

SCRUTINY BOARD (ENVIRONMENT, HOUSING AND COMMUNITIES)

Meeting to be held in Civic Hall, Leeds, LS1 1UR on
Monday, 25th February, 2019 at 10.00 am

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

MEMBERSHIP

Councillors

- B Anderson (Chair) - Adel and Wharfedale;
- J Bentley - Weetwood;
- A Blackburn - Farnley and Wortley;
- D Collins - Horsforth;
- A Gabriel - Beeston and Holbeck;
- P Grahame - Cross Gates and Whinmoor;
- A Khan - Burmantofts and Richmond Hill;
- G Wilkinson - Wetherby;
- S McCormack - Garforth and Swillington;
- P Gruen - Cross Gates and Whinmoor;
- P Truswell - Middleton Park;
- J Akhtar - Little London and Woodhouse;
- H Bithell - Kirkstall;
- M Harland - Kippax and Methley;

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

Principal Scrutiny Adviser:
Sandra Pentelow
Tel: (0113) 37 88655

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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> <ol style="list-style-type: none"> 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. 2. To consider whether or not to accept the officers recommendation in respect of the above information. 3. If so, to formally pass the following resolution:- <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:</p> <p>No exempt items have been identified.</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

DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS

To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 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 - 23 JANUARY 2019

1 - 4

To approve as a correct record the minutes of the meeting held on 23 January 2019.

7

COUNCIL HOUSE GROWTH PROGRAMME UPDATE

5 - 20

To consider the report of the Director of Resources and Housing which provides an update on the Council Housing Growth Programme.

8

**ROAD SAFETY AND ROAD CASUALTY
REDUCTION AND INITIATIVES**

21 -
44

To consider the report of the Director of City Development and the Director of Communities and Environment which provides an update on police related activities to address anti-social driving behaviour across the district and overview of the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes with the emphasis on reducing casualties for vulnerable road users.

9

WORK SCHEDULE

45 -
54

To consider the Scrutiny Board's work schedule for the 2018/19 municipal year.

10

DATE AND TIME OF NEXT MEETING

Wednesday 13 March 2019 at 10:30am (pre-meeting for all Board Members at 10:00am)

THIRD PARTY RECORDING

Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts on the front of this agenda.

Use of Recordings by Third Parties – code of practice

- a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title.
- b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.

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SCRUTINY BOARD (ENVIRONMENT, HOUSING AND COMMUNITIES)

WEDNESDAY, 23RD JANUARY, 2019

PRESENT: Councillor B Anderson in the Chair

Councillors J Akhtar, J Bentley, H Bithell,
A Blackburn, D Collins, J Goddard,
P Grahame, R Grahame, M Harland,
S McCormack, P Truswell and G Wilkinson

51 Late Items

There were no formal late items of business added to the agenda.

52 Apologies for Absence and Notification of Substitutes

Apologies for absence were received from Councillors A Gabriel, P Gruen and A Khan.

Councillors R Grahame and J Goddard were in attendance as substitutes.

53 Minutes - 28 November 2018

RESOLVED- That the minutes of the meeting held be approved as a correct record.

54 Best Council Plan Performance Report Quarter 2, 2018/19

The report of the Director of Resources and Housing and Director of Communities and Environment provided a summary of the Best Council Plan (BCP) performance data for Quarter 2 2018/19.

The following were in attendance:

- Neil Evans – Director of Resources and Housing
- James Rogers – Director of Communities and Environment
- Jill Wildman – Chief Officer Housing Management
- Lee Hemsworth - Chief Officer Customer Access & Welfare
- Paul Money - Chief Officer Safer Leeds
- Cllr Debra Coupar – Executive Board Member
- Simon Costigan – Chief Officer, Properties & Contracts

Key issues identified in discussions with the Board included:

- Rent collection – Discussion focussed on the introduction of Universal Credits. The Board was informed of the preparation work that had been carried out to assist those transferring to Universal Credits. With regard to direct payment to landlords, it was reported that there had not been an informed decision on this but the Council could apply for direct payment for those who were vulnerable or had rent arrears.

Draft minutes to be approved at the meeting
to be held on Monday, 25th February, 2019

- Void properties – there were no long term void properties.
- Repairs – a high number of claims were still being made due to claim farming. The Board was informed of preventative work being carried out to reduce claims and progress made with disrepair cases. General gathering of satisfaction data is being done by telephone after repair completion.
- Background checks for new tenants – it was reported that some information with regard to history of anti-social behaviour and rent arrears could be identified from applications.
- Adaptations – Prioritisation for those undergoing palliative care.
- Re-let times/exchanges – Various methods were used for arranging exchanges and there was a focus on properties that were under occupied.
- Rough sleepers – there had been a multi-agency approach which focussed on individuals and keeping them from returning to the streets. Concern was expressed regarding rough sleepers on the outskirts of the city centre and using tower blocks entrances and hallways. The Board were advised of the proposals within the 2019/20 budget to invest further in the concierge services for tower blocks.
- Contact Centre – concern was raised that not all customers are receiving call backs after leaving a message, further information was requested with regard to call back statistics.
- Financial Inclusion – The Board was informed of the work carried with the Beat the Odds Campaign which supported those at risk from gambling harm.
- Community Safety – The Board were advised of the increase in reporting of hate crime, which was attributed to previous under-reporting. Enhanced safeguarding support was being provided to medium and high risk domestic violence cases and cases where there was repeat offending.

RESOLVED – The Scrutiny Board (Environment, Housing and Communities):

- a) Note the Best Council Plan Quarter 2 2018/19 performance information and to consider if they wish to undertake further scrutiny work to support improvement work in in any of these areas.

55 Financial Health Monitoring

The report of the Head of Governance and Scrutiny Support, provided Board Members with information with regard to the financial health of those service areas that fall within the remit of the Environment, Housing and Communities Scrutiny Board.

Information for Month 7 of the 2018/19 financial year was appended to the report.

The following were in attendance:

- Neil Evans – Director of Resources and Housing
- James Rogers – Director of Communities and Environment
- Michael Everitt - Head of Finance
- Bhupinder Chana - Head of Finance - Technical

- Kevin Mulvaney - Head of Finance
- Cllr Debra Coupar – Executive Board Member

RESOLVED – The Scrutiny Board (Environment, Housing and Communities):

- a) Consider the attached Executive Board report in relation to the financial health of those services that fall within the remit of the Scrutiny Board;
- b) Agree any specific scrutiny actions that may be appropriate.

56 Initial Budget Proposals for 2019/20

The report of the Head of Governance and Scrutiny Support set out the budget proposals for 2019/20.

The proposals had been considered at the Executive Board meeting in December 2018 and would be re-submitted to Executive Board following Scrutiny considerations and prior to submission to Full Council for approval of the budget.

The following were in attendance:

- Neil Evans – Director of Resources and Housing
- James Rogers – Director of Communities and Environment
- Michael Everitt - Head of Finance
- Bhupinder Chana - Head of Finance - Technical
- Kevin Mulvaney - Head of Finance
- Cllr Debra Coupar – Executive Board Member

RESOLVED – The Scrutiny Board (Environment, Housing and Communities):

- a) Considered the Executive’s initial 2019/20 budget proposals as set out in the attached Executive Board report;
- b) Consider any areas where early involvement of the Scrutiny Board may help inform future budget proposals or approaches.
- c) To advise the Executive Board that the Board welcomed i) the commitment to increase investment in concierge services in council high rise buildings, which will help to aid the teams providing intervention services, and ii) the Board’s ongoing commitment to monitor the impact of Universal Credit on Leeds residents and on Council resources going forward. (minute 54 refers)

57 Best Council Plan Refresh 2019/20 - 2020/21

The report of the Head of Governance and Scrutiny Support advised Members of an approach to refresh of the Best Council Plan for 2019/20 to 2020/21.

The following were in attendance:

- Neil Evans – Director of Resources and Housing
- James Rogers – Director of Communities and Environment
- Cllr James Lewis– Executive Board Member

- Cllr Debra Coupar – Executive Board Member

Following feedback, Members were informed that the following areas were likely to be further developed within the plan:

- Reflection of the aging population.
- The reflection of sustainable development in the revised plan.

RESOLVED – The Scrutiny Board (Environment, Housing and Communities):

- a) Considered the appended Executive Board report and the initial proposals for the Best Council Plan for 2019/20 to 2020/21; and
- b) To advise the Executive Board of the Scrutiny Boards intention to continue focus on the impact of Universal Credit in the context of tackling poverty for individuals and families, both in and out of employment, which will support the strategic direction of the Council as set out in the refreshed Best Council Plan 2019/20 – 2020/21.

58 Work Schedule

Principal Scrutiny Advisor introduced the report of the Head of Governance and Scrutiny Support which advised Members of the Scrutiny Board's work programme.

Members were informed that the February meeting would have reports on the Housing Growth Programme, road safety issues, an update on the Anti-Social Behaviour Service and an update on cemeteries.

RESOLVED –

- a) To consider the matters outlined in the report, particularly in paragraph 2.8 and 2.9, the appended information and matters raised during the meeting;
- b) Agree or amend the overall work schedule (as presented at Appendix 1) as the basis for the Board's work for the remainder of 2018/19.

59 Date and Time of Next Meeting

RESOLVED- To note the date and time of the next meeting as Monday, 25 February, at 10:00am (pre-meeting at 9:45am).



Report author: Mark Denton

Tel: 07891 278062

Report of: Director of Resources and Housing

Report to: Scrutiny Board (Environment, Housing and Communities)

Date: 23rd February 2019

Subject: Council Housing Growth Programme update

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Gipton & Harehills, Armley, Killingbeck & Seacroft, Temple Newsam, Adel & Wharfedale, Farnley & Wortley, Beeston & Holbeck, Rothwell, Ardsley and Robin Hood, Armley, Killingbeck and Seacroft, Adel and Wharfedale, Middleton Park, Temple Newsam	
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input 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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	

Summary of main issues

1. This report provides an update on the Council Housing Growth Programme, and confirms the proposals for the delivery of further new council housing across the City, in line with Best Council Plan targets to increase the number of new affordable homes and to support sustainable and inclusive growth.

2. The report confirms the size of the proposed programme and available funding options including commitment of existing funding and additional potential borrowing, and provides an outline of the proposed new schemes identified for delivery.

3. The report also confirms the proposals approved by Executive Board to enable the programme to move forward at pace, including the use of council owned and acquired sites which have been identified as suitable and currently available for housing development.

Recommendations

Scrutiny Board is asked to:

1. Note the scope of the council's new housing scheme proposals and initial sites identified for the delivery of new general needs council housing for social rent, and that any decisions on disposal of council land / acquisition of private land to facilitate these schemes have been delegated to the Director of City Development;

2. Note that decisions regarding the final funding mix for each housing scheme taken forward have been delegated to the Director of Resources and Housing by Executive Board;
3. Note that authority to procure & award contract for each housing scheme is delegated to the Director of Resources and Housing;
4. Note that a further report on progress with delivery of the programme be brought to Executive Board in 2019.
5. Note the progress made in the delivery of the extra care housing programme
6. Note that the sites at Cartmell Drive South, Halton Moor and Throstle Recreation Ground have been approved for the delivery of extra care housing
7. Note the Adult Social Care system cost savings estimated to be generated from Package 1
8. Note the likely position in relation to capital receipts arising from the programme and that the Director of City Development will negotiate the detailed terms including the financial consideration for the disposal of each site in Package 1 and will seek the approval of Executive Board to the final terms of each disposal

1. Purpose of this report

- 1.1 This report provides an update on the Council Housing Growth Programme, including both general needs homes and extra care housing for older people and sets out the agreed proposals for the delivery of further new council housing across the city, in line with Best Council Plan targets to increase the number of new affordable homes and to support sustainable and inclusive growth.
- 1.2 The report sets out the size of the proposed programme and available funding options including commitment of existing funding and additional potential borrowing, and provides an outline of the proposed new schemes identified for delivery.

2. Background information

- 2.1 The council delivers new council homes through the Housing Revenue Account (HRA) and has sought to deliver a large scale programme of up to 1,000 affordable homes. The council has successfully developed new homes for rent through a variety of funding programmes and delivery approaches:
 - 388 new homes delivered across 10 development sites via the housing PFI scheme at Little London, Beeston Hill & Holbeck – 3.5 year delivery completed in 2017 (capex value c£85 million).
 - 116 other homes have been delivered at Railway Close (previously East Park Road), Cardigan Green (former Lord Cardigan public house site), Plantation (former Squinting Cat public house site), Garnets in Beeston, Broadleas in Bramley, and 9 new homes completed so far on the former Whinmoor Pub site.
 - In addition, 129 properties have been delivered by our £11m long term empties programme.
 - A further 13 homes are on site (former Whinmoor Pub site), and 87 are at pre-planning/ design stage (the Beeches in Gipton; Nevilles in Osmondthorpe, and Meynell Approach in Holbeck).
 - Our first council extra care scheme of 45 homes for older people was built in 2016 at Wharfedale View in Yeadon. A further programme of extra care housing will deliver a further 3 schemes and up to 200 new homes for older people, taking the total delivery of affordable homes close to 1,000 homes. A detailed report on the extra care housing programme will be submitted to Executive Board in December 2018.
- 2.2 £18m of Right to Buy (RtB) receipts funding has also been committed since 2015 toward the delivery of 474 new affordable housing units through Registered Provider and Third Sector schemes; 250 start on sites have been achieved to date.
- 2.3 Executive Board agreed a total programme of funding for the delivery of council and affordable housing of around £108 million and the majority of this funding has now been committed.
- 2.4 As at July 2018, the council had only £5 million of HRA borrowing headroom remaining to support future activity, after allowing for the schemes in procurement. This would have equated to around 40 further homes, based on indicative costs.
- 2.5 MHCLG announced a bidding round in July 2018 which offered eligible councils the opportunity to bid for temporary additional HRA headroom from April 2019 to March 2022 to enable them to build more affordable, mixed tenure and social rented

homes. Leeds City Council submitted bids in respect of 7 general needs housing schemes in response to this bidding round.

- 2.6 Subsequently, on 30th October 2018, the Government abolished the cap on borrowing within the HRA, rendering this bidding round redundant. The removal of the HRA borrowing limit represents a significant opportunity for the council to build its future generations of council homes at a scale and pace which would not have previously been possible.

3. Main issues

Funding issues

- 3.1 Right to Buy (RtB) sales generate around £9 million p.a. in additional resources. However, under existing legislation, only 30% of total scheme costs of new schemes can be met using RtB receipts, and the receipts must be committed within 3 years of being generated. This means that to spend all £9 million of our RtB receipts each year we would require HRA headroom of £21 million p.a., giving a total programme of £30 million p.a. (The alternative of using RtB receipts to fund Registered Providers is also constrained due to their reliance on Homes England Grant funding, which cannot currently be blended with RtB receipts, thereby making them reluctant to use this source).
- 3.2 With funding of £30 million p.a. the council could deliver between 200-240 homes p.a. but without the requisite amount of headroom to supplement the Right to Buy receipts, the council was at risk of having to return unspent RtB money to central government. Due to the HRA borrowing constraints that have been in place in recent years and the impact this has had on our ability to build, the council is at particular risk of losing some of its RtB credits in the next financial year as the majority of spend for our proposed new schemes will not take place until the 2020/21 financial year and beyond.
- 3.3 A recent consultation paper on the use of RtB receipts proposed some potential changes in approach. The key points raised in the paper include:-
- Potential extension of time limit to 5 years (currently 3 years) to spend any historic RtB receipts (3 year limit to remain for spending new receipts as government believe we should have the experience to deliver going forward)
 - Transfer of land from General Fund to HRA at zero cost (although the council would have to consider potential impacts on its general fund capital receipts programme)
 - A definite emphasis on social rent over affordable rent
 - Potentially allowing areas that need more social rent accommodation to use RtB credits to fund up to 50% of scheme costs rather than the current maximum of 30%, and potential to also use Affordable Homes Programme Grant to fund the remaining 50% (or up to 30% if affordable housing). At the moment we cannot blend these two funding pots
 - Some discussion around the use of the HRA with the Government suggesting that, in general, social and affordable housing should be built and managed within a local authority's HRA so that residents' rights are protected
 - However, Government recognises that there are occasions where delivering affordable housing through housing companies might be appropriate, such as where the Housing Revenue Account cannot sustain new building, and is seeking views on the use of Right to Buy receipts through these organisations.

- 3.4 In addition to HRA resources and RTB receipts, the council also has an existing allocation of around £7.5 million of Homes England (HE) Affordable Homes Grant which it needs to commit by March 2021 to meet funding conditions.
- 3.5 Our HE grant allocations were secured at rates of between £22-35,000 per home. Subsequently it has become apparent that grants at this level would not be sufficient in terms of supporting the proposed schemes to be viable. For this reason, and also in the context of pressure to spend our RtB receipts, the council has since taken the decision to fund these schemes via RtB receipts instead of using our grant allocation towards them, (i.e. where 30% of RtB was worth more than the grant income offered).
- 3.6 We are in ongoing discussions with Homes England regarding negotiation around improved grant levels for social rented housing and schemes using modern methods of construction.
- 3.7 As summarised above, the council has been effective in delivering a significant programme of housing in recent years through the HRA, support of Registered Providers through RTB receipts, and via the brownfield land programme. Now that the HRA borrowing cap has been lifted we can continue to build on, and expand our housing growth programme in the coming years.

Council Housing New Build Programme– Phase 1 (2019 - 2022)

- 3.8 Following the announcement of the HRA bidding round in July, the council moved quickly to identify a number of council owned sites which might be suitable for development within the funding timescales, and also agreed terms to purchase a site which was part council and part privately owned. MHCLG advised that the scheme evaluation would focus on value for money and readiness to deliver, and the council therefore determined which sites should be included in the programme on the basis of readiness to deliver. The council has identified 7 new general housing schemes as outlined in Table 1 below.

Table 1 – General Needs Housing Schemes

Ward area	Site location	Est. no. of homes
Gipton & Harehills	Amberton Terrace	58
Killingbeck & Seacroft	Tarnside Drive (inc Mardale Cres)	41
Temple Newsam	Cartmell Drive South	115
Killingbeck & Seacroft	Seacroft Crescent	34
Adel & Wharfedale	Farrar Lane	47
Farnley & Wortley	Oldfield Lane	50
Armley	Heights Lane	13
	Total	358

- 3.9 Prior to the recent abolition of the HRA borrowing cap, our ability to take these schemes forward would have been dependent on a positive outcome from the bidding round. However, the removal of the cap means that Local Authorities are now able to borrow for housebuilding in accordance with the Prudential Code, and the council is therefore now in a position to draw down the required borrowing to take all of these schemes forward.

- 3.10 The authority will act within the Prudential Code, and any further guidance from the Secretary of State, to determine a Minimum Revenue Provision. The broad aim of a prudent provision is to ensure that debt is repaid over a period that is reasonably commensurate with that over which the capital expenditure provides benefits.
- 3.11 In total this programme will enable the council to deliver circa **358 new general needs homes** with a capital investment of around **£55 million**.
- 3.12 Each scheme will be funded via a combination of either RtB receipts or Homes England (HE) grant plus HRA borrowing. The Council will determine the optimum funding mix for each scheme subject to confirmation of what grant rates are available from Homes England and whether these compare favourably to RtB funding.
- 3.13 The Council is already looking beyond this first phase, and will continue to proactively seek further sites for development across the city, both council and privately owned, in recognition of the continuing demand for new homes. The Programme team is putting in place the structures and processes we will need to enable us to build and grow a sustainable pipeline of suitable sites, schemes and property acquisitions on an ongoing basis.

Site preparation and assessment

- 3.14 Desktop analysis, site surveys and intrusive site investigations have already been completed on the majority of these new sites to de-risk the proposals and ensure the scheme costs are realistic. Where required, demolition work will be undertaken to enable intrusive surveys to be completed and the results will support the forthcoming procurement exercise with contractors and support their design development work and preparation for planning.
- 3.15 To help ensure smooth and timely transition through planning, we have also implemented a range of initiatives to expedite design and ensure early compliance with planning requirements, including developing initial capacity plans in consultation with Planning and Highways to ensure the proposed schemes can be achieved within the known site constraints, and commencing the planning pre-application process for the schemes in September 2018.

Procurement and delivery approach

- 3.16 The council undertook a soft market testing exercise with a number of established procurement frameworks in August 2018 to gauge market interest in delivering the council's proposed programme. The exercise was sent out to Efficiency North, the London Housing Consortium, Yorbuild 2 and Homes England's Delivery Partner Panel 3 (DPP3).
- 3.17 A strong response was received with nineteen contractors responding and confirming their interest in helping the council to deliver its programme at pace over the next 3-4 years. The majority of contractors also expressed support for the council's proposal to divide the programme into 3-4 separate lots for delivery, to help ensure that delivery can be achieved within the desired timescales. A number of contractors also confirmed their interest in using Modern Methods of Construction to deliver the programme, taking into account cost and site constraints. Additional market engagement sessions have been planned for early December to further inform our procurement strategy.
- 3.18 The council will be ready to commence procurement of the schemes detailed in this report in early 2019 with construction to complete by December 2021. The key milestones anticipated at present are as follows:

- Procurement commences – Early 2019
- Completion of procurement and selection of delivery partner – Autumn 2019
- Completion of Design and Planning – Spring 2020
- Commence Construction in 3-4 lots – Summer 2020
- Construction complete (all schemes) – December 2021

Extra care housing for older people

- 3.19 Executive Board received a further report on the delivery of affordable housing on 19th December 2018. This provided an update to a report from July 2017 Executive Board which approved proposals for the delivery of extra care housing for older people across the City as part of the Council House Growth Programme and to support the Better Lives Programme.
- 3.20 6 sites were identified for the delivery of extra care housing in July 2017, together with a £30 million budget from the Housing Revenue Account with an expectation that up to 200 new homes would be provided. Two main delivery options were identified, either through external providers utilising the North Yorkshire County Council extra care procurement framework or direct delivery by the Council.
- 3.21 Following market engagement, it was agreed that the sites would be split into 2 packages for delivery; Package 1 would be 4 sites to be delivered through the NYCC procurement route as follows

Table 2 – Sites allocated to extra care housing delivery package 1 (external provider schemes)

Committee Area	Site/ Location	Size (ha)
Outer South	Windlesford Green, Rothwell	0.71
	Westerton Walk. West Ardsley	0.99
Inner East	Former Seacroft Library, Seacroft Crescent, Seacroft	1.41
Outer North West	(Land off) Farrar Lane, Holt Park	1.31

- 3.22 Package 2 would be 3 sites to be delivered by the Council through a separate procurement process as follows

Table 3 – Sites allocated to extra care housing delivery package 2 (Council provided schemes)

Committee Area	Site/ Location	Size (ha)
Inner West	Middlecross, Simpson Grove, Armley	0.79
Outer East	Cartmell Drive South (part), Halton Moor South	0.94
Inner South	Throstle Recreation Ground (part), Middleton Park Avenue, Middleton	1.00

- 3.23 The December 2018 report approved the inclusion of the two additional sites at Cartmell Drive, Halton Moor South and Throstle Recreation Ground, Middleton.

- 3.24 Executive Board noted that a partnership contract had been awarded for the delivery of package 1 with the expectation that all four schemes would be completed by March 2021. They further noted that the procurement for the package 2 Council schemes would commence in early 2019 with an expectation that they would be completed by December 2021.
- 3.25 The delivery of these seven schemes, will increase the total amount of extra care housing in the city by almost 440 new homes and significantly contribute towards the Council's overall target of around 1,000 extra care homes for older people by 2028.

Delivery routes and Local Housing Company option

- 3.26 At the time of the original HRA bidding round announcement in July 2018, the council's assessment was that it was unlikely to receive the full funding it would require to deliver its ambitions over the next 3 years. As a result, some initial consideration was given to alternative delivery routes that would help the council meet its ambitions.
- 3.27 One of these potential delivery routes was for the council to establish a Local Housing Company (LHC) to deliver new homes for rent. A significant number of Local Authorities have established Local Housing Companies over the last 5-10 years and these take a wide variety of formats and structures.
- 3.28 Abolition of the HRA borrowing cap means that there appears to be less immediate urgency to establish a Local Housing Company, as this is no longer required in order to deliver the initial programme of new homes.
- 3.29 However, there may be merit in looking to establish a Local Housing Company in the future, to give the council access to the widest range of potential delivery vehicles for delivering on our housing aspirations, including giving us the option to deliver mixed tenure housing where appropriate to complement social housing. This is currently under review.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The council's Executive Member for Communities and Executive Member for Regeneration, Transport and Planning have been engaged and are supportive of the proposed new housing schemes detailed in this report. In addition we have also undertaken initial consultation with local elected members about schemes within their ward. The majority of scheme proposals have received significant support within each ward area, and there is overall support for the provision of additional council housing in Leeds. In Farnley and Wortley some members have raised concerns about the proposal to develop the Oldfield Lane site which are subject to further consultation.
- 4.1.2 The proposals have been developed taking account of demand data discussed with the council's Housing Management Team to ensure they meet locally defined needs in terms of tenure and unit sizes, and the estimated number of homes have been developed through initial capacity studies in consultation with planning and Highways colleagues.

4.1.3 In developing our Extra Care offer both Voice for Older Leeds Tenants and the Leeds Older People's Forum were consulted and are very supportive of the approach we are undertaking to deliver specialist accommodation for older people in Leeds. Both groups were keen to ensure that residents' views were taken into account as part of any future developments the Council may deliver in partnership with third parties and a number of their key recommendations were incorporated in the Leeds Older People's Housing Prospectus which was produced in Autumn 2015

4.2 Equality and diversity / cohesion and integration

4.2.1 An Equality, Diversity, Cohesion and Integration (EDCI) screening has been completed to evaluate the potential impact of the delivery of the proposed new general needs homes across the city on equality, diversity, cohesion and integration as part of the wider Council Housing Growth Programme (CHGP).

4.2.2 The proposals reflect differences in need in relation to existing and predicted supply of general needs housing across the city's neighbourhoods and seek to facilitate an increase in supply to meet current and predicted localised gaps in provision. A copy of the EDCI screening documents are attached for reference at **Appendix 1**.

4.3 Council policies and Best Council Plan

4.3.1 Housing has been identified as one of the Best City priorities and this programme will directly support the following priorities:

- Housing of the right quality, type, tenure and affordability in the right places;
- Minimising homelessness through a greater focus on prevention;
- Providing the right housing options to support older and vulnerable residents to remain active and independent; and
- Tackling fuel poverty.

4.3.2 The programme will also directly contribute to the achievement of a number of the key performance indicators the council will use to measure success including:

- Growth in new homes in Leeds;
- Number of affordable homes delivered;
- Improved energy and thermal efficiency performance of houses; and
- Number of households in fuel poverty.

4.3.3 As well as enabling the council to build to meet its housing needs, such a significant development programme will also contribute to delivering against our social value charter aspirations via the creation of employment, skills and apprenticeship opportunities within the city. A further report will be presented to Executive Board setting out the detail of our housing proposals beyond the current 2019-22 programme in 2019.

4.4 Resources and value for money

4.4.1 Of the 7 new general needs schemes, our current expectation is that 5 will be funded by a combination of Right to Buy receipts plus additional HRA borrowing, and the remaining 2 will be funded via a blend of Affordable Homes Grant funding from Homes England and HRA borrowing. However this is subject to confirmation of the available grant rates and how this compares to RtB, which can currently be used to fund up to 30% of total scheme costs. Table 2 below summarises the indicative overall funding for these schemes:

Table 4 – summary funding requirements – general needs programme

Total Scheme Cost £m	HRA Borrowing £m	Homes England Grant £m	Right to Buy Receipts £m
54.84	38.11	6.33	10.40

- 4.4.1 Taking account of the areas in which schemes will be delivered, and as part of our overall strategy and our commitment to affordability, the council proposes to deliver these schemes for **social rent**. This has financial implications but also forms part of our business case justification for seeking the levels of grant support we need to deliver the programme.
- 4.4.2 The average rents for existing general needs schemes in Leeds are shown in the table below, and illustrate that average social rents are between £60 and £120 per week cheaper than the affordable rents many Registered Providers and some Local Authorities deliver at.

Table 5 – Average rent levels – general needs programme

Dwelling type	Average Unit Cost	Average Social Rent	Max affordable rent (80% of market)	Average Market Rent
2 Bed House / Bungalow	£141,385.26	£74.61	£138.46	£173.08
3 Bed House / Bungalow	£150,357.56	£79.80	£162.46	£203.08

- 4.4.3 Rents for the extra care housing for older people are higher than those indicated above, recognising the additional management and service charges (including communal facilities) associated with extra care housing provision.
- 4.4.4 As part of the procurement exercise for the extra care housing package 1 programme, the winning bidder was required to submit an average weekly affordable rent for the affordable rented units on the Westerton Walk scheme. LCC Housing Management and LCC Housing Benefit have been consulted and confirmed that the proposed rent levels are reasonable and eligible for housing benefit.
- 4.4.5 Our experience in managing the Council’s extra care housing scheme at Wharfedale View, Yeadon extra has identified that since opening in December 2016 the vast majority of residents in affordable rented flats are fully funded through housing benefit, with very few tenants self-funding. All the shared ownership residents (and any purchasing homes outright) are very likely to be self-funded.
- 4.4.6 Borrowing for the new schemes would typically be over three years with the principal and interest repaid over thirty years at an assumed rate of 3%. Our financial viability assessments show that the average payback period for these schemes based on social rents would be c23 years. Further work will be undertaken through a sensitivity analysis to examine potential interest rates and payback periods to ensure the optimum position for the authority is secured.
- 4.4.7 Resources for delivery of the Council Housing Growth Programme have been strengthened over the last 12 months or so and this means we are well placed to deliver this ambitious programme of new homes. The multi-disciplinary team, incorporating staff from Resources & Housing, Housing Management and City

Development staff have worked closely to develop these proposals and to ensure that as much preparation work as possible is underway to assure the delivery of the programme.

4.4.8 In relation to VfM, we have calculated the scheme cost estimates based on recent experience on similar schemes, and based on our existing knowledge about the very challenging sites we have available. Many require significant levels of remediation and this has meant that our total average costs are in some cases higher than we would like. However, if we set aside these abnormal conditions and constraints on individual sites, our unit costs are actually trending downwards whilst achieving higher quality and meeting NDSS space standards.

4.4.9 Our proposed schemes will all be designed to the 'Leeds Standard' - our commitment to a set of quality principles that will ensure the new council homes we build will be designed in such a way as to deliver excellence under three themes; Design Quality, Space Standards and Energy Efficiency Standards.

4.5 Adult Social Care System Cost Savings Estimated to be Generated by Package 1 - Local Authority Funded Placements

4.5.1 The table below models the potential benefits of placing local authority funded residents in Westerton Walk versus the average price paid by Adults and Health for a person living in residential care provision based on current framework rates. It is evident that the scheme will deliver significant efficiencies to Leeds City Council for each person funded by the local authority living in Westerton Walk.

4.5.2 Initial financial comparisons on the average cost of residential care (local authority and independent sector provision) versus extra care (based on the actual tendered cost of care package for Westerton Walk provided by the winning bidder) reveal that extra care, even with all care recipients having high care and support needs, provides the opportunity to realise significant system cost savings.

Table 6 – Comparison of extra care and residential care costs

Assessed Care Need	Westerton Walk (Estimated weekly cost per resident)	Residential Care (average weekly cost per resident)	Westerton Walk (average weekly saving per resident)
Medium (2 hrs per day)	£210.00*	£544.50**	£334.50
High (3 hrs per day)	£315.00*	£544.50	£229.50

* Average cost of care based on upper guide costs issued as part of the tender exercise.

**Average cost of Residential care based on Local Authority and Independent Sector provision

4.5.3 If the minimum projected efficiency saving of £240.00 per week for an individual with high support needs is applied against LCC's anticipated nomination rights of 35% for

this development, this would generate an estimated system cost saving of approximately £274,560 per annum.

- 4.5.4 We have also modelled the costs for self-funders who are required to meet the full cost of their own housing and care. For a self-funder with high support needs currently living in residential care (local authority or independent sector provision) Westerton Walk is estimated to generate a personal saving of £5,080.40 per annum which although comparatively modest still represents better value for modern, purpose-built, accessible accommodation that promotes independent living, has the flexibility to adapt to peoples changing needs over time and supports ageing in place.

4.6 Capital Receipts Position

- 4.6.1 The council sets capital receipts targets to support the Medium Term Financial Plan and enable the council to sustain core frontline services. As part of identifying suitable sites for the bid, consideration has been given as to whether the available sites have an existing expectation of a capital receipt through disposal.
- 4.6.2 The majority of the sites referenced above are not included in the Capital Receipts Programme, but the proposals above would result in the removal of two sites from the schedule of Capital Receipts that was approved by Executive Board in February 2018, representing a combined value of £100,000. However finance have confirmed that whilst these sites have been identified as potential receipts in future years they are not being relied upon to support the capital strategy to 2021/22.
- 4.6.3 The capital strategy is forecast to be cumulatively £6.1m in deficit at the end of 2021/22. To manage this it is likely some that 'future years' receipts will be brought forward. The impact of removing these sites from the capital receipts list and taking them forward for housing is therefore that the flexibility to do this will decrease by £100k.
- 4.6.4 One extra care housing site in Package 2 has been identified as a potential receipt in future years with the notional value of £200k, however, it is not being relied upon to support the capital strategy to 2021/22.
- 4.6.5 The Council owned land at Throstle Recreation Ground is currently included within the Brownfield Land Programme, the purpose of which was to deliver new housing on the Council's brownfield land holdings. Whilst the programme did not set out to achieve capital receipts across every site, the Throstle Recreation Ground was being prepared for marketing.
- 4.6.6 The four sites would attract higher offers for private residential developments on the open market than for the proposed specialist residential care use. Selling the land for specialist care use will therefore result in the Council not achieving best consideration. However, by progressing the proposals for new extra care housing as an alternative to other more expensive and less suitable options for those needing care and support, the Council expects it can also make significant financial savings.
- 4.6.7 In July 2017 Executive Board approved this approach recognising that a key driver for the project was to use existing Council assets to stimulate the market and encourage extra care housing growth within the City. Executive Board also noted that "the potential revenue savings to the Council which will result from the provision

of additional extra care housing places across the City... will be accrued through the use of sites that would otherwise be disposed of to generate a capital receipt.”

4.7 Legal implications, access to information, and call-in

4.7.1 This report is not a key decision and is not subject to call in.

4.8 Risk management

4.8.1 The programme will be delivered using the council’s agreed project management methodology and a programme risk log will be maintained and risks managed, monitored and escalated through the governance process as necessary.

4.8.2 Delivery of the proposals set out in this report will contribute to mitigating one of the council’s corporate risks around failure to meet additional housing supply targets and the consequent lack of homes for people in Leeds.

4.8.3 An initial risk assessment for the general needs programme has identified the following risks:

- **Site conditions/abnormal site development costs escalate** – a series of surveys and intrusive site investigations are being undertaken to ensure that any risks associated with site conditions can be priced and mitigated by contractors;
- **Supplier capacity is inadequate to deliver to timescale** – early market engagement has identified that there is strong interest and appetite from a large number of contractors to deliver the programme. The procurement strategy will ensure a range of contractors are appointed to ensure delivery to programme;
- **Financial risk due to Right to Buy** – there is a risk that some overhanging debt might result from right to buy sales, but this can be mitigated through utilising the capital receipt resulting from the RtB to pay back debt. In the context of the Government’s removal of the HRA cap and the likely volume of new council development which would be expected to follow, the council will seek to lobby Government for reform on this point.

4.8.4 A risk log is being maintained throughout the extra care housing project. Any issues arising are escalated through the governance process as necessary. Some of the key risks and mitigation strategies for the programme are as follows:

Key Risk	Mitigation Strategy
1. Planning applications are refused and / or require changes, delaying the programme and resulting in increased costs	The Housing Growth team has a dedicated Planner who will carry out the pre-apps for the schemes and will review designs during the tender process to ensure they are compliant. A Highways representative will also be present to review bidders’ designs to ensure compliancy. A design officer is part of the project team and will review designs to allow greater access to planning advice.
2. Challenging site conditions leading to programme delays / high site	Detailed site surveys and investigations are undertaken by LCC for all the sites and provided to the selected contractors. The programme has been developed taking into account this site information. Some site risk contingency has been built into the project budget.

abnormal costs / issues	
3. The appointed provider for Package 1 does not meet LCC design and construction requirements	Robust contract management and performance monitoring will be in place to ensure the provider complies with all LCC requirements and terms and conditions. Risks and issues will be addressed and managed through monthly progress meetings.
4. Package 2 tender process is unsuccessful and the project team is unable to appoint a contractor	The project team will ensure there are adequate face to face clarification sessions / dialogue with bidders to assist them in submitting compliant bids. Items will be given a RAG rating to clearly highlight to bidders which elements require modification. All other bidders' clarification questions will be responded to in writing.
5. Package 2 build contractor does not build to LCC requirements and defects occur	The technical output specification being produced by LCC is clear, robust and free from ambiguity. In addition, LCC will issue standard floor layouts for the dwellings in the tender documentation to demonstrate to bidders what LCC requirements look like in design terms. Effective quality assurance will be carried out once the contractor is onsite. These factors should reduce the potential for defects and specification problems. The contractor will be responsible for rectifying defects.

5. Conclusions

- 5.1 The council worked quickly to respond to the Government's initial HRA bid invitation when it was issued in July 2018, identifying a number of sites for development and commencing work to enable them to be delivered at pace.
- 5.2 The subsequent removal of the HRA cap means that the council can now progress these schemes and also start to plan ahead for a significant ongoing programme of much needed new housing in the city.
- 5.3 Through the proposals outlined in this report, the council will be able to deliver one of its most ambitious council housing growth programmes over the next 3 years.
- 5.4 The housing schemes detailed in this report represent the first phase of the council's new build housing plans. Looking ahead, the intention is to continue to deliver at volume and at pace, with an aspiration to deliver c300 new council homes per year on an ongoing basis.
- 5.5 The extra care programme is part of the wider Council House Growth Programme and the four sites in package 1 will deliver around 240 homes through an external provider of which a minimum of 35% will be affordable rented units. The next package of three sites will deliver up to a further 200 council owned and managed units by winter 2021.
- 5.6 As a result of this approach, seven sites will be used for Extra Care schemes, ensuring that the HRA funding is maximised and that further progress is made towards the target of 1,000 Extra Care units in Leeds by 2028, as set out in the Leeds Vision for Extra Care.

- 5.7 The programme will support the Better Lives Programme and generate significant system cost savings for Adult Social Care. If the minimum projected efficiency saving of £240.00 per week for an individual with high support needs is applied against LCC's anticipated nomination rights of 35% for the Westerton Walk development, this would generate an estimated system cost saving of approximately £274,560 per annum.
- 5.8 The extra care housing programme will help tackle the critical undersupply of extra care housing in the City and deliver high quality homes for older people with care needs in seven locations across the City. This will mean that the Council is well on its way to meeting its target of 1,000 extra care homes for older people across the city by 2028. By working in this way, the Council will significantly accelerate delivery of these much needed homes over the next 3 years.

6. Recommendations

Scrutiny Board is asked to:

1. Note the scope of the council's new housing scheme proposals and initial sites identified for the delivery of new general needs council housing for social rent, and that any decisions on disposal of council land / acquisition of private land to facilitate these schemes have been delegated to the Director of City Development;
2. Note that decisions regarding the final funding mix for each housing scheme taken forward have been delegated to the Director of Resources and Housing by Executive Board;
3. Note that authority to procure & award contract for each housing scheme is delegated to the Director of Resources and Housing;
4. Note that a further report on progress with delivery of the programme be brought to Executive Board in 2019.
5. Note the progress made in the delivery of the extra care housing programme
6. Note that the sites at Cartmell Drive South, Halton Moor and Throstle Recreation Ground have been approved for the delivery of extra care housing
7. Note the Adult Social Care system cost savings estimated to be generated from Package 1
8. Note the likely position in relation to capital receipts arising from the programme and that the Director of City Development will negotiate the detailed terms including the financial consideration for the disposal of each site in Package 1 and will seek the approval of Executive Board to the final terms of each disposal

7. Background documents¹

- 7.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

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Report author: Tim Draper
Tel: 0113 37 87434

Report of: Director of City Development and Director of Communities and Environment

Report to: Scrutiny Board (Environment, Housing and Communities & Infrastructure, Investment and Inclusive Growth)

Date: 25 February 2019

Subject: ROAD CASUALTY REDUCTION AND INTIATIVES

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 checked="" type="checkbox"/> Yes <input 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 Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives.

2. This report provides the latest update on road casualty figures and trends for the year 2018 and the programmes interventions and being followed to improve conditions as outlined in the original report submitted to the Infrastructure, Investment and Inclusive Growth Scrutiny Board in September 2015 and the subsequent update reports presented in October 2016 and January 2018. This Board last considered Killed and Seriously Injured data as part of the City Development performance review in January 2019, where members expressed their interest in continued focus on Road Safety. Members of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) were further advised of the opportunity to work jointly with the Scrutiny Board (Environment, Housing and Communities) to consider traffic anti-social behaviour and road safety issues as scheduled into the work programme, and are invited to today's meeting. The provisional road casualty results for the year 2018 have indicated that the slight improvements in 2016 (-4%) and in 2017 (-14%), have improved again in 2018 (-9%) for all casualties. Whereas the number of people killed or seriously injured from road traffic collisions in the district has remained static between 2014 and 2017, before increasing by 4% in 2018.

3. This report also provides specific information in relation to police action being taken to address anti-social driving behaviour as requested by the most recent Environment, Housing and Communities Scrutiny Board.
4. The report then emphasises that a partnership approach between the Council and key partner agencies is a key requirement to ensure a continual cohesive programme involving; physical changes to the road layout, appropriate speed reduction and a wide range of education, training, promotion and enforcement activities.
5. The Leeds Safer Roads Action Plan 2018-19 is a published document on the LCC website and an overview of the road safety related communications, events and engagement calendar for the coming year is attached as Appendix 1.

Recommendations

6. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

- 1.1 This report concerns the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes with the emphasis on reducing casualties for vulnerable road users. The report provides an update on road safety initiatives, including road safety engineering schemes, education, training and promotional campaigns delivered since the previous scrutiny board reports of September 2015, October 2016 and January 2018.
- 1.2 The report also provides an update on police related activities to address anti-social driving behaviour across the district as requested by the Housing, Environment and Communities Scrutiny Board.

2 Background information

- 2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth). In September 2015, a comprehensive report was presented to the Board on current casualties and longer term trends, focusing on the district of Leeds but referencing county-wide and national trends.
- 2.2 This update report provides the provisional 2018 KSI total for the district and provides details of the various interventions that have been delivered throughout the year.

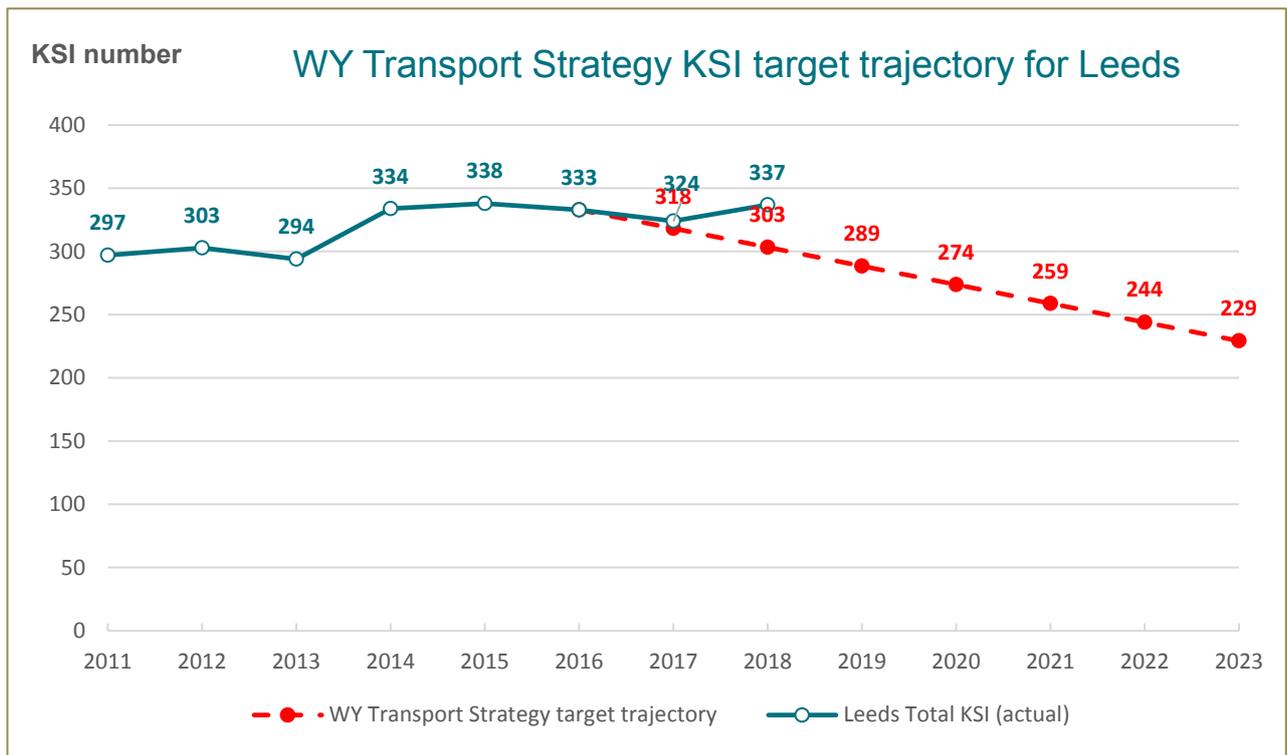


Figure 1 – Killed and Seriously Injured casualties in Leeds District 2011-2018.

- 2.3 The number of people Killed or Seriously Injured (KSI) in Leeds had increased in 2014 (334) and 2015 (338) and it was pleasing to see the small descending trend with (-2%) reductions in 2016 (332) and continued (-2%) into 2017 (324), mainly due to fewer serious injuries amongst vulnerable road users (pedestrian, cyclists, motorbike riders and children) and car occupants. The increase seen in 2018 (+4%)

is essentially down to the unusually high number of road deaths in the district this year which had jumped from 15 (2017) to 26 in 2018.

- 2.4 Provisionally for 2018, road deaths have totalled 26, including a late night incident which caused deaths to four car passengers, all aged between 18 and 21 years. Amongst the road users killed in 2018 were 15 pedestrians (2 children), eight car occupants (three drivers and five passengers), two motorcycle riders and one child cyclist. The number of road death in Leeds fell from 26 (in 2011) to the lowest ever total (9 in 2016), before increasing to 15 (2017) and rising again in 2018 (26).
- 2.5 The total number of all casualties continues to fall in the district; in 2016 there were 2,550 casualties on roads in Leeds, a 4% reduction on the previous year (2,664). That reduction had continued in 2017 with a total of 2,203 casualties, (-4%) and again in 2018 to 2,000 casualties (-9%) recorded in the district. As in previous years, the reduction in 2018 is essentially down to the large reduction for slight injuries.
- 2.6 The reducing KSI numbers seen across Leeds in 2016 and 2017 was also reflected in the overall national figures, which had also shown a slight reduction against the previous year. The KSI increase in Leeds for 2018 is however reflected in West Yorkshire as a whole with KSI's in the county having gone up by 2% to 870. This increase is the result of more KSI casualties recorded in Calderdale (+6%), Leeds (+4%) and Wakefield (+25%). However, the 2018 provisional KSI total for West Yorkshire (870) which shows a 2% increase over the previous year (851), still compares favourably against the 2005-09 baseline figure of 1,084 and against the average of the previous three years 2015-17 (-2%).

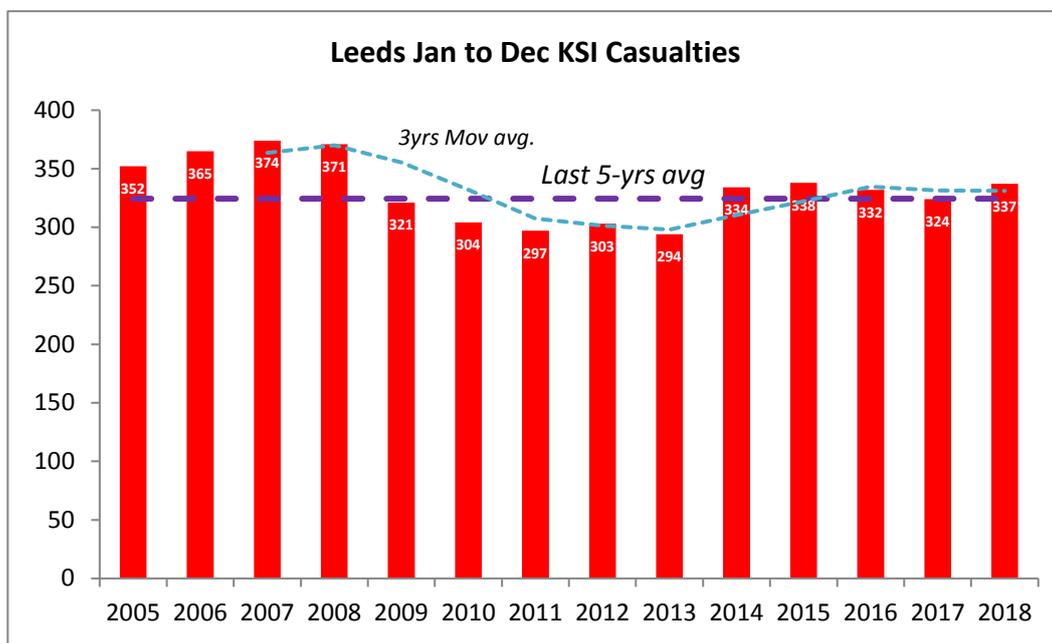


Figure 2 – Killed and Seriously Injured casualties in Leeds District 2005-2018.

3 Main issues

- 3.1 As reported previously, in order to achieve casualty reductions, road casualty data is analysed to identify the most vulnerable road user groups (for example child and elderly pedestrians, cyclists, motorcyclists) and / or key areas of the district (areas of deprivation) where road traffic collisions are higher or specific locations and types of collisions are happening. The causation factors attributed to each collision are

also analysed and a variety of measures are then considered for implementation to reduce those that are most prominent. These measures range from physical changes to the road layout and enforcement activity, to education, training and publicity campaigns, in line with national policy, with resources targeted at those areas.

- 3.2 To assist in the delivery of targeted road safety improvements in Leeds a new Safer Roads Action Plan was adopted in 2017 which set out the rationale and implementation plan for delivery of casualty reduction initiatives has been updated for 2018-19.

4 Infrastructure Improvements

- 4.1 The methodology used to identify interventions, adopts the approach developed by the West Yorkshire authorities for Implementation Plan 2. This looks to concentrate resources on the following type of road collision occurrence :-

- Head-on collisions
- Collisions with road side objects (run off)
- Collisions at Junctions
- Collisions involving Vulnerable Road Users

- 4.2 The package of measures developed or completed since the previous Scrutiny Board report in January 2018 are as follows.

5 District Centre Issues

- 5.1 Spatial analysis of pedestrian KSI casualties in Leeds has identified that 25% occur in Town and District Centres. Typically, these may involve a local high street which may be part of a distributor road but which at the same time performs a broader function and is a local destination in its own right. Studies show an increased risk of collisions in areas with high pedestrian footfall, in particular on A class roads with slower moving traffic, or in areas of high vehicular flows on B class roads; these tend to be typical conditions for the Town and District Centres.

- 5.2 Recent interventions to address these include the provision of a 20mph area into a district centre, combined with zebra crossings, and the rationalisation of parking, coupled with reducing conflicts at junctions (point's closure, traffic calming, central reservation). Successful schemes included Garforth Town Centre and Harehills Lane. The early indications point to the success of the Harehills Lane scheme, which, at the time of writing, has had just one collision since the scheme was introduced in 2015. A similar comprehensive scheme, which provides segregated cycle facilities and parking betterment, has recently been completed. A further scheme has commenced on Harehills Road, which is the No 1 'Length for Concern' within the City, to provide a central reservation to aid pedestrian movement and formalise driver behaviour. This scheme is currently under review and work has now commenced to develop a further scheme on Chapeltown Road.

6 20mph Schemes

- 6.1 Since 2012, Leeds has made a step change in the provision of 20 mph speed limits. The programme of provision of 20 mph speed limits associated with schools will be completed by 2020 and has now been expanded to cover more of the densely

populated residential areas across the city. In the past, schemes delivered in high casualty areas, which involved traffic calming, produced up to 50% casualty savings (greatest among pedestrians and children), which are then sustained in the following years. The 20 mph programme implemented in 2013-14 has now been evaluated over a 3 –year period) and are delivering an average injury reduction of 10 per year. It is expected that the current approach to traffic calming in 20 mph schemes will continue to produce speed reductions where required, and thus produce real improvements in road safety, however schemes now being progressed have fewer casualties in them so the overall impact on figures will be proportionately less than hitherto, although they do have beneficial effects on cycling and walking.

- 6.2 This year the City Council looks to complete the rollout of 20 mph speed schemes to the remaining residential areas where there is no school, which again will be prioritised on the basis of casualty prevention as well as geographical coherence. A 20 mph speed is also in development and approved for the City Centre, where casualties among vulnerable users continue to be a concern. This will be delivered in early 2019.

7 Cycling Issues

- 7.1 Last year's report noted that, against a slight decrease in the number of all casualties, cyclist casualties continued to increase. That pattern has been repeated again this year.
- 7.2 A total of 286 cyclist casualties have been recorded in 2018, up 2% from the 281 recorded last year. The increase is also reflected in the number of KSI which rose by 13% to 62 (from 55 the previous year).
- 7.3 The Core Cycle Network and the City Connect cycle superhighway are examples of new infrastructure which seeks to overcome some of the severance and risks posed by busy road corridors and provide comprehensive safe routes. These schemes are being closely monitored.
- 7.4 The changes to physical infrastructure are supported by information and promotional campaigns, social media messages and led rides. Cycle events have been targeted with specific road safety education; road safety equipment and promotional messages have been distributed to the general public including, bike bells, high visibility rucksack covers, cycle lights and cycle route maps. 'Give cyclists room' car stickers have also been developed to distribute at events to help raise awareness of safe passing distances.
- 7.5 The previous scrutiny report (January 2018) contained a range of proposals for road safety improvements for 2018 and beyond, which were subsequently actioned. The following summarises the progress made in delivering these and our plans going forward.
- 7.6 This year sees the further evolution of the assessment and identification to road casualties looking beyond the traditional 'lengths' and 'sites' for concern documents. Leeds City Council has this year taken the a more initiative holistic review of 'lower order' sites and lengths using a lower intervention criteria and a thorough cluster analysis to identify and address underlying causes of road casualties through small to medium scale intervention.

- 7.7 In order to make the process as efficient as possible, the council has adopted a two year programme where future schemes identified in this programme, will have feasibility, initial design and consultation undertaken in year one, with a target that these are ready for issue in April 2020 and are delivered in early in year two.
- 7.8 This year a full and comprehensive injury collision analysis was conducted for the following criteria:-
- Sites for Concern (between 10 and 14 recorded injury collisions within a 5 year period).
 - Length for Concern (between 10 to 14 recorded injury collisions within a 5 year period).
- 7.9 In addition to the conventional length and site assessments, cluster analysis was also conducted this year which included the following:-
- KSI cluster site (3 or more KSI collisions within a 100m radius).
 - KSI cluster site (3 or more pedestrian collisions within a 30m radius).
 - KSI cluster site (3 or more pedal cycle collision within a 30m radius)
 - KSI cluster site (3 or more collisions within 100m of a bend)
 - KSI cluster site (3 or more child collisions within 50m)
 - KSI cluster site (4 or more collisions in the dark within 30m)
 - KSI cluster site (3 or more KSI involving vulnerable road users within 30m radius)
- 7.10 Each identified location has been assessed for their deliverability and for their general value for money in terms of being able to deliver realistic casualty reduction improvement. The schemes were also compared against the general aims of the overarching LTP transport themes in order to enable comparison to be made of the range of benefits of each scheme. (These themes are Road Safety, Economic Growth, Sustainable Travel Choices, Congestion Issues and Equality of Accessibility).
- 7.11 The outcome of this comprehensive review is a justifiable and evidenced based approach to the identification and listing of a casualty reduction programme that is aimed at reducing recorded injury collisions into the future within Leeds.
- 7.12 This year's Local Transport Programme – casualty reduction programme will aim to address 16 sites within this financial year where 335 injury road collisions have been recorded (including 167 classified as KSI's). The 22 other locations and lengths where in-depth injury collision analysis and feasibility is proposed will aim to address 346 injury road collisions (including 143 classified as KSI casualties).

- 7.13 Delivery of minor site specific measures are ongoing, such as changes to signing and lining, traffic calming, surface treatment etc. to improve safety of sites identified as part of the Mass Action Programme which are not monitored but have a high proportion of accidents occurring under similar circumstances.
- 7.14 The Leeds Public Transport Investment Programme (LPTIP) – to be delivered by 2021 – continues being an opportunity to significantly change the environment along several key corridors and to improve the provision for pedestrians and cyclists, which hopefully will have a positive impact on casualty figures in the future.

8 Accident Analysis and Traffic Engineering Initiatives

- 8.1 As reported previously, the success of the interventions delivered at locations previously identified as Sites and Lengths for Concern means that these documents, whilst still invaluable, provide less in the way of potential engineering interventions and a more diverse approach is now being used for identifying and targeting sites.
- 8.2 The wider approach continues to give greater attention to:
- Lower Order Sites; with collision totals between 10 and 14 during a 5 year period
 - A review of the monitored lengths of road to assist maintenance programmes to gain positive results through these budget areas
 - Significance testing on all monitored sites and lengths of road to check any significant in year statistical rises in accidents and drive appropriate review
 - Cluster Site Analysis to identify any non-monitored sites (low accident totals) that have a high proportion of accidents with similar circumstances and determine appropriate remedial measures.
- 8.3 Cluster site Analysis will also be used to identify interventions to reduce the number of KSI accidents to meet the requirements of IP2.

9 Education Training and Publicity (ET&P) Initiatives

- 9.1 The Influencing Travel Behaviour (ITB) team within the Highways and Transportation service continues to prepare and delivers a programme of road safety education, training and publicity initiatives to communities and road users. The team works together with partners in West Yorkshire Combined Authority (e.g. City Connect) and other stakeholders such as West Yorkshire Police and West Yorkshire, Fire & Rescue. Work streams are informed by the analysis and interpretation of the casualty data to identify and target key road user groups, recent examples being adult commuter cyclists, child cyclists and pedestrians.
- 9.2 Each year the team prepares a communications / events / engagement calendar that sets out the main themes and focuses for the forthcoming year. This calendar underpins the wider work of the team and an overview of the calendar can be found in Appendix 1.
- 9.3 As reported previously, the team continues to utilise both digital communication (via web posts, blogs and social media) and traditional print and audio media alongside

face to face engagement depending upon the message and target audience. This approach means that we are able to reach our target audiences in the most effective manner whilst ensuring that we spend money wisely.

9.4 A dedicated twitter account @SaferRoadsLeeds was launched in December 2017, which now has 526 followers with over five and a half thousand profile visits, more than a thousand tweets and nearly three thousand retweets. Similarly a road safety blog, which has a more conversational style than our formal web pages, was launched in January 2018 and has had nearly two thousand visitors. Blog posts cover a wide range of topics.

9.5 As part of the Community Speed Awareness Scheme, we continue to loan Speed Indication Devices (SIDs) to community groups to help local residents address anti-social driving behaviours and inappropriate speed on residential streets.

In 2018 SID training has been provided to:

- Bramhope & Carlton Parish Council
- Cllr Wadsworth (Guiseley & Rawdon Ward)
- Community Groups in LS14

Other groups who continue to make use of the equipment include:

- Otley Town Council
- Otley & Yeadon Ward Councillors
- Leeds Metropolitan University
- LCC Fleet Services

9.6 Additionally, the Influencing Travel Behaviour team are now working much more closely with Neighbourhood Policing Teams (NPT's) across the district to provide a consistent approach to how we deal with residents' complaints about inappropriate speed on local and residential roads and to deploy available resource proportionately. NPTs make regular use of our Speed Indicating Devices (some teams have their own SID equipment) and, in cases where drivers are observed exceeding the speed limit, a letter from the Neighbourhoods Policing Inspector can now be issued to the registered keeper of the vehicle. In addition, in some areas funding has been provided to train NPT officers in the use of evidential Pro-Laser speed detection equipment.

9.7 A dedicated NPT inspector also attends the Leeds Safer Roads Steering Group along with a Roads Policing and Safer Leeds representative. Going forward the aim is to expand the Community Speed Awareness Scheme and provide additional resources for use by residents and local road safety champions.

9.8 In 2018, an ArcGIS web application database was created which is updated regularly and visually presents road traffic collisions on a map. This application has been shared with Neighbourhood Policing Teams who are now able to use it when dealing with queries from members of the public and councillors.

9.9 Work around the promotion of 20mph limits across many local and residential streets in Leeds is also intended to address inappropriate speed as an element of anti-social driving behaviour. This is done by challenging existing ideas about appropriate driving behaviour and encouraging a culture where 20mph is the new normal for local and residential streets, walking, scootering and cycling are

encouraged as normal modes of transport for utility journeys and motorists begin to expect to share the road with other road users. This will not be an easy transition and will not occur over night as for many road users, this concept will challenge their own existing norms and perceptions about how roads should be used and the hierarchy of road user rights.

- 9.10 Congestion, obstructive and inappropriate parking continues to be an issue outside many schools, particularly at pick up and drop off time. Mode of travel data is collected annually via the school census and is then analysed to identify overall mode of travel patterns and schools with the highest car use. Through the travel planning process The ITB team then works closely with schools to help them implement initiatives aimed at encouraging parents to leave their car at home and promoting active and sustainable travel to school. Every Primary School also has an allocated PCSO to support with School Gate Operations and educational input.
- 9.11 In addition to working directly with schools, School Gate Parking resource packs containing further ideas to address inappropriate parking and encouraging more sustainable modes are available for schools along with the provision of regular content which schools can put on their website or include in newsletters and / or letters parents.
- 9.12 In many schools, the majority of parents and carers are making a real effort to choose more sustainable modes or park further away from school, but often there remains a residual core of drivers who continue to park inappropriately. In these circumstances we work closely with colleagues in parking services and the police in order to deploy enforcement officers where they are most needed.

10 Education and Training

- 10.1 The programme of education & training continues in a similar vein to previous years. Target schools or cohorts are identified through analysis of casualty data. Information about numbers of pupils receiving training and number of schools engaged with can be viewed in Appendix 1.
- 10.2 In addition to our standard programme of education and training, in 2018 a bespoke educational package was offered and delivered to schools where 20mph limits had recently been or were due to be installed.
- 10.3 The West Yorkshire Safer Roads Delivery Group also funded the provision of a transition magazine resource for every pupil in Y6 and Theatre in Education performances for Y7 pupils in 10 of our secondary schools.
- 10.4 In July 2017, we were awarded £5000 of funding from the Police and Crime Commissioner's 'Safer Communities Fund'. This funding was to run a RoSCARS (Road Safety Oscars) Project with secondary schools, where pupils would develop a short film about road safety and sustainable travel to be shown to new pupils starting at their school. A number of schools initially expressed interest and committed to taking part, but throughout the course of the project a number dropped out, citing internal school pressures meaning they were unable to commit the time required. Two schools completed the project, but the high dropout rate lead us to re think our approach and in autumn 2018 we launched a revised project. Four schools & 1 community based arts project are now taking place in the project, which will complete by March 2019.

- 10.5 West Yorkshire Police continue to deliver the One Life Lost Presentation to pupils in Years 12&13 where it is requested by the school. Lack of dedicated staffing resource means that they are unable to promote the service more widely or in the same way they did previously. As such, and in light of more recent learning around behaviour change, and effective engagement techniques for that age group, we are currently rethinking our approach in terms of delivery. We continue to look for other stakeholders to support the dissemination of effective road safety messages within secondary school environs.

11 Moving Forward

- 11.1 The focus for 2019 will be to monitor the casualty profile to establish any emerging trends. Data will continue to be interrogate to inform the development of interventions and messages aimed at improving safety for vulnerable road users (VRUs). These interventions may focus around messaging for the VRUs themselves, or may be aimed at other motorists and road users who have been identified as most likely to be involved in collisions with VRUs.
- 11.2 There will be continued use of the digital communications strategy and 'on the ground' community engagement work. This will continue to mean working closely with colleagues in Traffic to embed effective communications to members of the public as an integral part of all road safety engineering schemes.
- 11.3 Continued encouragement of other stakeholders and partners to promote messaging around safe road user behaviour and to deliver interventions where capacity allows.
- 11.4 Building better links and partnerships with NPTs to ensure complaints around inappropriate speed and anti-social driving are addressed in a consistent and fair manner and in line with available resources.
- 11.5 Embed behaviour change techniques and robust evaluation into work streams to ensure effectiveness over the longer term

12 Motor Vehicle – Anti-Social Behaviour

- 12.6 Anti-Social use of a vehicle, such as street racing, street cruising or off-road vehicle nuisance can have long-term effect on a neighbourhood. Common types of vehicle nuisance include but are not restricted to the following.

13 Street Racing

- 13.1 Street racing is the illegal racing of any kind of vehicle on a public road.
- Street racing is extremely dangerous as it can involve high speeds, weaving through traffic and ignoring traffic signals like red lights. This obviously puts other road users and members of the public in an extremely dangerous position.

- 13.2 The only time street racing is permitted is when the organiser has obtained prior permission from the police as part of an organised event.

14 Street Cruising

- 14.1 Street cruising is when a group of vehicle owners form a convoy drive up and down a street or around a neighbourhood – usually to show off their cars or bikes.

They'll often drive slowly and may even take up both sides of the road. This can hold up traffic behind and make things really difficult for other road users.

15 Riding unlicensed powered vehicles

- 15.1 It's against the law in the UK to ride hover boards, minibikes (or 'mini motos'), motorised scooters such as GoPeds and hover boards on both public roads and pavements. The same applies to 'trail' bikes, three-wheeled bikes and quads unless they are displaying valid number plates. These kind of vehicles may only be used on private roads or land with the road or land-owner's permission.

16 Misusing vehicles off-road

- 16.1 While quad bikes, three-wheeled bikes, trail bikes and some other two-wheeled vehicles are built for off-road use, it is against the law to ride them in public parks or on publicly-owned land without permission from the local authority.
- 16.2 As with unlicensed powered vehicles, these can only be used on private roads or land with the road or land-owner's permission.

17 Performing stunts and tricks

- 17.1 Performing stunts and tricks such as doughnuts and wheelies, whether on public roads or in car parks, can be dangerous to both the driver or rider and bystanders. It can also cause noise nuisance, especially if taking place at night in residential areas.
- 17.2 For this reason, this kind of behaviour is not permitted unless as part of an organised event with prior permission from the local authority.

18 What is the impact?

- 18.1 Some people regard this kind of vehicle use as harmless fun. However, regular antisocial vehicle use can have a wider impact on a neighbourhood or community than simply nuisance noise.
- 18.2 The effect of dangerous or reckless use of a vehicle can lead to criminal damage of roads, other vehicles and surrounding property.
- 18.3 Drivers and riders also risk injuring themselves, other road users, cyclists and pedestrians as they do not have full control of their vehicle and their full attention on their surroundings.
- 18.4 Driving or riding in this way can also be used as a form of intimidation, either to other road users or the community. Loud noise from engines and music, and deliberately creating large amounts of exhaust or tyre smoke can also be seen as an aggressive act.
- 18.5 Finally the use of motorbikes and mopeds to rob (or 'snatch') mobile phones and valuables from pedestrians on pavements is a key concern to the police. So anyone acting recklessly on this kind of vehicle is likely to draw police attention.

19 Police action on anti-social use of motor vehicles

- 19.1 The police have wide ranging powers to deal with people who use their vehicles in an anti-social manner. Apart from prosecuting offenders for motoring offences that could lead to being disqualified from driving, the police can also rely on a power to seize motor vehicles using Sec 59 of the Police Reform Act 2002.
- 19.2 The keeper of the vehicle will be liable to recovery/storage costs when they eventually get the vehicle back. This law applies to vehicles driven carelessly or without reasonable consideration on roads - and that includes car parks and other public areas - in a manner likely to cause alarm, distress or annoyance to members of the public. Sec 59 also covers any such use of a motor vehicle off-road, such as common land, moorland, bridlepaths, footpaths, tracks and fields.
- 19.3 An official complaint does not even have to be received by the police for them to enforce the law.

20 Leeds Picture

- 20.1 There is an issue, in some parts of Leeds, related to nuisance motorcycles and more specifically young people driving motorcycles in a dangerous and sometimes illegal manner.
- 20.2 Nuisance motorcycles are a concern in terms of both driver / rider safety, and the impact upon those living nearby.
- 20.3 The Police and Crime Commissioner survey tells us that 71% of people in Leeds (3,390 people responding between October 2017 and September 2018) were concerned about bad driving in their local area.
- 20.4 Over 2,335 incidents reported to West Yorkshire Police in the Leeds District were classed as nuisance motorcycle /quad bike in 12 months (1st Jan 2018 to 31st December 2018) these reports frequently involved young people.
- 20.5 The use of nuisance motorcycles impacts upon service demand and delivery within West Yorkshire Police, Leeds City Council, and West Yorkshire Fire and Rescue Service.
- 20.6 There have been localised reductions in calls for service within high volume wards, and this is a reflection of a commitment to respond to concerns.
- 20.7 Analysis has identified emerging issues within further Leeds communities, and work is ongoing to respond effectively.

21 ASB Injunction

- 21.1 Leeds was successful in obtaining an injunction in 2016 for a period of 5 years. The wording of the injunction is clear in that it prohibits only anti-social driving; in a different way to the road traffic legislation.
- 21.2 During the last year Police Officers working within the Leeds Anti-Social Behaviour Team (LASBT) framework have participated in a number of investigations with their Neighbourhood Police Team colleagues in tackling motorbike related ASB, crime and road safety. This includes supporting West Yorkshire Police in bespoke operations such as Operation Dice and Operation Badgellan.

- 21.3 Example: In the summer of 2018 a number of motorbikes drove through Leeds City Centre and returned home to the Middleton area of Leeds. Following joint working between Leeds Watch, ASB team and NPT they were identified, tracked across the City and consequently a number of search warrants were executed and ultimately a number of offenders charged with conspiracy to cause public nuisance, combined with a number of stolen motor vehicles recovered as well as a significant amount of class A drugs.
- 21.4 Example: ASB officers worked with the Strategic Road Network team (Traffic Police Officers) in investigating matters of ASB where a serious road traffic collision (RTC) occurred. Noticeably, intelligence suggested that the motorbike rider was carrying class A drugs during the RTC. This joint working extended to involving the LASBT offender manager in taking tenancy and civil action to support the Local Authority stance on tackling drug use /dealing and to sustain community confidence in the joint working between West Yorkshire Police and Leeds City Council.
- 21.5 Initial work has begun working with Councillors who have brought to our attention ASB and consequent offending and road safety issues in their wards. In order to shape improvements that could benefit Leeds as a whole. This work involves both refining community intelligence work flows accompanied by pro-actively acquiring sites for motorbike enthusiasts – thus providing opportunities for tackling offending behaviour but equally as important, diverting inappropriate use of motorbikes onto regulated sites and thereby increasing the safety of the areas' roads.

22 West Yorkshire Police and the Leeds Safer Roads Action Plan

22.1 A Safer Roads Action plan has been developed with key partners. Eight key areas of work have been identified and the action plan is in place.

22.2 Key Areas

Reduce the number of Killed or Seriously Injured by enforcement of the Fatal 5 offences:-

- Excess Speed
- Drink Driving
- Drug Driving
- Use of Mobile Phones
- No Seatbelt

Respond to speeding complaints, deploy SID and Pro-laser when possible, with additional focus around schools. Continued enforcement and use of Breath and FIT tests.

22.3 Use District Information and Intelligence to focus on

- Collision Hotspots
- Vulnerable Road Users
- Anti-Social Behaviour
- Vehicle Pursuits

Use available data in partnership and tasking reports to allow for the effective deployment of resources to tackle these issues.

22.4 Identify Vulnerable Road Users

- Pedestrians (especially children)
- Cyclists
- Motorcyclists (PTW)

Engage and raise awareness with Vulnerable groups Use technology wisely to identify and deal with complaints i.e. headcam footage. Actively engage with campaigns. Problem solving with partners. Media campaigns – hard hitting messages.

22.5 Road Safety and ASB

- Tackle ASB hot spots
- Motorcycles
- Obstructions and illegal parking
- Noise Nuisance
- Cruise events

Engage with educational establishments to educate. Continue school patrols to relieve parking issues. Make greater use of S.59 powers. Work with partnership organisations (LCC & Schools) to ensure problem solving approach.

22.6 No Insurance & Construction and Use Offences

- To tackle uninsured vehicles on the roads and remove them
- NPT Days of action

Using a Multi-Agency approach working with partners (VOSA) to remove uninsured / unsafe vehicles.

22.7 Use of Media / Social Media

- Education and awareness
- Promotion of campaigns and local priorities

Delivery of local & national campaigns to the public, maximising social media where possible.

22.8 Use of technology e.g. ANPR

- Use of ANPR to embed in daily policing and investigation

Use suitable ANPR technology to identify uninsured or stolen vehicles, or vehicles linked to criminal activity.

22.9 Road Traffic Collision

- Investigation of low level collisions
- Analysis of Collision data to identify high risk areas/hotspots

Use of Mobile data devices and Body Worn Video for better recording of scenes and evidence gathering.

22.10 Anti-Social Behaviour Silver Board

The ASB Silver Board will drive the work of the Motor Vehicle ASB plan through the strategic partnership to ensure effective delivery of the plan. As outlined in the Safer Leeds, Community Safety Strategy 2018-2021, Safer Leeds will work with, and support other partnership boards and delivery groups to ensure there are clear links between this and the West Yorkshire Safer Roads Executive Group.

23 Corporate Considerations

23.1 Consultation and Engagement

- 23.1.1 Road traffic collisions and road safety continues to be a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community.
- 23.1.2 Leeds City Council continues to welcome and facilitates positive community engagement on road safety issues as reported previously.
- 23.1.3 The opportunities and initiatives outlined in this report will further strengthen links between internal and external partners and communities.

23.2 Equality and Diversity / Cohesion and Integration

- 23.2.1 Road safety interventions continue to be developed and implemented by taking account of the road casualty data analysis to ensure that they provide best value, not just in monetary terms but in casualty reduction terms all round.
- 23.2.2 Areas of deprivation regularly show higher than average numbers of road casualties and children from disadvantaged backgrounds tend to be more exposed to road safety risks resulting in much of the education and training continuing to be targeted in those 'priority areas'.
- 23.2.3 The Equality, Diversity Cohesion and Integration Impact Assessment for 20 mph speed reduction schemes around schools and residential areas was reported upon previously.

23.3 Council policies and the Best Council Plan

- 23.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.
- 23.3.2 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

23.4 Resources and value for money

- 23.4.1 The delivery of data led road safety initiatives continues to show high value for money both for the direct benefits to road casualty reduction and their indirect benefits for encouraging active travel and improving health.

23.5 Legal Implications, Access to Information and Call In

23.5.1 There are no legal implications. The report is not eligible for Call-In.

23.6 Risk Management

23.6.1 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging road casualty figures and trends.

23.6.2 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

24 Conclusions

24.1 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners, particularly West Yorkshire Police. Provision data for 2018 shows a slight increase (+4%) in the number of Killed and Seriously Injured on Leeds roads compared to the previous year and this is of concern. The significant increase in the number of fatalities in 2018 compared to most recent years is also of concern but this may be a statistical anomaly due to the very small numbers involved and close attention is being paid to the trends going forward.

24.2 The Leeds Safer Roads Action Plan 2018-19 has been approved for publication and is available on the LCC website.

24.3 The work in progress on further developing and implementing schemes highlighted by innovative accident assessment and analysis techniques, with particular emphasis on KSI clusters and VRUs, should pay dividends moving forward.

24.4 Work continues being progressed locally through the partnership work of the Leeds Safer Roads Steering Group and across West Yorkshire through the West Yorkshire Safer Roads Executive Group to improve the co-ordination of resources.

25 Recommendations

25.1 Scrutiny Board members are requested to note and comment on this report.

26 Background documents¹

26.1 There are no specific background document relating to this report.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

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Influencing Travel Behaviour Communication & Engagement Update 2017 / 18

ITB Education
(Sept 17—Aug 18)

213 schools
engaging in road
safety initiatives



Lessons delivered to
10 188 pupils in
Primary School



Lessons and
assemblies delivered
to 2928 pupils in High
School



Pre/young driver
training delivered to
2060 6th form and
college students



ITB Training
(Sept 17—Aug 18)

Bikeability Training
delivered to 6910
pupils



Playground Scooter
Training delivered
to 2322 pupils



On Road Scooter
Training delivered
to 2325 pupils

Pedestrian Skills
Training delivered
to 10 606 pupils



ITB Publicity
(Jan 2018—Dec 2018)

Social Media



@SaferRoadsLeeds
(launched December 2017)

526 Followers

Profile visits 5563

Tweets 1146

Retweets 2826

Blog launched Jan 2018

Visitors 1,982

ITB Campaigns (Jan 2018—Dec 2018)

	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec
DRIVERS	Winter Driving	Mobile Phones					Safer journeys (travelling longer distances)		Project EDWARD / Distractions / Child Car Seats	Tyre Safety Month		Drink Driving
ORANGE PAGES CYCLISTS				Close Pass / Considerate Cycling					HSBC City Ride	Be Bright Be Seen / Locks & Lights sales		
SCHOOLS / CHILDREN				Big Pedal	Walk to School Month / Week	Child Safety Week / Bike Week / SYT	Summer safety for children		Child Car Seats		Clock change (Be Bright Be Seen) / Brake Road Safety week	
OTHER EVENTS / CAMPAIGNS	Road Safety Improvement Schemes: Morley Transport Hub, Harehills Road, Dewsbury Road				UN Global Road Safety week	Clean Air Day		National Road Victims month	Older pedestrian community engagements			

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Our priorities

Radicalisation

In addition to making sure we can effectively respond in event of a terrorist attack, we must all work together to prevent people from being radicalised in the first place. There are often a number of complex factors which can make somebody vulnerable to radicalisation so it is crucial that we work together across the community to identify those at risk as early as we can and safeguard them from extremism. The Prevent Duty gives direction for the police and partners around our shared responsibility to combat the threat of radicalisation within our communities and we will work together to ensure that we are all playing our part in this.

Sexual abuse

Sexual violence and abuse is any harmful sexual behaviour which is unwanted and takes place without consent or understanding. This type of crime can have a devastating effect on the person's health and wellbeing. I will continue to work with the police and partners to target offenders, give victims the confidence to come forward and report these crimes, and make all forms of sexual abuse and violence unacceptable. I will continue to make sure that services for all victims of sexual abuse are available in West Yorkshire to support them to cope and recover.

Road safety

Road safety is clearly a significant issue for people and is frequently raised as a concern by members of the public across West Yorkshire, with approximately 40% of respondents naming it as a key priority in our Police and Crime Plan consultation. It covers a range of issues from inconsiderate parking to dangerous driving all of which can have a major impact on people's lives. This is another area that requires activity from more than just the police, and I will continue to work with all partners including councils, highways agencies, and charities to improve safety on our roads through education, enforcement and prevention.

Strategic Policing Requirement

PCCs and Chief Constables have a responsibility to make sure that their police service can respond to national and international threats under the Strategic Policing Requirement. These threats include terrorism, serious public disorder, organised crime, major cyber incidents, civil emergencies and CSEA. I will continue to work with West Yorkshire Police and other organisations across the North East Region to ensure that we can support each other in times of need, and collectively keep our region and country safe.



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Report of Head of Governance and Scrutiny Support

Report to Scrutiny Board (Environment, Housing and Communities)

Date: 25 February 2019

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 remainder of the current municipal year.

2 Main issues

2.1 At its initial meeting in June 2018, the Scrutiny Board discussed a range of matters for possible inclusion within the overall work schedule for 2018/19. The areas discussed included a range of matters which were then used to help formulate an outline work schedule.

2.2 The latest iteration of the work schedule is attached as Appendix 1 for consideration and agreement of the Scrutiny Board – subject to any identified and agreed amendments.

2.3 Executive Board minutes from the meeting held on 14 January 2019 are also attached as Appendix 2. The Scrutiny Board is asked to consider and note the Executive Board minutes, insofar as they relate to the remit of the Scrutiny Board; and identify any matter where specific scrutiny activity may be warranted, and therefore subsequently incorporated into the work schedule.

Developing the work schedule

2.4 The work schedule should not be considered a fixed and rigid schedule, it should be recognised as something that can be adapted and changed to reflect any new and emerging issues throughout the year; and also reflect any timetable issues that might occur from time to time.

- 2.5 However, when considering any developments and/or modifications to the work schedule, effort should be undertaken to:
- Avoid unnecessary duplication by having a full appreciation of any existing forums already having oversight of, or monitoring a particular issue.
 - Ensure any Scrutiny undertaken has clarity and focus of purpose and will add value and can be delivered within an agreed time frame.
 - Avoid pure “information items” except where that information is being received as part of a policy/scrutiny review.
 - Seek advice about available resources and relevant timings, taking into consideration the workload across the Scrutiny Boards and the type of Scrutiny taking place.
 - Build in sufficient flexibility to enable the consideration of urgent matters that may arise during the year.
- 2.6 In addition, in order to deliver the work schedule, the Board may need to take a flexible approach and undertake activities outside the formal schedule of meetings – such as working groups and site visits, where deemed appropriate. This flexible approach may also require additional formal meetings of the Scrutiny Board.

Developments since the previous Scrutiny Board meeting

- 2.7 The pre-decision scrutiny work provisionally scheduled to consider Selective Licensing has been removed from the 13 March meeting due to changes in Executive Board scheduling.
- 2.8 Following Chairs briefing on the 18 February 2019 the following items have now been scheduled for a working group at 9:30am on the 25 February, preceding the public meeting. This is to facilitate a fuller debate of the other items scheduled at the public meeting.
- Leeds Anti-Social Behaviour Service Review
 - Horticultural Maintenance in Cemeteries

3. Recommendations

- 3.1 The Scrutiny Board is asked to:
- a) consider the matters outlined in this report, and the appended information and matters raised during the meeting.
 - b) agree or amend the overall work schedule (as presented at Appendix 1) as the basis for the Board’s work for the remainder of 2018/19.

4. Background papers¹

- 4.1 None used

¹ The background documents listed in this section are available to download from the Council’s website, unless they contain confidential or exempt information. The list of background documents does not include published works.



Scrutiny Board (Environment, Housing and Communities) Work Schedule for 2018/2019 Municipal Year

June	July	August
Meeting Agenda for 28th June 2018	Meeting Agenda for 26th July 2018	No Scrutiny Board meeting scheduled.
Scrutiny Board Terms of Reference and Sources of Work (DB) Financial health monitoring (PM) Performance Update (PM)	Air Quality Solution for Leeds – current position and consultation (PDS) Revised Safer Leeds Plan 2018/19 (PDS) Tenant Scrutiny Board final inquiry report into Anti-Social Behaviour (PSR) Refuse Collection (PSR)	
Working Group Meetings		
Site Visits		
		Visit with Bin Crews – 30 Aug 18

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Scrutiny Work Items Key:

PSR	Policy/Service Review	RT	Recommendation Tracking	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring	C	Consultation Response



Scrutiny Board (Environment, Housing and Communities) Work Schedule for 2018/2019 Municipal Year

September	October	November
No Scrutiny Board meeting scheduled	Meeting Agenda for 3rd October	Meeting Agenda for 28th November 2018
	Terms of Reference – Refuse Collection, Recycling Waste Management (including visit feedback) Inquiry Session 1 - Refuse Collection, Recycling Waste Management Inquiry into Leeds' response to Grenfell – Formal response and update (RT)	Inquiry Session 2 - Refuse Collection, Recycling Waste Management (including Bin Crew Visit feedback 16 Nov) Locality Working – Priority Neighbourhoods Update (PM) Working Group Update(s) (26 Sept, 15 Oct)
Working Group Meetings		
Housing Repairs – Response Management, contractual arrangements and performance (PM) – 26 Sept 18.	Standards in Private Rented Sector and Selective Licensing - Planned consultation until 31 Oct (PSR) 26 Oct 2018. Housing Green Paper – 15 Oct 2018. (PDS)	
Site Visits		
		Visit with Bin Crews – 16 November

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Scrutiny Work Items Key:

PSR	Policy/Service Review	RT	Recommendation Tracking	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring	C	Consultation Response



Scrutiny Board (Environment, Housing and Communities) Work Schedule for 2018/2019 Municipal Year

December	January	February
No Scrutiny Board meeting scheduled	Meeting Agenda for 23 January 2019	Meeting Agenda for 25 February 2019
	Performance report (PM) Financial Health Monitoring (PSR) 2019/20 Initial Budget Proposals (PDS) Best Council Plan Refresh (PDS)	Council Housing Growth Programme – linked to Gov info. (PSR) Road traffic ASB, Casualty Reduction and KSI (PM)
Working Group Meetings		
Inquiry Session 3 - Refuse Collection, Recycling Waste Management - 14 December 2018 Leeds Anti-Social Behaviour Service Review (PDS) – 18 December 2018	Street Support – Big Change – Consideration of Strategic Approach and Progress (PSR) - 25 January 2019	Leeds Anti-Social Behaviour Service Review (PDS) - 25 February at 9:30 Horticultural Maintenance in Cemeteries – Response and Tracking (RT) (ref Council Deputation 11/07) – 25 February at 9:30
Site Visits		
Street Support – Big Change – outreach work		

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Scrutiny Work Items Key:

PSR	Policy/Service Review	RT	Recommendation Tracking	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring	C	Consultation Response



Scrutiny Board (Environment, Housing and Communities) Work Schedule for 2018/2019 Municipal Year

March	April	May
Meeting Agenda for 13th March 2019	No Scrutiny Board meeting scheduled.	No Scrutiny Board meeting scheduled.
Reducing Repeat Customer Contacts (RT) Impact of Universal Credit (dependent on roll out)(PSR) Development of Community Hubs – Update position and Recommendation Tracking (RT) Migration update (PM) Inquiry Report Kerbside collection and Recycling of Domestic Waste		
Working Group Meetings		
Free food provision in Leeds. (PSR)	Managed Zone (PSR) - (date to be confirmed)	
Site Visits		

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Scrutiny Work Items Key:

PSR	Policy/Service Review	RT	Recommendation Tracking	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring	C	Consultation Response

Unscheduled - Advice Provision Across Leeds, Waste and Recycling Strategy (pre-decision depending on draft completion and Exec Board date, to include information relating to RIPA Environmental Enforcement request for Scrutiny) (PDS)

EXECUTIVE BOARD

MONDAY, 14TH JANUARY, 2019

PRESENT: Councillor J Blake in the Chair

Councillors A Carter, R Charlwood,
D Coupar, S Golton, J Lewis, R Lewis,
J Pryor and M Rafique

APOLOGIES: Councillor L Mulherin

140 Exempt Information - Possible Exclusion of the Press and Public

There was no information designated as being exempt from publication or confidential considered at this meeting.

141 Late Items

No formal late items of business were added to the agenda, however, prior to the meeting, Board Members were in receipt of supplementary information regarding agenda item 5 ('Site Allocations Plan Update: Main Modifications Consultation') as follows:

- Appendix 3 to the submitted report which provided the Sustainability Appraisal of the Inspectors' recommended potential Main Modifications;
- An updated version of 'Table 1', as included within Appendix 2 to the submitted report;
- Corrections to figures within the submitted covering report; and
- A proposed additional recommendation to the covering report.

(Minute No. 143 refers).

142 Declaration of Disclosable Pecuniary Interests

There were no Disclosable Pecuniary Interests declared during the meeting.

REGENERATION, TRANSPORT AND PLANNING

143 Site Allocations Plan Update: Main Modifications Consultation

Further to Minute No. 115, 13th December 2017, the Director of City Development submitted a report which provided an update on the current position regarding Leeds' Site Allocations Plan (SAP), presented details of the Inspectors' recommended potential Main Modifications to the SAP and which sought approval to a 6 week consultation period in respect of those Main Modifications.

Prior to the meeting, Board Members had received for their consideration, supplementary information in the form of:

- Appendix 3 to the submitted report, which was the Sustainability Appraisal document of the Inspectors' recommended potential Main Modifications;

- An updated version of ‘Table 1’, as detailed within Appendix 2 to the submitted report;
- A proposed additional recommendation for inclusion into the covering report; and
- Corrections to figures within the submitted covering report, as follows:

Page 2 of the covering report: para 4, line 11 (change 3,970 to 4,070)
Page 6 of the covering report: para 3.1, bullet 6 (change 36 to 34 and change 792 homes to 1,850 homes and change 1,090 homes to 2,314 homes)
Page 9 of the covering report: para 3.23, MX2-39 amend 792 to 1,850 and amend the total from 825 to 1,883
Page 10 of the covering report: para 3.33, HG2-124 amend 1,090 to 2,314 and amend total from 1,296 to 2,519 .

In presenting the submitted report, the Executive Member provided an update regarding the SAPs current position, the key aspects of the Inspector’s Main Modifications and he also extended his thanks to all who had been involved in progressing the SAP to this advanced stage. Members then briefly discussed the nature and extent of the Inspectors’ recommended Main Modifications to the SAP.

In considering the submitted report, Members noted that the matter had been considered by Development Plan Panel on 10th January 2019, which had recommended that Executive Board approve that the Inspectors’ recommended schedule of Main Modifications were subject to a 6 week public consultation period.

Members noted that, subject to the Board approving the consultation process, the period of public consultation would run from 21st January to 4th March 2019. Responding to an enquiry, the Board also received further information on the next steps of the SAP approval process, with it being noted that following the consultation exercise, the Inspectors’ Final Report together with the SAP recommended by the Inspector for adoption, was to be submitted to Executive Board and then to full Council, with it currently proposed for the SAP to be submitted to Council for the purposes of formal adoption in approximately June / July 2019.

In highlighting the importance for the SAP to continue to be progressed without delay and in acknowledging the key benefits of having a SAP adopted, it was noted that the scheduling of additional meetings of Executive Board and Council may be considered to facilitate its adoption, if required.

In reiterating the importance of the SAP continuing to be progressed without delay, Members also emphasised the separate but key role played by the Core Strategy Selective Review (CSSR), and the relationship that this has to the SAP, with the benefits of a robust position in terms of housing land supply being highlighted.

Also in relation to timescales, responding to a Member's comments on the reference within the submitted Appendix 2 regarding a review of the SAP to be commenced following the adoption of the CSSR and to be submitted no later than 31st December 2021, officers undertook that, subject to the outcome of the CSSR and any other factors which could potentially affect the process, every effort would be made for that review to be undertaken and submitted to the Secretary of State at the earliest opportunity, and in advance of 31st December 2021, with Members agreeing that at the appropriate time, a cross-party discussion be held with the aim of agreeing an indicative timeframe regarding the future review of the SAP.

Members also noted the national discussion, via the Local Government Association, regarding the factors affecting the efficient development of sites where planning permission had already been granted, with Members highlighting the need to keep pursuing this agenda, as appropriate.

RESOLVED – That having considered and noted the submitted cover report and Appendices 1-3, which included corrections to several figures within the covering report (as detailed above); the addition of a recommendation to the covering report (as referenced in resolution (b) below); Appendix 3 (Sustainability Appraisal of the Inspectors' Main Modifications) and an updated 'Table 1' within Appendix 2:-

- (a) Approval be given for the Schedule of the Inspectors' Main Modifications (as attached as Appendix 2 to the submitted report) and the Sustainability Appraisal of the Main Modifications (as attached as Appendix 3 to the submitted report), to be the subject of a 6 week period of public consultation; and
- (b) For the purposes of accuracy, delegation be granted to the Chief Planning Officer, in consultation with the Executive Member for 'Regeneration, Transport and Planning' and with the agreement of the Planning Inspectors, to make any factual and other minor changes to the Main Modifications prior to consultation.

(The matters referred to within this minute, given that they were decisions being made in accordance with the Budget & Policy Framework Procedure Rules, were not eligible for Call In, as Executive and Decision Making Procedure Rule 5.1.2 states that the power to Call In decisions does not extend to those decisions being made in accordance with the Budget and Policy Framework Procedure Rules)

DATE OF PUBLICATION: WEDNESDAY, 16TH JANUARY 2019

LAST DATE FOR CALL IN OF ELIGIBLE DECISIONS: NOT APPLICABLE

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