

Report of New Generation Transport team (City Development)

Report to Inner South Area Committee

Date: Wednesday 26th September 2012

Subject: Remobilisation of the New Generation Transport (NGT) Scheme: Current position and Public Consultation

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input checked="" type="checkbox"/> Yes City & Hunslet Middleton Park	<input 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. The report outlines progress on the development of the New Generation Transport scheme for Leeds and updates Members on the re-mobilisation of the scheme following the Government's re-approval and the proposed continuation of the consultation process.

Recommendations

- Note the contents of this report and in particular the on going public consultation on the New Generation Transport scheme
- Provide feedback to the Project Team on the preferred form and content of future consultations with the Committee
- Provide any general feedback on the overall scheme, preferred route alignment, potential impacts and required mitigation measures

1 Purpose of this report

- 1.1 To provide an update on NGT including the reasoning for the scheme

- 1.2 To inform Members of the current position since the pause of the NGT scheme and its remobilisation since receiving confirmation from the government on the 19th July 2012.
- 1.3 To provide Members with details of the consultation process to date and which will be re commenced on remobilisation of the scheme.
- 1.4 To report back the results of the previous consultation on NGT.
- 1.5 To outline the Transport and Works Act Order procedure.

2 Background information

- 2.1 In the morning and evening peak periods, the main routes to, from and around Leeds city centre are badly congested. This extends average journey times and can make regular journeys unpredictable. The road network is operating at or close to its practical capacity. There are both economic costs of this congestion for private traffic, goods vehicles and buses and environment cost, local air quality is a particular concern and traffic is the most significant noise source in the Leeds urban area. It is not possible to significantly expand road radial capacity without significant environmental and monetary cost. The recent growth in commuting to Leeds city centre has been accommodated by car users travelling earlier, by increased public transport patronage (on the rail network in particular) and by the success of softer measures such as flexible working. There is little or no capacity for increased car or rail commuting into the centre of Leeds. Congestion also means that the City's bus network is operating inefficiently. If the City is to grow as forecasts suggest is possible, it is the public transport system that will have to support this growth.
- 2.2 Additionally while Leeds has the strongest economy of the City Region, it is not without problems associated with social inclusion. Clustered around the city centre are communities characterised by comparatively high levels of deprivation, low car ownership and high public transport dependency. 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.
- 2.3 Around a third of commuting trips to Leeds city centre are from within the outer ring road and two thirds are from further afield and over a half of commuting journeys into the City centre are by car. This suggests that if the city centre is to grow, ways needs to be found of getting more people into the city centre without adding to traffic congestion or the capacity problems of the rail network. Previous consultation with Leeds residents showed what elements of the City's transport system they valued the most and what would encourage people with a choice to use public transport instead of their car. These elements included punctuality, reliability, comfortable, clean, safety, park and ride facilities, and competitive door to door journey times.
- 2.4 The transport strategy for Leeds therefore needs to address a range of transport problems if it is to support the City's future growth. This includes a range of measures including the growing of rail capacity, managing car demand and enhancing bus patronage. But just expanding capacity is not enough. We need to ensure that the public transport network is punctual and reliable, that it is safe and secure and that there is good information before and during the journey. Public

transport needs to be an accessible, attractive and viable alternative to using the car.

- 2.5 In response to this need, improvements for public transport were planned through the Leeds Supertram. However following the withdrawal of funding for this scheme in November 2005 by the Secretary of State for Transport, Leeds and Metro were encouraged by the Department for Transport to consider more economical and flexible bus based systems rather than a tram network.
- 2.6 Early on in the development of the NGT proposals there was a need to demonstrate how the scheme fits into the wider strategic context for Leeds. A technical piece of work was therefore commissioned to consider existing and future transport needs in Leeds, based on existing data sources. This analysis considered the main radial road and rail routes into Leeds and recommended the appropriate type of transport intervention required on each route in order to address existing and future problems. These interventions included a combination of NGT, enhanced bus services, Tram Train and improvements to the rail network across the City and City region. This work has clearly demonstrated the strategic case for a rapid transit system to serve the routes identified and was approved by the Leeds City Council Executive Board in July 2008 and has been “signed off” by the Department for Transport.
- 2.7 A summary document, entitled “Investing in Public Transport - A Framework for Leeds” which sets out the findings of this technical strategic fit work was utilised in stakeholder discussions and presented to this meeting in 2009 during the stakeholder consultation phase. This document concluded that the key features of the Trolleybus system are that it
- Provides a higher capacity system on corridors with highest levels of demand
 - Fast and reliable journeys from high levels of segregation
 - Electrically powered
 - Quality waiting environment – shelters, lighting, information provision
 - Quality information before and during the journey
 - High quality vehicles attractive to users
- 2.8 And that this would be appropriate in the following area
- On the busiest and most crowded bus corridors with high proportion of standing passengers
 - On the most congested highway corridors, experiencing significant peak delay
 - Where there is scope to achieve a significant reduction in public transport journey times
 - Where there is potential for a significant improvement in journey time reliability.
- 2.9 Through this process the vehicle options for NGT went through an evaluation stage and the preferred option chosen was an electric Trolleybus with rubber tyres powered by overhead wires (sometimes referred to as ‘Light Trams’). This gives the mode closest to a Tram with a significant cost savings and advantage of more flexible use. This will be a high quality, mainly segregated, rapid transit service with

higher capacity and faster journey times than conventional bus services. Consequently the aspiration of Metro and Leeds City Council is to deliver an electrically powered trolleybus subject to satisfying the Government's value for money criteria.

- 2.10 The scheme was required to submit a Major Scheme Business Case (MSBC) application to Department for Transport (DfT) for NGT Programme Entry status. The Leeds City Council Executive Board approved a draft MSBC document at their meeting on 14 October 2009, confirming the Council's commitment to the scheme and requirements for the local contribution towards the total scheme cost and the scheme was submitted to the DfT on the 30th October 2009. Programme Entry is the next step in the process for confirming funding for NGT which allows the Promoters to go forward to seek approval for the required powers to construct and operate the system. Programme Entry status is an indication that the Government regards the NGT proposals as value for money and are minded to provide a Regional major scheme funding allocation.
- 2.11 The Strategic Case sets out the scheme context and includes a description of the problems and issues which NGT will help to resolve. It sets out the scheme objectives and describes how the Preferred Trolleybus Option was developed. It also demonstrates that NGT will make a strong contribution to meeting national, regional and local policy objectives.
- 2.12 The document concludes with a summary of the appraised NGT options outlining the many benefits of NGT and demonstrating the strong contribution that it will make to the future transport network in Leeds. It highlights the positive impact the scheme will have on encouraging modal shift and more sustainable travel, whilst helping to maximise the Leeds economy by enhancing its competitive position and facilitating future employment and population growth. Finally, the section highlights the contribution NGT will make to improving accessibility from some of the more deprived areas of Leeds to enable improved access to opportunities and an improved quality of life.
- 2.13 A revised and best final funding bid (BAFFB) for the scheme was submitted to the DfT on the 30th March 2012. The purpose of this bid was to provide the Department of Transport with a robust economic case for the scheme. On the 5th July the government made a public announcement that the scheme business case had been approved and enables the scheme to progress and submit a Transport and Works act order (i.e. the statutory consents necessary for the scheme) A letter confirming this process was received from the Department of Transport on the 19th July 2012, stating that the scheme will receive the bulk of the funding (up to £173.5 million) from the Department for Transport with the remainder (£76.5 million) coming from local authorities.

“Leeds will have new state-of-the-art trolleybuses that will be faster, more reliable and greener than their predecessors. They will make public transport in Leeds more accessible and attractive than ever before and I know trolleybuses will be transformational for growth and jobs in West Yorkshire. Investment on this scale in precisely this kind of infrastructure is a recognition

of how crucial Leeds and Yorkshire are to the long-term success of the British economy.” Justine Greening, Department of Transport 5th July 2012.

- 2.14 As a result of this approval both joint promoters (Metro and Leeds City Council) have started work on remobilising the team and the project development work in order to hit the scheme programme agreed with the aim of moving forward to a Transport and Works Act submission in the Spring 2013 and a Public Inquiry in late 2013.

3.0 Transport and Works Act order process

- 3.1 The next stage in the process of securing powers, approval and full funding for the NGT scheme is the Transport and Works Act Order (1992) application. This package of plans and reports, in essence is similar to a large planning application, is submitted to the Local Planning Authority but then ‘called in’ by the Secretary of State.

- 3.2 The TWAO seeks to obtain the powers required to:

- compulsorily purchase land
- designate roads
- operate a trolleybus system
- procure the trolleybus vehicles and operate them
- deliver enforcement strategies including Traffic Regulation Orders and cameras
- remove trees and relocate utilities
- implement mitigation measures (to offset the negative impacts of the scheme)

- 3.3 In conjunction with the TWAO process the Promoters will be seeking:

- deemed planning consent for the whole scheme
- approval of the required Conservation Area and Listed Building applications

- 3.4 The deemed planning consent is comparable to an Outline planning consent with the principle of the extent of works (limits of deviation) approved, along with indicative proposals but with the very detailed measures conditioned. The responsibility of discharging these conditions then lies with the Local Planning Authority.

- 3.5 The TWAO package will contain among other items:

- formal request for the S.90 direction (deemed consent)
- consultation report
- proposed planning conditions
- various plans at different scales and detail
- Design Statement
- Transport Assessment
- full Environmental Statement including Sustainability Appraisal
- Planning Statement

- 3.6 The application will result in local advertisement, local notices and a 42 day period for members of the public and other interested parties to inspect the application and make representations to the Secretary of State, with the probability that these will then be referred to a public local inquiry. All documents will be made available to view at Leeds City Council / Metro offices with a version accessible on-line. Prior to the TWAO submission further approval will be sought from the Leeds City Council Executive Board, following on from the current consultation with Ward Members and the public including the local Area Committees.
- 3.7 Prior to the scheme being paused, the extent of the TWA Order submission plans and the limits of deviation were in preparation. It was assumed at this time that the limits will have to remain quite broad until the Promoters are happy that all works to be undertaken by the Project are contained within the agreed limits. The consequences of broad limits however mean that the number of affected parties remains quite large. To draw in the limits at this stage would restrict on going design and restrict the opportunity to make amendments in response to negotiations and discussions with potential objectors.

4 Requests for Further Information (RFI)

- 4.1 Before the pause the scheme underwent a 'Land Referencing' exercise. Ardent Property Consultants were appointed by the Project Team to undertake land referencing in order to assist in developing the extent of the Order Limits, identify affected parties and input into the NGT Consultation / Objection Management strategy.
- 4.2 The TWAO 'Rules' require that a 'Book of Reference' must be submitted as part of the application. The Book is required to contain many details including the names of all owners, leasees, tenants or occupiers impacted by the scheme. Letters were sent out to all affected parties advising them that they could be affected by the scheme, and inviting them to contact the appointed consultants. If no response was received a Request for Information will have been served (a statutory process) which gives the respondent 21 days to reply.
- 4.3 As the scheme was paused for two years, there may have been changes for example in leasing arrangements and so some of this process will need to be re-undertaken. The letter to be sent out will outline the purpose of the request and also include a 'pack' of information (including who to contact if there are concerns and queries, FAQ, etc) together with an offer of a site visit and explanation of the proposals. The proposal is that letters will go out in September 2012, whilst the statutory referencing process will take place between October to March 2013.
- 4.4 When the application is made for the TWAO, documents will be made available for inspection by the public. Adverts in local newspapers, a notice to all landowners/properties affected by the compulsory purchase of property and display of notices along the route of any proposed construction sites.
- 4.5 Once the TWAO application is made, people have the right to make a formal objection to the scheme over a six week period and will be addressed to the

Secretary of State. Within 28 days of the objection period, the Secretary of State must decide on whether to hold a public Inquiry. A Public Inquiry will be held for a scheme that raises complicated issues and it is most likely that a Public Inquiry will be required for NGT. The dates below show the current proposed programme for the scheme.

Programme entry re approval	July 2012
Remobilisation of team	August/September/October 2012
Design Freeze for the Plans	December 2012
Transport and Works Act Order submission	April 2013
Public Inquiry	Sept 2013 to October 2013
Secretary of State Decision	May 2014
Construction	Summer 2016 to Autumn 2018
Start of NGT Operations	Winter 2018

5 The NGT Route

- 5.1 The attached plan shows the proposed routes being developed which includes a North Leeds, City Centre and South line route. When the trolleybus system is completed it will run from Holt Park in the north to Stourton in the south, linking with two Park-and-Ride sites. The trolleybus will operate in exclusive designated road lanes along more than 40 per cent of its 8.7 mile length.
- 5.2 The main change since this was previously presented to the committee is that the previous proposals of a central loop around the City Centre and the East Line out to St James have been withdrawn from the first phase of the scheme. This was as a result of the Department of Transport being unable to allocate funding for that element of the scheme at this stage. However it is considered that the above line is a first phase and there will be scope for future extensions to the East and alignments to the Easel and Aire Valley areas as well as west Leeds, although these do not form part of the current funding allocation and design work.
- 5.3 The South route leaves the City Centre Loop at the junction of Boar Lane with Briggate and crosses the river at Leeds Bridge before passing through a redesigned junction with Hunslet Road and Meadow Lane. It then turns left onto Bowman Lane and along the northern side of the Brewery site, where some land-take of the existing car park would be required (this is being taken into account in the early pre-application development discussions for the site). The line then passes Clarence Dock (with a stop for the Royal Armouries) on Chadwick Street before cutting a new NGT only route through vacant industrial land and car park areas to South Accommodation Road. The route then takes advantage of a segregated section carriageway to the east of Hunslet Road (originally reserved for the Tram), and then on under the new Inner Ring Road viaduct. Just after the viaduct the line would cross Hunslet Road to the west side. This offline section on Hunslet Road will run in existing highway grass verges and redundant highway carriageway.
- 5.4 At a point in front of St Joseph's Primary School the line diverts through a landscaped area and part of the school car park, onto Whitfield Way and Whitfield Square before running through the District Centre in front of the Job Centre Plus and library. This area, while still adopted Highway, is pedestrianised and the

opening up for NGT only is recognised as a sensitive issue. It is the preferred route option however for a number of reasons:

- The alternative option running adjacent to Hunslet Road would largely remove an existing landscape buffer creating significant environmental dis benefit to the residents of Whitfield Way
- Better journey times and reliability for NGT (compared to continuing on Hunslet Road)
- A direct link to the Hunslet District Centre and to a greater number of residential dwellings, which offers a real opportunity to help rejuvenate this part of the District Centre
- This route way goes directly next to the Morrisons store, whilst an important local facility, its potential to interact with the centre is currently underutilised. In order to help overcome this problem and mitigate the impact of NGT through this area and provide a safe and attractive environment for all users, a 'shared space' area is envisaged. This would comprise of an NGT stop, improved surfacing, tree planting & landscaping with a focus on good urban design to create a high quality plaza. NGT vehicles would be limited to a low maximum speed (15kph) through such 'shared space' areas.
- The NGT Buisness case estimates that once NGT is in operation that there will be approximately 440,000 passengers either alighting or disembarking at the Penny Hill stop. Thus bringing additional people and economic activity into the area.

5.5 The preferred option alignment continues from the District Centre onto Church Street, and then heading south again onto Balm Road before turning onto an alignment adjacent to the railway and partly running on the sidings. NGT would then cross Pepper road at grade before continuing adjacent to the railway just before joining the large gyratory forming Junction 7 of the M621. This gyratory would be crossed to gain access to the designated Park and Ride site at Stourton just south of the motorway junction. The P&R facility would be clearly visible from the motorway and accessed directly by vehicles from the junction so as to be as attractive for commuters and other visitors to Leeds. The car park option is for a surface car park, although decking will be considered and the possibility of locating of the NGT depot on the site. This must be designed in the context of a very open and visible 'green' site. The P&R would require significant internal and boundary landscaping treatment and pedestrian / cycle links to the Middleton Ring Road.

5.6 **Other Bus services:** The potential impact of NGT on commercial bus services across Leeds is an acknowledged issue that any publicly controlled rapid transit system must assess and resolve. The project team is giving detailed consideration to this issue. There are a number of complex scenarios depending on the procurement route taken, potential partners / operators of NGT, the implementation of Quality Partnerships / Contracts, and potential for interchange at the P&R sites. The approach to be taken will become clearer as time progresses and will be considered in some detail at the Public Inquiry.

5.7 Unlike other sections of the NGT network there is very little overlap with existing bus routes on the South route, with the exception of buses stopping at the Hunslet District Centre and going to and from the city centre. Significant impacts on and

alterations to existing bus service levels and patronage are therefore not expected along the South NGT Route.

- 5.8 **Jobs:** Creation of local jobs is a key issue for the Council and will be considered as part of the scheme package as it is developed. There are three key areas of potential job creation. The major scheme business case (msbc) estimates that approximately 4000 jobs will be created as a result of the NGT scheme. This will be from enhanced local business opportunities and efficiencies of time travel and construction jobs. Additionally the scheme estimates that 250 jobs will be created from the operation and maintenance of the scheme. The ability to employ local labour will be a consideration of the procurement agreement for both the construction and operations elements and these will be explored through the ability to instigate legal local labour agreement.

6 Public Engagement on the proposed scheme

- 6.1 A two-stage approach to public engagement on the NGT project was implemented before the scheme was paused in 2010. The initial period of NGT public engagement involved undertaking a series of public exhibitions, held jointly with the Transport for Leeds project, in Leeds City Centre in November 2008. The purpose of these exhibitions was to raise awareness of the emerging NGT proposals and to seek feedback from the public on certain key attributes of the scheme. The exhibitions were extremely well attended with over 1,000 people visiting over a four day period.
- 6.2 In addition an NGT leaflet and questionnaire was distributed at the public exhibitions for people to complete during the event or to be taken away and returned via a freepost envelope. Consultation packs (containing a leaflet, questionnaire and freepost envelope) were also made available at a number of public libraries and One Stop Shops along the proposed NGT routes. An NGT project website was also launched in November 2008 to provide general information about the project and to provide an online facility for people to complete the NGT questionnaire. The NGT website can be found at www.ngtmetro.com.
- 6.3 The key findings of the first stage of public consultation can be summarised as follows:
- Over 95% of respondents thought that public transport in Leeds could be improved;
 - The improvements that respondents most wanted to see were: more reliable services, cheaper fares, more frequent services, more bus lanes and less crowded services;
 - 85% of respondents thought that bus vehicles could be improved and on-board information was the most commonly suggested measure. Over one third of the sample also asked for cleaner and more environmentally friendly vehicles; and
 - There was a positive response to the NGT proposals and respondents welcomed the fact that they involve high quality public transport improvements and Park and Ride. The issue of quality was important and the results show a desire for a scheme that is more than a 'typical bus'.

- The full analysis of the NGT questionnaires has now been made available to the public through the NGT website.

- 6.4 The second phase of NGT consultation commenced in June 2009 and closed in early September 2009. The aim of this second phase was to present the more detailed proposals for NGT at exhibitions along the proposed routes as well as in Leeds City centre to obtain as wide a consultation as possible of the public's views on the scheme. At the same time a series of detailed briefings were given to Members, together with presentations to this committee and attendance at Community Forums where requested.
- 6.5 A series of public exhibitions were held on each of the NGT routes and exhibition visitors had the opportunity to discuss the proposals with project staff and if desired go through the concept design plans in detail. In Hunslet the exhibition was manned at the Penny Hill centre on June 18th- 20th 2009. An NGT questionnaire was also distributed to ascertain respondents' thoughts on trolleybuses, route proposals, park and ride proposals and the NGT scheme in general. Overall 20,000 questionnaires were handed out as part of the consultation exhibitions and an online version was also available on the NGT website.
- 6.6 The summer 2009 consultation consisted of six public exhibitions each lasting two to four days across Leeds including evenings and Saturdays with nearly 1,400 people attending. Information was also available on the internet, in libraries, to local groups and distributed to members of the public on-street. Feedback was sought via a questionnaire which over 2,500 people completed. The questionnaire responses showed a positive reaction to the proposals and 77% of all respondents supported/ strongly supported them. The main reasons for such support related to:
- Reduced car use/congestion
 - Environmental reasons
 - Provision of reliable/quick/good quality, modern public transport
 - Positive impact of the scheme on Leeds
- 6.7 A similar level of support was shown for the use of trolleybuses, which were primarily supported due to environmental reasons. Over 70% of all respondents supported/ strongly supported the introduction of Park & Ride sites at the end of the North and South routes; such support was even higher amongst car owners. The feedback questionnaire asked about potential use of NGT and 88% of those living within a ten minute walk of one of the routes said they would consider using it. Whilst 42% of car owners responding said they would consider using one of the Park & Ride sites. A number of comments and suggestions were received in relation to the NGT proposals. Common themes from all responses included the following:
- A desire for more NGT routes and wider coverage of Leeds
 - The need for low fares to encourage use
 - The need for competitive Park & Ride pricing to encourage car drivers
 - Concern about how NGT would integrate with existing bus services- some felt it is not necessary if existing services are improved
 - The impact of the scheme on traffic, with some concerns that NGT would

create additional congestion

6.8 In addition wherever technically feasible the concept design prepared for public consultation has been amended to take into account of the concerns and issues raised. Amendments made include the following:

- Alignment through Hunslet (preferred option from the consultation adopted to maximise accessibility to local residents and minimise adverse impacts on residential amenity.)
- Off-highways (railway) alignment between Balm Road and Pepper Road (provision made in the limits to avoid impacting on Leasowe recreation Ground)

6.9 **Further Consultation:** Whilst an extensive public consultation was undertaken prior to the pause (as described above) it is recognised that as there has been a two year gap that we would seek to undertake further public consultation. It is probable that at least some of the previous land referencing exercise including the request for information will need to be redone. It should also be noted that the NGT team envisage a period of on going consultation, both formal and informal with residents, business and interested parties from this point onwards leading up to the Transport and Works Act submission in spring 2013 and the Public Inquiry in late 2013.

7 Corporate Considerations

7.1 Consultation and Engagement

7.1.1 The consultation process is outlined above.

7.2 Equality and Diversity / Cohesion and Integration

7.2.1 Leeds City Council and Metro are committed to equality and cohesion and all projects they are involved with will have considered these issues.

7.2.2 A light touch Equality Impact Assessments is carried out for all projects.

7.3 Council Policies and City Priorities

7.3.1 The projects outlined in this report contribute to targets and priorities set out in the following council policies:

- Vision For Leeds
- Children and Young Peoples Plan
- Health and Well being City Priority Plan
- Safer and Stronger Communities Plan
- Regeneration City Priority Plan

7.3.2 Specifically:

- improving the local economy for the benefit of all residents; improving connectivity for local neighbourhoods; providing a sustainable environment; and engaging local people in decisions about their neighbourhood.
- The NGT proposals are reflected by the Supertram route set out in the Unitary development Plan proposals map and are being incorporated within the emerging Local Development Framework, through the Core Strategy (SP11 transport infrastructure investment priorities) the Core Strategy 'key diagram' (publication draft).

7.4 Resources and Value for Money

7.4.1 A joint LCC and Metro project team is developing the scheme, with a Project Board consisting of senior officers at Directorate level from both organisations meeting on a regular basis. Scheme development costs are currently being met jointly by Metro and Leeds City Council.

7.5 Legal Implications, Access to Information and Call In

7.5.2 All decisions taken by the Area Committee in relation to the delegated functions from Executive Board are not eligible for Call In.

7.5.3 There are no key or major decisions being made that would be eligible for Call In.

7.5.4 There are no legal implications as a result of this report.

7.6 Risk Management

7.6.1 A risk log is being updated to reflect the current situation and will be reported through to the project board meetings.

8 Conclusions

8.1 Work on the development of NGT has recommenced following the Government's approval in July 2012 with the aim of in Spring 2013 submitting for powers to construct and operate the scheme. Prior to this further consultation will be carried out with ward members and local community groups along the route of the scheme. Construction work will not start before late 2016.

9 Recommendations

Area Committee Members are asked to:

- Note the contents of this report and in particular the on going public consultation on the New Generation Transport scheme
- Provide feedback to the Project Team on the preferred form and content of future consultations with the Committee
- Provide any general feedback on the overall scheme, preferred route alignment, potential impacts and required mitigation measures

10 Appendices

NGT Aerial map

Background documents ¹

There are no background papers associated with this report

¹ The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.