
Report of the Director of Environment and Neighbourhoods

To: Inner North West Area Committee

Date: 24th February 2011

Subject: Area Leader's Report

Electoral Wards Affected:

Hyde Park & Woodhouse
Headingley
Kirkstall
Weetwood

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Council
Function

Delegated Executive
Function available
for Call In

Delegated Executive
Function not available for
Call In Details set out in the
report

Executive Summary

This report provides updates on two projects that the Area Committee has requested regular updates on: the New Generation Transport Scheme and the HEART centre. This report updates Members on the current position on both of these schemes.

1.0 Purpose of This Report

1.1 This report updates Members on the current position of the New Generation Transport Scheme and the HEART Centre.

2.0 Background Information

2.1 The New Generation Transport Scheme aims to create new 'trolley bus' routes into the city centre from points across Leeds, including a line through the Inner North West area.

2.2 The HEART Centre will see a new community facility developed through the renovation of the former Headingley Primary School. The closure of the Headingley Community Centre and the transfer of its users to the Headingley Community Centre is a key element of this project.

3.0 New Generation Transport Scheme

- 3.1 On the 25th October 2010 the Transport Secretary announced the government's investment plans for transport. Major transport schemes were categorised into four groups with NGT (and Kirkstall Forge Railway Station) falling into the 'Development' pool. Schemes in the Development Pool were invited to submit an expression of interest outlining the business case and required funding, by the end of December 2010.
- 3.2 The guidance from the Department for Transport (DfT) states that promoters of the Development Pool schemes will need to submit best and final funding bids by Autumn 2011. Decisions will be made by the end of 2011 on those schemes whose best and final funding bids are accepted. However Philip Hammond (Secretary of State for Transport) has stated that some decisions could be made earlier, and the case is being pressed by Metro and LCC for an earlier decision on NGT.
- 3.3 The DfT have advised all promoters that the cost to central government for those schemes in the Development Pool must reduce. The Expression of Interest submitted in December included a range of scenarios for local funding contributions in the range of 15-40% (of the £254m) scheme. This included options to 'value engineer' the scheme, lease vehicles and depot facilities, and to tap into revenues from Tax Incremental Funding (TIF) in the Aire Valley.
- 3.4 Subject to any approval to proceed this year, the scheme will still have to be taken through the Transport and Works Act process, with a Public Inquiry, and the earliest the scheme could be up and running is the end of 2017.

4.0 HEART Centre, Headingley

- 4.1 Building works on the HEART centre are now complete and most of the Headingley Community Centre users have now moved across to HEART. The last few users will end their lettings at the community centre on 27 February.
- 4.2 The Council have been informed by HEART of their decision not to open on Sundays for the time being, citing that it is not cost effective to open the centre for the limited bookings they currently have. As a result of this decision, one Headingley Community Centre user will not be able to transfer its letting across to the HEART centre.
- 4.3 Due to the Service Level Agreement between the Council and HEART for provision of community facilities, it is a condition of the lease that the centre is available on Sundays. The Council is currently considering the implications of the proposals for Sunday opening but are aware that Headingley members are supportive of the temporary changes. The Council will be responding to HEART's notification regarding Sunday opening shortly. In the interim officers will continue to support HEART to move forward with their plans to open on Sundays.

5.0 Implications for Council Policy and Governance

- 5.1 There are no implications for Council Policy and Governance.

6.0 Legal and Resource Implications

6.1 The decision being awaited from Department for Transport relating to the Quality Bus Initiative has significant resource implications for the Council and will have a direct impact on the viability of the QBI scheme.

6.2 The Headingley Community Centre will be closed once all users have moved into the HEART Centre. Asset Management will seek to dispose of the community centre on the open market.

7.0 Conclusions

7.1 The NGT scheme funding proposals are being considered by the Department for Transport. A best and final funding bid will be submitted by the end of the year.

7.2 The users of the Headingley Community Centre have now moved into the new HEART centre with the exception of one user who will not be able to continue their letting due to HEART's decision not to open on a Sunday.

8.0 Recommendations

8.1 The Area Committee is requested to:

- (i) note the contents of the report,
- (ii) note the progress made on the New Generation Transport Scheme
- (iii) note the developments relating to the HEART centre in Headingley

Background Papers

None