Otley to bring forward the development at the earliest opportunity.
- (g) That approval be given to the proposals to identify land in Morley and Rothwell and that approval also be given to work with officers in City Development to advertise for residential/nursing care development at the earliest opportunity.
- (h) That approval be given to the immediate commencement of dialogue with interested community groups and stakeholders with regard to future building use.
- (i) That approval be given to proposals to bring forward further options in relation to the remaining six day centres and eight residential homes.
- (j) That approval be given to the ongoing review of remaining facilities, with such a review being undertaken with City Development and Environment and Neighbourhoods colleagues, in order to ensure that the choice of local housing, care and support options for older people are expanded.
- (k) That as part of this process, officers be authorised to take appropriate steps to secure appropriate partners to exploit development opportunities for the remaining facilities.

(Under the provisions of Council Procedure Rule 16.5, Councillor Golton required it to be recorded that he abstained from voting on decisions taken above, whilst Councillor A Carter emphasised that he was in agreement with

the resolutions, subject to the caveats he raised during the course of the discussion)

68 Adult Social Services Procurement Efficiencies 2011/12 Care Home Fees

The Director of Adult Social Services submitted a report providing information on the current position in achieving procurement efficiency targets in respect of fees paid to Leeds independent sector residential and nursing care homes, detailing issues that had arisen since the original budget setting process for 2011/12 was concluded, and recommending ways forward in seeking to progress efficiency, service modernisation and quality in the sector. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Members received information regarding the circumstances which had led to the current position.

Following consideration of Appendix 2 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(5) and Appendix 3 of the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3), both of which were considered in private at the conclusion of the meeting it was

RESOLVED -

- (a) That the difficulties in achieving the targeted procurement efficiencies in fees paid to independent sector providers to support publicly funded residents of residential and nursing care homes for older people in Leeds be noted.
- (b) That the immediate commencement of a negotiated implementation of a revised temporary fee structure for publicly funded residents taking up placements in Leeds homes from October 1st this year be approved.
- (c) That the content of exempt Appendix 3 to the submitted report be noted, which sets out the indicative level of temporary fees that will be negotiated with Independent sector providers following the adoption of resolution (b) above.
- (d) That the inflationary payment standstill, initiated in April 2010, be confirmed.
- (e) That the establishment by the Director of Adult Social Services of an advisory board to include representatives of all groups with a direct interest in commissioning, providing and receiving sustainable high quality care for older people, be approved.
- (f) That the advisory board membership, as referred to in resolution (e) above, be agreed with the Executive Lead Member for Adult Social Services.

- (g) That approval be given to the negotiation of the terms of reference for the board established at resolutions (e) and (f) above, which will include:-
- (i) that the Board be given the primary remit of bringing forward a long term sustainable fee settlement framework which incorporates the development of a quality framework linked to the fee settlement;
 - (ii) whilst also including proposals to deal with the issue of sector inflation against a background of reducing Council funding in the medium term, to ensure that any equality issues arising out of its work are assessed and addressed; and
 - (iii) to examine, with reference to best practice examples elsewhere in the country, the means by which quality standards could be embedded within the overall fee settlement framework.

69 Shadow Health and Wellbeing Board for Leeds

The Director of Adult Social Services submitted a report providing an update on the changes to the NHS following the publication of *Equity and Excellence: Liberating the NHS* and, in particular, outlining the progress made to establish a shadow Health and Wellbeing Board for Leeds. In addition, the report also highlighted the development of the Joint Strategic Needs Assessment (JSNA) since 2010 and the emerging themes, whilst outlining the future central role of the JSNA within the new Health and Wellbeing Boards and Joint Health and Wellbeing Strategy. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

The Executive Member for Adult Health and Social Care clarified that in respect of the proposed membership for the Shadow Board, this would include the opposition group Leaders, or their representatives.

RESOLVED -

- (a) That the progress which has been made in developing a shadow Health and Wellbeing Board for Leeds be noted.
- (b) That the recent clarification of public health functions to be transferred to the Local Authority be noted along with the intention to submit further reports on issues and implications once further information is known.
- (c) That the progress which has been made in delivering the work programme identified in the first JSNA report in April 2009 be noted along with the implications of the new role of the JSNA as central to the new commissioning structures.
- (d) That it be noted that a further update on the JSNA will be published in the autumn as part of the State of the City report.
- (e) That the ongoing refinement of the priorities and indicators within the City Priority Plan, following NHS Leeds Board, partnership and scrutiny contributions, be agreed.

RESOURCES AND CORPORATE FUNCTIONS

70 Building intelligence capacity for the city and city region

The Assistant Chief Executive (Planning, Policy and Improvement) submitted a report outlining the rationale underpinning the proposal to transfer Yorkshire Forward's Chief Economists Unit to the Council, detailing the actions being taken to secure an appropriate operating and funding model, whilst seeking formal agreement to transfer the Chief Economists Unit to the Council from 1st November 2011. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Emphasis was placed both upon the importance of possessing high quality intelligence in order to inform the Council's strategic and operational planning and also upon the opportunities that this initiative would offer the Council and others.

In response to Members' comments that this initiative needed to be self financing, assurances were received that it was anticipated that this would be the case and that a further report would be submitted to the Board in March 2012, in respect of such matters.

RESOLVED -

- (a) That the rationale underpinning the proposal to transfer Yorkshire Forward's Chief Economists Unit to the Council be noted.
- (b) That the actions being taken to secure an appropriate operating and funding model which will fully mitigate the financial impact on the Council be noted.
- (c) That the transfer of the Chief Economists Unit to the Council, subject to satisfactory consultation with the trade unions, effective from 1st November 2011, be formally agreed.
- (d) That a further report be submitted to the Board in March 2012 in respect of the initiative.

71 Financial Health Monitoring 2011/12 - Month 4

The Director of Resources submitted a report setting out the authority's projected financial health position, after four months of the 2011/2012 financial year. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

The Board received an update in respect of income generation from events and in response to a specific enquiry, officers undertook to provide the Member in question with a breakdown of the financial details regarding the projected shortfall in respect of car parking income.

Enquiries were made regarding the Council's attempts to recruit greater numbers of foster carers in Leeds and it was proposed that a further report was submitted to the Board on this matter in due course.

RESOLVED –

- (a) That the projected financial position of the authority after four months of the 2011/12 financial year be noted.
- (b) That the release of £800,000 from Housing Revenue Account reserves be approved in order to fund the remaining acquisition and demolition costs as outlined in paragraph 3.4 of the submitted report.
- (c) That approval be given to the budget adjustments, as detailed within paragraph 3.5 of the submitted report.
- (d) That a report be submitted to the Board in due course, regarding the Council's attempts to recruit greater numbers of foster carers in Leeds.

72 Sex Establishment Statement of Licensing Policy

The Director of Resources submitted a report presenting the Sex Establishment Statement of Licensing Policy for the purposes of formal adoption, ready for the start of the transitional period on 1st October 2011, whilst also presenting the related Working Group report for approval as the Council's response to the public consultation on the draft Statement of Licensing Policy. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Copies of the Sex Establishment Statement of Licensing Policy, together with the report of the Working Group had been circulated to Board Members for their consideration.

RESOLVED –

- (a) That the report of the Working Group be endorsed as the Council's response to the public consultation on the draft Statement of Licensing Policy.
- (b) That the Sex Establishment Statement of Licensing Policy be approved.

DEVELOPMENT AND THE ECONOMY**73 Design & Cost Report for Re-location of the UTMC (Urban Traffic Management Control) Service and the Provision of Upgraded and New UTMC Infrastructure**

The Director of Resources and the Director of City Development submitted a joint report seeking approval of a funded injection into the Capital Programme and the related authority to spend, in respect of the move and upgrade of the Urban Traffic Management Control (UTMC) Unit. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Following consideration of Appendix 1 to the submitted report, designated as exempt under Access to Information Procedure Rule 10.4(3), which was considered in private at the conclusion of the meeting it was

RESOLVED -

- (a) That an injection into the capital programme of £2,321,000 be approved, of which £716,000 is allocated from the Changing the Workplace Programme, £244,200 is contributed by Calderdale Council, with the balance of £1,360,800 being the subject of a prudential borrowing business case, and funded by annual revenue savings accruing from the project.
- (b) That authority to spend the amount of £2,480,000 on the relocation of UTMC and provision of upgraded and new UTMC infrastructure be approved.
- (c) That by giving the authority to spend as detailed at resolution (b) above, it be noted that the Board are committing £716,000 to complete the UTMC relocation, in advance of the formal consideration of the Changing the Workplace business case later in the year.

74 Deputation to Council: Carr Manor Road Safety Group regarding Road Safety Issues in the Carr Manor Area

The Director of City Development submitted a report in response to the deputation to Council on 13th July 2011 from Carr Manor Road Safety Group regarding road safety issues in the Carr Manor area. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED –

- (a) That the concerns of the local residents, as raised within the deputation to Council on the 13th July 2011 be acknowledged and recognised.
- (b) That it be noted that the approval of the proposal for additional primary provision does not presuppose the outcome of the planning application.
- (c) That as part of any planning application submission for new primary provision, road safety issues of concern be addressed as part of the transport statement

75 Approval to the Submission of a Best and Final Bid for Funding of the A58M Inner Ring Road Highway Structures Essential Maintenance Scheme

The Director of City Development submitted a report seeking approval for the submission of the Best and Final Bid for the A58M Leeds Inner Ring Road Highways Structures Essential Maintenance Scheme to the Department for Transport by 9th September 2011, whilst also seeking agreement on the level of local contributions needed to ensure that the scheme had the best possible chance of securing government funding. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED –

- (a) That the submission of the Best and Final Bid for the A58M Inner Ring Road Highways Structures Essential Maintenance Scheme to the Department for Transport by 9th September 2011 be approved.
- (b) That the local contribution to the scheme of £3,000,000 be agreed and that approval be given to the injection of this funding into the Inner Ring Road scheme within the approved capital programme.

(The matters referred to in this minute, were not eligible for Call In due to the external deadline set by the Department for Transport for the submission of Best and Final Bids, which if not met, would have negative implications upon the funding of the scheme)

76 Informal City Centre Commuter Car Parking Policy

The Director of City Development submitted a report seeking approval to introduce an informal interim policy to deal with commuter car parking sites in the city centre. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Members discussed the process and the timescales by which the informal interim policy had been developed, in addition to the level of cap on spaces which had been proposed.

RESOLVED -

- (a) That the City Centre Commuter Car Parking Policy, as set out within Appendix A to the submitted report be approved as a material consideration in planning decisions.
- (b) That as a temporary policy, officers be requested to monitor the impact of the policy in the context of public transport improvements and development in the city centre.

NEIGHBOURHOODS, HOUSING AND REGENERATION**77 Deputation to Council: Lingfields and Fir Trees Residents Group regarding Resources in the Moor Allerton Area with Particular Reference to the Open House Community Centre**

The Assistant Chief Executive (Planning, Policy and Improvement) submitted a report in response to the deputation to Council on 13th July 2011 from the Lingfields and Fir Trees Residents Group regarding resources in the Moor Allerton area with particular reference to the Open House Community Centre. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

It was noted that local Ward Members had been involved in the drafting of the report and that further consultation would be had with them in due course.

RESOLVED -

- (a) That the Area Leader, East North East Leeds, in consultation with the relevant Ward Members, develop an interim package to ensure the continued operation of the Open House community centre until end of March 2012.
- (b) That the options for the future, long term management arrangements for the Open House community centre be explored, involving and including a consultation with local residents.

78 Developing a Locality Approach between Leeds City Council Services and Police Community Safety Officers (PCSOs)

The Director of Environment and Neighbourhoods submitted a report providing an overview of the progress which was being made to develop more joined-up working arrangements between locality based City Council services and Police Community Safety Officers (PCSOs). In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Superintendent Simon Whitehead, Chief Officer Leeds Community Safety, was in attendance at the meeting to respond to Members' enquiries.

Members highlighted the vital role played by PCSOs in respect of combating crime of all levels and regarding information gathering, whilst also emphasising the role played by PCSOs in other areas such as the children's agenda. In addition, the superintendent stressed the vital nature of the cross partnership approach which was needed to effectively combat crime in the city.

In response to Members' enquiries, the Executive Member for Neighbourhoods, Housing and Regeneration undertook to progress the formalisation of the joint protocols between the Council and West Yorkshire Police in respect of PCSOs.

RESOLVED -

- (a) That the progress which has been made to develop more joined up working within localities between Leeds City Council services and Police Community Safety Officers be noted.
- (b) That a report be tailored for each Area Committee on Police Community Safety Officers and the proposed areas of closer working for local environmental priorities.

79 Proposal to lease and sell miscellaneous Council properties to Unipol Student Homes

The Director of Environment and Neighbourhoods submitted a report presenting a proposal for Unipol Student Homes to lease 73 Council properties and purchase 15 of such properties from the Council over a 4 year period. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Following consideration of Appendix 1 to the submitted report, designated as exempt under Access to Information Procedure Rules 10.4(2) and 10.4(3), and consideration of Appendix 2, designated as exempt under Access to Information Procedure Rule 10.4(3), both of which were considered in private at the conclusion of the meeting, it was

RESOLVED -

- (a) That the granting of a 21 year lease at less than best consideration for 73 properties to Unipol be approved.
- (b) That the sale of 15 of the properties referred to in resolution (a) to Unipol Student Homes on an individual market value basis over the next 4 years be approved, the first of such properties has been declared surplus by the Director of Environments & Neighbourhoods.
- (c) That approval be given for the Director of Environments and Neighbourhoods to authorise future surplus declarations for those properties identified to be sold, through the Delegated Decision process.

80 Employment and Skills

The Director of Environment and Neighbourhoods submitted a report providing an update on current claimant rates for out of work benefits, detailing the progress achieved under current programmes to support priority groups back into employment, summarising the Government's revised delivery framework of employment support activity and the resultant changes required in local provision. In addition, the report also identified key initiatives proposed to be taken forward by the Council in partnership with others in response to business needs, whilst also supporting recovery and growth and maximising opportunities for local people to secure employment. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

Members emphasised the need for a partnership approach to be taken between participating companies, agencies and the Council, in order to ensure that the apprenticeship opportunities provided were in line with demand.

RESOLVED -

- (a) That the activity undertaken to date to support local people to improve their skills and secure employment be noted.
- (b) That in principle support be given to the proposals to develop an Apprenticeship Training Agency and further develop the Retail Academy in order to provide a national centre of excellence, subject to the consideration of further detailed feasibility and delivery plans.

CHILDREN'S SERVICES

81 Recent Examination Results

Following the high levels of attainment which had been achieved in the examination results over the summer, the Executive Member for Children's Services paid tribute to and congratulated all of the students and staff involved.

82 Primary Basic Need Programme - Outcome of statutory notices for the expansion of primary provision in 2012

Further to Minute No.226, 18th May 2011, the Director of Children's Services submitted a report detailing the outcomes arising from the publication of the statutory notices regarding the expansion of primary provision in 2012 and sought a final decision on the proposal in respect of Roundhay School Technology and Language College. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED - That the age range of Roundhay School Technology and Language College be changed from 11-18 to 4-18 years, with a reception admission limit of 60, and with the expansion of the school's capacity using land off Elmete Lane for the primary provision.

83 Public reports of the local government ombudsman regarding complaints

The Director of Children's Services submitted a report providing details of a recent finding of maladministration with injustice in three reports issued by the Local Government Ombudsman. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

In presenting the report, the Chair and the Board conveyed their unreserved apologies for the service which the children involved and their families had received. In addition, tribute was paid to the families for their resilience and determination throughout the process. The Director of Children's Services also took the opportunity to outline the actions which had been and continued to be taken to ensure that such instances of maladministration did not occur again.

Following consideration of the supplementary information tabled at the meeting, designated as exempt under Access to Information Procedure Rule 10.4(1) and (2), which was considered in private at the conclusion of the meeting it was

RESOLVED –

- (a) That the contents of the covering report along with the three Ombudsman reports be noted.
- (b) That the actions taken by the Council to remedy the issues raised be noted.

84 E-ACT Leeds East Academy Final Business Case

Further to Minute No. 12, 22nd June 2011, the Director of Children's Services submitted a report presenting the Final Business Case for the E-ACT Leeds East Academy for the purposes of approval and submission to the Partnerships for Schools. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED - That the submission of the Final Business Case to the Partnerships for Schools (PfS) for E-ACT Leeds East Academy (BSF Wave 1, Phase 5) be approved.

LEISURE**85 Scrutiny Board Recommendations - Cemeteries & Crematoria Horticultural Maintenance**

Further to Minute No. 232, 18th May 2011, the Director of City Development submitted a report further considering the recommendations arising from the former Scrutiny Board (City Development) inquiry into 'Cemeteries and Crematoria Horticultural Maintenance' and detailing proposals in response to the recommendations made, with particular reference to recommendation 2 of the inquiry report. In determining this matter, the Board took into consideration all matters contained within the accompanying report.

RESOLVED - That the report be withdrawn from the agenda, with a further report being submitted for consideration in due course.

DATE OF PUBLICATION: 9TH SEPTEMBER 2011

**LAST DATE FOR CALL IN
OF ELIGIBLE DECISIONS:** 16TH SEPTEMBER 2011 (5.00 P.M.)

(Scrutiny support will notify Directors of any items called in by 12.00 p.m. on 19th September 2011)

This page is intentionally left blank



**FORWARD PLAN OF KEY DECISIONS
(relating to Sustainable Economy and Culture
Scrutiny Board)**

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
---------------	----------------	---------------------------	-----------------------	--	---

1 September 2011 – 31 December 2011

Employee Sport Restructure To agree a new structure for the sport service (NB also on Resources)	Director of City Development	1/9/11	Staff/Trade Unions	Delegated Decision Report	Richard Mond, Chief Recreation Officer richard.mond@leeds.gov.uk
--	------------------------------	--------	--------------------	---------------------------	---

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
<p>Design and Cost Report - ADDITIONAL HIGHWAY STRUCTURES CAPITAL MAINTENANCE, ASSESSMENT AND STRENGTHENING 2011/12 Capital Scheme Number: 99609</p> <p>Authority for the design and implementation of an additional £500,000 of Highway Structures Capital Maintenance and Strengthening works for the 2011/12 financial year, funded from the Integrated Transport Scheme No. 99609 within the approved Capital Programme</p>	<p>Chief Officer (Highways and Transportation)</p>	<p>1/9/11</p>	<p>: Internal, members</p>	<p>Design and Cost Report</p>	<p>carolyn.walters@leeds.gov.uk</p>

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
<p>Leeds Local Implementation Plan supporting document for the West Yorkshire Local Transport Team Report requesting authority to:</p> <p>Approval of the supporting document for Leeds setting out details of the strategy and implementation proposals for Leeds included in the West Yorkshire Local Transport Plan.</p>	<p>Chief Officer (Highways and Transportation)</p>	<p>1/9/11</p>	<p>The document sets out issues and proposals that have been consulted on as part of the Local Transport Plan preparation process which has included Members and stakeholders</p>	<p>Delegated decision report</p>	<p>andrew.hall@leeds.gov.uk</p>
<p>Move and Upgrade of the Urban Traffic Management Control Unit Funded injection to the Capital Programme and Authority to Spend</p>	<p>Executive Board (Portfolio: Development and the Economy)</p>	<p>7/9/11</p>	<p>Executive Member for Development and Regeneration</p>	<p>The report to be issued to the decision maker with the agenda for the meeting</p>	<p>Chief Officer (Highways and Transportation) graham.robertson@leeds.gov.uk</p>

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
Camera Enforcement of Bus Lanes (BLE)-Phase 2, Leeds City Wide Approval Agree to roll out the BLE to all remaining Bus Lanes and gates in Leeds. Allow the inclusion of cameras for enforcement as part on new bus lane and bus gate schemes.	Executive Board (Portfolio: Development and the Economy)	12/10/11	Consultations were carried out as part of the BLE Phase 1 pilot. Press releases will be issued to notify motorists of the expansion of the system.	The report to be issued to the decision maker with the agenda for the meeting	gary.bartlett@leeds.gov.uk
Middleton playing pitch and changing provision To inject and give authority to spend s106 funding on Middleton playing fields and changing rooms	Executive Board (Portfolio: Development and the Economy)	12/10/11	ongoing – to include ward members, leisure centre users and local groups	The report to be issued to the decision maker with the agenda for the meeting	Ed Mylan, Chief Officer (Resources and Strategy) ed.mylan@leeds.gov.uk
Hydro Project - Options Appraisal Authority to spend approval	Executive Board (Portfolio: Development and the Economy)	2/11/11	Environment Agency, British Waterways, Recreational Users (canoeists, anglers etc)	The report to be issued to the decision maker with the agenda for the meeting	david.outram@leeds.gov.uk

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
UTMC - Outstation Tender Award of tender to allow works on UTMC move to Middleton to commence in January 2012 (designated capital B)	Chief Officer (Highways and Transportation)	1/12/11	Joint Highways Board	Executive Board report of 7th September 2011	gordon.robertson@leeds.gov.uk
UTMC - Communications Tender Award of tender to allow works on UTMC move to Middleton to commence in January 2012 (designated capital B)	Chief Officer (Highways and Transportation)	1/12/11	Joint Highways Board	Executive Board report of 7th September 2011	gordon.robinson@leeds.gov.uk
Asset Management Plan (including Community Asset Strategy and Carbon and Water Management Plan) Approval Required	Executive Board (Portfolio :Development and the Economy)	2/11/11	Equality Impact Assessment	The report to be issued to the decision maker with the agenda for the meeting	colin.mawhinney@leeds.gov.uk

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
<p>Aire Valley Leeds Enterprise Zone</p> <ul style="list-style-type: none"> • Executive Board note and agree to: • the proposals to establish an enterprise zone in Aire Valley Leeds and the governance arrangements regarding its operation. • the use of Local Development Orders and that officers start the appropriate consultation process with a view to the secretary of state making a final approval of the orders in January/February 2012. • an injection of fully funded capital resources and authority to spend for the funding and for legal documents to be completed for the installation of a main spine link road. 	<p>Executive Board (Portfolio: Development and the Economy)</p>	<p>2/11/11</p>	<p>City Development and LEP, Plans Panel Members, Ward Members, local communities and stakeholders</p>	<p>The report to be issued to the decision maker with the agenda for the meeting</p>	<p>peter.anderson-beck@leeds.gov.uk</p>

This page is intentionally left blank