

**Legal and Democratic Services**

Governance Services

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Date: 24th September 2024

To: All Members of Council

Dear Councillor

**COUNCIL MEETING – 11<sup>th</sup> SEPTEMBER 2024**

At the above meeting, the thirty minutes of Question Time expired with questions 9 to 79 were unanswered. Council Procedure Rule 11.6 requires that each Member of Council is sent responses to such questions.

**Q9** Councillor M Dobson - In light of repeated daily failures across black, green and brown bin collections with inadequate reporting to Members, despite the end of day reporting system, will the Executive Board Member with responsibility for Climate, Energy, Environment and Green Space tell Council if he is satisfied with the current state of the refuse service?

**A** Executive Member for Climate, Energy, Environment and Green Space

Over the last few years the refuse service has risen to the challenges of increased demand and expectations brought by a growing and changing city. The service has met those challenges despite issues faced nationally across the waste sector such as delayed reforms and recruitment pressures. It has delivered this with increased productivity from a dedicated workforce and with sound, sensible decision making, contract management and leadership. Our refuse service:

- is successfully emptying half a million bins every week to over 21,000 more households since 2017

- is collecting more garden waste than ever before: 3,300 tonnes more waste per year is now collected and composted than in 2018
- is collecting 30% more recycling waste from green bins thanks to the introduction in August of glass as an item that can be put the green bin and expansion in March of fortnightly green bin collections to over 10,000 more homes
- is ensuring that only 0.1% of all the waste collected across Leeds now goes to landfill, a significant improvement from 25.6% in 2016 and means Leeds is the amongst the best performing cities in the UK when it comes to our actions to almost eliminate landfill
- is achieving a 99.8% collection rate performance as reported to Scrutiny Board.

This reassures me that the refuse service is performing well, with a track record of improving productivity and embracing change.

The staffing pressures and risk facing a huge front-line service such as refuse are similar to other largely operational services. The service had some staffing difficulties in early summer which led to small amount of scheduled collections not being made. Where that happened, the majority of those missed collections were made within a few days and where that was not possible the service made sure their next collection was prioritised. The increased number of staff covering unfamiliar routes during this time, together with a small number of hired wagons without in-cab units meant a rise in unreported missed collections on the report provided at the end of every day.

The service will continue to make further improvements, recognising that a missed bin can be a significant inconvenience to residents and it is important that residents are told what is happening. The council will continue the investment in staff, fleet and technology to achieve this and the service values the close relationship it has with ward members.

**Q10** Councillor E Thomson – Does the Executive Member have a message for the pupils, their families and schools who have recently received their exam results?

**A** Executive Member for Children and Families

We should all celebrate the remarkable achievements of our students who have received their GCSE, A-level and other exam results this summer. We are proud of them all for having marked a significant milestone in their educational journey and of the school staff, families, and carers who have supported them in getting there. For those who have received their A-level and GCSE results, marking and grading have taken place as normal this year, with



grades determined solely by students' performance in their assessments and reflect what students know, understand and can do.

The official provisional information will be released by the Department for Education in October, with final confirmation expected in early 2025. In the meantime, our Children's Intelligence and Policy Service has been collecting headline results from Leeds secondary schools, academies, and colleges. Early information indicates that overall, schools and colleges in Leeds have maintained their performance, with A-level results averaging a grade of C+. It is important to remember that not all schools have submitted early headline information. Therefore, these results should be viewed with caution until we receive provisional data in the autumn term.

For those receiving GCSE results, I am thrilled to share that, based on the 95% of secondary schools that initially submitted their results, Leeds is also currently showing positive trends. Results have improved compared to both 2023 and 2019.

There is a lot here for everyone to be proud of - not just the numbers and grades, but the dedication, resilience, and hard work that got them here. To our students, your perseverance and commitment have paid off, and we are incredibly proud of each and every one of you. To our school staff, your unwavering support and guidance have been instrumental in these achievements. To the families and carers, your encouragement and belief in our students have made all the difference. Congratulations to all, and thank you for your hard work and dedication.

**Q11** Councillor L Buckley – Given the Council's statutory duty to maintain public rights of way, would the Executive Board Member please tell us what plans exist to repair and maintain the King Lane footpath and the Dales Way as it passes through Alwoodley?

**A** Executive Member for Climate, Energy, Environment and Green Space

The Dales Way includes multiple definitive map paths and bridleways within the Alwoodley ward with paths 20 and 18 crossing King Lane. Investigations are underway to resolve issues where a private landowner's wall has failed and this is now impeding on parts of the footpath.

We continue to apply for and seek funding for improvement works to this area as it links to the Meanwood trail and enables access to Golden Acre Park. The remainder of the definitive map network within the Alwoodley ward, including those sites that incorporate the Dales Way, will continue to be maintained in line with the council's statutory obligations.

With regard to the highway, the latest information is that the junction of King Lane and Arthington Road will be resurfaced this financial year and the rest of King Lane and Arthington Road surface dressed next financial year. There will be a need to do some patching works to



the carriageway edges which have deteriorated during recent works and renew road markings in the area.

**Q12** Councillor C Campbell – What progress has the Council made in recovering the costs it has incurred in relation to works to and around Otley Civic Centre?

**A** Executive Member for Economy, Transport and Sustainable Development

Two invoices were raised to cover the Council's cost of urgent works at Otley Civic Centre. One for the immediate removal of the glazing to the three windows to first floor level about to fall into Garnett Street, and board them up. The scaffolding required for access was included in these works. The second invoice was for the removal of broken high-level glazing to the front and western side of the building, including the use of a Highways van with hydraulic platform. The invoices were sent on the 20<sup>th</sup> November.

It can be confirmed that the previously outstanding costs for Emergency Action, to the value £2,114.07, have now been paid by the owners.

**Q13** Councillor J Dowson – Could the Executive Member update council on the Leeds Summer Reading Challenge?

**A** Executive Member for Communities, Customer Services and Community Safety

This year's Challenge was called Marvellous Makers and it's all about creativity! From dance to drawing, junk modelling to music, there's something to inspire all children taking part.

The Summer Reading Challenge (SRC) encourages children aged 4 -11 to enjoy the benefits of reading for pleasure and prevent the summer reading 'dip'. The scheme is developed and delivered by The Reading Agency, in partnership with public libraries and funded by Arts Council England. This scheme encourages the children to read six books over the summer holiday period. Libraries across the city have been actively promoting the scheme, and engaging with children and families over the last 6-8 weeks.

As of the 11/9 there have been:

- 5494 joiners
- 1790 completers

There is up to the 14<sup>th</sup> September for children to complete. All completers receive a medal and a certificate for their efforts.

We have also received brand-new Monopoly board game for every Community Hub and Library to give to one child per location as a prize for completing the Summer Reading



Challenge. Winners will be selected after 14<sup>th</sup> September – with librarians asked to pick a child/family who have made a special effort with their reading and book borrowing. A big thank you to Monopoly Leeds Takeover for this brilliant extra prize.

**Q14** Councillor M Dobson – Would the Executive Board Member with responsibility for Communities, Customer Services and Community Safety comment on cutting library hours to save £200,000 when, last year, £10.665 million was invested in a damp squib of a culture festival and would she now concede that this was, as critics said from the off, a shameful waste of public money?

**A** Executive Member for Communities, Customer Services and Community Safety

The current budget challenge we face means that savings will have to be made across all services areas and this does include our Libraries.

Library opening hours were reduced from August 2024 in order to generate savings of 200k for the Council. Prior to the decision taking effect a 6 week public consultation was undertaken to effectively determine the most/least popular opening periods. The results of the consultation were used in conjunction with site by site demand data, ensuring a comprehensive, well informed approach was taken. Whilst no one would wish to reduce library opening hours the service was required to contribute to the wider savings targets.

**Q15** Councillor E Thomson – Would the Executive Member for Adult Social Care, Active Lifestyles and Culture provide an update on the successes of museums in Leeds.

**A** Executive Member for Adult Social Care, Active Lifestyles and Culture

Leeds Museums & Galleries (LMG) is Leeds City Council's award-winning museum service which cares for the city's collection of over 1.3million objects. The services collection is displayed in eight amazing Council-owned venues: Leeds Art Gallery, Leeds City Museum, Leeds Discovery Centre, Kirkstall Abbey, Abbey House Museum, Leeds Industrial Museum, Temple Newsam House, and Lotherton Hall. We are one of the largest local authority run museums service in the UK.

In 2023/24, our museums contributed £41.7m to the local economy. Thanks to the use of local services, museums also supported 104 external jobs in the region, worth £3.4m. They were visited by a million people, 47,000 pupils supported by 6186 teachers. 109,312 children and adults participated in family activities at venues and in communities. 19,820 people took part in programmes of community activities.

175 museums volunteers contributed 10,556 hours, worth £143,245.

There are 7 shops and 3 cafes and with room hire these generated an income of £1,327,000 in 2023/24 meaning commercial revenue grew by 13% on the previous year.



The museums service also bring in significant external funding and in 23/24 attracted £2.37m in grants to deliver the service and its programme.

For every £1 invested, Leeds Museums & Galleries generate £8 for the local economy

People don't just see our collections at home in Leeds either. Last year 1.77m people saw exhibits on loan to exhibitions around Britain and the world.

Leeds Museums and Galleries have been recognised through awards across arts and cultural learning in the UK and across Europe. In 2024, the reach across the museum sector was recognised at the UK Museums and Heritage Awards for Sector Impact (Highly Commended). The place-based Leeds Curriculum on www.mylearning.org won the UK Museums and Heritage Award Learning Award (2019), was a Project of Influence at the European Best in Heritage Awards (2020), a joint winner of the European Children in Museums Award (alongside Creaviva, Bern, Switzerland, 2022), and was a finalist in the Children and Young People Now social care awards (2023). Research have covered literacy development with pupils with SEND (2014-18, ACE), initial teacher training (2016-19; ACE, Leeds Trinity University, York St John University), curriculum planning (2019-20, 2023), place-based learning through the Leeds Curriculum (2020-22) and social development in the Early Years (2024-26; Art Fund, NESTA).

The museums service does an amazing job in promoting art and creativity and the city is a culturally richer and more diverse as a result.

**Q16** Councillor R Stephenson – To ask the Executive Member for Children & Families, during a Scrutiny Board meeting on 4 September she admitted that she has not lobbied the new government to correct the anomaly that a child in Leeds with special educational needs and disabilities receives less funding than elsewhere in the UK, despite her predecessor having written to ministers seven times on the matter. Can she now confirm that she has written to ministers, what date she wrote to ministers, and that she will publish her correspondence as her predecessor did?

**A** Executive Member for Children and Families

Despite the many letters referenced, this issue was not addressed by the previous Government. The administration remains committed to lobbying on this important issue through our own lines into the new Government.

**Q17** Councillor D Chapman – Could the Executive Member for Housing explain why a parcel of land on Castle Road in Rothwell remains unused and unkempt when residents on the street desperately need additional parking spaces to improve road safety and accessibility?

**A** Executive Member for Housing

It is assumed that the land being referred to is opposite No. 54 Castle Road. The land is vested with Housing and the team will explore opportunities to make better use of this land with residents and ward members.



**Q18** Councillor M Dobson – Following the appalling events in Harehills in July can the Executive Board Member with responsibility for Children and Families confirm that child safeguarding must remain the top priority of Council, however uncomfortable the enactment of child protection orders may be?

**A** Executive Member for Children and Families

Safeguarding children is, of course, the council's priority and there is no evidence to suggest that this has not been or does not continue to be the case, in fact there is lots of evidence to the contrary including outcomes of regulatory inspections.

Children's Services work within statutory legislation and guidance in relation to safeguarding children as set out in the Children Act 1989 and Working Together 2023. Children's Services do not have any legal powers to remove children from their families care other than if a court order is made where the legal threshold for significant harm or by the agreement of the parent under Sc20 of the Children Act.

The police have powers under Police Powers of Protection to remove a child to safety where there are immediate concerns for their safety.

Decisions about the welfare and safeguarding of individual children have and will continue to be made within the legal thresholds and guidance in place.

**Q19** Councillor C Anderson – Can the Executive Member for Highways and Transportation please advise why there is no will within the Council to have a service level agreement for repairing sunken and uneven utility covers on the highway within a short timescale (I suggest not exceeding 10 days) and to work with the utility companies to do so in order to alleviate the stress and sometimes unbearable noise intrusion, instead of passing the buck from pillar to post every time it is reported?

**A** Executive Member for Economy, Transport and Sustainable Development

The nuisance caused by damaged utility infrastructure as described is fully appreciated and we work closely with utility companies to ensure they repair them as soon as possible.

Statutory undertakers, not LCC, have a clear duty under the New Roads and Streetworks Act 1991 S81 to maintain their apparatus in the public highway, having regard for the safety and convenience of traffic, the structure of the street and the integrity of the apparatus in it. The owner of the apparatus has a duty to inspect and maintain their own apparatus (including sunken or uneven utility covers).

In addition to the owner carrying out their own inspections, the Highway Authority can also identify and report defective apparatus that fails specification via an electronic system called Street Manager - abiding by the process stipulated in the Code of practice for the Coordination of Street and Roadworks 2023. Timeframes are prescribed in the code of practice with a two hour response stipulated for high risk or dangerous apparatus and 28



days for low risk, non-dangerous reports. Works to make safe a high-risk report can be by the deployment of traffic management or by the use of temporary materials.

Any inspections of such apparatus by the Highway Authority and subsequent administration is not chargeable to the asset owner; the Authority therefore does not receive any income for the inspections we do or report on others behalf. When action is undertaken to rectify or make safe, income is achieved via the permit fees to work on the public highway.

As part of the Network Management role, regular performance monitoring of the utility companies is undertaken, including the reporting of these defects. Whilst we cannot enter a service agreement which would duplicate existing legislation and codes of practice agreed by the government, we work closely with the owners to drive better performance and escalate matters when required. For example, a regular meeting is held with Yorkshire Water as a major asset owner to drive and rectify defective apparatus, with an ambition to achieve the best outcome for the residents of Leeds within a restricted budget that Yorkshire Water have for the region. We are the only Highway Authority within Yorkshire that holds this type of meeting directly with Yorkshire Water.

If a specific utility cover or sunken frame is causing stress or noise intrusion, and the owner is known or safely identified, we would encourage direct contact with the utility company. Alternatively, please contact Network Management and we shall escalate matters with the relevant utility.

**Q20** Councillor D Chapman – At a time when the Council is disposing of assets at every opportunity can the Executive Member for Climate, Energy, Environment & Green Spaces explain why a parcel of land on Bullough Lane in Woodlesford has apparently been forgotten. Will they undertake to review the site for sale and commit to investing the same proceeds into improvement activity in Rothwell Country Park?

**A** Executive Member for Climate, Energy, Environment and Green Space

Land at Haigh Farm on Bullough Lane is held in void management and discussions have taken place historically with ward members about future opportunities for this land. The land is located within the greenbelt which limits the likely interest and disposal value. Should the site be brought forward for disposal, through the Capital Receipt Incentive Scheme, 20% of the receipt generated will be retained locally up to a maximum of £100k per capital receipt with 15% retained by the Ward and 5% pooled across the Council and distributed to Wards on the basis of need. Any specific proposals to invest into Rothwell Country Park will be considered on their own merit through the preparation of a business case which will propose a funding strategy to support delivery.

**Q21** Councillor M Dobson – Can the Executive Board Member with responsibility for Children and Families update Council on the welfare of the officers who were enacting child protection measures in Harehills on the day of the riot and assure Council that their well-being has been paramount in the Administration's thinking?

**A** Executive Member for Children and Families





The wellbeing of our staff is a priority and the council has a comprehensive support and wellbeing offer.

There were 4 members of staff directly involved. They have been supported by their managers and senior leaders met with them the morning after the incident. Senior leaders have also met with social workers across the city following the incident.

All staff members involved in the incident have been supported by their line managers. The support in place has been specific to each person's individual needs. The support offer has included access to 1 to 1 counselling, 24 hour, 7 day a week counselling helpline, special leave where needed, phased return to work for those who needed time off, and flexible working.

Facilitated listening circles were also arranged for workers as part of trauma informed practice and support.

Discussions have also been held with the DfE and Chief Social Worker about the status of social workers and national recognition for the valuable work they do.

**Q22** Councillor M Robinson – Would the Executive Member agree with what I wrote in my recent letter to the Secretary of State for Transport arguing that a proportion of the revenue from speed camera fines should be ringfenced for road safety improvements in the areas where the cameras are located?

**A** Executive Member for Economy, Transport and Sustainable Development

The West Yorkshire Safety Camera Partnership (WYSCP) own and maintain all speed enforcement cameras (static, mobile, average) within West Yorkshire. Therefore, an officer has discussed this request with the WYSCP who have confirmed that there is already legal restrictions and national guidance for how such funding can be spent; to cover operation camera duties, backroom processing staffing requirement, upkeep and maintenance of cameras and the mobile camera fleet, etc.

The WYSCP have confirmed that they will provide a detailed response to Councillor Robinson on this matter.

**Q23** Councillor D Chapman – At a time when the Council is disposing of assets at every opportunity can the Executive Member for Resources explain why a parcel of land on Pit Field Road in Carlton has apparently been forgotten despite being valued at c. £100k in 2023.

**A** Executive Member for Resources

Asset Management has had historic conversations around the potential for land at Pit Field Road in Carlton to be brought forward for disposal, and it is assumed that this question relates to this land. The land, whilst not currently included within the Council's capital receipt programme, is identified for potential disposal. It is anticipated that this disposal will be



progressed within the current financial year. Ward Members will be updated on the proposed disposal approach and timescale once this is confirmed.

**Q24** Councillor M Dobson – What can the Executive Board Member with responsibility for Communities offer in the way of assurance that there will be no repeat of the shambolic nature of Outer East Community Committee especially around funding bids which have been late, lacking in information and have left Members exposed to unwarranted and unfair criticism?

**A** Executive Member for Communities, Customer Services and Community Safety

Following discussions with the Outer East Community Committee Chair, new procedures have now been agreed that will allow Members the opportunity to scrutinise applications and raise any queries, prior to the committee meeting taking place.

**Q25** Councillor N Buckley – Following his recent email to Councillors, will the Executive Member for Economy, Transport & Sustainable Development please outline to Council, the sites and wards most affected by vandalism and antisocial behaviour directed at the Beryl bike scheme, and the cost to the Council of that behaviour?

**A** Executive Member for Economy, Transport and Sustainable Development

The availability and quality of the service has been significantly affected in recent months due to damage and theft of bikes as a result of vandalism and antisocial behaviour. As a short term solution bays were suspended in the locations across the city most affected by the antisocial behaviour. The 16 bay suspensions have affected the wards of Chapel Allerton, Little London, Kirkstall, Burmantofts and Richmond Hill, Gipton and Harehills and Hunslet and Riverside. These bays are located:

- Kirkgate/New York St
- City College
- Kirkstall Leisure Centre
- Leeds City College - Printworks
- Leopold Street
- Spencer Place
- Easy Rd/Cross Green Ln
- Cross Green Lane
- Everleigh Street
- York Rd/Walford Ave
- Shepherds Lane



- Grange View
- Shakespeare Gardens
- Beeston Rd/Moorville Gr
- Elland Road
- Hunslet Library

The costs associated with the antisocial behaviour such as recovery and repair are covered by Beryl and the operational model under which they provide the service. This same model provide for LCC officer time associated with the scheme as such there is no cost to the Council.

**Q26** Councillor D Chapman – Could the Executive Member for Adult Social Care, Active Lifestyles and Culture advise what, if any, lessons were learned from Leeds 2023 and will they be integrated into any plans for the Leeds 400<sup>th</sup> birthday Celebrations in 2026.

**A** Executive Member for Adult Social Care, Active Lifestyles and Culture

Thank you for your question regarding lessons learned from Leeds 2023 and whether these will be integrated in to any plans for Leeds 400<sup>th</sup> Celebrations.

The full evaluation of the LEEDS 2023 Year of Culture has not yet been completed, but it is due to be published later in the autumn. Without understanding the outcome of the evaluation of Leeds 2023 it is difficult to put together lessons learned that could be integrated into any proposals for Leeds 400<sup>th</sup> celebration. We need to review the evaluation carefully to understand the impact that Leeds 2023 had and where lessons learned can be used to improve the impact of events in the City. It is important to remember however that Leeds 2023 was a yearlong cultural celebration of Leeds' cultural richness and diversity across all of our communities, whereas in recognising that the 13<sup>th</sup> July 2026 is an important date in the evolution of Leeds, 2026 offers an opportunity to reflect on how far Leeds has come, and to bring people together to look back and look forward. the 400<sup>th</sup> celebration, proposals will be developed in partnership and reflect where the city has come from and where it is going, in a way that reflects its current social, economic and cultural make up.

Once the evaluation report and the 400<sup>th</sup> celebrations have been finalised we will share the outcomes with members.

**Q27** Councillor M Dobson – Could the Executive Member with responsibility for Planning Services explain to Council why in our Ward we have a planning application which has been undetermined for nearly 4 years and yet an application to develop Brown Moor found its way to Plans Panel within days of the Planning Inspector's determination that the area in question could be added to the development plan?

**A** Executive Member for Economy, Transport and Sustainable Development



It is not possible to comment on circumstances the alleged delay to the planning application as no details have been provided. However, with regard to Brown Moor, the factual position is as follows. The application for employment use of the land, as first submitted in 2022, has yet to be determined. The promoters of the site were caught up in a High Court Challenge about release of land for housing, which delayed their intentions (for over 5 years) for what was an adopted mixed-use site in the Site Allocations Plan in 2019. Following the inspector's decision on the SAP remittal, a position statement was presented to North and East Plans Panel at the first opportunity. Due to the need for further information and to address planning policy requirements, the application has not yet been presented to Panel for determination but is expected to come forward in the coming months.

**Q28** Councillor R Stephenson – To ask the Executive Member for Communities, Customer Services and Community Safety, what action the council has taken to support West Yorkshire Police deal with criminality carried out by green zealots calling themselves 'The Tyre Extinguishers'?

**A** Executive Member for Communities, Customer Services and Community Safety

On 24<sup>th</sup> August 2024 there were three incidents in Leeds, the first for two years.

West Yorkshire Police continues to monitor such activity and will consider the potential of a successful prosecution in the light of further reports. We are also engaging with communities through our neighbourhood police teams to develop intelligence in this area, as well as working with our partners within Safer Leeds.

Leeds watch have been made aware of the incidents and are alert to the issues where large 4x4 vehicles are parked both with regards the camera monitoring team and also the external security patrols and the capable guardian officers.

Whilst no referrals to the service have been made LASBT at this time, they will support WYP if any persons are identified, and appropriate civil as well as criminal sanctions will be explored to ensure the correct message is delivered to those who wish to interfere with other persons property this way.

**Q29** Councillor D Chapman – Could the Executive Member for Adult Social Care, Active Lifestyles and Culture advise what actions are being taken to ensure that Leeds celebrates its 400<sup>th</sup> birthday in 2026?

**A** Executive Member for Adult Social Care, Active Lifestyles and Culture

13<sup>th</sup> July 2026, represents a major milestone in the history of the city. It will mark 400 years since Leeds was granted a royal charter, which dramatically changed the course of the city's development. On that date King Charles I granted the city a Royal Charter, which incorporated Leeds as a "free borough" and a "body corporate and politic".



A corporate mace was manufactured for the occasion. A seal was created which combined a fleece (to represent the woollen trade) together with the familiar Leeds Owl – taken from the coat of arms of the first Alderman Sir John Savile. This marked the beginnings of the city's sense of identity.

A second charter (awarded by King Charles II) in 1661 included one important change. The powers held by magistrates was expanded such that magistrates outside of Leeds were almost excluded in how the city was run. The city had to wait until 1832 before it secured its first Members of Parliament however the charter can be seen as the beginnings of “self-determination” for the people of Leeds. Leeds formally became a City in 1893.

In recognising that the 13<sup>th</sup> July 2026 is an important date in the evolution of Leeds, 2026 offers an opportunity to reflect on how far Leeds has come, and to bring people together to look back and look forward. In 1926, Leeds Corporation celebrated the 300<sup>th</sup> anniversary with a diverse programme of events across the city.

Whilst times have undoubtedly changed, in reviewing and taking inspiration from the events of 1926, discussions are taking place as to what a celebration in 2026 could look like. The overall theme running through the celebrations of 1926 was one of “civic pride.”

Looking at the city today our partnership at a local, regional, national and international level could be reflected in any proposals developed with potential input from partners and organisations to be considered. Any proposed ‘celebration’ needs to reflect where the city has come from and where it is going, in a way that reflects its current social, economic and cultural make up.

This 400 year anniversary may provide a way of engaging with the current monarch, the third King Charles and discussions are underway to explore a potential Royal invite to the King linked to an official reopening of the refurbished Town Hall.

Once proposals are developed more formally and just as importantly how they could be funded, they will be shared with members for feedback and thoughts.

**Q30** Councillor M Dobson – Following the government decision to plunge thousands of Leeds pensioners into hardship through the withdrawal of the winter fuel payment, what does the Executive Board Member with responsibility for Communities, Customer Services and Community Safety intend to do to ensure that no Leeds resident falls into hardship or has a risk to health as a result of this smash and grab raid on some of the most financially vulnerable people in society?

**A** Executive Member for Communities, Customer Services and Community Safety

Leeds City Council and partners have been recognised for the work undertaken to reduce poverty and inequality and address financial inclusion for many years and have employed an effective collaborative and co-ordinated approach.

This collaborative partnership approach has been and will continue to be the basis for the response to addressing cost of living pressures within the city. Specifically in relation pensioner households this includes;



- Ensuring that the estimated £7.1m funding Leeds City Council will receive as an extension to the Household Support Fund in the city will be targeted to help the most vulnerable households over the winter period, including pensioner households. The Financial Inclusion team will work with council services, and third sector organisations including Leeds Older People’s Forum, Voluntary Action Leeds, Leeds Food Aid Network and Advice partners to distribute the funding.
- Continuing the work of the Leeds Pension Credit working group to increase uptake of the underclaimed benefit within the city. Chaired by the Leeds Older People’s Forum the group includes council services (Welfare Rights, Benefits, Housing, Financial Inclusion, and Public Health), Age UK, DWP and elected members, and reports to the Leeds Age Friendly Leeds Board and Partnership. Work includes;
  - identifying an estimated 1,200 individuals claiming Council Tax Support and Housing Benefit potentially eligible but not already claiming pensions credit and encouraging take up.
  - supporting the national Pension Credit campaigns including the DWP Week of Action with dedicated multi agency communications plans that will run throughout the winter months.
- Providing **training and awareness sessions** to council services and partner organisations on where and how households can access support and advice. Ensuring that Leeds Money Information Centre resources, which sign post to free, confidential and impartial advice services including the Citizens Advice Energy Affordability helpline, Green Doctor and Age UK.

The Council and partners will continue to work collaboratively and innovatively to ensure in as far as possible support is provided to those most in need.

**Q31** Councillor B Anderson – Can the Executive Member with responsibility with Planning, please outline to Council the nature and issues raised in any written or verbal conversations with the new Government in terms of its proposed changes to the NPPF in the way it will affect Leeds?

**A** Executive Member for Economy, Transport and Sustainable Development

Along with every local authority in the country, the City Council has been given the opportunity to comment on the proposed changes to the NPPF. This was published on 30<sup>th</sup> July, with no prior planning issues raised. The deadline for comments is 24<sup>th</sup> September. In preparing a submission, draft comments are to be presented to Development Plan Panel on 17<sup>th</sup> September. This will provide an opportunity for elected members to discuss the document and its implications for Leeds.

**Q32** Councillor D Chapman – Could the Executive Member for Resources advise what plans, if any, for the future development of City Square.

**A** Executive Member for Economy, Transport and Sustainable Development



Save for some minor commissioning works that remain on-going, the highway works in City Square are completed.

The work to remove through traffic from City Square has enabled its use for events and attracting visitors to the area such as pop-up installations including the Christmas Markets and Thor's Teepee. Further consideration of how to animate the space are under consideration.

Some initial work to design a public realm scheme has been developed but are currently on hold until further funding opportunities are identified.

There are also potential mass transit routes that travel through City Square that are currently under consideration.

**Q33** Councillor M Dobson – Even at the 11<sup>th</sup> hour will the Executive Member with responsibility for Climate, Energy, Environment, and Green Spaces have a rethink regarding charging for parking at Barleyhill car park in Garforth and consider the massively detrimental effect this will have upon traders on Main Street, in an already difficult financial environment?

**A** Executive Member for Climate, Energy, Environment and Green Space

The report outlining the consultation responses to the Garforth parking proposals and the next steps in the process will be published shortly. There is a legal process, including further statutory public consultation, that needs to be followed before any charges can be implemented. This will provide the opportunity for all interested parties, including local traders, to have their views heard.

**Q34** Councillor B Anderson– Can the Executive Member responsible please advise on their definition of what is a Green Job?

**A** Executive Member for Economy, Transport and Sustainable Development

LCC does not have its own policy or definition of a Green Job. WYCA have stated in their press release for the Green Task force launch that they have adopted the UK Government definition. [Green Jobs Taskforce Recommendations Report September 2023 \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk)

The government's Green Jobs Taskforce defined a green job as 'employment in an activity that directly contributes to - or indirectly supports - the achievement of the UK's net zero emissions target and other environmental goals, such as nature restoration and mitigation against climate risks.'



**Q35** Councillor D Chapman – Could Councillor Coupar update Council on her project to recognise the inspirational women of Leeds and specifically their inclusion on the walls of the Council Chamber?

**A** Executive Member for Resources

A paper went to Executive Board on September 18<sup>th</sup> where permission was given for the installation of six plaques on the walls on the Council Chamber, subject to planning permission. Planning permission is being sought for eight plaques to ensure the initial six are the start of further work to recognise inspirational women and their contribution to the city of Leeds.

**Q36** Councillor M Ali – We've seen a spate of violence across the country, and in particular Harehills. It must be noted that what happened in Harehills is very different to the racist far right riots taking place elsewhere in the country. Key players have been working hard to restore peace and are continuing to maintain peace. What is the Council doing to tackle the underlying issues that caused the problems?

**A** Executive Member for Communities, Customer Services and Community Safety

What happened on the 18<sup>th</sup> July in Harehills was distressing to witness and experience for the residents of Leeds, especially those from Harehills. It is a credit to those individuals and groups that played such a key role in minimising the disorder on the night of the disturbances, and in the following days.

In the immediate aftermath of the disorder on 18<sup>th</sup> July, the council and police met with members of the family as well as other representative groups to understand their concerns and worries, as well as explain the position of the council and police. We continued to work with key community contacts in the following days and weeks to ensure we minimise the possibility of further disorder, and to provide reassurance and confidence in how we were responding to the concerns raised by the community. We issued a joint statement between the council and the family in the immediate days after the disturbances asking for calm and cooperation between communities and agencies and we quickly saw law and order restored with a return to business as usual after a swift clean up in the area, supported by council services and communities.

The council has been working with the affected communities from Harehills for many years. Using asset based community development approaches in the area, alongside dedicated support to Roma communities through our Migration Team and Gypsy Roma Traveller team, we have worked with the Roma community to support and understand the challenges they face through regular dialogue, drop in sessions, and bespoke projects. The council continues to take a dedicated approach to tackling the ongoing challenges and misconceptions that the community might be facing and have committed to undertaking a coordinated approach to working with Eastern European Communities in the area, alongside a range of statutory and community partners.

We are also mindful of the wider community tensions that might exist as a result of the disturbances in Harehills, and wider violent disorder witnessed across the country. To that end, and even prior to the disorder, the council has been developing a social cohesion





strategy for the city that aims to address the community safety issues that impact on the ability of communities to get to know another as well as work needed to create safe spaces for dialogue, develop and promote good relations in our neighbourhoods, and ultimately develop a sense of belonging for all those that reside in Leeds. We are optimistic that this will go some way towards creating safer, stronger and more socially connected communities in Leeds.

**Q37** Councillor B Anderson – Can the Executive Member responsible advise Council what measures they have lobbied their Government for, in order to address the increase in energy costs facing the citizens of Leeds?

**A** Executive Member for Communities, Customer Services and Community Safety

The Affordable Warmth Partnership submitted a response to OFGEM's call for information on fuel bill standing charges, outlining our concerns at the recent increase in electricity bill standing charges since 2019 early in 2024.

The partnership also sent a letter to the Secretary of State in January outlining our concerns at:

- The high level of standing charges on bills
- The resumption of forced switching of customers to pre-payment mode, either remotely or by installing pre-payment meters in residents homes.
- Residents being refused the warm homes discount on account of not having an energy performance certificate when they would otherwise have been eligible.

**Q38** Councillor D Chapman – As the Kerbo Charge EV charging solution has been implemented in a number of Local Authorities for their residents with no suitable off street charging solution could the Executive Member for Climate, Energy, Environment & Green Spaces advise if the Council is evaluating it as a solution for Leeds residents in a similar position?

**A** Executive Member for Climate, Energy, Environment and Green Spaces

A number of enquiries have been received from residents who either have or intend buying an electric vehicle but have no off-road parking.

For some time now, it has been expected that guidance would be made available from central government on how to best provide and manage suitable infrastructure to facilitate the crossing of the public highway by a private individual to allow them to charge a vehicle but unfortunately this guidance has not been forthcoming to date.

The Council recognise that it is estimated that around 20% of Leeds residents may struggle to install home chargers because they don't have a suitable parking space off the highway.



Officers continue to maintain regular dialogue with other local councils, both regionally and nationally to ensure that we share and learn from best practice and progress. From the installation trials that one or two councils have progressed, it is evident that apparatus such as 'Kerbo' is fit for purpose and as such the need to complete similar trials in Leeds has diminished.

In an effort to take this matter forward, officers are currently preparing an options appraisal paper for consideration with the aim of a decision being taken on the preferred administration and delivery option for Leeds.

Subject to the above we can then aim to move forward with implementing the agreed approach whilst ensuring that we have a process that will allow the appropriate authorisation, external funding, installation and monitoring of equipment in the pavement, on the public highway.

**Q39** Councillor W Dixon – Would the Council's Administration invest to increase the number covert cameras available to catch those leaving waste in our residential streets?

**A** Executive Member for Climate, Energy, Environment and Green Space

The council's Environmental Services currently have 14 "dome style" cameras capable of being attached to lampposts in most of strategically identified hot spot areas and are which are semi-permanent. All footage from these cameras is streamed back live to a LCC server which is accessed by Leeds Watch operatives and Serious Environmental Crime Team (SECT) officers who have had to undergo specific, statutory training.

The service utilises a further 6 "wildlife style" cameras that take small bursts of video or photographs in the other hot spot areas where lampposts are not available. These cameras are much simpler to deploy and can be done by SECT officers but don't have the quality of the dome cameras. The service also has camera kit that can be installed in a building.

The three different style of cameras gives us a good variety of kits to use in most situations. The camera locations chosen have been based on statistical and anecdotal evidence provided through our case management system and experience from street cleansing operatives and authorised enforcement officers. When identifying a hot spot, the type and volume of waste as well as frequency is taken into account.

All cameras used must be done so with a CCTV warning sign in close proximity to its location. For the dome CCTV cameras the sign is installed on the same lamppost. For the wildlife cameras that we use in a more covert manner still need to have a sign placed nearby. This is to comply with legal restrictions under the Regulation of Investigatory Powers Act 2005 (RIPA) which was amended in 2018 by the Investigatory Powers Act. This legislation applies to any covert directed surveillance.

In accordance with the legislation and also guidance on the use of CCTV by the Information Commissioner's Office (ICO) a Data Privacy Impact Assessment (DPIA) must be completed for any use of a CCTV or similar camera to ensure that its use is necessary and proportionate and other less intrusive methods have been considered, versus what is to be achieved and the likelihood of obtaining sufficient evidence for enforcement action such as



prosecution. Any DPIA must be agreed through the Council's CCTV Compliance and Information Governance Teams.

We carefully consider the use of cameras in residential areas due to the higher risk of invading someone's privacy through collateral intrusion despite the use of privacy zones or presets for where the camera points and records. This is due to higher volumes of people going about their normal daily lives. Another concern is that unlike more rural areas where the purpose of the cameras are to capture vehicles involved in flytipping and their registration numbers for further investigation, where used in residential areas the likelihood of a vehicle being used is much less and therefore a positive identification if the responsible person would usually be needed for a successful outcome, making it much less likely. There could be a question raised around whether this use of cameras is proportionate to the high risk of collateral intrusion where the success rate of other methods of identifying perpetrators such as documentary evidence in the flytipped waste is higher. Cameras should be a last resort. Any residential areas where CCTV cameras are to be used for flytipping offences must have all of these factors considered and any of the issues raised must be mitigated in case of any challenge as to the use of the camera internally or through a report to the ICO.

Consideration also needs to be given to the resource needed to maintain additional cameras such as changing batteries and memory cards (particularly on the "wildlife" cameras), the time needed to trawl through and secure evidential footage and also the cost of undertaking the SIA training for officers to access the LeedsWatch style and use of the VIPA kits.

Over the last year we have had some good results from the cameras deployed. We have issued 10 Fixed Penalty Notices, submitted 10 prosecutions and seized 2 vehicles through use of the camera and video footage.

Through use of a wildlife camera we have identified 3 different people using several vehicles in the largest flytipping investigation ever completed by LCC where evidence has been gathered of a waste removal company committing in excess of 60 environmental offences over a 8 month period. This case has taken a lot of time and resource to pull together with our legal colleagues and will be submitted for prosecution very shortly.

Other successful prosecutions involving video or camera footage include a 6-month prison sentence, a 12 month suspended prison sentence and a 6 weeks suspended prison sentence.

There are currently 7 ongoing investigations, including some which involve serial flytippers which wouldn't have been identified had it not been for the evidence from the cameras and we expect this will lead to further prosecutions and vehicle seizures.

In terms of additional cameras, the necessary resources would need to be in place not just to pay for their purchase, but more critically the intensive work described above to ensure necessary authorisation and that legal requirements are being properly met in how/where they are deployed, the footage is being securely and properly monitored, recovered and used and the relevant investigations can be carried out by authorised officers in a timely manner. There is no existing capacity in the service for extra work.

The current priority is to ensure the existing cameras continue to be fully responsibly and legally utilised and make a positive contribution to sustain the reductions in reported flytipping across Leeds. The current cameras also need to be maintained and replaced as required.

If further funding opportunities arise, these will be explored within the above context.



**Q40** Councillor B Anderson– Can the Executive Member responsible please advise of the accident statistics for the area on and around the Lawnswood Roundabout split between, pedestrians, cyclists, motor bikes, cars, buses and HGVs and the causes?

**A** Executive Member for Economy, Transport and Sustainable Development

I understand from colleagues you were sent the latest collision record earlier this year, in March.

To bring that up to date, between 01.01.2020 and 21.08.2024, there were 24 recorded injuries at Lawnswood roundabout, of which 6 were serious. There was 1 recorded injury to a pedal cyclist (not recorded as a serious injury), 21 recorded injuries to car occupants (of which 6 were serious), and 2 recorded injuries to motorcyclists (neither of which were recorded as serious injuries).

This period includes the national lockdown restrictions in 2020 and 2021 associated with Covid. The junction remains high on our Sites for Concern because of the persistent level of reported injury collisions here.

The police reports of the above collisions indicate that the majority involve motor vehicle drivers either failing to give way when entering the roundabout, or running into the rear of another vehicle when approaching the roundabout. The introduction of traffic signals as part of the Lawnswood Roundabout Improvement Scheme is expected to reduce the likelihood of these kinds of human errors, by removing uncertainty around when it is safe to enter the roundabout.

Given your request for a breakdown by mode, it worth noting here that many people responding to the public consultation exercise undertaken as part of the development of the Lawnswood Roundabout Improvement Scheme reported feeling unsafe when crossing here. Those people who are prepared to use the existing informal crossing points at the roundabout have to contend with multiple lanes of often fast moving traffic, with any gaps in traffic typically being quite brief during much of the day. The installation of signalised pedestrian crossing facilities as part of the scheme will make it safer for pedestrians to cross here.

Similarly, many cyclists responded to the public consultation exercise to highlight that this roundabout felt unsafe, with some stating that they undertake detours in order to avoid it. Accordingly, we anticipate that the introduction of segregated cycling infrastructure as part of the scheme will help to facilitate greater uptake of cycling in this area.

**Q41** Councillor C Campbell– I have been informed by Highways that ward members are now listed as owners of SIDs purchased as part of Council Highways schemes. Would the Executive Member explain who made the decision to give these Highways Assets to members? Can members refuse to accept them? Is this process legal?  
by the Council the owners.

Furthermore, could they provide all members with a list of the SIDs Highways say they own.

**A** Executive Member for Economy, Transport and Sustainable Development



Leeds City Council (LCC) provide Speed Indicator Devices (SIDs) in accordance with the Speed Indicator Device Policy which was approved in 2019.

SIDs are regarded by communities as an effective means of reminding drivers of the need to reduce vehicle speeds. Similar to gateway treatments on the approach to built up areas, they are popular and in recent years, multiple requests for them have been received. In terms of influencing driver behaviour, reducing vehicular speeds and reported collisions, however, their impact is variable, sometimes negligible as drivers become accustomed to their presence.

For these reasons, the Highways and Transportation Service do not directly fund these but will facilitate their implementation provided external funding is made available and the terms of the approved policy agreed to. Most, if not all devices are funded by Town Councils, Parish Councils where the devices are owned by them. In cases where the devices have been purchased by local ward councillors or via the area committee procedure, then it is the case that the devices will be owned by Leeds City Council. Please note that the future maintenance responsibility of the devices (outside of the warranty period) and associated funding for this rests with those making the request. Officers would be happy to provide a copy of the policy for information.

**Q42** Councillor W Dixon– Further to the Executive Member’s reply to question 31 at July’s Council Meeting, can they advise me as to exactly who I should make the case for parking bays / laybys in residential areas in my ward where bus services are regularly delayed due to excessive on-street parking?

**A** Executive Member for Climate, Energy, Environment and Green Space

We work with the bus operators and WYCA to address bus delay hot spot locations such as those you describe to identify a programme of schemes. Please contact Gwyn Owen ([gwyn.owen@leeds.gov.uk](mailto:gwyn.owen@leeds.gov.uk)) in our Transport Strategy team with the details for us to consider. Demand for such work is high and the work itself can be costly if utilities need to be relocated.

**Q43** Councillor M Robinson– To ask the Leader of Council if he agrees with me that there should be a marker of recognition in local communities for our Olympic Gold Medallists, such as track cycling Olympic Champion Katy Marchant who hails from Barwick-in-Elmet? We’ve previously seen golden post-boxes, can Leeds ensure we recognise our gold medallists now and for future Olympic Games?

**A** Leader of Council

The City’s athletes have once again put Leeds on the map. From the successes of London 2012 to Tokyo 2020 Yorkshire and Leeds have consistently achieve medal success at the Olympics and paralympics. Paris 2024 has been no exception with Leeds athletes alone exceeding the Yorkshire total of 12 in 2020 by 1 medal.



To commemorate British gold medal winners at the 2012 Summer Olympics and 2012 Summer Paralympics, various post boxes in the home towns of the medal winners around the United Kingdom were painted gold. It was the first occasion in modern times that the colour of post boxes in the United Kingdom were changed from their traditional red. Originally intended to be temporary, the positive public response meant it was decided the colour change would be a permanent tribute, with boxes additionally receiving their own special plaques.

The project was organised by Royal Mail and following success in 2012 several Leeds athletes have a Gold post box commemorating their success. Currently Leeds has 3 gold post boxes across the city – Nicola Adams has 2 on the Headrow for being the first woman to win an Olympic Gold Medal in boxing, which was included in the Olympics for the first time in 2012; Alistair Brownlee has one in Horsforth for Triathlon and David Stone has one in Rawdon for cycling.

The London Olympics post boxes were deemed to be a one off linked to the 2012 games, and since then there have been no new additions by Royal Mail. However it is absolutely right that the City of Leeds honours its Olympians and their fantastic achievements and a Civic Reception has been planned for our Leeds Olympians in October.

**Q44** Councillor S Golton – Many months ago the Council defunded the Shopmobility service in Leeds City Centre. Since then, disabled people in need of hiring a mobility scooter have been unable to access Leeds City Centre, with the nearest option being the White Rose Centre in Morley. At the same time Leeds City Council has worked with West Yorkshire Combined Authority to spend £2 million on the Tracy Brabin bike hire scheme. Does Cllr Pryor think this is an equitable and inclusive distribution of active travel transport investment?

**A** Executive Member for Economy, Transport and Sustainable Development

Leeds City Council funded the Shopmobility service for a five year period through the Adults and Health Directorate, with the aspiration that it eventually became commercially sustainable. Service utilisation significantly reduced following Covid, with shopping habits changing for people generally, as well as those with physical health issues.

The last grant issued was in April 2022 for two years at a total value of £60,000 (£30k pa) which ended on 31<sup>st</sup> March 2024.

The Shopmobility service within the Merrion Centre closed shortly afterwards.

Scooter and wheelchairs continue to be available free of charge within the city centre's largest shopping centre, Trinity Leeds.

Further wheelchair services are available within Leeds Train Station and Leeds Art Gallery.

The Leeds City Bike scheme used £2m of capital investment from the Transforming Cities Fund to purchase the initial fleet of e-bikes. This fund was specifically for the delivery of public and sustainable transport infrastructure. The operation of the scheme using this initial capital investment is operated by Beryl on a commercial basis. Notwithstanding this position and the challenging financial climate more broadly, the Council is committed to trying to find a sustainable solution for re-providing a service, should any options be deliverable.



**Q45** Councillor W Dixon – What action is the Administration taking to reduce the numbers of rats in residential areas outside of the City Centre?

**A** Executive Member for Climate, Energy, Environment and Green Space

The Council offers a good quality, value for money pest control service to residents and businesses in Leeds. The current charge for home owners and private tenants is £138. The charge is cheaper than most established private pest control companies. In addition, the council service will continue treatment until eradication whereas most private contractors provide a limited number of visits per charge. Rat treatments are free of charge to Housing Leeds tenants. The pest control service has an SLA in place with Housing Leeds for the treatment of rats. The pest control service undertakes an average of 2,300 rat treatments each year.

In addition to the treatment of rat infestations the Council has regulatory powers to deal with rat infestations on private land. Landowners can be legally required to remove waste, repair drains and provide pest control measures to ensure their property is free from rats.

**Q46** Councillor B Anderson– Can the Executive Member responsible please advise what conversations and proposals have been agreed with Leeds Bradford Airport as a result of the announcement by LBIA of their plans for 7 million passengers by 2030 as outlined in a recent regionalgateway.net article and in particular, what transport strategy that the Council/WYCA and the Airport are considering and its locations/connectivity points or nodes or hubs? Also, can the Executive Member confirm if the Airport will making any contribution to the cost as a result of the private funding boost they have secured?

**A** Executive Member for Economy, Transport and Sustainable Development

The regionalgateway.net article focused on an announcement from LBA for their future plans at the airport. LCC have not been involved with this article. Any longer term plans LBA may have, will need to be considered as part of the Leeds Local Plan 2040, which is at an early stage of plan-making.

With regard to transport strategy in this vicinity, a report was approved by Executive Board on 7<sup>th</sup> January 2020 which formally discontinued the previously proposed Airport Link Route and gave approval for the development of a revised connectivity package. This connectivity package looks to improve connections by sustainable transport modes, to and between, the proposed North-West Leeds Employment Hub, Leeds Bradford Airport (LBA) and the proposed LBA Parkway Rail Station. The project also seeks to prompt a step change in modal shift within the vicinity of these developments, and to create greater connectivity between the local communities and employment, leisure and educational opportunities.

**Q47** Councillor S Golton – Does the Executive Member for Economy, Transport and Sustainable Development recognise that the inclusion of ‘floating bus stops’ in active travel



transport schemes is creating a hostile environment for disabled public transport users that risks excluding them through fear of injury? Will he further consider committing to following the advice of the NFBUK and Sight Loss Councils in prohibiting further floating bus stops being installed in Leeds, and mitigating the impact of those already in place?

**A** Executive Member for Economy, Transport and Sustainable Development

The Council recognises that this is a challenging highway design issue. Our highway scheme designs always seek to prioritise the safety of our most vulnerable road users. Where it is necessary to provide cycle infrastructure adjacent to bus stops, we carefully assess the needs of pedestrians, including disabled pedestrians, and ensure that the design facilitates their safe access to and from bus stops. We use the latest guidance available. This includes Department for Transport Local Transport Note 1/20 which provides guidance and good practice for the design of cycle infrastructure, and our experience and feedback from previous schemes.

Consulting people with disabilities, as individuals and as part of groups, is a core feature of our design development process and, wherever possible, the views of people with disabilities are incorporated into the final recommendations. We evaluate our existing highway infrastructure as part of our process for identifying the need for new schemes and, as funding becomes available, we will retrofit any existing infrastructure where safety issues are identified.

**Q48** Councillor W Dixon – Does the Administration agree that our Police are under resourced as seen in Harehills on the 18<sup>th</sup> of June and thus ask Government to increase the numbers urgently?

**A** Executive Member for Communities, Customer Services and Community Safety

In relation to those issues where disorder took place over several hours through the evening, it is customary and good practice for a formal debrief to take place reviewing those incidents, their causes and the police and wider partnership response. This debrief is still being arranged and has not yet taken place.

Whilst it wouldn't be appropriate to pre-judge any findings in the debrief police colleagues have advised that resourcing levels is not considered to be one of the significant lines of enquiry the debrief will be focussed upon. That is because there is currently no clear link between what took place, our understanding of it, and current district police resource levels.

**Q49** Councillor B Anderson – Can the Executive Member responsible please advise what conversations and proposals have been agreed with Leeds Bradford Airport as a result of the announcement by LBIA of their plans for 7 million passengers by 2030 as outlined in a recent regionalgateway.net article and in particular, what is his department's interpretation of what is meant by "minimise its environmental footprint by decarbonising transport links"?





**A** Executive Member for Economy, Transport and Sustainable Development

This answer links to Q46 and Q58. To reiterate, the regionalgateway.net article focused on an announcement from LBA for their future plans at the airport. LCC have not been involved with this article. Any longer term plans LBA may have, will need to be considered as part of the Leeds Local Plan 2040, which is at an early stage of plan-making.

We believe the terminology “minimise its environmental footprint by decarbonising transport links” refers to the continued travel planning undertaken by the airport and the aims to reduce the carbon emissions of travel to the airport by promoting mode shift to sustainable travel choices including the bus services which the airport contributes revenue support for.

**Q50** Councillor S Golton – A recent inspection of a fraction of the dropped kerbs within my ward showed that a high proportion of them had become dangerous for mobility scooter users due to poor design or because the associated road surface had dropped since first being installed. Improvements will be made, however Highways access officers warn “While our funding is limited we take a demand based focus of improving accessibility.” Instead of a ‘first come first served’ approach to disability access investment, would the Executive Member for Economy, Transport and Sustainable Development consider guaranteeing an annual inspection and prioritisation regime, similar to that which decides resurfacing expenditure, which intends to allocate equitable investment in improving disability access on highways across all wards in the city?

**A** Executive Member for Economy, Transport and Sustainable Development

When dangerous or outdated dropped kerbs are identified, including those that have just a single dropped kerb and are therefore too narrow for some mobility devices, they are replaced as part of planned maintenance whenever full street refurbishment work is undertaken. In addition, Highways and Transportation operate a regime of both driven and walked safety inspections that are then used to prioritise repairs or maintenance to dropped kerbs. The frequency of inspections is in accordance with the ‘Well Maintained Highways Code of Practice for Highway Maintenance Management’ (the national code) which is based on the hierarchy of the road or footway. For example, strategic routes are inspected monthly and local access roads are inspected annually.

A ‘demand responsive’ approach enables Officers to prioritise locations where dropped kerbs are either lacking or in some way not fit for purpose and where there is an actual user or users who would benefit directly.

**Q51** Councillor W Dixon– Residents are suffering inconvenience and abuse during Windmill Primary School drop off/ pick up times. Will the Council’s Administration support residents on Whitebeam Lane (and the cul-de-sacs off it) in Belle Isle by providing Enforcement Officers on a regular basis or by placing parking restrictions on this street and indeed others in the Middleton Park ward?



**A** Executive Member for Climate, Energy, Environment and Green Space

It is unfortunately very difficult for the Highway Authority to prevent inconsiderate parking, and in most cases we can only manage the behaviour through parking restrictions although these may have disadvantages and cause inconvenience for local residents and their visitors outside of school opening hours.

Our experience has shown that at locations such as these, even when waiting restrictions outside schools are introduced, they are often ignored by some drivers. This is because drivers are often waiting with their vehicles for short periods and will “risk” parking on waiting restrictions (double yellow lines) because the chances of enforcement are low due to the high number of schools across the city and the limited number of parking enforcement officers.

In such instances where the pavements, the junctions, or the road itself is becoming obstructed, then the Police can take action, usually by the Neighbourhood Policing Team, contactable via their non-emergency 101 telephone number. The Police are the only enforcement agency that issue penalty tickets for this form of footway and carriageway obstruction.

However, if a dropped kerb (for pedestrian access or vehicular access) is obstructed, then this can now also be reported to Leeds City Council Parking Services who have the authority to issue a ticket when drivers are parked across a driveway. The Parking Services team can be contacted via 0113 395 0050 or at [parkingservices@leeds.gov.uk](mailto:parkingservices@leeds.gov.uk)

Leeds City Council has a limited number Civil Enforcement Officers meaning it is impossible to cover all schools. Their visits are therefore undertaken via a rota system. I have asked that the traffic engineering ward engineer for Middleton contact you to discuss these concerns.

**Q52** Councillor B Anderson – Can the Executive Member responsible please advise what conversations and proposals have been agreed with Leeds Bradford Airport as a result of the announcement by LBIA of their plans for 7 million passengers by 2030 as outlined in a recent RegionalGateway.Net article and in particular, where and how the 5,500 jobs will be created, and confirmation that the Council agree that a £1 billion contribution to the local economy is achievable?

**A** Executive Member for Economy, Transport and Sustainable Development

Other than the Planning Consent for the extension to the terminal, agreed in 2019, the Council has made no agreement concerning the Airport’s planned growth to 7m passengers per annum. The terminal extension will provide LBA with the internal space required to deliver this passenger increase.

With respect to the jobs and the economic impact, these figures will have been generated by LBA, so the Council is not able to interrogate them at this time. That said, the Airport is delivering about 4.2m passengers per annum currently, so an increase to 7m will generate a marked increase in economic output and jobs created.

Whilst the council has not undertaken any assessment of the current airport economic impact projections it was necessary to do this previously as part of the planning application for a new



airport terminal (which ultimately the airport withdrew following a call-in by the Secretary of State). The council undertook a peer review of the airport's economic projections using two independent consultants, Genecon and Volterra. Both the consultants concluded that there would be a significant increase in GVA and jobs generated from airport expansion. The consultants agreed that the airport's analysis was robust and no weaknesses were found in the assessment that would be considered to materially impact on the general findings.

Whilst this case related to the new airport terminal, the figures proposed were reasonably comparable and demonstrate the positive impact to the Leeds economy of having a modern, growing regional airport.

**Q53** Councillor S Golton – Pavement Parking is a major concern for disabled residents and their families in Leeds. Current rules mean that the problem is meant to be addressed through enforcement of the crime of Obstruction, however, West Yorkshire Police are reluctant to focus resource on this element of policing. Does the Executive Member for Communities, Customer Services and Community Safety recognise this situation, and would she consider a public consultation on the Council taking up powers available to us to include pavement parking as part of our civil enforcement powers?

**A** Executive Member for Communities, Customer Services and Community Safety

The management of parking forms a major part of the Council's transport planning activities and we continue to keep this important issue under review. At the present time, the pavement banning order powers only exist in London and to date these have not been enacted nationally. There has been significant consultation undertaken by the Department for Transport (DfT) in 2020 regarding deploying these London powers nationally and we are awaiting the outcome and recommendations from the DfT. We will continue to use and consider traffic regulation orders, other than blank pavement banning orders to help support us improve access for all in our local areas.

**Q54** Councillor W Dixon – Does the Administration believe the Cycle lanes in Leeds have been value for money in terms of £ per person using them?

**A** Executive Member for Economy, Transport and Sustainable Development

The investment in cycle tracks as part of a holistic sustainable transport strategy is fundamental to achieving our goals on climate and health & wellbeing.

All schemes are assessed ahead of delivery based on DfT guidance to understand the value for money against the road safety, health, social and economic benefit they deliver. Cycling schemes consistently deliver high or very high value for money in comparison to other types of schemes.



Evidence from other cities across the world shows that as we build a larger network, the benefits and numbers of users increase disproportionately for each component of the network added.

Over the year (April 2023 to March 24) we counted 964,000 cyclists on 9 routes on our network an increase of 3.2% from the previous year.

**Q55** Councillor M Robinson – Will the Executive Member please outline the options available to those social work colleagues caught up in the violence in Harehills in July to enable their continued good mental health and wellbeing?

**A** Executive Member for Children and Families

The wellbeing of our staff is a priority and the council has a comprehensive support and wellbeing offer.

There were 4 members of staff directly involved. They have been supported by their managers and senior leaders met with them the morning after the incident. Senior leaders have also met with social workers across the city following the incident.

All staff members involved in the incident have been supported by their line managers. The support in place has been specific to each person's individual needs. The support offer has included access to 1 to 1 counselling, 24 hour, 7 day a week counselling helpline, special leave where needed, phased return to work for those who needed time off, and flexible working.

Facilitated listening circles were also arranged for workers as part of trauma informed practice and support.

Discussions have also been held with the DfE and Chief Social Worker about the status of social workers and national recognition for the valuable work they do.

**Q56** Councillor D Chapman– Could the Executive Member for Climate, Energy, Environment & Green Space confirm that the outcome of the public consultation on the introduction of parking charges in civic centres will be made public?

**A** Executive Member for Climate, Energy, Environment and Green Space

The report outlining the consultation responses to the district parking proposals and the next steps in the process is on the Forward Plan and will be published shortly.

**Q57** Councillor W Dixon – Would the Administration support Tracy Brabin's passion for local sports clubs by allowing more sports clubs to lease their grounds on peppercorn rents?



**A** Executive Member for Climate, Energy, Environment and Green Space

At present the council has an extensive number of lease/license arrangement in place with a number of sports clubs. These are over a varying length of term and often are structured to allow sports clubs to generate income in order to offset the cost of operating. To enter into an agreement with a sports club requires resource in order to draft and issue lease license documentation.

Existing policies already provide the mechanisms needed for asset transfer on full maintaining leases should they be sought by any third sector organisation including sports clubs.

Should any club in the city wish to obtain officer support in reviewing their present licensing arrangements with the authority officers within the council greenspaces service would be happy to discuss this with them.

**Q58** Councillor B Anderson– Can the Executive Member responsible please advise what conversations and proposals have been agreed with Leeds Bradford Airport as a result of the announcement by LBIA of their plans for 7 million passengers by 2030 as outlined in a recent regionalgateway.net article and in particular, agreements reached about the location of the new purpose-built replacement terminal, and the site of the new hotel proposed?

**A** Executive Member for Economy, Transport and Sustainable Development?

The regionalgateway.net article focused on an announcement from LBIA for their future plans at the airport. LCC have not been involved with this article and there have been no planning applications for either a replacement new terminal or a new hotel, associated with it. Any longer term plans LBIA may have, will need to be considered as part of the Leeds Local Plan 2040, which is at an early stage of plan-making.

**Q59** Councillor D Chapman – As Marsh Street Car Park in Rothwell is used by patients of a GP Surgery, customers of the Community Hub, a local Taxi Firm, an Automotive Services business, the Working Men’s Club as well as other various businesses that surround the car park as part of the services they provide could Executive Member for Climate, Energy, Environment & Green Spaces share the impact analysis of the proposal to introduce Parking Charges with local councillors and residents?

**A** Executive Member for Climate, Energy, Environment and Green Space

There is a legal process, including further statutory public consultation, that needs to be followed before any charges can be implemented. We encourage all interested parties, including local stakeholders, to respond to this to have their views heard.



**Q60** Councillor E Pogson-Golden – While the recent changes to the 74 and 75 bus services appear to be a step in the right direction, they still leave residents on Sharp Lane and other parts of Belle Isle with only an hourly bus in either direction and none at all after 9:30pm, while other sections of the supposed circular route get extra 74/75 buses every hour and a service that runs until 11pm. Residents also report that previously buses often failed to turn up and are concerned this will continue to happen under the new timetable. Would the Executive Member agree that all residents deserve the same level of service from this revised route and press WYCA and First Bus to provide a true circular route that operates until at least 11pm every night?

**A** Executive Member for Economy, Transport and Sustainable Development

Services 74 and 75 are operated by First West Yorkshire on a commercial basis, and they made the commercial decision to alter the frequencies of these services. First have advised that these changes aimed to improve punctuality and reliability of the services, but also better cater for passenger demand on route.

They advised that unfortunately the Sharp Lane/ Middleton Ring Road sections of the route do not have enough passenger usage to retain a viable 30 minute daytime service. They have kept this saved resource in the services which we hope will improve service performance.

The Combined Authority did challenge their decision at the time, and will raise this with them again.

In the current deregulated market bus operators can determine what routes and frequencies they operate.

The Mayor has announced her plans to bring bus services back into public control, and therefore bus services in the region will be franchised over the coming years. It is a lengthy process and the first franchised services are due to start in 2027. This will hopefully enable us to prevent these sorts of cuts and provide a more stable network for passengers.

Whilst we understand that passengers will want to see immediate improvements, the complexity of implementing a transition from the current deregulated system to a franchised system will require careful planning and execution. As such, the proposed franchising scheme is expected to go live in Summer 2026, with the first franchised buses on the road by Spring 2027.

**Q61** Councillor B Anderson – Can the Executive Member responsible advise why there is a delay in installing new road signs, road lines and installation of traffic road safety measures?

**A** Executive Member for Economy, Transport and Sustainable Development

Signing: It is accepted that there is a backlog of none illuminated signing works due to unexpected (temporary) reduction in staff resources and a high demand for signs. A review of the current position to identify the quantum of backlog has been undertaken and officers are at the present time considering all options to clear the backlog at the earliest opportunity.



Lining: All lining works within Leeds are issued to external contractors to implement. Leeds City Council officers work collaboratively with each contractor to ensure that lining works are completed at the earliest opportunity. Issues which can delay lining works, include network management clashes, seasonal volume of works issued and adverse weather conditions which prevent the ability to lay the thermoplastic lining screed. Given these variables, further consideration and guidance is being given to manage expectations around the delivery timescales for such work.

Traffic Road Safety measures: All approved schemes are programmed to be delivered within the current financial year. A review of the current CRSTS road safety programme has confirmed this is still the case and all schemes should be delivered by the end of March 2025.

I am aware that you meet with Traffic Engineering colleagues on a monthly basis to discuss local traffic issues. They will be able to provide specific updates on their schemes and request updates from other colleagues on other issues.

**Q62** Councillor W Dixon – Would the Administration advise the public what measures they are putting in place to ensure the safety of pedestrians (especially in the City Centre) from the often anti-social and dangerous riding of e-bikes, mainly from those on delivery bikes?

**A** Executive Member for Communities, Customer Services and Community Safety

The Council is aware of this issue and has consulted with a range of groups including delivery companies, city centre businesses, access groups, delivery riders and West Yorkshire Police. We've also sought best practice from other towns and cities.

Fundamentally, cycling recklessly and dangerously is illegal, just like driving recklessly is, so West Yorkshire Police carry out enforcement operations, focussing on the key hot spot areas. Bikes have been seized and appropriate action has been taken. Alongside this the Police carry out 'warn and inform' events so that riders are aware of the legalities.

In terms of what the Council plans to do, a range of options are being developed and the consultation has shown that every group consulted is keen for the Council to develop plans to mitigate the issues. Most consultees feel that the main issues are in the city centre's pedestrianised shopping area.

Under consideration are options such as a Public Space Protection Order (PSPO) or a Traffic Regulation Order (TRO). These options are currently being assessed before being taken through the Council's Highways and Transportation Board and Safer Leeds processes. Each option would focus on the city centre's pedestrianised spaces only, rather than being applied across the whole city, and at the centre of the proposals is the Council's Vision Zero road safety strategy.

**Q63** Councillor B Anderson – Can the Executive Member responsible please advise what percentage of the Leeds workforce have no qualifications?



## A Executive Member for Children and Families

### **Percentage of the Leeds Workforce with no qualifications.**

The workforce can be defined in three ways – so we have included 3 measures:

- The Percentage of the Working Age Population (aged 16-64) with ‘no qualifications’ was 6.3% between Jan 23-Dec 23, and this is lower than the comparisons of the Y&H region at 7.6%, and that of Great Britain at 6.5%.
- The percentage of the Economically Active (aged 16-64) with ‘no qualifications’ was 2.5% between Jan23-Dec23, and this is lower than West Yorkshire (3.7%) and the UK (3.8%)
- The percentage of people in Employment (aged 16-64) with ‘no qualifications’ was 2.3% between Jan 23-Dec23, and this is lower than West Yorkshire (3.3%) and the UK (3.6%)

All these measures are in decline, having dropped from the same period the previous year. Further information is available if required on request.

### **Workforce Definitions**

**Economically Active** - People aged 16 and over who are either in employment or unemployed (but wanting to work)

**Employment** - The number of people in employment is measured by the Labour Force Survey (LFS) and consists of people aged 16 and over who did paid work (as an employee or self-employed), those who had a job that they were temporarily away from, those placed with employers on government-supported training and employment programmes, and those doing unpaid family work.

Similar information is not currently collected and available for the Leeds City Council directly employed workforce.

**Q64** Councillor T Smith – Could the Executive Member for Climate, Energy, Environment and Green Space give us a breakdown on how Garden Waste is performing this season? Whilst we appreciate it's a non-statutory requirement, it is offered as a service to our residents.

## A Executive Member for Climate, Energy, Environment and Green Space

The garden waste kerbside collection service (brown bins) provided by Leeds City Council is the largest delivered by a single council in the UK.

The service currently delivers to 220,000 (about 60%) households across Leeds, and, unlike the majority of councils, Leeds does not charge for this service.





The service is seasonal and closes for the winter months of December-March.

In terms of garden waste collections this year, despite the rather disappointing summer, the service has collected about 10% more than the 3-year average and just over 8% more compared to the same period last year.

The following summarise the performance compared to other recent years for the same period (i.e. March to August):

<b>Year</b>	<b>Tonnes of waste collected</b>
2024	23,108
2023	21,336
2022	18,907

The service had some staffing difficulties in early summer which led to small amount of scheduled collections not being made.

As with previous years and in line with waste collection policy, when the service has difficulties crewing a full complement of staff (75 crews) on a given day, priority is given to ensuring all the statutory black and green bin collection routes are completed. If we need to stand a brown bin route we will normally choose the route with the least amount of garden waste due to be emptied that day based on previous tonnage records. This results occasionally in a garden waste collection route being stood and/or recovery plans for missed brown bin collections cancelled.

Where that happened in later spring/early summer this year, the majority of those missed collections were made within a few days, and where that was not possible the service made sure their next collection was prioritised. An analysis of that period showed that 99% of scheduled brown bin collection routes were completed; with 98% on the scheduled day, 1% with a delayed collection and 1% where a collection was not possible until the next scheduled day.

**Q65** Councillor B Anderson – Can the Executive Member responsible please advise on their definition of what is a well-paid Job?

**A** Executive Member for Economy, Transport and Sustainable Development

There is no fixed definition of a well-paid job. Very broadly speaking a well-paid job allows you to meet your day-to-day needs; does not restrict your ability to enjoy your personal life; is a job in which you feel rewarded for your efforts.

More technical definitions are around low and high pay.

ONS state their definitions of low and high pay are based on those used by the Organisation for Economic Co-operation and Development (OECD) in which low pay is defined as below two-thirds of median hourly earnings and high pay is defined as more than **1.5 times median hourly earnings**.

In 2023, **low pay is defined as those earning below £10.59 per hour and high pay is defined as those earning more than £23.82 per hour.**



**Q66** Councillor T Smith – Could the Executive Member for Housing provide us with an accurate figure for homes currently empty or in void across the city, together with the number of days they've been in void?

**A** Executive Member for Housing

Voids across Leeds city council have continued to reduce during the financial year from around 1.18% (629) at the start of the year to 0.87% (459) as of last week. Our current target for void properties in Leeds is 1%.

In terms of average turnaround times these have also reduced from 102 days to 70.03 days and it is anticipated this will continue to reduce given the much lower of empty properties being managed.

**Q67** Councillor S Firth – Would the Executive Member for Housing provide a full breakdown of the number of recorded unauthorised Traveller encampments in each ward in 2023/24 and the related cost to Gypsy & Traveller Services and other departments involved?

**A** Executive Member for Housing

Financial Year	Ward	Encampments	Legal Cost	Amenities Costs	Clean up costs (CEL)
23/24	Adel & Wharfdale	0	0	0	0
23/24	Alwoodley	0	0	0	0
23/24	Ardley & Robin Hood	1	0	0	0
23/24	Armley	2	5724	899	0
23/24	Beeston & Holbeck	1	0	0	0
23/24	Bramley & Stanningley	0	0	0	0
23/24	Burmantofts & Richmond Hill	5	11448	925	80
23/24	Calverley & Farsley	0	0	0	0
23/24	Chapel Allerton	0	0	0	0
23/24	Crossgates & Whinmoor	10	8586	2600	15350
23/24	Farnley & Wortley	0	0	0	0
23/24	Garforth & Swillington	3	0	595	0
23/24	Gipton & Harehills	6	11448	1743	80
23/24	Guisley & Rawdon	2	2862	0	190
23/24	Harewood	5	7000	465	0
23/24	Headingley & Hyde Park	0	0	0	0
23/24	Horsforth	1	2862	289	0
23/24	Hunslet & Riverside	4	11448	2565	345
23/24	Killingbeck & Seacroft	0	0	0	0
23/24	Kippax & Methley	2	5724	940	100



23/24	Kirkstall	4	5724	608	330
	Little London &				
23/24	Woodhouse	2	2862	1468	0
23/24	Middleton Park	8	18922	5878	0
23/24	Moortown	1	0	0	0
23/24	Morley North	0	0	0	0
23/24	Morley South	2	2862	365	0
23/24	Otley & Yeadon	1	0	0	0
23/24	Pudsey	1	2862	0	0
23/24	Rothwell	2	2862	411	0
23/24	Roundhay	7	5724	1960	0
23/24	Temple Newsam	15	25758	6827	0
23/24	Weetwood	0	0	0	0
23/24	Wetherby	7	0	111	0
					(Landowner clean up not recorded)
		<b>92</b>	<b>134678</b>	<b>28649</b>	<b>16475</b>
<b>Total</b>		<b>92</b>	<b>179802</b>		

**Q68** Councillor T Smith – Could the relevant Executive Member give us any updated figures for footfall into the city centre over the summer, and what impact things like the Monopoly Takeover and other events have had?

**A** Executive Member for Adult Social Care, Active Lifestyles and Culture

City centre footfall for the summer period in 2024 was up 3.9% on the same period last year (late July – early September).

For the whole year to date, footfall in Leeds city centre is up 1.7% on 2023. (And 2023 was up 2.3% on 2022).

Shopping centres are also reporting positive summer footfall increases.

The Monopoly trail saw over 100,000 monopoly trail maps given out and 18,000 ‘plays’ of each of the Chance and Community Chest games.

It’s not possible to extrapolate the effect of one individual event on overall footfall, but events like the Monopoly trail will have had a positive effect.

**Q69** Councillor S Firth – Can the Executive Member for Adult Social Care, Active Lifestyles & Culture confirm the sole public lift at Leeds Industrial Museum at Armley Mills will be fixed as a priority and provide a date for its reopening following a month out of order?



**A** Executive Member for Adult Social Care, Active Lifestyles and Culture

Thank you for highlighting the lift issue at Leeds Industrial Museum at Armley Mills.

The lift at Leeds Industrial Museum was removed from service on 8th August following a fire alarm activation, which identified the fire sensor above the lift shaft as the problem. On further investigation, no fire was found but the lift machinery was identified as the cause. LBS (lift section) attended and confirmed immediate work on the lift was required. This incident was then reported through the new Health and Safety system ReportIT.

Leeds Museums and Galleries staff are continuing to work closely with LBS on this matter. Initial surveys have been undertaken which have identified a number of issues, with the outcome being that the lift either be extensively modernised or completely replaced.

Quotes are currently being sourced for both options and these are due imminently.

A full service has since been undertaken by ACE Elevators, which has signed the lift off as safe to use and it will be brought back into use incrementally over the next 2 weeks. This approach will help build confidence in its use by staff.

If there are, however, any further issues with the operation of the lift, it will need to be turned off and remain off until the refurbishment has been completed.

I hope that helps to address the concerns and that actions are in place to resolve the issue.

**Q70** Councillor W Dixon – Does the Administration have a long term plan for the development of the Forestry Team following storm Lilian?

**A** Executive Member for Climate, Energy, Environment and Green Space

The 2023/24 storm season, which runs from 1 September 2023 through to 31 August 2024, has been particularly active. From Storm Agnes in September 2023 through to Storm Lilian in August 2024, the UK has had its greatest number of named storms since the system was launched in 2015, with 12 named storms in the period. Given that the trees were in full canopy during storm Lilian, it has had a major impact on the city's trees.

The service dealt with a very high number of enquiries following storm Lilian. Our incident log currently sits at 404 enquiries generating 149 jobs. On the day of the storm the authority dealt with 1000 phone calls. Issues are still being reported and jobs continue to be assigned. The forestry team are being supported by the parks operation and Cleaner Neighbourhoods team with the clean-up. This has been a massive effort by all the teams.

As evidenced the service is well equipped to manage complex storm events, however business continuity planning continues to be reviewed and a detailed storm debrief and action plans for process development occur after each storm event.



**Q71** Councillor E Carlisle – Is Council committed to taking a lead on modelling edible community growing in the city – and if so, would Council consider turning over the flowerbeds outside the Civic Hill to edible plants, in conjunction with great organisations like Incredible Edible Leeds?

**A** Executive Member for Climate, Energy, Environment and Green Space

The town gardens team does an outstanding job in managing public realm in the city centre. The beds at the civic hall are in need of some essential maintenance and soil enhancement and as part of that process it will be necessary to remove bedding and planting over the winter. Future consideration to edible planting will be given due regard as part of that process as will other options including beds to support and promote biodiversity and climate adaptation. It should be noted that edible planting has featured prominently in Civic Hall planting beds previously.

The council promotes edible planting through both Feed Leeds and Incredible Edible and all community groups with an interest in edible planting are encouraged to access associated websites for advice and guidance. Furthermore the council, via our Arrium and Allotment teams work with and support allotment holders city wide who must commit to a minimum of 60% of allotment plots being utilised for vegetable growth. Given there are over 1,000 tenants at 43 sites that represents a major commitment to community based edible planting.

**Q72** Councillor W Dixon – Will the administration re-consider the withdrawal of funding for Beeston Primary Schools, 'School Crossing Guard' role?

**A** Executive Member for Resources

It is important to note that no final decision has been taken relating to a school crossing patrol warden at Beeston Primary School, however, a recent audit found that the school does not meet the criteria for a council funded school crossing patrol warden.

We do recognise that the school crossing patrol warden service is important to our communities, and any potential reductions in the service are carefully considered. That is why discussions between the council and Beeston Primary School continue to take place around sourcing funding, with no formal decision to be made until March 2025.

**Q73** Councillor T Goodall – Bearing in mind the 11 successful case studies in the 2019 LGA Paper “Approaches to Managing the Night-Time Economy”, and noting that the disruption of the Otley Run is causing residents to move away from the area, what more can this Council do to manage this pub crawl of 17 pubs and bars?

**A** Executive Member for Communities, Customer Services and Community Safety



The Otley Run pub crawl is not a licensed or licensable event but attracts thousands of people into the Headingley/Hyde Park area every year. Sadly, that also brings with it unacceptable behaviour in terms of ASB and low-level criminality from a minority of people.

The Community Safety Partnership has been engaging and working with residents and other interested parties for some time now and there is an established working group that meet every six weeks to discuss the issues and are responsible for the focussed worked currently being conducted on the issue. The group includes representatives from LASBT, Licencing, WYP, the security industry and elected members. There is also an established Pub watch scheme that is manged by the Licencing team.

The group have been successful in reducing some of the issues. In 2023 the Community Safety Partnership secured a new and innovative Public Space Protection Order (PSPO). The prohibitions within this order have been created to assist in the reduction of the identified issue and the partnership have been actively using Order supporting a proportionate approach following the 3Es, Engage, Educate and Enforce.

During the months of May and August, we have undertaking dedicated partnership working involving LASBT, WYP NPT, LCC Licencing, LCC Capable Guardians and security industry representatives. This has involved high visibility patrolling, static way points with marked vehicles, public engagement and education around behavioural expectations, engaging with businesses in particular licensed premises and enforcement work where required.

This has been an excellent example of how partnerships can flex and work towards solving problems in communities, involving a large degree of flexibility from all partners to deviate from the normal duties to accommodate dates and timing to work on this area specific operation. Examples include police staff working extended tours, Licencing and LASBT staff working Saturdays, Capable Guardians working beyond their usual areas and SIA staff working out of area to join us.

The next steps are to review the web content and offer counter narrative to the websites advertising the location. This will be to ensure that people know they may receive a Fixed Penalty if they breach a prohibition. Will also intended to identify where possible, any transport trends such as coach trips with people from out of the area etc and ensure they are aware of the implications of preloading and arranging visits.

**Q74** Councillor P Stables – Do the Council consistently buy Fairtrade refreshment and stationery products, wherever possible – and if not, could this be made policy?

**A** Executive Member for Resources

The Council's general procurement policies do not specify that products must be Fairtrade. However, the Council does have specific food procurement guidelines which require services to consider Fairtrade and other ethical options when buying. In addition, the Council's contract for "Supply of Coffee Shop and Café Solutions" includes Lot 6 "Supply of Fairtrade Ingredients" which covers coffee, tea, hot chocolate, sugar, etc.

When considering Fairtrade options, services will balance several factors including:

- in the context of the financial challenge faced by the Council, Fairtrade products may be a more expensive option;
- Fairtrade products cover only a small range of products;



- that other organisations also promote ethical products, such as ‘Rainforest Alliance’.

**Q75** Councillor M Ali – Can the Executive Member for Children’s social care provide a statistical breakdown by ethnic minority of children taken into care in Leeds?

**A** Executive Member for Children and Families

The data below is the ethnicity of our children looked after, not including our Unaccompanied Asylum Seeking Children.

<b>All current CLA (non Unaccompanied Asylum Seeking Children.)</b>	<b>Number</b>	<b>Percentage</b>
	3	0.2%
Any Other Asian Background	14	1.0%
Any Other Black Background	33	2.3%
Any Other Ethnic Group	14	1.0%
Any Other Mixed Background	83	5.8%
Any Other White Background	61	4.3%
Bangladeshi	2	0.1%
Black - African	54	3.8%
Black Caribbean	8	0.6%
Gypsy / Roma	45	3.2%
Indian	1	0.1%
Information Not Yet Obtained	3	0.2%
Pakistani	19	1.3%
Traveller of Irish Heritage	3	0.2%
White - British	951	66.7%
White and Asian	47	3.3%
White and Black African	18	1.3%
White and Black Caribbean	66	4.6%
<b>Grand Total</b>	<b>1425</b>	<b>100.00%</b>

**Q76** Councillor E Carlisle – Could the Executive Member provide an update on the Leeds City / Beryl Bikes scheme, which is brilliant in principle, but seems to be struggling in practice?



## **A** Executive Member for Economy, Transport and Sustainable Development

Since the launch in September 2023, Leeds City Bikes has been used by over 17,000 users on more than 70,000 journeys. Around a third of these trips replaced journeys which would have been made by car, van, taxi or motorbike helping to reduce congestion and improve air quality across the city.

- Nearly 75,000 sustainable journeys
- Nearly 186,000 kilometres ridden
- Average distance 2.5km (17 minutes)
- 20,510 hours of physical activity
- Nearly six tonnes of carbon emissions saved
- Around 14,000 car, van taxi or motorbike journeys replaced on average (based on direct feedback - end of ride survey)

The availability and quality of the service has been significantly affected in recent months due to damage and theft of bikes as a result of vandalism and antisocial behaviour. The majority of users benefit hugely from the scheme and use the service as intended. However, a small minority are causing such disruption that maintaining the quality of service our users require is challenging, with a large backlog of repairs in the depot and many bikes missing across the whole Leeds City region. Leeds City Council, Beryl, West Yorkshire Combined Authority and the Police are currently working closely to address current challenges.

Despite the challenges, the ridership levels for Leeds City Bikes remains positive and encouraging, and compares well with other cities with similar. For this reason, Executive Member for Economy, Transport and Sustainable Development has recently written to all Cllrs to update and highlight the issues and to encourage further community support.

**Q77** Councillor T Goodall – Given the shortage of Further Education places available this year, what is the Council doing to ensure that all 16-18 year olds are able to access a place?

## **A** Executive Member for Children and Families

The City Council has a statutory duty, under the education act 1996, to secure enough suitable education and training provision to meet the reasonable needs of all young people in their area who are over compulsory school age but under 19 or aged 19 or over and for whom an Education, Health and Care (EHC) plan is maintained. The Director of Children's Services commissioned a gap analysis report last year which focuses on the availability of post 16 education place in the city.

Working closely with the DfE and with local delivery partners, officers are working to identify where children either do not have an offer of education after Year 11 this year, or where they have an offer but it has not been taken up. We then work with our pathways team to provide advice and guidance to support young people to access appropriate courses.





This year, as of the first week in September, 94.5% of children leaving Year 11 have an offer of education post 16 (compared with 92.5% last year).

In the long term, we have a Post 16 Forum in place which works proactively with school 6th forms, the city college and private providers to plan strategically to provide places on the right level of course from year to year.

Working closely with the DfE and FE providers, the city has secured agreement from the DfE to confirm up to 975 student places and £6 million of additional funding for Leeds. This will support the creation of additional further education capacity for the young people in our city from next September.

**Q78** Councillor M Ali – Can the Executive Member update us on the plan for residents in Harehills to get green bins (80% are currently without), and explain the delay in communicating with the community about this?

**A** Executive Member for Climate, Energy, Environment and Green Spaces

All residents in Harehills are already able to recycle through the use of a green (dry recycling) bin for their property. Anyone without a green bin can order one from the council and there is no charge made for this.

The current green bin collection frequency across Harehills is 4-weekly. The residual (black/grey) bins in Harehills are all collected weekly.

As part of plans to review the collection routes across the city, the opportunity is being taken to increase the frequency of recycling collections in those parts of the city that still have 4 weekly collections and to, where able, increase this to weekly in the most densely populated parts of the city whilst still maintaining a weekly residual (black/grey) bin collection.

The first part of this plan was implemented earlier this year with 10,000 households successfully moved to fortnightly/alternate week collections.

The second phase will be the roll out of weekly green bin and weekly black/grey bin collections to up to 20,000 homes, including Harehills.

A further option is being explored to roll out fortnightly green bin collections whilst retaining weekly black/grey bin collections across the remaining 20,000 households that still have a 4-weekly collection. This would mean for the first time that every household in Leeds receives a minimum of a fortnightly recycling collection.

A letter will be sent to all households ahead of any changes made to their bin collections. For those where a weekly green bin collection is to be introduced (e.g. Harehills), it is likely that a first letter will be sent informing them of the change to come and to explain how to order a new bin if they do not have one, followed by a second letter formally informing them when the new collections will start from and their new bin collection days.

It has been hoped to deliver the second phase described above by now, however the affordability of this phase is linked to efficiencies expected from the final, citywide phase



which will see all routes remodelled/redesigned. The route efficiencies will be achieved as the amount of glass and food waste is reduced from the black/grey bin collections. The government has recently informed councils to expect confirmation in November on the funding promised for the collection of recycling (for packaging, including glass) and food waste, which would enable Leeds to move forward with its strategy, including food waste. This will give the council the financial reassurance it needs to implement further changes.

In the meantime the service has prepared for the increase in green bin collection frequency for the areas including Harehills and is ready to implement this as soon financial approval is confirmed.

**Q79** Councillor E Carlisle – Would Council petition the WY Pension Fund to divest from companies or entities that are: (a) operating in settlements within occupied Palestine (recognised as illegal by the UN and UK government), or (b) supplying arms or funding that is supporting the Israel military operation in Gaza (which the UN says is breaching international humanitarian law)?

**A** Executive Member for Resources

Council recognises the impact of the ongoing conflict between Israel and Hamas on people and communities in Leeds. We will continue to call for an immediate and permanent ceasefire and advocate for the protection of civilian lives, the provision of ongoing humanitarian aid to the people of Gaza, as well as the release of hostages.

As a council, and from a public service perspective, we are committed to ethical decision making on behalf of the people of Leeds in all our activities and put equality, cohesion and inclusion at the heart of our decision-making process. We expect the same from those agencies and partners that we collaborate with and will continue to ensure that the values of the council are front and centre of all partnerships we enter into.

Yours sincerely

**Kevin Tomkinson**  
**Deputy Head of Democratic Services**

