



## AIR QUALITY ACTION PLAN PROGRESS REPORT - 2008

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December 2008

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# AIR QUALITY ACTION PLAN PROGRESS REPORT

## 1.0 INTRODUCTION

The purpose of the Air Quality Action Plan (2004) was to identify the steps the Council propose to take in order to achieve the Air Quality Standards and Objectives contained within the Air Quality Regulations 2000.

However, it has been accepted that the current Air Quality Action Plan (AQAP) has become outdated, particularly since the cancellation of the proposed 'Supertram' light rail system. To overcome the changes that have occurred and to address the importance of relevant climate change issues, a revised AQAP will be prepared. This document will also accommodate the findings of the Detailed Assessment of air quality within Leeds, completed during August 2008.

This Progress Report therefore provides an update on the implementation of the AQAP to date and the success of the steps adopted so far in achieving those standards. It does not include the specific monitoring data that can be found in the Detailed Assessment.

## 1.1 Background

The Environment Act 1995 and subsequent regulations provided a statutory duty for Local Authorities to review air quality in relation to specified pollutants. The pollutants examined were sulphur dioxide, nitrogen dioxide, PM<sub>10</sub> particles, carbon monoxide, benzene, 1,3-butadiene and lead. These pollutants were known to have an effect on human health.

For each pollutant, estimates of the effect of reductions in concentrations of the pollutant have been published. These indicate the anticipated decreases in hospital admissions and reductions in premature deaths resulting from improved air quality. The air quality standards were set at levels below which the general population is unaffected. However, more recent research has suggested that there is no such threshold applicable to particulate matter, for example PM<sub>10</sub> particles.

The recommended process to achieve the standards and objectives set out in the Air Quality Regulations requires examination of each pollutant in stages, each stage acting as a sieve and being ever more rigorous. If the pollutant required further examination after passing through a stage it is moved to the next examination process.

The full documents can be viewed in libraries and on the Leeds City Council web-site ([www.leeds.gov.uk](http://www.leeds.gov.uk)). This Progress Report is the latest stage of a reporting process dating back to 1999.

## 1.2 Previous Reports

The first stage report identified the sources of the pollutants. The first stage contained a tentative assessment of the likelihood of each of the pollutants complying with the objectives set.

The second stage report considered four of the pollutants in detail (carbon monoxide, benzene, 1,3-butadiene and lead). An in-depth assessment of the sources identified at Stage 1 and the results of monitoring for each of the pollutants was carried out. It was concluded that the air quality objectives for each of these four pollutants were not likely to be exceeded at any locations within the Leeds City Council area. No further action in respect of these four pollutants is required.

Sulphur dioxide, nitrogen dioxide and PM<sub>10</sub> particles were subjected to the more rigorous Stage 3 assessment, since the initial work had indicated that they could fail to achieve the objectives laid down in the National Air Quality Strategy in some areas of the city.

As a result of the Stage 3 assessment it was considered that objective levels contained in the Air Quality Regulations may not be achieved by the required date of 2005 in respect of nitrogen dioxide and PM<sub>10</sub> particles in small areas of the city. Accordingly two Air Quality Management Orders (AQMOs) were designated, identifying Air Quality Management Areas (AQMAs) with effect from July 2001.

Having declared (AQMAs) within the district there was then a requirement to carry out a further Stage 4 review to confirm and update the work previously undertaken and to produce an Air Quality Action Plan.

The conclusions of the Stage 4 review were as follows:

- In respect of sulphur dioxide, the results of continuing monitoring within the Leeds City Council boundaries indicated that since 1997 no locations had been identified which failed to achieve the sulphur dioxide air quality objective.
- In respect of nitrogen dioxide, the conclusion was that while monitoring would not improve air quality, it did accurately assess the situation. Further work would be necessary and an Action Plan would be drawn up with the benefit of additional monitoring and modelling results to identify a strategy to reduce emissions.
- In respect of PM<sub>10</sub> particles, the results indicated that despite monitoring at a number of different locations, covering a variety of areas, neither evidence of the likelihood of widespread exceedences of, nor identification of any other locations failing to achieve the Air Quality objectives had been found.

## 1.3 The Action Plan

The Air Quality Action Plan was produced by the Council's Air Quality Management Team (AQMT), which had been considering air quality issues for some years, with input from various Council departments. The AQMT is a multi-disciplinary team of

staff from Scientific Services and Transport Policy (Environmental Studies) with contributions from other relevant sections.

The Action Plan set out how the authority intended to use its powers in pursuit of the air quality objectives. It became evident at a very early stage that to tackle the anticipated localised exceedences of the air quality objectives would require the adoption of a city-wide approach to transport-related pollutants. In particular, a six-pronged strategy was adopted, the key objectives in the plan being associated with:

- Traffic demand management methods
- Reducing the need to travel
- Improvements to the highways network
- Reducing vehicle emissions
- Reducing emissions from industrial and domestic sources
- Raising awareness

Although the local authority has statutory responsibilities, all sections of the community are responsible for achieving local air quality objectives. All stakeholders were consulted and have been involved as far as possible in implementing the air quality strategy.

However, while many of the principles contained within the present AQAP are likely to be carried forward in the future, it is proposed to review and revise the current document in the coming year to reflect strategic and practical changes that have, or are being developed.

## **2.0 MONITORING AND ASSESSMENT OF RESULTS**

### **2.1 Introduction**

Leeds City Council continues to operate an air pollution monitoring network to assist in its statutory duties under the Environment Act 1995. The Council also acts as Local Site Operators for a number of DEFRA sponsored monitoring projects. The result of this combined monitoring has been to provide information for each of the strategy pollutants from at least one location within the Leeds Metropolitan area. However, a review of the DEFRA national network was carried out during 2007 and resulted in the cessation of lead and 1,3 butadiene monitoring within Leeds. These two pollutants had consistently been well below the air quality standards and close to the limit of detection for the methods of monitoring and analysis employed. With no local industrial sources of either lead or 1,3 butadiene, it is extremely unlikely that these pollutants will ever be identified as a concern in future reviews.

Details of the Council's real time monitoring network can be found on the air quality monitoring pages of the Leeds City Council website ([www.leeds.gov.uk](http://www.leeds.gov.uk)) Site descriptions including maps and in some cases photographs can be found together with provisional data for the last 7 days and ratified data dating from the start of the network in 1998.

The data from other national monitoring sites affiliated to and/or part of the national network together with other DEFRA surveys for pollutants in the non-automatic

networks such as benzene can be retrieved from the national website at [www.airquality.co.uk](http://www.airquality.co.uk)

The monitoring of nitrogen dioxide and PM<sub>10</sub> particles, both pollutants assessed in detail and the subject of AQMAs, have been reported comprehensively within the Detailed Assessment completed in August 2008. The document can be found at:

[http://www.leeds.gov.uk/Environment\\_and\\_planning/Pollution/Pollution\\_control\\_air\\_quality.aspx](http://www.leeds.gov.uk/Environment_and_planning/Pollution/Pollution_control_air_quality.aspx)

The conclusions contained within the Detailed Assessment in relation to these two pollutants are reported below.

## **2.2 Nitrogen dioxide**

No significant contribution to ground level concentrations of nitrogen dioxide from sources other than road vehicles have been found.

Monitoring of hourly mean values of nitrogen dioxide at kerbside sites has indicated that the hourly objective value (of no more than 18 exceedences of 200µg.m<sup>-3</sup>) is very unlikely to be exceeded – even though the objective may be properly applied at any publicly accessible outdoor location within the Leeds area.

Monitoring at suburban background and urban centre locations has shown that annual mean nitrogen dioxide concentrations are below 40µg.m<sup>-3</sup>. This indicates that the vast majority of the Leeds conurbation will comply with the annual mean objective for nitrogen dioxide. However kerbside annual means greater than 40µg.m<sup>-3</sup> occur. There is therefore the potential for properties within a narrow band along busy roads (including motorways) to fail the annual mean objective.

The results of targeted chemiluminescent and diffusion tube monitoring have identified a small number of locations where there is 'relevant exposure' and exceedences of the annual average air quality objective occur.

Air quality modelling using Airviro software has confirmed that at some locations, principally small areas around the busiest road junctions, the air quality objective is likely to have been approached when taking the inherent uncertainties of the model into account.

It is therefore proposed to review the AQMA declarations in the light of these findings and vary the Air Quality Management Order for nitrogen dioxide accordingly.

## **2.3 PM<sub>10</sub> particles**

The 2004 PM<sub>10</sub> objective values are not likely to be exceeded at any location within the Leeds Metropolitan area at which it is appropriate to apply these objectives. An Air Quality Management Order identified a cluster of houses where solid fuel was the primary source of domestic heating but the replacement with gas fired systems in a number of the properties has addressed this issue.

Annual mean PM<sub>10</sub> (TEOM<sub>grav</sub>) concentrations of the order of 20 to 25µg.m<sup>-3</sup> at the AURN Urban Centre and Suburban background monitoring stations have been measured in recent years. The number of daily exceedences at these sites has not been greater than 15 since 2003. Similar values have been found at other locations where mobile monitoring stations have been deployed.

With an ongoing review of the Air Quality Strategy, there was some concern that a more stringent objective for PM<sub>10</sub> particles would be introduced. The previous DA concluded:

*'Until such time as revised objectives are confirmed, it is not proposed to revoke the Air Quality Management Order affecting the properties at Garden Village, Micklefield since it may prove necessary to declare a more widespread AQMA including these properties prior to 2010.'*

With the withdrawal of the 2010 objective values for PM<sub>10</sub> and the adoption of the EU Directive on particles (ie confirmation that standards to be achieved will concentrate on PM<sub>2.5</sub>), there appears to be little likelihood of the current or future standards being exceeded within the declared AQMA. The 'major' source that still exists, coal burning for domestic heating, is likely to reduce further (with a continuing move away from coal-burning) and is not in itself the main source of the much smaller PM<sub>2.5</sub> particles that are generally attributed to the internal combustion engines of road vehicles.

The results of the continuing monitoring indicate that exceedences throughout the city are unlikely to breach the 2004 standard and are arguably decreasing further. On this basis it is proposed to reconsider the appropriateness of the continued existence of the AQM Order covering the properties at Micklefield.

It is interesting to note that although the 2004 objectives remain in place, the EU have recently published a revised directive relating PM<sub>2.5</sub> particles that includes both an annual average and an exposure reduction target. The annual average standard has been set at 25µg.m<sup>-3</sup>. Since the definition of PM<sub>10</sub> particles includes the smaller PM<sub>2.5</sub> particles, the monitored results suggest that this part of the new directive is likely to be achieved throughout the majority of the city.

## **2.4 Other monitoring**

The results of all monitoring for the air quality strategy pollutants undertaken within Leeds during 2007, that had not previously been considered as requiring a detailed assessment have been summarised below. The data for carbon monoxide, lead, benzene, 1,3-butadiene and sulphur dioxide support previous conclusions that concentrations of these pollutants are sufficiently low that breaches of the relevant air quality standards are unlikely and there remains no need for detailed assessment of these pollutants.



**Table 1 Pollutants unlikely to breach Air Quality Regulation Standards**

<b>Pollutant</b>	<b>Standard</b>	<b>Measured Value (2007)</b>	<b>Standard Exceeded</b>	<b>Comments</b>
Carbon Monoxide	10 mg.m <sup>-3</sup> 8hr running mean	2.3 mg.m <sup>-3</sup> max 8hr mean	No	Less than 25% of standard
Benzene	5 µg.m <sup>-3</sup> annual mean	0.81 µg.m <sup>-3</sup> annual mean	No	Less than 20% of standard
1,3 Butadiene	2.25 µg.m <sup>-3</sup>	0.07 µg.m <sup>-3</sup>	No	Less than 5% of standard
Lead	0.25 µg.m <sup>-3</sup> (2008)	0.015 µg.m <sup>-3</sup>	No	Less than 10% of standard.
SO <sub>2</sub>	266 µg.m <sup>-3</sup> as a 15 minute ave not to be exceeded > 35 times	215 µg.m <sup>-3</sup> highest 15 minute value	No	Exceedences: Allowed 35 Measured 0

### **3.0 NEW LOCAL DEVELOPMENTS**

#### **3.1 New Part A and B Processes**

The number of activities permitted under the LAPC or LAIPPC regime increased during the course of the last year. There are now 249 sites permitted for emissions to air (Part B) and 7 sites permitted for emissions to air land and water (Part A2).

The number of sites permitted by the Environment Agency (Part A1) is now 29.

#### **3.2 New Industrial Development**

##### **3.2.1 Aire Valley Employment Area**

Leeds City Council is preparing an Area Action Plan (AAP) to provide the future planning framework to guide the regeneration of an area of the Lower Aire Valley which is referred to as Aire Valley Leeds. In 2006 the City Council consulted on the issues that needed to be considered in the Area Action Plan. This produced a wide range of views which have been taken into account in preparing a number of Alternative Options for how the area might be developed over the next 15-20 years and also on what new transport links and improvements to existing links are needed to deliver new development and support existing businesses and facilities.

The options are presented under three themes:

1. Employment uses (offices and industry and distribution)
2. Alternative uses (housing, leisure and recreation and waste management)
3. Transport

The 'Aire Valley Leeds' regeneration area has been identified as one of the most significant areas for new investment and employment in Leeds and also the Yorkshire and Humber region. At present there are over 15,000 people employed in the Lower Aire Valley area, with potential development land to generate an additional 29,000 new jobs over the next 10 -15 years.

The Strategic Vision for 'Aire Valley Leeds' sets out to re-establish the area as the economic heart of Leeds and to be a distinctive sector of the City. Government funding of £20m has been secured for a programme of regeneration and development up to 2007. Further significant investment will come from partner organisations and the private sector.

The East Leeds Link Road is seen as a vital new transport link to provide access between the regeneration area and the Motorway network, avoiding more sensitive areas.

### **3.3. New Mixed Use Development**

#### **3.3.1. Holbeck Urban Village**

The Holbeck area is currently the focus of a regeneration programme that will create a new urban village and transform the area into a thriving residential and business community.

The regeneration programme promises to create a mixed use, sustainable community with a distinctive sense of place. It will bring improved connectivity with the city centre and surrounding communities, creating new opportunities for employment, for living and for leisure.

The regional development agency Yorkshire Forward has already invested £5 million in the Round Foundry Media Centre, a flagship building which will provide the focus for a new internet quarter and strengthen the city's offer as the region's major business centre. Over the next ten years the area is expected to attract up to £800 million worth of investment.

In order to achieve the twin objectives for the village of encouraging sustainable forms of movement and of creating an attractive environment for users of the area, parking will be kept to a minimum. The maximum parking allowable is the standard allowed for the city centre core as set out in the Unitary Development Plan. In all instances, every encouragement will be given to developing with the minimum acceptable parking provision, which for some uses may be none. Developers will be expected to consider the shared use of parking spaces for mixed-use schemes, green travel plans for staff and the provision of car pools / car share. Minimised parking will be integrated in such a way as to discourage the use of the car for local journeys in preference to walking and cycling.

#### **3.3.2 Eastgate and Harewood Quarter**

Leeds City Council has prepared and adopted a Supplementary Planning Document (SPD) for the Eastgate and Harewood Quarter. The aim of the document is to guide

the integrated and comprehensive redevelopment of this area of the City Centre for a major retail led mixed use development. The SPD is accompanied by a Sustainability Appraisal providing an independent assessment of the economic, social and environmental sustainability of the proposals.

The area outlined for this major redevelopment incorporates an area of residential property (Ladybeck Close) that has been identified as an Air Quality Management Area (AQMA). The scheme will provide an opportunity for the council to revoke the AQMA through the relocation of residential property within the redevelopment area. Subject to the result of a public enquiry (beginning November 2007), the properties on Ladybeck Close are expected to be demolished around 2008 / 2009.

### 3.4 New Residential Development

Table 13 lists some of the planned major residential developments within the Leeds District. A list of additional planned residential and employment based developments is listed in Appendix 4.

**Table 2. Residential schemes on sites greater than 10 hectares**

	Area	Dwellings	Comments
Killingbeck Hospital	10.4h	449	Development started
East of Otley	31h	550	In Phase 3 of UDP Review
Thorp Arch	160h	1500	Abandoned
Station Road	12.9h	520	Under construction
Allerton Bywater			
East Leeds Extension		4000	Phase 3 in UDP Review
Seacroft Hospital	18h	520	In Phase 2 of UDP Review
Ardsley Sidings	14h	570	Under construction
High Royds Hospital	25h	540	Under construction
Sharp Lane	29h	1284	Under construction
Manor Farm Mickfield	15h	400	Phase 3 in UDP review
Kirkstall Forge	17h	1385	With planning permission

Note – This list is confined to allocations or permissions on sites for 10+ hectares. UDP Review proposals are all subject to recommendations of UDP Inquiry Inspector, due this autumn.

As an example of good practice in the development of residential schemes, at High Royds, Menston, 541 homes are being built at the site of a former mental hospital. Although there is no formal travel plan document, a package of measures to encourage sustainable travel has been secured through the Section 106 agreement which was signed in 2005.

The hospital's extensive grounds, with gardens, woods and sports facilities, will be opened to the public, providing recreational space for both new residents and existing communities. The development incorporates space for offices, a children's nursery, a GP and dental surgeries and a small shop, ensuring that residents can meet many everyday needs without leaving the site. The developer, has also agreed to procure a sports and social club on site.

Residents will be encouraged to commute into the city by train, making use of a new frequent free shuttle bus running morning and evening to nearby Menston rail station. The bus, to be funded by the developer, will also make journeys during the day to local shopping centres. An extra vehicle will be provided if needed. The development is to be equipped with on-site bus shelters and real time information. The site layout will allow existing bus services to be diverted through the development, with the help of bus gates, while cars are unable to cut through.

To promote the service, the developer will provide each household with a free one year bus/rail pass, while the passenger transport executive Metro will give residents discounts on tickets after that, at 25% for the second year of occupation and 10% for the third. In addition, the developer is contributing £300,000 ring fenced towards new rolling stock as part of a bid by Metro, to increase rail services at peak times.

The measures aim to keep pressure off the congested A65 and have been highlighted as an example of good practice by the DfT.

### **3.5 New Retail Development**

There has been little significant retail only development within the Leeds District since the Air Quality Action Plan was published in January 2004. The noteworthy recent change to the city centre leisure and retail offer was the closure of the Allders department store, now to be remodelled to provide retail units, offices and residential. The former Odeon cinema on the Headrow has also been redeveloped to provide a large unit for Primark of approximately 8000 sq m.

One of two proposed major retail developments in the city centre is the Trinity Quarter, a 400,000 sq ft development bounded by Briggate, Boar Lane, Albion Street and Commercial Street, has been subject to delays that have prevented the addition of much needed quality retail floorspace. Work on the development is now underway with construction works starting during 2008.

The proposed Harewood and Eastgate Quarter (approx. 1.5 million sq ft) development offers a rare opportunity to expand the Prime Shopping Quarter as encouraged in the Leeds UDP. The development stretches east from Vicar Lane to St. Peter's Street and from the Kirkgate Market north to the Inner Ring Road. The site intends to attract two major department stores, and the rest of the site will have an emphasis on retail, but with the opportunity to introduce a mix of other uses. A planning application was submitted in summer 2006. Utility enabling works commenced May 2008.

### **3.6 New Road Schemes**

#### **3.6.1 Upgrade of the A1 to Motorway Status**

The A1 forms part of the strategic route between London and Edinburgh as well as providing a trunk road link to principal towns. Traffic flows on the A1 between Bramham and Walshford are currently in the order of 83,000 vehicles per day. This number is expected to rise to approximately 135,000 vehicles per day in about 20

years time. Congestion encourages drivers to avoid the trunk route, bringing pollution and noise into the local towns and villages and making residential roads more dangerous.

The Highways Agency presently has two projects to upgrade lengths of the A1 within the Leeds district to three lane motorway. The completed schemes will reduce congestion that currently occurs close to residential properties and move the majority of the traffic further away from the most affected residential properties at Wetherby.

The first project created a completely new dual three-lane motorway between Wetherby and Walshford that was opened to traffic in 2005, taking traffic away from the existing A1 adjacent to Wetherby. This improved environmental conditions for those who live and work in north Wetherby and provided a much safer road by separating the long distance traffic from local and slow moving agricultural traffic.

The second project, to upgrade 10km of the A1 between the A64 Bramham Crossroads and Wetherby was announced in June 2002. Work commenced on the scheme in early May 2007.

### **3.7 New mineral development**

Methley Quarry was granted permission, on appeal, for an additional area of sand and gravel extraction to the rear of Lower Mickletown in 2003. The minerals will be extracted over a 3 year period and extraction commenced in 2006. Around half the permission area remains to be worked due to several recent floods at the site. The permission also provided for changes to the existing restoration scheme, allowing inert tipping within final phases of the existing quarry until 2012.

The inert tipping is now complete but quarrying will continue until the end of 2009 within the extension area. The site will then progressively be restored. A further permission for sand & gravel extraction was issued by the Council in July 2008, for 432,700 tonnes of sand & gravel over a 3 year period and around 270,000 tonnes of imported inert fill, with the site to be restored within 5 years.

Cave Lane opencast coal site is now restored and has been in aftercare.

### **3.8 New landfill development**

Calverley Golf Course was granted permission for a scheme to remodel the 18 hole golf course and infill / restore the adjacent Woodhall Quarry with inert materials. Work on this site started earlier this year and is expected to be complete by 2013/2014.

Peckfield Quarry was granted permission for an extension of time for quarrying to continue until 2010 and for landfilling to continue until 2020. Restoration of the site will be complete by 2022.

## **4.0 IMPLEMENTATION OF THE AIR QUALITY ACTION PLAN**

The majority of the Leeds Air Quality Action Plan (AQAP) was targeted towards transport. Consequently, many of the actions of the Plan are derived from elements the West Yorkshire Local Transport Plan (WYLTP) (2001 – 2006). Some of these actions are scheme based solutions, whilst others are policy based.

The AQAP has been developed to help mitigate the AQMAs in central Leeds and improve air quality across the Leeds District. Most of the transport initiatives aim to reduce general transport emissions within the District, which will reduce background pollutant concentrations and thereby help address the AQMAs. Some schemes will directly reduce transport emission within the AQMAs, e.g. Stage 7 of the Inner Ring Road.

Many of the actions have been successfully implemented through the WYLTP and other Leeds City Council strategies and initiatives. However, some major schemes have been delayed due to lack of external funding. This section explains the latest position of the main elements of the Air Quality Action Plan in the context of the Plan's objectives.

### **4.1 Objective 1 - Traffic Demand Management Methods**

The strategy aims to reduce the demand for travel by private vehicles. This can be achieved by implementation of demand management measures that deter car use, particularly for commuting journeys, alongside other measures that provide quality alternatives to the car. The aim is to provide an attractive high quality, public transport system for Leeds.

#### **4.1.1. Bus Rapid Transit**

Metro has developed plans for a 20km bus based rapid transit network consisting of three routes running north, south and east of Leeds. At present the technology of the buses is not decided, but it is hoped to be either Diesel Electric Hybrid or Electric trolleybus.

Developed in line with the Government's advice to seek what it called a 'bus rapid transit alternative to Supertram', the new proposal is part of the £4.5bn, 25-Year Transport Vision for the Leeds City Region. Metro is proposing a north route through Headingley and out to a Park & Ride facility at Bodington, a south route to a Park & Ride at Stourton near the M1/M621/A1 and an eastern route that would include St James's Hospital.

Members of the Regional Board have endorsed the first £150m phase of the £300m scheme from the Regional Funding Allocation. A major business case will be submitted to the Department for Transport in May 2009. The Regional Transport Board also endorsed the full scheme with the remainder of the funding coming from the next Regional Funding Allocation post-2015. The Government would require a 10% local contribution to the scheme and Metro is investigating sources of bringing funding forward for the remaining £120m. Subject to DfT approval, a Transport and

Works Act approval and a successful Inquiry, construction work on the scheme could start in 2011/12, with phased completion in 2014/15.

#### **4.1.2. Bus Priority Schemes**

Other Demand Management measures have been implemented or planned for most of the major road corridors within Leeds. These include Quality Bus Corridors (QBCs) which contain a combination of several public transport priority systems including one or more of the following:-

- Guided Busways
- Bus Gates / Lanes
- Advanced Vehicle Location (AVL)
- High Occupancy Vehicle (HOV) Lanes

The main objective of the QBCs is to address the problems of congestion and associated air pollution by promoting the use of public transport along radial corridors into Leeds. QBCs are agreements made between Leeds City Council, METRO (PTE) and the bus operators to co-ordinate their efforts to provide a better level of service on these routes for the public.

The first QBC scheme in Leeds has operated on the A61 to the north of the city since late 1995. Guided bus priority measures were introduced at major congested junctions, using sixteen new Euro II buses with accessible floors and other comfort features. These measures, coupled with a time saving of 10 minutes on the journey between the Park and Ride site and the City Centre, have resulted in an increase in bus patronage of between 50 and 60% along this route.

Further development in bus priorities will see the introduction of AVL technology to work alongside more traditional bus priority measures to provide more reliable journey times. The technology will alert traffic signals ahead of the bus when the service is running behind schedule, which will trigger extended green time to get the bus through certain junctions quicker.

A package of measures aimed at both reducing bus journey times and increasing patronage on a new QBC route are being implemented in Leeds. The bus fleet running on Route 4 are all new FTR buses (buses designed and built for the FuTuRe) fitted with AVL technology. Local priority signals on eleven priority junctions have been completed.

The largest QBC Scheme planned for Leeds on the A65 has now secured funding. The scheme was subject to a Public Inquiry in October 2008. should the result of the Inquiry be favourable, it is hoped that work on the scheme will begin summer 2009 with and completed in summer 2011. The majority of a smaller part of the scheme between Kirkstall Lites and Horsforth has been completed, with the remainder due to be complete by summer 2009.

#### **4.1.3. High Occupancy Vehicle (HOV) Lanes**

It has been shown that during peak commuting periods, one third of traffic carries two thirds of people. A HOV lane provides priority to vehicles with more than one

occupant. As well as encouraging private motorists to share vehicles, the HOV lane helps buses to keep regular and predictable timetables by avoiding the worst of the congestion.

Leeds' HOV lane, on the A647 was made permanent in November 1999 and by September 2002, the average car occupancy of private vehicles had risen from 1.43 to 1.51 (no more recent figures are available). Other benefits of the scheme include increased cycling and pedestrian movements and a general increase in bus patronage of up to 20% for routes along the A647 corridor. Observations of the scheme suggest that the road safety scheme at Armley Ridge Road also appears to have had a beneficial effect in regulating traffic and in turn improving driver behaviour on both the HOV and non-HOV lanes.

The success of the HOV Lane in Leeds prompted a study to be undertaken looking at the feasibility of including HOV Lanes into all existing and future Bus Priority schemes. This study has now been completed. As a result the bus lane on Roundhay Road is under design to be converted to an HOV lane, and East Leeds Link Road has also been designed to include an HOV and HGV lane.

#### **4.1.4. Fiscal Measures**

Fiscal measures such as discouraging long stay car parking and promoting discounted public transport travelcards have been adopted. There is evidence to suggest that in combination, these measures are starting to have a positive impact on the way commuters travel to Leeds. Over 1450 Leeds City Council staff took up a 15% discounted travel card last year.

#### **4.1.5 Promote Cycling and Walking**

The needs of pedestrians and cyclists have often been subordinate to those of the motorist resulting in their freedom of movement and safety being curtailed. Pedestrian, Access for Disabled Persons and Cycling Strategies were developed in under the West Yorkshire LTP1 to address these problems through proactive and positive measures. A new combined cycling, walking and access action plan is to be prepared for the LTP2 period.

These Action Plans have ensured that all highway schemes are audited to incorporate various cycle friendly design features and new and existing signal controlled pedestrian crossings and junctions are reviewed to improve delay sequences for pedestrians.

Between 2004 and 2007 an additional 7km of off road cycle track was constructed bringing the total off-road cycle network in the Leeds district to 50km. In addition, there are currently 32km of cycle lanes with over 100 advanced stop lines at junctions. There are now 151 cycle spaces in the city centre at 48 different locations in addition to 50 cycle lockers spread across eight locations.

A wide range of promotional work such as school based cycle and road safety training and Bike Week operate alongside publicity materials to compliment Travel Plans. These measures all contribute towards reducing the dependency on cars and have wider benefits to the community, environment and people's health. The 2001



Census showed a modest growth in both the levels of cycling and walking in the city centre.

## **4.2 Objective 2 - Reducing The Need To Travel**

### **4.2.1. Land Use Planning**

Land use planning is used to ensure appropriate development to support town centres, develop brownfield sites and to ensure that developments have access to public transport. Planning briefs highlight the need for sustainable design and transport and a reduced reliance on the car. Land is also allocated specifically for public transport initiatives such as quality bus corridors.

The principle of regenerating areas of the City around travel modes other than the car is essential in tackling the problem of poor urban air quality.

New city centre developments are of a very high quality and have very limited parking to encourage the use of other modes of transport. In addition, many developments are 'mixed use', meaning that workplaces, leisure uses and residential properties form parts of the same development. This reduces the need to travel.

The regenerated areas are aimed to appeal to professional workers who often do not own cars and are able to walk to workplaces and leisure locations within the City Centre. In some cases additional public transport facilities such as bus stops and areas to store bicycles are provided by the developer as a condition of their approval to develop a site.

Travel plans are sought in association with developments that have significant trip generation. Schools and Council departments are encouraged to develop travel plans with the aim of reducing the need to travel, especially by car.

### **4.2.2. Travel Plans**

The Travelwise Campaign actively promotes the benefits of setting up Travel Plans, which are a package of sustainable travel initiatives, often tailored to a specific site, which aim to reduce single occupancy car use. Travel Plans also contribute to the delivery of the Cycling and Pedestrian Action plans referred to earlier.

Employers in Leeds city centre are introducing travel plans as a means of reducing the number of cars at their sites. The plans provide alternatives to driver-only car travel. They include support of car-sharing, discounted public transport schemes, cycle facilities, pool cars and flexible working practices.

The Council's workplace travel adviser is working closely with 96 active members of the Travel plan network to implement travel plan measures. Employers include HBOS, Asda, First Direct and Leeds Teaching Hospitals NHS Trust. Table 3 illustrates the trend away from single car occupancy amongst commuters to these companies.

**Table 3. Travel to Work Survey Results (Leeds City Centre)**

Companies with Travel Plans	Car – alone or with child	Car share	Car – lift with someone who returns home*	Bus	Train	Cycle	Walk	Powered two wheeler	Other	No. people
2004	21	13	-	32	26	2	4	1	1	3327
2005	29	14	-	27	22	2	5	1	1	5500
2006	28	14	-	24	22	3	6	1	1	11032
2007	26	11	1	23	24	3	10	1	1	10791
2008	26	12	1	24.5	26	2.5	6	1	1	10470

\* New category added to survey in 2007

Two new projects launched since 2004 that can be used to support employer travel plans are *carshareleeds.com* and *WhizzGo Leeds*. *WhizzGo Leeds* is a city car club providing 25 cars which can be hired and collected from dedicated on-street parking bays across the city centre. There are now 2500 members of *WhizzGo Leeds* (including 290 members of LCC staff).

Within Leeds, around 40 schools have set up permanent ‘walking bus routes’. One school set up four routes involving over one hundred pupils, resulting in a sustained 7% reduction in car travel to that school.

An extensive programme of road safety education and cycle training is conducted each year in Leeds schools. Other initiatives include educating children in how to use public transport easily, with the hope that they will continue to do so in later life.

Leeds City Council is also addressing travel plans within its Eco-Management and Audit Scheme (EMAS). As a major city centre employer, the Council acknowledges staff commuting and their business mileage contribute to congestion and pollution. In order to mitigate these effects, the Council has developed and introduced a corporate travel plan incorporating a range of green travel measures, including:

- Low cost corporate travel card scheme with 15% discount (used by just over 1450 staff daily).
- Flexible working options, such as teleworking and compressed or annualised working hours.
- Promoting the use of *WhizzGo Leeds* and *Carshareleeds.com*.
- Online council services, thus reducing the need for customers to travel to Council offices.

The Council also appointed a new Corporate Travel Plan Officer in 2006 to help further promote and develop the Council’s travel plan.

### **4.3 Objective 3 Improvements To the Highways Network**

#### **4.3.1 Leeds Inner Ring Road Stage 7**

Leeds Inner Ring Road Stage 7 provides the final link, connecting Stage 6 (completed in 2000) to the M621 and the wider motorway network. Construction of the £50million scheme started in May 2006 and was opened to traffic in November 2008.

The route runs from South Accommodation Road in Hunslet and connects with Junction 4 of the M621. It comprises dual two and three-lane carriageway, through a previously industrial environment, with slip road links to the M621. The principal features of the scheme will be a 500 metre long viaduct over the existing local road network and three bridges over the Leeds-to-Castleford railway line.

The scheme assists in removing remaining through traffic from Leeds central area, and with the M621, provides a continuous circulatory route around the city centre. The scheme is expected to improve travel times across the city and relieve congestion in Hunslet and Holbeck as well as the city centre. The scheme will also improve access to the Aire Valley Leeds regeneration area when the East Leeds Link Road is completed, also planned for late 2008.

Completion of the IRR should enable other schemes such as the East Leeds Link Road to operate more efficiently. It will help relieve congestion within the city centre area in general and in particular at some designated AQMAs. In addition, other existing and planned traffic demand management schemes would work more effectively.

#### **4.3.2 East Leeds Link Road (ELLR)**

This scheme has been developed to enable access to key economic development sites within the Aire Valley Leeds regeneration area as well as providing some traffic relief to large densely populated areas of east Leeds. An increase in funding from the Department for Transport was secured in December 2005 for the scheme which will connect the Inner Ring Road Stages 6 and 7 at South Accommodation Road, with the M1 at Junction 45. The link will provide a more appropriate route to the M1 (Northbound) than the M621, which has been missing since the opening of the A1-M1 Link.

The scheme includes the construction of approximately 4km of dual 7.3m carriageway. There are 5 major intermediate junctions and terminal connections to the existing highway network, three of which are roundabouts and the remaining two are to be controlled by traffic signals. Peak period tidal High Occupancy Vehicle (HOV) lanes are to be incorporated into the scheme, in order not to increase the peak period radial capacity above that required to accommodate traffic accessing the development sites.

The construction of East Leeds Link Road commenced in November 2006 and is anticipated to be open to traffic before the end of 2008. The link will open up the development of 250 hectares of land within Aire Valley Leeds which is expected to

attract private sector investment, with the potential to create up to 20,000 jobs over the next 10-15 years.

Existing businesses in the area – particularly the Cross Green Industrial Estate - and the communities of east Leeds will benefit from the direct motorway access provided by the road, which will run from the M1 motorway to the Leeds Inner Ring Road and M621.

### **4.3.3 Urban Traffic Control (UTC) System**

The upgraded Urban Traffic Control (UTC) system aids management of congested junctions, and enables more efficient operation of the bus priority measures. The UTC system is being extended within Leeds to further promote efficient operation of public transport.

The City Centre Loop Road is a one-way closed circuit located substantially inside the Inner Ring Road. Leeds is aiming to improve conditions for both pedestrians and motorists in the vicinity of the loop by encouraging traffic approaching Leeds city centre to use the 'loop' route wherever possible. This will minimise the use of the roads inside the loop and enhance the city centre environment for residents, workers and visitors.

As part of a continuing process of upgrading and expanding the UTC system, off-peak journey times on the 'loop' have been reduced by between 15% and 20%. Careful phasing of the signals has promoted smoother traffic flows and reduced queuing traffic in the 'loop'. Such adjustments to the UTC system will reduce vehicle emissions, noise and journey times, but it is difficult to quantify. Considerable effort over the last year has gone in to ensuring that all improvements to pedestrian and bus priority improvements do not lead to increased congestion.

Other UTC schemes under way include the introduction of variable message signs for car parks and traffic management; increased CCTV coverage to improve operator intervention to reduce congestion; and better public information and diversion scheme implementation.

Leeds City Council has been working with Leeds University to identify the best way of measuring the impact of such schemes. A state of the art instrumented vehicle funded by the EPSRC LANTERN project is being used to provide detailed on board emission assessments. The information gained from this vehicle will give a greater understanding of the actual emissions generated on a busy urban road system.

## **4.4 Objective 4 Actions to Reduce Vehicle Emissions**

### **4.4.1 Council's Own Fleet**

A range of initiatives have been employed to help reduce emissions of the Council's vehicle fleet. These include the use of alternative fuels and additives; the use of efficient emission control technologies; driver training and improved journey planning.

The Council fleet consists of 605 cars/light vans, 281 passenger service vehicles and 185 large goods vehicles (> 7.5 tonnes). It continues to run all of its diesel fleet on Ultra Low Sulphur Diesel (ULSD) blended with 5% bio-diesel. Great care was made to ensure the bio-diesel did not contain palm oil ester.

The council has a five year replacement policy for all vehicles and specifies the latest Euro standard available. Where appropriate, LGV's have been fitted with continuously regenerating traps (CRT's) to significantly reduce particulate emissions until EURO V technology is available. A total of 114 Euro 3 LGV's are fitted with CRT's, whilst 43 LGV's use AdBlue additive to enable compliance with Euro V. Council contractors are also encouraged to adopt these standards.

Refuelling points now exist at seven depots across the district to minimise the amount of fleet mileage attributable to refuelling. Other initiatives involving the Council's vehicle fleet have helped to improve journey planning and reduce unnecessary mileage. For example the Masternaut system has been fitted to vehicles used by vehicle breakdown mechanics to repair council vehicles across the District. This system identifies the location of vehicle breakdowns and mechanic's vehicles at fleet HQ, which enables more efficient planning of breakdown incidents.

A DfT subsidised "Safe and Fuel Efficient Driving" (SAFED) training programme was delivered to 116 drivers of Council fleet cars and light vans. Benefits of the SAFED training included reduced fuel consumption, improved driver awareness and safety. Post auditing of the driver training identified an average improvement in fuel consumption of 7%, with pro-rata reductions in air pollutants and greenhouse gases. However, benefits reduced with time and the training became unaffordable to repeat.

Fleet services has however trained all passenger vehicle drivers using the MIDAS system and is applying to be a registered training centre for the new EU CPC Driver Training programme which will require drivers to undertake an average of 7 hours training a year over a 5 year period.

A whole range of measures to promote the use of low carbon vehicle technologies in Leeds is being investigate, including participation in the first phase of the DfT funded Low Carbon Vehicle Procurement Programme (LCVPP). Examples of technology to be trialled in Leeds during 2009 include diesel hybrid technology, CNG/bio-methane, diesel/gas dual-fuel and all electric vehicles. These new technologies will also provide significant benefits in terms of reduced emissions of regulated pollutants. Full details shall be included within the proposed new Air Quality Action Plan for Leeds.

#### **4.4.2 Land Use Planning**

Planning policy is starting to encourage alternative forms of transport, including rail and water. The preferred option outlined for the Aire Valley Area Action Plan includes a transport strategy that identifies opportunities to move freight off the road and onto the rail and waterways network to help reduce vehicle trips and congestion of the road network.

Outline details of the new Land Use Planning system are included in Appendix 1.

## **4.5 Objective 5 Reducing Emissions From Industrial and Domestic Sources**

### **4.5.1. Enforcement Action**

In addition to the IPPC regime, providing inspection and control of industrial processes with the greatest potential for polluting the air, the Council responds to complaints relating to smoke and dust emissions and takes enforcement action as appropriate.

### **4.5.2. Energy Efficiency**

Replacement of inefficient boilers in each of the last three years (2005/06, 2006/07 and 2007/08) brought about an improvement in the energy efficiency in Leeds housing of more than 4% in each period. The cumulative improvement over the last 12 years is approaching 25%. This has resulted in not only a reduction in energy consumption (and CO<sub>2</sub>) but also in emissions of NO<sub>x</sub> and CO from a large number of households.

### **4.5.3. Land Use Planning**

Development Control (DC) seeks to encourage sustainable development and treats air pollution as a material consideration in determining planning applications. If proposed traffic generation from new developments exceed thresholds stated in the DfT Guidance for Transport Assessments, then DC must conduct a full Transport Assessment. A Transport Assessment requires an environmental screening process to be conducted, as described in Appendix A (Part C). Part of this screening requires a basic assessment of air quality, GHG's & noise. DC request the environmental screening to be conducted by the Environmental Studies section of Transport Policy.

## **4.6 Objective 6 Raising Awareness**

The internal communications programme for the Council's Environmental Management System (EMAS) is known as "Greening the Workplace" The key message to staff is "Your Actions Count" and each year the focus is on a different subject drawn from the Environment Policy. In 2008 there will be a year-long focus on Sustainable Travel Options.

Work is ongoing to ensure relevant information leaflets will be available to staff, including access to relevant electronic information on the "Greening the Workplace" area of the Council's intranet. This will aim to encourage more sustainable travel amongst staff on the commuting journey, on business trips and in the course of providing an efficient service delivery for transport. This work will complement and integrate with the development of corporate travel plans across the Council and promote implementation of the West Yorkshire LTP2.

The World Environment Day (WED) 2008 theme was "Kick the Carbon Habit". We took the opportunity to reinforce the air quality message in a day dedicated to travel options and transport issues, both to staff and across the city. It is recognised that many common initiatives that will help reduce transport emissions of both regulated

air pollutants and GHG's. This will form an important theme within our new corporate Air Quality Action Plan.

Environment Leeds is the newsletter of the Leeds Initiative Climate Change Strategic Partnership. This free newsletter is produced quarterly and is distributed widely around the city; news items or articles involving air quality have been included in this publication.

In addition, monitoring data, air pollution indices, air quality reports and other information is available on the Council's website, [www.leeds.gov.uk](http://www.leeds.gov.uk).

#### **4.7 Other measures**

The Council consults on Travelwise Initiatives and the adoption of travel plans to increase their effectiveness. Other measures to reduce air pollution such as car sharing initiatives, clearer road signage, the introduction of variable message signs, and measures relating to taxis and private hire vehicles are beginning to come on line.

A new statutory requirement obliges Local Councils to conduct Strategic Environmental Assessment (SEA) for a number of plans and programmes including Local Transport Plans and documents written under the new Local Development Framework system (for the LDF this is in the form of Sustainability Appraisal). The SEA Environmental Report for the West Yorkshire Local Transport Plan (LTP) 2006-2011 has been completed and continues to be monitored. Sustainability Appraisals (SA) for a range of new LDF documents are also being undertaken as and when the plans and other documents are written. More information on SEA and SA is given in appendix 2.

#### **5.0 IS THE ACTION PLAN WORKING?**

The Air Quality Action Plan is a collection of policies and schemes which are implemented through a number of other Local and Regional Strategies and Plans, such as the Local Transport Plan or Local Development Framework. The effectiveness of some actions are easily audited, whilst others are very difficult because they are designed to work as a package of measures which together have a beneficial effect.

Many actions within the Plan are targeted at peak period commuters. Some measure of the effectiveness of these actions can be ascertained from data that are monitored for other purposes. The data presented below has been previously published in other reports such as the Annual Local Transport Plan Monitoring Report or the City Centre Audit, and can be used as background indicators for the Plan.

## **5.1 Employment and Travel in Leeds**

According to the Annual Business Inquiry (ABI) the number of people employed in Leeds city centre in 2004 was estimated at over 124,000. This figure excludes the self-employed in 2004. The total number of employees within the district is 420,000. The city centre therefore employs 30% of the district's total employees. Unfortunately no more up to date data is available for the city centre area.

Employment in the city centre between 1998 and 2004 grew by 16%, and by 6.1% between 2003 and 2004. There was a fall in manufacturing employment, while employment in distribution, financial and business services, public and other services grew significantly between 1998 and 2004. In the year 2003-04 'other services' fell, as did manufacturing. However, public services grew by nearly a fifth.

Overall city centre jobs account for approximately 30% of all jobs in the district, with the growth in jobs between 1998 and 2004 being slightly greater in the city centre than the district as a whole. According to the 2001 Census, people living within 9 kilometres hold 56% of city centre jobs.

## **5.2 Number of People Entering the City Centre and Modal Split**

The city centre has been attracting more people in recent years in response to the growth of jobs, particularly in financial and business services. According to the Annual Business Inquiry by the Office of National Statistics, between 1998 and 2006 the number of jobs in the city centre increased by 23,700 (22%).

The number of people entering the city centre during the morning peak period (0730-0930) is monitored every two years as part of Leeds City Council's long term monitoring programme. Survey methodologies were revised in 1998 to include walk and cycle trips, and this is taken as the base year for modal split comparisons. As more data is collected, it will be reported as a moving average, in order to eliminate the variability that is common in such surveys.

Between 1998 and 2002 the number of people entering the city centre increased by 2%. Since 2002 there has been a more significant rise in the number of people entering the centre and in the four years up to 2006 the rise was 13.6% (note: the fluctuation in numbers is within statistical accuracy limits of this type of survey).

It is encouraging that whilst there has been a growth in the number of people entering the city centre, there has also been an increase in the proportion of people accessing the city centre by public transport (bus or train) – 39.2% in 2006 compared to 33.5% in 1998. Furthermore, car use continues to decline as a proportion of the total travel to work journeys, a decrease of 7.5% between 1998 and 2005. The percentage of people cycling into the centre has also increased, albeit only slightly, for the first time since 2000.



**Table 4. Change in modal split occurring between 1998 and 2006**

		% Modal split - inbound - 0730 to 0930 hours					
Year	No. of Persons	Walk	Cycle	M/cycle	Car	Bus	Train
1998	105,610	2.2	0.5	0.4	64.0	24.0	9.5
2000	110,299	2.5	0.4	0.4	61.2	26.1	9.5
2002	107,746	2.6	0.5	0.5	60.9	26.4	9.2
2004	120,400	3.1	0.5	0.5	57.7	27.8	10.3
2005	121,183	3.5	0.5	0.5	57.3	26.0	12.2
2006	122,387	3.3	0.6	0.5	56.5	25.9	13.3

### 5.2.1. Number of Cars Entering the City Centre

The volume of car traffic entering the city centre has been monitored regularly since 1990 using automatic traffic counters over a two week period in early June. Unfortunately the most recent data currently available is from 2004, and therefore a more recent position cannot be given.

Table 16 below shows how the average volume of car traffic entering the city centre on a weekday over an extended peak period from 7 - 10am, increased by 11% between 1990 and 2006

Economic growth has resulted in more traffic of all kinds. Despite this, a greater proportion of people are now travelling by public transport. There has been a 2% drop in cars entering the city in the past two years

**Table 5. Inbound traffic growth 1990 to 2004**

<b>Traffic Crossing Leeds Central Cordon 1990 – 2004</b>		
Year	Inbound Traffic Flow (7-10am)	Index (1990 = 100)
1990	87,180	100
1992	94,880	109
1994	88,420	101
1996	88,880	102
1998	92,330	106
2000	92,360	107
2002	96,990	111
2004	98,205	113
2006	97,111	111

### 5.3 Parking Within the City Centre

In May 2004 there was approximately 12,100 on and off street public parking spaces in the central Leeds area. In addition, there was approximately 12,552 'other' car-parking spaces, which were mainly privately associated with offices, shops and permits, making a total number of spaces of around 24,500.

The parking latest parking survey has generally not grouped up spaces in the same way as previous studies, so comparisons are difficult. The closest approximation in the 2007 parking inventory was the area referred to as the "Core Zone" covering approximately 1.8 square kms in the city centre.

This 2007 Survey shows a total of 20,144 spaces made up of the following;

Short Stay (or Shopper) spaces	Private 2,508;	Council 1,482;	Total 3,990.
Long Stay (or Commuter) spaces,	Private, 3,486;	Council 2,168;	Total 5,654
Private & Non Residential or Permit holders and disabled spaces			Total 10,500

### 5.4 The overall effect on Air Quality

The AQMOs were declared in 2001 for nitrogen dioxide and PM<sub>10</sub> particles. The Action Plan has addressed emissions contributing to the predicted exceedence of the air quality objectives. Significant reductions in pollutant levels have been achieved in some areas and consideration to revocation and/or revision of AQMA boundaries is being given following the Detailed Assessment completed earlier in 2008.

The only air quality strategy pollutant that exceeded the air quality standard in an appropriate environment during 2007 was nitrogen dioxide.

In some locations within AQMA's, the annual average nitrogen dioxide concentration continues to be above 40µg.m<sup>-3</sup>. Although long-term trends suggest that nitrogen dioxide concentrations are decreasing, the most recent work has indicated increases in measured concentrations thought to result from a combination of meteorological conditions and increases in primary NO<sub>2</sub> emissions.

The most recent Detailed Assessment identified AQMAs where monitoring has indicated that exceedences of the nitrogen dioxide objective is no longer likely to occur. The number of individual residential units predicted to exceed the air quality objectives was approximately 225. As a result of measurements made since the declaration, the number of residential units known to exceed the objectives has been reduced to 112. With the proposed development of the Eastgate and Harewood Quarter, this will reduce further to 97.

However, a small number of other areas, mainly confined to the busiest road junctions with nearby residential accommodation, have been identified as raising concerns that their residents could experience nitrogen dioxide concentrations in excess of the objective and this will therefore result in a further AQMA declaration.

The measured PM<sub>10</sub> concentrations indicate that continued compliance with the standard (an annual mean of 40µg.m<sup>-3</sup> with no more than 35 daily exceedences) is

likely to be achieved. Given that the majority of  $PM_{10}$  concentrations measured are of the order of  $25\mu\text{g}\cdot\text{m}^{-3}$ , it is likely that the 2020 target for  $PM_{2.5}$  will be achieved, particularly if the target of a 15% cut between 2010 and 2020 is achieved.

## GLOSSARY OF FREQUENTLY USED ABBREVIATIONS

AQMA	Air Quality Management Area
AQMO	Air Quality Management Order
AQMT	Air Quality Management Team
AQAP	Air Quality Action Plan
AURN	DEFRA's Automatic Urban (and Rural) Network of air monitoring stations
CO	Carbon monoxide
DEFRA	Department for Environment, Food and Rural Affairs (successor to DETR)
DETR	Department of the Environment, Transport and the Regions (see DEFRA)
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges – a DETR document containing air quality information and calculation procedures (in Volume 11)
EDB	Emissions DataBase
EPAQS	Expert Panel on Air Quality Standards
EPRSC	The Engineering and Physical Sciences Research Council. The UK Government's leading funding agency for research and training in engineering and the physical sciences.
ITS	Institute of Transport Studies (at the University of Leeds)
kph	kilometres per hour
LANTERN	Leeds Air pollution, Noise, health and Emissions Research Network
LTP	Local Transport Plan
mean	arithmetic average
mg/km	milligrams per kilometre
mg.m <sup>-3</sup>	milligrams per cubic metre
ng.m <sup>-3</sup>	nanograms per cubic metre
NAQS	National Air Quality Strategy
NO	Nitric oxide
NO <sub>2</sub>	Nitrogen dioxide
NOx	Oxides of nitrogen (the sum of NO and NO <sub>2</sub> )
PAH	Polycyclic aromatic hydrocarbon

Pb	Lead
PCU	Passenger Car Unit
PM <sub>10</sub>	Particles with a mean diameter of less than 10 microns (millionths of a metre)
RPG	Regional Planning Guidance
running mean	As an example, the air quality standard for carbon monoxide is 10ppm as a running 8-hour mean. To assess measured levels against this standard, it is necessary to calculate the average of eight consecutive hourly values, say from midnight to 8.00 am, then drop the first hour (from midnight to 1.00 am), add the hour from 8.00 am to 9.00 am and repeat the calculation, continuing throughout the period of interest. As each calculation of the “running 8-hour mean” gives a result, there will be 24 opportunities for the standard to be assessed each day. This is equally true whether an 8-hour, 24-hour or an annual running average is the time period under consideration.
SATURN	Simulated Assessment of Traffic on Urban Road Networks – a computer programme used to model road traffic.
SDM	Standard Deviation of the Model – a statistical assessment of accuracy
Section 106	S106 Agreements can act as a main instrument for placing restrictions on developers, often requiring them to minimise the impact on the local community and to carry out tasks which will provide community benefits.
SPD	Supplementary Planning Document
SO <sub>2</sub>	Sulphur dioxide
TEMMS	Traffic Emission Modelling and Mapping Suite – a suite of computer programmes developed by ITS and used by the City Council to construct the traffic related part of the EDB
TEOM	Tapered Element Oscillating Microbalance – the PM <sub>10</sub> monitoring method adopted as the UK standard
TEOM <sub>(grav)</sub>	PM <sub>10</sub> particle measurements obtained by the TEOM method but converted to the European (gravimetric) reference standard
µg.m <sup>-3</sup>	micrograms per cubic metre (also occasionally appearing as µg/m <sup>3</sup> )
VOC	Volatile Organic Compound
WYEI	West Yorkshire Emissions Inventory – part of the “Glasgow, Middlesbrough and West Yorkshire Atmospheric Emissions Inventories” produced by LRC for DETR

## **APPENDIX 1            THE NEW LAND-USE PLANNING SYSTEM**

The Planning & Compulsory Purchase Act received Royal Assent on 13th May 2004. This sets the framework for the modernisation of planning in the UK, as part of a plan-led system. The Act and other supporting legislation places expectations on local authorities to plan for sustainable communities. As part of the new system, Local Development Frameworks (LDFs) and Regional Spatial Strategies (RSS) will replace the existing system of Unitary Development Plans and Regional Planning Guidance. At a local (Leeds MD) level, the Local Development Framework provides the spatial planning framework for the use of land within the city and a key mechanism to deliver the spatial objectives of the Community Strategy (Vision for Leeds).

The Local Development Framework is not a single 'plan' but the name given to a portfolio of Local Development Documents (LDDs) that local planning authorities need to produce under the new system. This approach is intended to allow greater flexibility for local authorities in responding to changing circumstances, strengthening community and stakeholder involvement in the planning process and the achievement of economic, environmental and social objectives at the same time, through the use of Sustainability Appraisals.

The components of the Local Development Framework can be summarised as follows: Local Development Documents are generally of two types, Development Plan Documents (DPDs) – that will need to be subject to independent testing i.e. examination in public by an Inspector (and have the weight of Development Plan status defined by clause 38 of the Act) and Supplementary Planning Documents (SPDs), which are not subject to independent testing and do not have Development Plan status (they should however be subject to rigorous community involvement procedures).

Development Plan Documents include:

- i) A Core Strategy (CS): to set out the vision, spatial strategy and core policies for the spatial development of the local planning authority area,
- ii) Site Specific Allocations of land,
- iii) Area Action Plans (AAPs): where needed in key areas of change, and,
- iv) A Proposals Map: with inset maps as necessary.

These Development Plan Documents form the statutory Development Plan, together with the Regional Spatial Strategy (RSS). In addition, other important documents to be included in the Local Development Framework portfolio include:

- A Statement of Community Involvement (SCI), to be prepared specifying how a local authority intends to involve stakeholders and communities in the process of producing LDDs (the SCI will also be subject to independent testing).
- A Local Development Scheme (LDS), setting out details of each of the LDDs to be produced, the timescale and arrangements for production.

Other important features of the new system include:

- New arrangements for the independent testing and examination of DPDs;
- All policies and Proposals in DPDs will be subject to Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), to ensure they reflect sustainable development principles and environmental legislation (see appendix 2) and;
- Local authorities will also need to produce Annual Monitoring Reports, setting out progress in terms of producing LDDs and in implementing policies.

## **APPENDIX 2 - ENVIRONMENTAL ASSESSMENT**

### **Strategic Environmental Assessment**

Strategic Environmental Assessment is a new statutory requirement for a number of plans and programmes including Local Transport Plans and documents developed under the new Local Development Framework system. The SEA Directive (2001/42/EEC) was transposed into English law in July 2004 and aims to assess the likely impact of strategic level plans and programmes on the environment and to inform decision-making throughout the development of the plan, ensuring that sustainable development is promoted throughout the process.

The SEA Directive specifies 'air' as one of the topics for which assessment is required and therefore ensures that the effect of strategic actions on air quality will be identified, along with any measures through which negative effects can be mitigated. If impacts are considered to be significant, the Directive also requires monitoring of these impacts and for appropriate remedial action to be taken.

The SEA Directive states that 'significant effects' should include secondary and cumulative effects. This means that combined air quality effects from several different plans, or from several smaller actions within the same plan can be taken into account in developed the plan. Indirect and long-term effects must also be considered, which means that any potential future air quality problems should be identified and measures implemented to reduce or avoid negative impacts.

### **Sustainability Appraisal**

In addition to the requirement for SEA of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), Local Planning Authorities are required to undertake a Sustainability Appraisal (SA), to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of documents under the new Local Development Framework. SA is mandatory under the Planning and Compulsory Purchase Act 2004.

Whilst the requirement to carry out a Sustainability Appraisal and a Strategic Environmental Assessment are distinct, the Office of the Deputy Prime Minister (now the Department for Communities and Local Government) considered it possible to satisfy both through a single appraisal process and have produced guidance to ensure that Sustainability Appraisals meet the requirements of the SEA Directive.

A small group of Land-use & Transport Planners are currently developing an improved SA methodology. The proposed new methodology would utilise 'The Natural Step' process devised by Forum for the Future. This process will identify 'Upstream, Midstream & Downstream' environmental effects likely to caused by any development. Greater emphasis will be given 'Upstream effects', which include issues such as land-use & transport, thereby helping to mitigate 'Midstream & Downstream' effects, such as air quality & health, respectively.



**APPENDIX 3 AIR QUALITY ACTION PLAN PROGRESS SUMMARY TABLE**

**Objective 1. Traffic Demand Management Methods**

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>“Supertram”</b> Light Rail System</p>	<p>Bid evaluation 2002 Construction 2004</p>	<p>Tenders were more expensive than original budget. Scheme re-designed to reduce construction costs.</p> <p>Secretary of State for Transport made the decision in November 2005 not to provide funding for the scheme.</p>	<p>An alternative bus based option is now being developed.</p>	<p>The Light Rail Transit system was a major scheme in Leeds and was included in LTPI.</p> <p>The designs of other LTP schemes depended to a great degree on whether the scheme was built or not.</p>
<p>A bus based rapid transit scheme is being progressed as an alternative to Supertram – the scheme will be known as New Generation Transport (NGT)</p>	<p>Depending on the availability of funding, it is hoped that the initial phase of the NGT network will be operational by 2015.</p>	<p>Major Scheme Business Case (MBSC) currently in preparation to be submitted to DfT in May 2009.</p>	<p>Regional funding (RFA) secured in June 2007 for £150m from 2010/11 onwards for initial phase of network. Further bid to be made to RFA for remainder of funding to complete the network. The preferred mode would be electrically powered.</p>	<p>The DfT has encouraged LCC / Metro to pursue a high standard alternative to the Supertram.</p> <p>Progress will depend on approval of MBSC to be submitted in 2009. Decision from DfT anticipated by November 2009.</p>
<p>Two Supplementary Planning Documents (SPDs) relating to Travel Plans and Public Transport Improvements and Developer Contributions were agreed for public consultation and development control purposes in June 2007.</p>	<p>Both these SPD's were programmed for adoption by the City Council in September 07. The Public Transport SPD was adopted in August 2008.</p>	<p>The draft Travel Plan SPD aims to reduce car usage at new development and increase the use of more sustainable modes (public transport, walking and cycling). The Public Transport SPD aims to reduce the travel impact of new development by seeking contributions towards the cost of new / enhanced public transport provision.</p>	<p>The formal consultation period for both documents has now ended and the responses received are currently being considered / reviewed prior to a revised version being prepared for adoption.</p>	<p>Both documents seek to encourage/ support more sustainable access provision arrangements for new developments, and a reduction in car usage, the objectives of which are reduced congestion and pollution, and improvements to overall air quality in the city.</p>
<p><b>Quality Bus Corridors ( QBCs )</b> A65 Kirkstall Road QBC</p>	<p>DfT provisional approval for scheme</p>	<p>Funding is now secured and scheme is in the detailed</p>		<p>The scheme has been subject to a Public Inquiry over CPO issues. It is hoped that the</p>

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
	designed by Development Department (Transport Planning) for completion middle of 2008	design phase. It is hoped that work on the scheme will begin summer 2009, with a view to opening in summer 2011. The majority of a smaller part of the scheme between Kirkstall Lites and Horsforth has been completed, with the remainder due to be complete by summer 2009.		scheme will remain on original timescale should a favourable outcome be received.
A653 Dewsbury Road QBC	Completion expected early 2006	This scheme has been split into parts to enable early benefits to be achieved.  Major part completed by October 2008.	No outcome to report	There is a significant delay with the second part of the scheme due to the discovery of old mine workings on the route.
Burley Road Bus Priority	Completion date expected mid 2005	Scheme became operational December 2007 and fully completed April 2008	No outcome to report	
A61 Hunslet Road QBC	Completion date expected to be 2006	Scheme being reviewed. Not expected to be implemented until 2011.	No outcome to report	An initial scheme has been included in LTP2 as part of the Supertram replacement with intention of being able to convert to NGT.
East Leeds QBC	Operational by 2001	Completed on time	Evidence of modal shift occurring on the route corridor	Scheme expected to operate more efficiently with the completion of the Inner Ring Road and the East Leeds Link Road.
A61 Scott Hall Road Guided Bus Priority	Operational in 1998	Operating successfully. New "feeder routes" are now being developed and completed	Evidence of high percentage modal shift occurring on the route corridor	Feasibility team looking to expand on the success of the scheme.
Leeds / Bradford Road Bus Priority	Completion expected 2007	To be completed in 2 stages. Stage 1 received approval late 2008.		
Bus Priority junction improvements and bus stop accessibility improvements	To be implemented between 2003 and 2006	On Target. £4.5 million (circa 900 stops) spent on bus accessibility over the last 3 financial years.		Bus priority junction improvements piloted on Showcase Route 4.
Route 4 - Wellington Road Bus Priority Scheme	Not specified in original Plan.	Completed July 2006.	No outcome to report	A series of measures including AVL, brand new "FTR" buses and new bus priority lanes have been combined with the aim of increasing patronage and reducing bus journey times on

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
				this route by more than 10 minutes.
<b>High Occupancy Vehicle (HOV) Lane</b>	European Demonstration Project, made permanent in 1999	Operating successfully.	Car occupancy increased from 1.43 to 1.51 by September 2002, and bus patronage increased by 20% (most recent data available).	The road safety scheme at Armley Ridge Road appears to have had a beneficial impact on both the HOV and non-HOV lanes by regulating traffic, and in turn improving driver behaviour.  A feasibility report has been completed to assess the potential for including HOV lanes on all existing and future bus priority schemes. This study has now been completed. As a result the bus lane on Roundhay Road is under design to be converted to an HOV lane, and East Leeds Link Road has also been designed to include an HOV and HGV lane.
<b>Fiscal Measures</b>  Parking zones and discourage long term parking	On going	Policy continuing	Between 1998 and 2007, the inbound modal share of cars during AM fell from 64% to 56.6%	Average cost of Council controlled parking for over 8 hrs is now £6.92 per day. This represents an increase of 19% since 2004 - the base for LTP2
Trial 10% discount on company metrocards	2002	Trial completed successfully	Approximately 1450 subsidised annual travel cards were issued to staff in 2007/8.	15% discount now offered on annual Metrocards to council staff.
<b>Promote Cycling and Walking</b>  Cycling and Pedestrian Strategies	Pedestrian Strategy 2001  Cycling Strategy 2002	Both Strategies completed on time. Both the Leeds Action Plans were implemented through the West Yorkshire Strategies and the LTP.  Leeds Action Plan periods have now expired. Both Plans are being reviewed and updated for inclusion in the second LTP (2006 – 2011).	The number of people crossing the Leeds Central Cordon on weekdays increased by nearly 3% between 2000 and 2006. In 2007 numbers fell back towards 2000 levels.	A combined cycling, walking and access action plan is to be prepared.  LTP2 includes various targets that may be relevant, including Mandatory M4, Mandatory M7, and Local L2.
Access Strategy	Action Plans to implement DDA (part 3) by 2004	A new method of providing for DDA requirements has been introduced. This has resulted	Targets have been set, and met, for 75% of all DDA enquiries requiring	The proportion of pedestrian crossings with dropped kerbs, tactile paving and tactile indicators in Leeds stood at 82% in 2007/08,

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		in requests for dropped kerbs and for disabled parking bays to be rapidly progressed and implementation to be undertaken more quickly than hitherto.	detailed investigation to be determined within six weeks. Comments on new highway schemes are provided within ten working days.	including 100% of all controlled crossings.
Creation of a City Services Department to provide high standards for all streetscene issues	April 2003	City Services Department has been created incorporating cleansing, maintenance and enforcement functions	Departmental restructures were finalised by April 2004.	
Planning guidelines to include the discouragement of long-stay parking in the City Centre and encouragement of cycling provision	On going through planning application and policy process	<p>Numbers of long-stay car parking places within the City Centre are being reduced.</p> <p>The parking strategy for Leeds is currently under review.</p>	<p>Between 1999 and 2007, total parking spaces in Leeds Central Business Area have increased by only 1% to 23,698.</p> <p>In the same period, total availability of long stay parking has reduced by 11% to 14,388 spaces.</p>	<p>Between 2004 and 2006 the number of people employed in Leeds City Centre increased by nearly 4.8% to 130,000 people.</p> <p>It is expected that there will be a net loss of existing long-stay car parking spaces through future development.</p>

## Objective 2. Reduce the Need to Travel

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>TRAVEL PLANS</b></p> <p>i) Workplace / Travel Plans for private sector business and public sector organisations</p>	Proposed 6 further plans during 2002/03	Target exceeded. 140 organisations are members of the West Yorkshire Travel Plan network.	Annual travel to work survey of companies with travel plans. In 2007, 51% of staff at organisations with travel plans travel to work in single occupancy car journeys.	Travel to work modal share is now collected on an annual basis across West Yorkshire. In 2008 over 38,000 people surveyed across WY.
ii) Development / Travel Plans for development that has significant trip generation	Proposed 20 further travel plans attached to Planning Applications during 2002/03	Target exceeded. 170 Planning Applications now conditioned with travel plans. An additional member of staff has been employed to concentrate on travel plans in the Aire Valley Employment Area.	<p>The increase in travel plans across the region has resulted in the formation of a new 'WY Travel Plan Network'.</p> <p>Yorkshire Forward Funded Travel For Work Partnership commenced April 2007 for 3 years – 4 additional travel plan advisers across WY</p>	Monitoring travel plans developed through the Planning process has proved challenging. It is hoped that a new SPD on Travel Plans in consultation phase will formalise travel planning in the development control process.
iii) School Travel Plans	Proposed 20 further travel plans in schools during 2002/03	Target exceeded. 202 (70%) of schools now have travel plans and have received DfT grant funding.	Percentage of children of all ages walking to school has increased from 50.0% to 50.8% (2007/08)	<p>In January 2007, 55 schools successfully applied for a one-off, 3-year grant to introduce a walking bus or other walking initiative. 41 of these schools initiated a walking bus</p> <p>In 9 primary schools, a statistically significant shift from car use to walking, where an intervention to encourage walking has occurred.</p>
iv) Departmental Travel Plan	2002/03	<p>Corporate Travel Plan Strategy approved February 2005.</p> <p>Corporate Travel Plan Officer employed July 2007 to implement strategy.</p> <p>Corporate roll out of WhizzGo.</p> <p>Corporate Promotion of</p>	Corporate Business Mileage review to be undertaken, which will look at ways in reducing business mileage, rationalising city centre car parking and reviewing the payment of mileage rates, to be	As part of the NI 185 Indicator 'to reduce CO <sub>2</sub> emissions from local authority operations' targets will be set to include business mileage.

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		sustainable travel options to staff.	completed by the end of the financial year.	
v) European "Toolbox" Travel Plan Resource Kit	Toolbox used as a travel plan aid. 2001/02	Toolbox' software experienced technical problems and project was incomplete. However, the experience gained has been used and transferred to other travel plan resource tools developed.	New measures adopted under Interreg IIIB European Target 2 project.	No further work proposed on Toolbox project.

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>LAND USE PLANNING</b> The aim of reducing reliance on the private car, is implemented throughout the local development plan, specifically in the transport, shopping, employment, housing, leisure and access for all chapters.</p>	Ongoing	<p>Leeds City Council will promote a pattern of land use to support compact vibrant centres to accommodate uses that act as trip destinations (such as shopping and offices) and restrict dispersed out-of-centre development. LCC will seek to concentrate housing in the main urban area where infrastructure already exists and public transport improvements could be made.</p>	<p>Planning permission for housing development was granted close to Burley Park train station and Headingley train station.</p> <p>Green Travel Plans were produced for the Allerton Bywater Millennium Village proposal. The proposal was negotiated with sustainability at the fore-front.</p>	
<p>The Council is trialling “work/life balance” in various departments. This scheme includes measures such as homeworking and teleworking etc. which will reduce the need for some Council employees to travel.</p>	Ongoing	<p>A successful trial of the scheme has lead to the formal adoption of the Policy within the Development Department.</p> <p>A Corporate home working policy is a separate project and is currently being piloted / under review with the unions.</p>	<p>A pilot Teleworking Strategy has been developed and will be incorporated into the Development Department’s Travel Plan.</p> <p>Flexible working has been extended to allow up to 2 days leave to be taken for every 4 week period.</p>	<p>These have been promoted corporately as well as part of the sustainable travel options and the corporate travel plan.</p> <p>The council offers eight flexible working options which include: -</p> <ul style="list-style-type: none"> <li>- Flexi-time</li> <li>- Job share</li> <li>- Term time working</li> <li>- Variation in hours</li> <li>- Compressed hours</li> <li>- Self rostering</li> <li>- Annualised hours</li> <li>- Employment breaks</li> </ul>
<p><b>TRAVELWISE CAMPAIGN</b> i) Environmental Awareness Campaigns</p>	Ongoing	<p>LCC continues to support Leeds Bike Week annually and completed a successful event this June. New Greener Driving Leaflet produced and distributed by Travel for Work Partnership</p>	<p>Between the 1991 and 2001 census, levels of walking and cycling to the city centre showed a modest growth.</p>	<p>Cycling increased in Leeds by 20% between 1991 and 2001. The next census will be taken in 2011. New Walking Journey Planner launched April 2008 (walkit.com) Leeds City Centre travel to work survey 2007 found 10.1% walk to work within the City</p>

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
				Centre.
ii) Green Vehicle Trials	Ongoing	Use of a G-Wizz Electric pool car has ceased due to a number of technical and practical issues.  Leeds City Car Club - WhizzGo has now replaced the G-Whiz for use as a car pool. LCC membership to WhizzGo commenced in 2004.	There are now 1400 members of WhizzGo, 317 of which are LCC staff.  By December 2008, WhizzGo had 23 active sites within the Leeds City Council district.	The WhizzGo project allows staff to commute by public transport and then have access to a fuel efficient car for business purposes  The G-Whiz electric pool car covered over 2000 miles in the last 6 months of 2003. Its role as a pool car has been filled by WhizzGo which is proving popular amongst staff. WhizzGo car club continues to expand.
iii) Alternative Fuel Trials	Ongoing	All Leeds City Council vehicle fleet now run on a 5% blend of bio-diesel.  2009 will see a long term trial of gas and Dual-fuel technology utilising Biomethane.		Investigations are on-going into the potential benefits and problems of using fuel additives and "conditioners" to improve engine performance and increase fuel efficiency. An example of this is Ad Blue - an additive to help diesel vehicles reduce NOx emissions.
<b>LAND-USE PLANNING / UDP</b> EIA and AQ Assessments	Ongoing	Scheme dependant Updated Environmental Statement for Stage 7 of Leeds Inner Ring Road. Air Quality Assessments completed for many feasibility studies or developing QBC schemes.		Many small transportation schemes slipped through the 'EIA' net. Eg. traffic calming / management schemes. Consequently an in-house EIA screening model was developed, which considers air quality.
EIA Screening Model	Ongoing	Scheme dependant Transport Policy forward planning meetings highlight all proposed new transport schemes	System is now working well. Scheme included Section 106 and 278s as Part 1 claims for property devaluation.	Air quality and related issues are classed as a physical factor under Part 1 of the Land Compensation Act (1973).
The current Urban Capacity Study is identifying brownfield housing opportunities within a Priority Area only (defined by its accessibility to public transport).	Ongoing	The study has been finished and has been used to inform policy in the UDP.	The proportion of new housing constructed on brownfield sites has risen from 74% to 97% between 2000/1 and 2006/7	A new study is now required: "Strategic Housing Land Availability Assessment". This study is not restricted to urban areas as the UCS was, and therefore is likely to generate pressure for dispersed housing development.



Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
The UDP allocates land specifically for public transport initiatives e.g. park and ride schemes, A65 quality bus corridor.	Ongoing	Policy T17 in the Adopted UDP allocates Park and Ride sites	The Park and Ride at Moortown has been implemented and links with the A61 Scott Hall Road Guided Bus.	
Planning Briefs highlight the need for sustainable design and transport and a reduced reliance on the car.	Ongoing	Ongoing production of Planning Briefs.	Allerton Bywater Millenium Village required Green Travel Plans.	Sharp Lane, Middleton which is a large housing proposal but also requires 10 hectares of woodland to be planted as part of the Forest of Leeds.
Retail development is required to locate in town centres in accordance with PPS6. This is also supported by SPG No. 2 on leisure development, which takes PPS6 into consideration.	Ongoing	Planning guidance has been further strengthened with PPS6 requiring that all key town centre uses are located in central areas	<p>A major retail development proposal in the Eastgate/ Harewood Quarter within the City Centre now has planning consent.</p> <p>A supermarket is proposed at Halton within the Halton Town Centre boundary.</p> <p>An application to expand Cross Gates Centre is under negotiation.</p>	PPS6 has built on the requirements of PPG6. It includes the requirement of work and leisure uses in addition to retail development to be located in town centres. This strengthens case put by previous SPG No.2
Town Centre Action Plans and Market Town Initiative aim to support town centres and amongst other issues support public transport improvement.	Ongoing	<p>Ongoing.</p> <p>Action supported by Action Plans within the Local Development Scheme contained within the new Local Development Framework.</p>	Town Centre Plans have been drawn up for some Town Centres and others are in the pipeline.	

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
The layout of a site is particularly important for movement and transport; individual developments should ensure ease of movement for pedestrians and cyclists as a priority.	Ongoing	Ongoing, scheme dependant.	Footpath provision within developments take priority with direct routes to nearest public transport link sought.	Secure Cycle Parking required on developments.  It is ensured that all LDF documents promote this.
<p>The Plan is supporting the development of major residential development in the City Centre and Town Centres.</p> <p>Holbeck Urban Village seeks to promote live/work and high technology industries in a site which has high public transport accessibility.</p> <p>Environmental initiatives around the City rail and bus stations</p>	Ongoing	<p>Around 110 residential schemes providing 7070 dwellings have been completed in the city centre area since 2000, with 12 more under construction</p> <p>Planning framework for mixed use development at Holbeck Urban Village approved.</p> <p>Planning framework for Mabgate in the pipeline.</p>	<p>The residential population of the city centre area in late 2006 stood at 12400.</p> <p>Permission granted for mixed –use scheme with major residential development in the City Centre at Globe Road and at Doncaster’s Forge.</p>	<p>The residential population of the city centre is expected to increase to 14,800 when all dwellings under construction are complete. This would rise to 30,000 if all developments with planning permission are completed.</p> <p>Movements are being made towards car – free City Centre Living which will further reduce the use of the car.</p>
<p>Supporting the City Centre as <i>inter alia</i> a focus for District-wide trip generators:</p> <p>The City Centre is promoted and protected as hub for retail, leisure and employment opportunities</p>	Ongoing	<p>UDP Policies SA9, SP8 and CC1 to CC30 provide the policy support.</p> <p>National policy support through PPS6.</p> <p>LDF Core Strategy proposal for some town centres to grow.</p>	<p>Improvements carried out to the Train Station and Bus Station. New bus interchange provided close to the Train Station.</p> <p>Some large scale mixed use developments have been started or approved in and around Leeds City Centre, eg. Holbeck Urban Village.</p>	<p>PPS6 has built on the requirements of PPG6. It includes the requirement of work and leisure uses in addition to retail development to be located in town centres. This strengthens case put by previous SPG No.2</p> <p>Development control decisions are based on the policy framework in the UDP.</p> <p>City Centre Management Plan continues to promote Leeds city centre as a vibrant, attractive and prosperous centre to attract investment, including transport generating development.</p>
It is intended to introduce a more solid base for sustainable development in the Reviewed UDP, to include:	Ongoing	The UDP Review has introduced two policies on sustainability. Policy GP9 requires all development to meet	The UDP Review is On Deposit and awaiting Inspectors comments in November prior to	The Sustainable Development Design Guide is intended for use by developers and site designers. It sets out the principles of sustainable development and how these can be applied in practice to the development

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>1. a sustainability appraisal of the Review which may include air quality or reducing the need to travel indicators</p> <p>2. more sustainable design policies</p> <p>3. A focus on sustainable urban regeneration and brownfield re-use in areas accessible to public transport</p>		<p>sustainable design principles.</p> <p>Policy GP10 asks for a sustainability appraisal for all major development applications.</p>	Adoption	<p>process.</p> <p>LDF documents are all subject to sustainability appraisal, which includes an air quality objective.</p>
<p>Rat running in residential areas should actively be avoided.</p> <p>Safe Routes to School schemes should be considered to discourage exacerbating "the school run".</p> <p>Travel Plans are sought in association with major development to facilitate assessment of transport impacts and encourage the reduction in the use of the private car. Car-free development is also encouraged.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Scheme dependant</p> <p>Travel plan grant funding allocated up to the end of the financial year was £764,530 to be spent across the district on improving highway safety and environmental issues.</p> <p>£320000 on 64 Primary schools and £70000 involving 7 secondary schools</p>	<p>Improving school grounds, cycle shelters, access points and footpaths</p> <p>82 travel plans have been sought for major developments, including schools</p>	<p>Planning and Highway officers strive to ensure that neither development or new road schemes will result in the creation of 'rat runs'</p> <p>A School travel plan may identify desired movements on the highway to support safe and sustainable travel to school. These may require highway improvements such as crossing facilities, traffic management, footpath upgrades or cycle routes linking to other cycle networks.</p> <p>Travel Plan for High Royds Housing development designated as a flagship scheme by Dft.</p>

### Objective 3. Improvements to Highway Network

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<b>Urban Traffic Control System</b> (phase 2 upgrade)	Scheme dependant from 2001 onwards	1. Reducing congestion at individual junctions  2. VMS Ltd appointed to implement car park and traffic management variable signs scheme  3. Central UTC control  4. Approval obtained for the next phase of UTMC upgrade. This to include better public information and better diversion scheme implementation  5. AVL bus priority system	1. Considerable effort over the last year has gone into ensuring that all improvements to add pedestrian phases or bus priority measures at junctions do not increase congestion.  2. Contract start date 1 Oct 07. Some signs on street now  3. Increased CCTV coverage to improve efficiency of operator intervention to reduce congestion.  4. UTMC improvements phase 1 implemented  5. Route 4 priority scheme completed autumn 2007	ongoing  Ongoing  Travel information web site in use and being promoted as a way to reduce congestion. Journey planner gives CO2 emissions for different modes.  Phase 2 being specified  UTC working with consultants to develop a sophisticated programme (SPRUCE) to get maximum bus priority with minimum vehicle delays.
<b>East Leeds Link Road (ELLR)</b>	To be completed during 2005.	Scheme delayed partly due to negotiations with HA. Will be opened to traffic during December 2008	N/A	Original scheme was revised to include an HOV / HGV Lane. It is likely to attract traffic away from large residential areas
<b>Completion of Inner Ring Road Stage 7</b>	To be operating in 2007	Scheme was delayed due to funding issues, but was opened to traffic in November 2008.	N/A	This major scheme from the first LTP is expected to ease congestion in areas that are more sensitive and enable better operation of other schemes.

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<b>A6120 Ring Road Route Strategy</b>	2006 - 2011	Evaluation of study outcomes is ongoing. Further detailed appraisal planned for 2007/08, with a view to determining a preferred option.	N/A	Inclusion in LTP2 as a possible major scheme.

#### Objective 4. Actions to Reduce Vehicle Emissions

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<b>Remote Sensing / Emission Testing</b> Targeting Gross Polluters	Worked with Vehicle Inspectorate during trials between 1998 and 2001	Trials proved successful but scheme abandoned	The ratio of vehicles failing the road side emissions test rose from 1 in 25 to 1 in 5 using remote sensing to inform which vehicles to test.	The trial was not progressed because the AQMAs in Leeds were declared without any roads inside them. This means that they did not meet the criteria required in the guidance issued on the use of remote sensing equipment
<b>Low Emission Zone (LEZ)</b>	Evaluation of the viability of implementing a LEZ to be completed by 2002	Interim report completed on time.	Plans for a LEZ in Leeds were not progressed	Although a 'conventional' LEZ is not being progressed, other options to bring about a similar outcome are under consideration.
<b>Council's Own Fleet</b> The Council will reduce vehicle emissions from its diesel fleet by continuing to run LCC vehicles on ULSD fuel , fitting all new Large Goods Vehicles with CRT equipment and appropriate use of fuel additives	Ongoing	A 3 year contract to procure a sustainable source of bio-diesel was agreed in 2007.  Work currently underway towards a long term trial on the use of gas as a vehicle fuel.	All of LCC's fleet runs on 5% Bio-diesel blend.  87 of the council's fleet are fitted with CRTs, to reduce particulate emissions. 71. use AdBlue additive to reduce NOx emissions.	The department continues to investigate the use of fuel additives and fuel conditioners to reduce emissions further still.  Fleet actively investigating Low Carbon Vehicle Technologies. To commence trials in 2009 on Electric, diesel electric hybrid and Compressed Biomethane and dual-fuel vehicles
The Council will ensure all new HGV units will comply with Euro IV standard	October 2002	Policy continuing with fleet on a 5 year replacement program	The 5 year replacement policy has ensured that the oldest vehicles on the fleet are now at least EURO III standard. All vehicles purchased must meet latest EURO specification	New vehicles will be specified with Euro V where possible.  Euro V will mean retrofitting CRT technology will be no longer required..
The Council will use electric powered vehicles where possible for uses of less than 30 miles/day & will investigate the use of electric pool cars for out of town offices	2002/03	The use of the G-Whiz electric pool car has been abandoned.  The council is now a corporate member of "carshareleeds.com" & the "WhizzGo" car club. is promoted as a an alternative to Pool Cars.	Leeds City Council provide free parking bays around the city for use by the cars belonging to the WhizzGo car club scheme.	Policy of using the new generation of electric vehicles is being further explored through participation in the first phase of DfT's Low Carbon Procurement Programme. (LCVPP) with the 1 to 3 year trial of "Lower Carbon" and All Electric Vans and Minibuses.

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>The Council will introduce vehicle safety/driving training initiatives which will contribute to more efficient driving and reduced fuel usage.</p>	<p>Ongoing</p>	<p>Vehicle Safety Team established.</p> <p>All new drivers are subject to a driver assessment before being offered a job post and includes training on efficient driving.</p> <p>Drivers of all new vehicles fitted with specialised equipment are trained by the manufacturers to ensure that the vehicle is used safely and at its most efficient.</p> <p>A DfT subsidised "Safe and Fuel Efficient Driving "(SAFED) training was given to 116 drivers of cars/light vans. Benefits included reduced fuel consumption and improved driver awareness/safety.</p>	<p>In total 627 drivers assessed so far. Midas training is carried out for all staff in passenger transport, which includes a safe and efficient bus driving training element. 295 drivers since January 2008</p> <p>Measuring the impact of these measures through fuel usage is not easy due to the changing nature of the fleet make up both in age and size of vehicles.</p> <p>SAFED training resulted in a 7% reduction in fuel, with pro-rata reductions in air pollutant emissions.</p>	<p>It is estimated that Leeds City Council has over 2000 employees who drive as part of their duties. It would be impossible and extremely costly to train every driver.</p> <p>A pilot scheme has started on a ROSPA desktop driver assessment, computer program called 'sensitivity'. This enables large numbers of drivers to be quickly assessed and are rated by the program as low, medium or high risk immediately.</p> <p>The driver training can then be focused on the high risk drivers first.</p> <p>CPC to be implemented and includes fuel efficient driving. It will require an average of 7 hours training per year over 5 year period for every driver. Leeds City Council Fleet Services to apply for CPC training status. It is anticipated that CPC will replace SAFED training.</p>
<p>The Council will use strategically placed fuelling points and route planning to reduce vehicle mileage.</p>	<p>Ongoing</p>	<p>Fleet have instigated the use of the "Masternaught" system to deploy vehicles in a more efficient manner.</p>	<p>There are 7 refuelling points located at council depots across the district</p>	<p>Route planning is an ongoing day to day operational activity across all Depots/ Divisions.</p>

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>LAND USE PLANNING</b> UDP Policy encourages freight transfer from road to rail and water.</p>	Ongoing	The preferred option outlined for the Aire Valley Area Action Plan includes a transport strategy that identifies opportunities to move freight off the road and onto the rail and waterways network to help reduce vehicle trips and congestion of the road network.		At the time of writing the Preferred option report for the Aire Valley Area Action Plan was out for consultation. Responses to this preferred options consultation will be used to help write the action plan. There will be a further consultation on the action plan at the end of 2008.
Support for using brownfield sites to aid urban regeneration rather than greenfield sites which tend to be on the edge of the urban area.	Ongoing	The UDP Review deletes 34 sites as Protected Areas of Search for future housing land and puts them back in the Green Belt or open space.	The proportion of new housing constructed on brownfield sites has risen from 74% to 97% between 2000/1 and 2006/7	The PPG3 policy of brownfield priority has been emasculated by PPS3 such that Leeds City Council will be challenged on its local policy.
The UDP supports town centres as hubs of public transport and the most accessible locations for major trip generators.	Ongoing	Improvements carried out to the Rail Station and Bus Station. New bus interchange provided close to the Rail Station.		
The UDP and emerging LDF aim to ensure that a wide range of shops is available in locations to which all sections of the community, including those without access to private cars, have access by a choice of means of transport	Ongoing	Regeneration initiatives supported by SRB funding have brought vacant shops back into use and ensured that existing shops remain viable. Leeds City Council continues to resist out of town shopping facilities.	<p>This has helped retain facilities in the local area and thus reduced the need for people to travel to facilities.</p> <p>Planning permission for housing development was granted close to Burley Park train station and Headingley train station.</p>	Leeds City Council will promote a pattern of land use to support compact vibrant centres to accommodate uses that act as trip destinations (such as shopping and offices) and restrict dispersed out-of-centre development. LCC will seek to concentrate housing in the main urban area where infrastructure already exists and public transport improvements could be made.



**Objective 5:- Actions to Reduce Industrial and Domestic Emissions**

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>AUTHORISED PROCESSES – PART B AND IPPC PROCESSES A2</b>                      The Council will improve enforcement activities in respect of approximately 250 industrial processes it regulates under the provisions of Part I of the Environmental Protection Act 1990 and of the processes which fall under the provisions of the Pollution Prevention and Control Act 1999. The Council will continue its search for industrial premises which may be operating a prescribed process without an authorisation or permit.</p>	Ongoing	Programmed inspection visits have been determined following a risk assessment of all processes	In 2007/08 a total of 130 visits were carried out in respect of 104 Part B and A2 activities with 156 additional visits to petrol filling stations, dry cleaners and premises operating waste oil burners.	
<p><b>AUTHORISED PROCESSES – PART A AND IPPC PROCESSES A1</b>                      The Council will scrutinise the public register with regard to the enforcement activities of the Environment Agency in respect of the industrial processes it regulates under the provisions of Part I of the Environmental Protection Act 1990 and the Pollution Prevention and Control Act 1999</p>	Ongoing			Enquiries from members of the public in relation to these processes were forwarded to the Environment Agency

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<u>EMISSIONS FROM CHIMNEYS</u> The Council will enforce the provisions of the Clean Air Act 1993 with respect to emissions of smoke from chimneys.	Ongoing	The Council continues to respond to all complaints of smoke emissions and take appropriate enforcement action	Emissions from chimneys will be minimised	
<u>BOILER PLANT AND CHIMNEY HEIGHTS</u> The Council will enforce the provisions of the Clean Air Act 1993 with respect to ensuring new boiler plant can operate smokelessly and approving the heights of chimneys.	Ongoing	The Council continues to assess chimney heights and suitability of boiler plant	Minimisation and dispersion of SO <sub>2</sub> and particulate emissions	
<u>BONFIRES ETC</u> The Council will enforce the provisions of the Clean Air Act 1993 with respect to emissions of smoke from bonfires anywhere in the city. The Council will encourage residents to compost waste rather than burning it in bonfires.	Ongoing	The Council continues to respond to all complaints of smoke emissions and take appropriate enforcement action	Emissions from bonfires will be minimised	
<u>DUST AND SMOKE NUISANCE</u> The Council will enforce the provisions of the Environmental Protection Act 1990 with respect to the emissions of dust from construction sites and other sources, and smoke nuisances throughout the city	Ongoing	The Council continues to respond to all complaints of dust emissions and take appropriate enforcement action	Emissions of dust will be minimised	
<u>ENERGY EFFICIENCY</u> The Council will continue to implement its energy efficiency plans for both public and private sector housing to achieve improvements in energy efficiency which will result in improving air quality.	Ongoing	A 4.06% improvement in energy efficiency in Leeds housing was gained. in the reporting year 2005/06. This brought about a 76,926 tonne CO <sub>2</sub> reduction. In 2006/07 a 4.17% improvement was gained, with a corresponding CO <sub>2</sub> reduction of 88,502 tonnes and in 2007/08 the corresponding figures were 4.07% and 72,437 tonnes of CO <sub>2</sub>	The number of dwellings receiving insulation and those replacing end of useful life heat boilers has doubled in the last year .This will bring about a contribution to improved air quality through the installation of lower emission boilers and through more efficient energy use and conservation . The	

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
			outcome being a reduction in energy consumption and in turn emissions of NOx and CO for a large number of these households.	
The Council will continue to produce monthly reports on energy usage for LCC buildings. Solid fuel and oil-fired plant will be replaced, where feasible, with low NOx natural gas fired plant to reduce emissions. Condensing boilers will be used unless contra-indicated	Monitoring of Council buildings ongoing.	Boiler replacements :- Most solid fuel boilers now converted to gas. Remaining boilers to be investigated for conversion to biomass to reduce emissions.	A trial using wood pellets if conversion proves feasible is about to commence	Potential annual reduction in emissions: CO2 - 2441 Tonnes NOx – 10.51 Tonnes SO2 – 21.41 Tonnes Particulates – 0.74 Tonnes
The Council will encourage Combined Heat and Power supporting layouts and designs.	Ongoing	Supported feasibility study for inclusion of CHP in scheme to replace Leeds international pool	A CHP unit has been installed and commissioned in the new Aquatic Centre	Potential annual reduction in CO2 emissions of 250 tonnes
The Council will consider CHP schemes for its housing stock		No new installations have taken place since the last issue of this report .CHP at present is not economically viable to install due to high maintenance costs.	No action to date.	
The Council will provide advice to Small and Medium Sized Enterprises on energy usage to achieve improvements in energy efficiency which will result in improving air quality	Ongoing	Advice is provided to all PPC Regulation Permitted Business. Advice is given to 250 organisations per annum on energy conservation and Best Practice.	If business follows the advice given it is likely energy consumption will be reduced and or emissions of CO ,NOx and SO2 will be reduced.	

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p><b>DEVELOPMENT CONTROL</b> SPG No. 10 Sustainable Development Design Guide encourages developers to examine the wider context of a site and appraise it with regard to sustainable development. [This encouragement is hopefully soon to be given a stronger Policy basis in the UDP Review where developers will be required to demonstrate by an appraisal of their development how they accord with <i>inter alia</i> SDDG principles.]</p> <p>This wider context includes levels of atmospheric pollution.</p>	Ongoing	Ongoing	The UDP Review is on deposit and awaiting Inspectors comments in November prior to Adoption.	A new Supplementary Planning Document (SPD) Sustainable Design and Construction Guide is being produced under the LDF. Consultation for this document closed in September 2007.
<p>The Development Department will consult with other Departments represented on the Air Quality Management Team, where it is anticipated that air quality could be an issue (either the effect of development on air quality or the impact of air quality on development). For schemes which could have a significant impact on air quality, applicants will be encouraged to discuss with relevant officers at an early stage, preferably before an application is submitted, the form and content of an Air Quality Assessment report.</p>	Ongoing	A new Corporate and Public Sector Solutions (CAPS) computer system has been developed to further improve the Planning System and is now active. At the receipt of a planning application, technicians validating the application will be able to flag relevant issues to the application considered. The CAPS system will be able to automatically generate consultations to internal and external departments.	Planning Officers are issued with spatially mapped details of areas that are sensitive to air pollution. Officers assess individual applications on their merit and may either request air quality assessments from the developer directly or refer the application to the Air Quality Management Team	<p>Air Quality Management Areas and other Areas of Concern with regard to future development impacts have been mapped spatially. It is intended to include this information on the new CAPS system to ensure that all applications take due regard to air quality where necessary.</p> <p>All applications could be monitored in the new CAPS system with queries being displayed on ArcGIS. Once the information is captured, the audience could be increased further without the need for GIS data via the use of the Mapleeds site accessed using internet explorer.</p>
<p>The Council will have regard to air quality objectives, the results of air quality reviews and assessments and the air</p>	Ongoing	Ongoing	No schemes have been refused on air quality terms, but some scheme designs have been amended because of air	A major mixed use development was amended to ensure the residential properties were further away from the nearest main road.

Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>quality action plan when considering planning applications</p> <p>Where the impact of any development is likely to be significant in air quality terms, the planning application may be refused, providing the impact relates to the use and amenity of land, and harm can be clearly demonstrated.</p>			quality Issues.	

## APPENDIX 4 LIST OF DEVELOPMENTS PLANNED IN THE LEEDS DISTRICT

Table 1: Large residential developments planned / started 2005 – 2008

SITES FOR 80+ RESIDENTIAL DWELLINGS FIRST GIVEN PLANNING PERMISSION 01/10/05 - 30/9/08					
Location	Site area	Units with planning permission	Units Complete	Units under construction	Units not yet started
ELLERBY LANE LS9	1.24	206	42	58	106
S ACCOMMODATION ROAD LS9	0.47	229	0	0	229
RICHMOND STREET LS9	0.55	194	0	0	194
EMCO HO 5-7 NEW YORK ROAD LS2	0.22	95	0	0	95
WATERLOO STREET LS10	0.21	151	0	151	0
JAYCO HO SKINNER LANE LS7	0.18	104	0	0	104
5 BURLEY ROAD LS3	0.39	120	120	0	0
THE PARADE & THE DRIVE LS9	2.21	410	0	410	0
JACK LANE/SWEET STREET LS10	2.93	450	0	0	450
DONCASTERS WHITEHALL ROAD LS12	3.45	726	0	0	726
GRANARY WHARF LS1	0.56	282	0	0	282
GLOBE ROAD/WATER LANE LS11	0.45	263	0	0	263
CROSS GREEN LANE(ECHO 2) LS9	0.22	122	0	0	122
LUMIERE WELLINGTON STREET LS1	0.52	838	0	0	838
SWEET STREET WEST LS11	3.08	830	0	0	830
EASTGATE LS2	6.78	450	0	0	450
YARM STREET LS10	4.73	350	0	0	350
SHAFTESBURY HOUSE BEESTON ROAD LS11	0.51	172	0	0	172
WHITEHALL ROAD (DUNLOP & RANKEN) LS12	7.15	236	38	84	114
214-244 CARDIGAN ROAD LS4	0.57	86	0	0	86
CANAL WHARF WYTHOR LANE LS5	1.12	84	0	0	84
KIRKSTALL FORGE ABBEY ROAD LS5	17.01	1385	0	0	1385
OCCUPATION LANE PUDSEY	2.75	110	0	0	110
MIDPOINT DICK LANE PUDSEY	3.11	100	0	0	100
SILVER CROSS BACK LANE GUISELEY	1.65	85	0	46	39
CROMPTONS NETHERFIELD RD GUISELEY	5.16	200	0	0	200
MILL LANE OTLEY	3.77	150	0	0	150
ST MARY'S CHURCH CHURCH ROAD LS9	0.82	171	0	0	171
WESTFIELD MILL BROAD LANE LS13	1.99	135	0	0	135
ROYDS LANE LS12	5.34	258	0	0	258

OAK TREE DRIVE LS8	3.46	198	0	0	198
OATLAND LANE LS7	1.20	169	0	0	169
CARLTON GATE LS7	3.07	280	0	0	280
OAK TREE MOUNT LS9	2.25	111	0	0	111
SOUTH PARKWAY (EASEL) LS 14	4.08	202	0	0	202

**SITES FOR 80+ RESIDENTIAL DWELLINGS: CONSTRUCTION STARTED 1/10/05 - 30/9/07**

<b>Location</b>	<b>Site area</b>	<b>Units with planning permission</b>	<b>Units complete</b>	<b>Units under construction</b>	<b>Units not yet started</b>
CLARENCE DOCK LS10 BLOCK D	0.64	227	227	0	0
CLARENCE DOCK LS10 BLOCK C	0.66	210	207	3	0
CLARENCE DOCK LS10 BLOCK H	0.24	121	0	121	0
GOTTS ROAD BLOCK D LS12	0.20	183	0	183	0
20-22 MANOR ROAD LS11	0.38	278		278	0
EAST STREET MILLS LS9	0.54	154		154	0
SKINNER LANE LS9	0.57	272		272	0
WY PLAYHSE ST PETERS ST LS2	0.34	128		128	0
MILLWRIGHT STREET LS2	0.23	81	81	0	0
JACOB STREET LS1	0.12	114		114	0
CONCEPT HOUSE PARK LANE LS3	0.41	131		131	0
ELLERBY LANE LS9	1.24	206	42	58	106
EAST ST/CROSS GREEN LANE LS9	0.15	163	0	163	0
WATERLOO STREET LS10	0.21	151		151	0
5 BURLEY ROAD LS3	0.39	120	120	0	0
THE PARADE & THE DRIVE LS9	2.21	410		410	0
ARDSLEY SIDINGS EAST ARDSLEY	6.56	247		38	209
SHARP LANE A	5.78	245	17	41	187
SHARP LANE B	9.37	421	43	97	281
SHARP LANE C	1.96	118	0	44	74
SHARP LANE D	3.15	137	17	33	87
SHARP LANE F (WIMPEY)	6.33	294	55	42	197
LINGWELL GATE LANE THORPE	2.43	85		17	68
BORROWDALE CRESCENT LS 13	2.66	91	12	51	28
RINGWAYS WHITEHALL RD LS12	1.76	165	112	53	0
WINKER GREEN MILLS THEAKER LN LS12	0.72	98		63	35
POLLARD LANE LS13	2.22	120	6	74	40
WHITEHALL ROAD (DUNLOP & RANKEN) LS12	7.15	236	38	84	114
YEWDALE ROAD RODLEY	2.05	103	6	23	74
HIGH ROYDS BRADFORD ROAD MENSTON	24.63	560	153	99	308
SILVER CROSS BACK LANE GUISELEY	1.65	85	0	46	39
WHINMOOR WAY (PFI C) LS14	4.75	214		2	212
AMBERTON ROAD LS8	2.41	92		22	70



**SITES FOR 80+ RESIDENTIAL DWELLINGS: CONSTRUCTION STARTED 1/10/05 - 30/9/07 – CONTINUED**

<b>Location</b>	<b>Site area</b>	<b>Units with planning permission</b>	<b>Units complete</b>	<b>Units under construction</b>	<b>Units not yet started</b>
CLARENCE DOCK LS10 BLOCK E	0.56	200	200	0	0
ROYAL MAIL HO WELLINGTON ST LS1	0.54	380	380	0	0
VICTORIA ROAD LS2	0.69	200	200	0	0
CONCORD STREET LS2	0.32	171	171	0	0
BANK MILLS EAST STREET LS9	0.56	199	199	0	0
ALBION STREET LS1	0.30	94	94	0	0
NORTH STREET/SKINNER LN LS2	0.28	80	80	0	0
GREAT GEORGE ST LS1	0.23	92	92	0	0
1-3 BURLEY ROAD LS3	0.49	211	211	0	0
DRAKES MILL WEST ST DRIGHLINGTON	0.85	92	92	0	0
RAYNVILLE CRESCENT LS13	2.47	125	125	0	0
SPRINGBANK ROAD FARSLEY	2.25	126	126	0	0
WESTFIELD ROAD LS3	0.18	143	143	0	0
CARR MILLS BUSLINGTHORPE LANE LS7	1.00	121	121	0	0
LOW LANE HORSFORTH	1.49	123	123	0	0
OTLEY LANE YEADON	2.09	88	88	0	0
MICKLETHWAITE FARM WETHERBY	2.12	105	105	0	0

## Recent large employment developments granted consent, started or completed between 2005-2007

Table 2: Major planning consents for employment uses granted January 2006 to October 2008

PROPOSAL	ADDRESS	DECISION DATE	SITE AREA (m <sup>2</sup> )
Outline application for multi level development up to 40 storeys with 450 flats, offices, hotel, casino, MSCP, A1, A3, A4, A5.	Sweet Street Meadow Road And Jack Lane Leeds LS10	19/09/2006	30132
Outline application to layout access and erect mixed use development comprising offices residential and retail	Whitehall Road Leeds LS12	14/11/2006	40938
Outline application to erect B1/B2/B8 development with supporting hotel, creche and A2/A3/A4 uses	Pontefract Lane Leeds LS9	26/04/2006	476719
Single storey warehouse unit with ancillary offices and 29 car parking spaces	Knowsthorpe Way Leeds LS9	02/02/2007	14796
Laying out of access roads and erection of 10 two storey office units in 7 blocks with 139 car parking spaces	Armley Rd Pickering St & Canal Road Leeds LS12 2QG	16/08/2006	10680
Detached distribution warehouse	Off Wortley Moor Road Leeds LS12	31/08/2006	24290
Renewal of outline permission to erect industrial warehouse and business centre	Tyersal Lane Tyersal	03/01/2006	168626
Outline application for access residential (c3) restaurant (a3) offices (b1) pub (a4) hotel (c1) retirement complex (c2) & surgery	Garnetts Paper Mill Mill Lane Otley LS21 1HL	14/11/2006	89469
Outline application to lay out business park (UCO Class B1), Hotel (Class C1) and supporting users within UCO classes A1, A2, A3, A4, A5, D1 AND D2.	Pontefract Lane Knowsthorpe Lane And M1	25/04/2006	651434
8 two storey office units with car parking and landscaping	Plot 4300 Century Way Leeds LS15 8QE	08/03/2006	12623
2 single storey warehouse extensions and 2 storey test bay/workshop to distribution warehouse	Salem House Parkinson Approach Garforth Leeds LS25 2HR	21/02/2006	16526
Alterations including re-cladding and new entrance doors to 2 industrial warehouse units to form 6 smaller units and laying out of 31 car parking spaces	Millshaw Business Park Millshaw Park Drive Beeston Leeds LS11 0LU	17/03/2006	12171
Single storey extension to industrial unit	Kodak Polychrome Graphics Limited Howley Park Road Morley Leeds LS27 0BN	14/09/2006	44893
Outline application to erect industrial, warehouses, offices and hotel. (Variation of condition 2 of application 29/77/95/OT - application for approval of reserved matters shall be made to the local planning authority before 22nd December 2014)	Coney Park Harrogate Road Bramhope Leeds LS16 9HY	17/11/2006	165090

Single storey warehouse with ancillary offices and 24 car parking spaces	Volvox Ltd Gelder Road Wortley Leeds LS12 6NB	27/11/2006	10092
Single storey workshop with two storey ancillary offices and car parking	Howley Park Road Morley Leeds LS27 0BN	28/12/2006	19604
Outline application to erect business units (B1) and car dealerships, including laying out of access, car parking, landscaping and highway works	Coal Road Seacroft Leeds LS14 1ND	08/01/2007	41719
Amendment to elevations and car parking layout to approved change of use of farm out building to b1 (business use)	Swillington Common Farm Selby Road Swillington Common LS15 4LG	16/03/2006	32128
Outline application to layout access road and cycle way and erect office development with structural landscaping and plateaux levels	Capitol Park East Off Topcliffe Lane Morley Leeds	04/07/2006	24714
Outline application for industrial & warehouse development to former power station site	Skelton Grange Road Leeds LS10 1RR	20/04/2007	276036
74 flats A3 units & offices in 2, 7 storey blocks 1, 3 storey block, use of buildings as A3 offices, parking & openspace	2-28 The Calls Leeds LS2	02/04/2007	4991
Erection of 32 storey and 54 storey development with connecting covered public winter garden, comprising 838 flats, offices, health centre, ground floor retail uses (class A1, A3, A4 and A5) with basement car parking	Land Bounded By Wellington Street, Whitehall Road And Northern Street Leeds LS1 1QQ	04/04/2007	5976
Extension to existing self storage unit	66 Roseville Road Burmantofts Leeds LS8 5DT	17/04/2007	6151
5 storey detached self storage building (use class B8) with associated parking and landscaping	Premier House Ring Road Beeston Beeston Leeds LS12 6EN	18/04/2007	3301
Erection of one 3 storey block of 3 offices and 2 three storey office blocks with 147 car parking spaces and landscaping	Warren House Lane/Harrogate Road Yeadon Leeds LS19	30/04/2007	28976
Single storey extension to warehouse	Mercado Thornes Farm Way Thornes Farm Business Park Osmondthorpe Leeds LS9 0AN	05/06/2007	37283
Laying out of access road and erection of 6 two storey office blocks and 2 three storey office blocks and refurbish research and development building to form 2 storey office block, with car parking and landscaping	Ring Road Seacroft Seacroft Leeds LS14 1NA	04/06/2007	16856
Outline application to erect mixed use development comprising residential, offices, leisure, hotel, retail & bar/restaurants including access, site remediation, construction of bridges and river works, car parking and landscaping	Kirkstall Forge Abbey Road Leeds LS5	20/07/2007	169815

Part 2 and 5 storey hotel with 113 bedrooms, health and fitness facilities, conference facilities, restaurant and 283 car parking spaces and erection of 3 storey office block with 30 car parking spaces	Capitol Park West Tingley Common Morley Leeds LS27 0HR	20/07/2007	15466
Renewal of outline permission to erect office development	Wakefield Road Gildersome Leeds	10/09/2007	37077
Laying out of access road and erection of 8 storey office block, with basement car parking and rooftop plantroom	Former Doncaster Monk Bridge Ltd Whitehall Road Leeds LS12 1JB	10/09/2007	8468
Outline application to layout access and erect multi level mixed use development for residential and office uses up to 33 storeys high, with ancillary class A1, A2, A3, A4, A5, D1 and D2 uses and associated car parking and landscaped areas.	Doncaster Monk Bridge Ltd Whitehall Road Leeds	10/09/2007	44407
Outline application to erect b1/b2/b8 development	Thornes Farm Way Leeds LS9	02/10/2007	18305
Change of use and conversion of two redundant turkey sheds to warehousing (B8) accommodation and the creation of a new access road	Land At Hall Farm Wood Lane Thorp Arch Wetherby Leeds	05/10/2007	42256
Block of 8 light industrial units with B2/B8 and ancillary B1 usage to factory site	Unit G Lotherton Business Park Lotherton Way Garforth Leeds LS25 2HP	19/10/2007	4281
7 storey office building with ground floor car parking	Site Off East Street And Cross Green Lane Richmond Hill Leeds LS9	15/10/2007	1815
3 storey rear extension to existing B8 self storage warehouse	Joseph House Kirkstall Road, Leeds LS4 2QD	06/08/2008	6437
Laying out of access road and erection of warehouse unit with ancillary offices, gate house, car parking, cycle/motorcycle shelters and landscaping	Pontefract Lane Richmond Hill Leeds	05/08/2008	57599
Outline application to erect 7 storey office development with basement parking	Hurley House Dewsbury Road Hunslet, Leeds LS11 5DQ	29/07/2008	1860
Demolition of office block and erection of 5,6 and 7 storey office block with link extensions and basement car parking	9, 10 And 12 South Parade Leeds LS1 5QS	30/06/2008	1492
Multi level development up to 11 storeys, comprising 49 flats, offices and 4 retail units, with basement car parking	Plot 3 Wellington Place, Whitehall Road And Northern Street Leeds LS1 4AP	19/06/2008	7139

Laying out of access and erection of 2 storey office block with 58 parking spaces and landscaping	Temple Point Bullerthope Lane Austhorpe Leeds LS15 9 JL	18/06/2008	5052
Outline application to erect mixed use development up to 11 storeys comprising of residential and/or hotel and/or office (B1) use, ground floor A3/A4 units with undercroft car parking and infrastructure works including landscaped public space	84 Kirkstall Road Leeds LS3 1LQ	03/06/2008	2346
Part demolition and change of use, refurbishment, recladding and extension of mill complex, to form offices, business units and restaurant, with car parking	Pool Mills Pool Road Otley LS21 1EG	25/04/2008	9713
Demolition, rebuilding and alterations to 3 business industrial units to form 15 self contained industrial business units, 8 warehouse units and 8 offices suites	Units 512, 515 And 651 Street 5 Thorp Arch Trading Estate Wetherby LS23 7BJ	21/04/2008	19322
Detached building comprising works with storage and offices	Valley Mills, Valley Road Morley, Leeds LS27 8RX	31/03/2008	4692
Outline application to layout access and erect mixed use multi level development up to 19 storeys, with offices, residential, hotel, shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways, cultural and community uses, basement car parking, associated landscaping and public space.	Wellington Place, Wellington Street, Northern Street And Whitehall Road Leeds LS1	31/03/2008	67928
Change of use of warehouse to B1 offices	30 Sovereign Street Leeds LS1 4BJ	18/03/2008	357
Part demolition of mill and change of use of mill buildings to offices, 12 flats and 2 maisonettes, erection of 2 storey office block with basement car parking and laying out of new vehicular access and surface car parking	Troy Mills Troy Road Horsforth Leeds LS18 5NQ	06/03/2008	5734
Detached warehouse unit to existing site	Unit 15 Astley Lane Industrial Estate Astley Way Swillington Leeds LS26 8XT	04/03/2008	2259
Sub-division of existing factory building to provide additional industrial unit	M Sedgwick And Co Ltd Stanningley Field Close Swinnow Leeds LS13 4QG	04/03/2008	10791
Change of use of highway maintenance depot to B8 (storage and distribution)	Building Adjacent To Warehouse A Cemetery Road Yeadon Leeds LS19 7UR	03/03/2008	6677

Renewal of permission reference 28/109/02/FU for one detached block of 7 industrial units involving alterations and part demolition of existing mill building	Kirk Lane Mill, Kirk Lane, Yeadon Leeds LS19 7LX	29/02/2008	2785
2 storey extension to form office, storage and industrial space to existing print works.	Unit A, Treefield Industrial Estate Gelder Road, Gildersome Leeds LS27 7JU	25/02/2008	3738
Single storey extension to rear of warehouse	Howley Park Road East Morley Leeds LS27 0SW	19/02/2008	10906
To part demolish existing cinema and replace with a part 3/part 4 storey building containing offices (B1) with 3 ground floor retail units (A1) to the North Lane frontage, and attached 2/3 storey (B1) building to rear containing potential for small business units. Basement car parking area (39 spaces) and rear surface parking (29 spaces) and service area.	Lounge Cinema North Lane Leeds LS6 3HU	14/01/2008	2304
Extension and new mezzanine offices to warehouse	Lockwood Court Beeston Leeds LS11 5TY	08/01/2008	5615
Laying out of access road and erection of single storey warehouse (Class B8) building with ancillary offices, service area and car parking	Navigation Park Lockside Road And Thwaite Gate Stourton Leeds LS10 1EP	20/12/2007	16274
Alterations, including new cladding and window frames, environmental improvements, first floor extension to form offices and revised car parking to shopping centre and creation of a temporary surface car park to rear of Arndale Centre.	Arndale Centre Otley Road Headingley Leeds LS6	18/12/2007	10416
Change of use of vacant job centre (A2 and B1) to B1 office use	Dysons Chambers 12 Briggate Leeds LS1 4AF	17/12/2007	899
Change of use including 4th and 5th floor extension, addition of part new 6th floor, to retail store, to form A1 retail units with ancillary A3 and A4 uses with offices and basement car parking (Amendment to previous approval 20/446/05/FU)	22 - 26 The Headrow Leeds LS1 8LA	25/10/2007	4912
Block of 8 light industrial units with B2/B8 and ancillary B1 usage to factory site	Unit G Lotherton Business Park Lotherton Way Garforth Leeds LS25 2HP	19/10/2007	4281
7 storey office building with ground floor car parking	Site Off East Street & Cross Green Lane Richmond Hill Leeds LS9	15/10/2007	1815
Change of use and conversion of two redundant turkey sheds to warehousing (B8) accommodation and the creation of a new access road	Land At Hall Farm Wood Lane ,Thorp Arch Wetherby, Leeds	05/10/2007	42256
Outline application to erect b1/b2/b8 development	Thornes Farm Way Leeds LS9	02/10/2007	18305

Table 3: Developments started 2005-2008

Location	Size (Ha)	Floor space (m <sup>2</sup> )	Development Type	Started
MUSEUM STORAGE BLDG CARLISLE ROAD LS 10	0.70	3110	B8 WHSG	2005-Q4
STANLEY HOUSE BUILDING H CLARENCE DOCK CHADWICK STREET LS10	1.00	870	B1 OFFICE	2006-Q3
LIVINGSTONE HOUSE BUILDING C1 CLARENCE DOCK CHADWICK STREET LS10	0.55	1270	B1 OFFICE	2006-Q3
No 1 BREWERY WHARF (BLOCK B) KENDELL STREET & WATERLOO STREET LS10	0.22	910	B1 OFFICE	2006-Q4
29 KING STREET LEEDS LS1	0.13	560	B1 OFFICE	2005-Q2
OFFICE ELEMENT OF MIXED USE BLOCK ROBERTS WHARF EAST STREET LS9	0.55	4650	B1 OFFICE	2005-Q2
17-22 YORK PLACE LS1	0.15	3500	B1 OFFICE	2006-Q2
S/O 20-22 MANOR ROAD HOLBECK LS11	0.38	1830	B1 OFFICE	2007-Q1
GLOBAL AVENUE AND MILLSHAW LS 11	0.95	800	B1 OFFICE	2006-Q3
OFF NEWMARKET GREEN CROSS GREEN LS8	0.19	1240	B2 INDL	2006-Q2
SIG UNITS STOURTON LINK PONTEFRACT ROAD LS10	2.05	2100	B8 WHSG	2006-Q1
ROYAL LONDON UNIT STOURTON LINK PONTEFRACT ROAD LS10	1.68	380	B8 WHSG	2006-Q1
INDUSTRIAL UNIT AT GEORGE MANN WAY LS10	0.88	1950	B2 INDL	2006-Q1
OFFICE UNITS 3A & 3B AT GEORGE MANN ROAD LS10	0.42	990	B1 OFFICE	2006-Q1
FORMER LIBRARY DEWSBURY ROAD LS11	0.05	570	B1 OFFICE	2006-Q2
SUSSEX AVENUE THWAITE GATE HUNSLET LS10	0.25	1010	B1 OFFICE	2006-Q3
HOWLEY PARK ROAD EAST MORLEY S27	1.04	620	B1 OFFICE	2005-Q4
STAX TRADE CENTRE HOWLEY PARK ROAD EAST MORLEY LS27	2.07	995	B8 WHSG	2005-Q2
WENTWORTH HOUSE & SUNNINGDALE HOUSE TURNBERRY PARK WAKEFIELD ROAD GILDERSOME LS27	0.49	860	B1 OFFICE	2005-Q3
BUILDINGS 2&3 WHITE ROSE OFFICE PARK RING ROAD MILLSHAW LS11	0.97	580	B1 OFFICE	2005-Q3
HEADLAM DEVT S/O BRK LTD TREEFIELD IND ESTATE GELDERD ROAD GILDERSOME LS27	2.46	1620	B8 WHSG	2005-Q4
WASTE SORTING SHED AT MCHUGHS SITE ASHFIELD WAY LS12	0.74	970	B8 WHSG	2005-Q3
ARMLEY COURT PH1 ARMLEY ROAD PICKERING STREET LS12	0.58	670	B1 OFFICE	2007-Q1
WYTHOR LANE KIRKSTALL LEEDS 5	0.16	920	B1 OFFICE	2005-Q4
ADJ NINA WORKS GELDERD ROAD LEEDS 12	1.77	1730	B8 WHSG	2005-Q2
S/O UNITS 121G1 TO 121G3 WHITEHALL ROAD IND EST ASHFIELD WAY LS12	0.11	1030	B8 WHSG	2006-Q2
S/O PARKSPRING GARAGE SWINNOW LANE BRAMLEY LS13	0.45	1880	B8 WHSG	2007-Q1
WINDMILL HOUSE TONG RD WORTLEY MOOR RD LS 12	0.09	2020	B1 OFFICE	2006-Q3
BARRAS GARTH ROAD LEEDS LS12	0.57	2370	B8 WHSG	2005-Q3
ADJ RAVELL WORKS GELDERD ROAD WORTLEY LS12	0.71	2500	B8 WHSG	2006-Q1
WORTLEY MOOR ROAD WORTLEY MOOR LANE LS12	0.15	1260	B8 WHSG	2006-Q2
R/O ELITE DEPOT CABBAGE HILL WORTLEY MOOR ROAD LS12	2.43	1530	B8 WHSG	2006-Q1
INTERCITY COURT INTERCITY WAY LEEDS 13	0.53	640	B2 INDL	2006-Q2
UNITS 1&2 MIDPOINT OFF DICK LANE BD3	0.76	560	B1 OFFICE	2006-Q3
INNOVATION HUB UNIVERSITY WESTERN CAMPUS CLARENDON ROAD & WOODSLEY ROAD LS 6	0.39	1110	B1 OFFICE	2006-Q1

S/O KERRY HOUSE KERRY GARTH HORSFORTH LS18	0.10	1160	B1 OFFICE	2005-Q2
EX-ST MARGARETS PRIMARY SCHOOL LOW LANE HORSFORTH LS18	0.31	3110	B1 OFFICE	2007-Q1
LIGHT INDUSTRIAL UNITS GATEWAY DRIVE LS19	0.47	870	B1 BUSINESS	2006-Q1
OFFICE BLOCK OFF PARK ROAD GUISELEY	0.38	1270	B1 OFFICE	2005-Q4
AIRPORT WEST PH1 WARREN HOUSE LANE YEADON LS19	1.18	910	B1 OFFICE	2005-Q4
AIRPORT WEST PH2 WARREN HOUSE LANE YEADON LS19	0.79	560	B1 OFFICE	2006-Q1
ELMETE HALL ELMETE LANE LS8	0.62	4650	B1 OFFICE	2006-Q1
YORK ROAD INDUSTRIAL ESTATE YORK ROAD WETHERBY	0.41	3500	B1 OFFICE	2006-Q4
PLOT 4100 THORPE PARK CENTURY WAY LS15	1.10	1830	B1 OFFICE	2006-Q1
PLOT 3150 THORPE PARK CENTURY WAY LS15	0.87	800	B1 OFFICE	2005-Q4
PLOT 3125 THORPE PARK CENTURY WAY LS15	0.26	1240	B1 OFFICE	2006-Q4
PLOT 4200 THORPE PARK CENTURY WAY LS15	1.36	2100	B1 OFFICE	2005-Q2
COLTON MILL PH2 STAGE2 BULLERTHORPE LANE COLTON LS15	0.54	380	B1 OFFICE	2006-Q2
UNIT4 TEMPLE POINT BULLERTHORPE LANE COLTON LS15	0.49	1950	B1 OFFICE	2005-Q2
UNITS 5-8 TEMPLE POINT BULLERTHORPE LANE COLTON LS15	1.11	990	B1 OFFICE	2005-Q4
PLOT 4300 PARK APPROACH THORPE PARK LS15	0.90	570	B1 OFFICE	2006-Q2
64-66 AUSTHORPE ROAD CROSSGATES LEEDS 15	0.06	1010	B1 OFFICE	2006-Q3
HELIOS 47 excl Unit 2 ABERFORD ROAD GARFORTH LS25	2.96	620	B2 INDL	2005-Q3
UNIT 2 HELIOS 47 ISABELLA ROAD GARFORTH LS25	1.78	995	B2 INDL	2006-Q3
LOTHERTON WAY/ ASH LANE GARFORTH LS25	0.43	860	B2 INDL	2006-Q2
PH2 PECKFIELD BUSINESS PARK RIDGE ROAD MICKLEFIELD LS25	1.39	580	B2 INDL	2006-Q2
UNIT1 PECKFIELD IND ESTATE RIDGE ROAD MICKLEFIELD LS25	1.25	1620	B1 BUSINESS	2005-Q3
MAIN STREET ABERFORD LS25	0.21	970	B1 OFFICE	2006-Q2
INDUSTRIAL UNITS AT FUSION POINT ABERFORD ROAD GARFORTH LS25	1.2	670	B2 INDL	2006-Q1
OFFICE UNITS AT FUSION POINT ABERFORD ROAD GARFORTH LS25	0.70	920	B1 OFFICE	2006-Q1
WEST COURT PARK LANE ALLERTON BYWATER WF10	0.22	1730	B1 OFFICE	2006-Q3
SWILLINGTON COMMON FARM SELBY ROAD SWILLINGTON LS15	1.80	1030	B1 OFFICE	2006-Q2
SKINNER LANE & MABGATE LS 9	0.65	1880	B1 OFFICE	2006-Q3
66 ROSEVILLE ROAD LS8	0.61	2020	B8 WHSG	2006-Q4
SACKVILLE APPROACH & SACKVILLE STREET LS7	0.34	2370	B2 INDL	2006-Q2
OFFICE ELEMENT OF ALLDERS REDEVELOPMENT 22-26 THE HEADROW LS1	0.49	17050	B1 OFFICE	2007-Q2
THE MINT SWEET STREET INGRAM STREET LS 11	0.30	12110	B1 OFFICE	2007-Q2
Killingbeck office village KILLINGBECK COURT OFF KILLINGBECK DRIVE LS14	0.55	2830	B1 OFFICE	2007-Q3
LATTITUDE OFFICE BLDG 1 AT S/O DONCASTERS MONKBRIDGE WORKS WHITEHALL ROAD LS12	0.60	17220	B1 OFFICE	2007-Q2
PLOT 4 TURNBERRY PARK WAKEFIELD ROAD GILDERSOME	0.77	3150	B1 OFFICE	2007-Q4
STOCKS SITE CINDER OVEN BRIDGE PONTEFRACT ROAD LS26	1.35	5660	B2 INDL	2008-Q1
ADJ WEST POINT WELLINGTON STREET LS1	0.60	14100	B1 OFFICE	2007-Q4
Former Harehills Middle School Harehills Road LS8	0.45	3940	B1 OFFICE	2007-Q4



Table 4: Developments completed between 2005-2008.

Location	Size (Ha)	Development Type	Floor space (Sq m)	Started	Completed	Ward
3 LEEDS CITY OFFICE PARK MEADOW LANE LS11	1.12	B1 OFFICE	7440	2004-Q4	01/03/2006	City & Hunslet
MUSEUM STORAGE BLDG CARLISLE ROAD LS 10	0.7	B8 WHSG	3110	2005-Q4	01/09/2006	City & Hunslet
BLOCK B WHITEHALL RIVERSIDE WHITEHALL ROAD LS1	0.5	B1 OFFICE	14770	2004-Q4	08/04/2006	City & Hunslet
2 WELLINGTON PLACE LEEDS LS1	0.66	B1 OFFICE	14630	2004-Q2	31/03/2006	City & Hunslet
No 2 CITY WALK SWEET STREET LS11	0.18	B1 OFFICE	5950	2004-Q2	04/10/2005	City & Hunslet
LATERAL OFFICE SCHEME SWEET STREET LEEDS LS11	0.46	B1 OFFICE	8800	2003-Q4	05/04/2005	City & Hunslet
29 KING STREET LEEDS LS1	0.13	B1 OFFICE	5760	2005-Q2	01/06/2006	City & Hunslet
OFFICES AT CAVENDISH HOUSE REDEVT THE HEADROW ALBION STREET LS1	??	B1 OFFICE	2050	2004-Q4	07/12/2005	City & Hunslet
S/O LOVELL HOUSE NORTH STREET AND SKINNER LANE LS2	0.1	B1 OFFICE	3030	2004-Q2	22/02/2006	City & Hunslet
LSS SCHEME PH1 OFF KNOWSTHORPE LANE	2.53	B8 WHSG	3900	2005-Q1	10/11/2005	Burmantofts & Richmond Hill
SIG UNITS STOURTON LINK PONTEFRACT ROAD LS10	2.05	B8 WHSG	9340	2006-Q1	01/12/2006	City & Hunslet
ROYAL LONDON UNIT STOURTON LINK PONTEFRACT ROAD LS10	1.68	B8 WHSG	4650	2006-Q1	01/12/2006	City & Hunslet
EXTENSION AT ARLA FOODS PONTEFRACT ROAD STOURTON LS26	0	B2 INDL	10000	2004-Q3	01/05/2005	City & Hunslet
HESCO BASTION DEVELOPMENT KNOWSTHORPE WAY CROSS GREEN LS9	1.48	B8 WHSG	3360	2004-Q3	01/09/2005	Burmantofts & Richmond Hill
INDUSTRIAL UNIT AT GEORGE MANN WAY LS10	0.88	B2 INDL	3500	2006-Q1	01/12/2006	City & Hunslet
OFFICE UNITS 3A & 3B AT GEORGE MANN ROAD LS10	0.42	B1 OFFICE	1830	2006-Q1	01/03/2007	City & Hunslet
PH2 STAGE1 LEEDS VALLEY PARK WAKEFIELD ROAD LS26	4.31	B1 OFFICE	15860	2005-Q1	02/09/2006	City & Hunslet
HOWLEY PARK ROAD EAST MORLEY S27	1.04	B1 OFFICE	3760	2005-Q4	01/03/2007	Morley South
STAX TRADE CENTRE HOWLEY PARK ROAD EAST MORLEY LS27	2.07	B8 WHSG	7050	2005-Q2	10/01/2006	Morley South
WENTWORTH HOUSE & SUNNINGDALE HOUSE TURNBERRY PARK WAKEFIELD ROAD GILDERSOME LS27	0.49	B1 OFFICE	2100	2005-Q3	01/06/2006	Morley North
BUILDINGS 2&3 WHITE ROSE OFFICE PARK RING ROAD MILLSHAW LS11	0.97	B1 OFFICE	8630	2005-Q3	01/12/2006	Morley North
HEADLAM DEVT S/O BRK LTD TREEFIELD IND ESTATE GELDERD ROAD GILDERSOME LS27	2.456	B8 WHSG	10300	2005-Q4	01/12/2006	Morley North
MCFADDEN DEVELOPMENT CARR CROFTS DRIVE LS12	0.914	B2 INDL	2600	2004-Q3	04/04/2005	Armley
ROUSE DEVELOPMENT OFF CARR CROFTS DRIVE LS12	0.75	B2 INDL	2300	2004-Q3	01/04/2005	Armley
ADJ NINA WORKS GELDERD ROAD LEEDS 12	1.77	B8 WHSG	5530	2005-Q2	06/04/2006	FARNLEY & WORTLEY
R/O ELITE DEPOT CABBAGE HILL WORTLEY MOOR ROAD LS12	2.43	B8 WHSG	7590	2006-Q1	01/09/2006	FARNLEY & WORTLEY
INTERCITY COURT INTERCITY WAY LEEDS 13	0.53	B2 INDL	1620	2006-Q2	01/03/2007	Calverley & Farsley
LIGHT INDUSTRIAL UNITS GATEWAY DRIVE LS19	0.47	B1 BUSINESS	1730	2006-Q1	01/06/2006	Guisley & Rawdon
UNIT B FOCUS WAY OFF GREEN LANE YEADON	0	B1 OFFICE	1170	2004-Q4	01/07/2005	Guisley & Rawdon
UNIT A FOCUS WAY OFF GREEN LANE YEADON	0.66	B8 WHSG	1580	2004-Q3	01/05/2005	Guisley & Rawdon

OFFICE BLOCK OFF PARK ROAD GUISELEY	0.375	B1 OFFICE	1030	2005-Q4	01/09/2006	Guiseley & Rawdon
AIRPORT WEST PH1 WARREN HOUSE LANE YEADON LS19	1.18	B1 OFFICE	4850	2005-Q4	01/03/2007	Otley & Yeadon
ELMETE HALL ELMETE LANE LS8	0.62	B1 OFFICE	1880	2006-Q1	01/03/2007	ROUNDHAY
PLOT 2175 THORPE PARK CENTURY WAY LS15	0.35	B1 OFFICE	2350	2005-Q1	28/09/2005	Temple Newsam
PLOT 4100 THORPE PARK CENTURY WAY LS15	1.104	B1 OFFICE	4320	2006-Q1	01/03/2007	Temple Newsam
PLOT 3150 THORPE PARK CENTURY WAY LS15	0.87	B1 OFFICE	2850	2005-Q4	23/06/2006	Garforth & Swillington
PLOT 4200 THORPE PARK CENTURY WAY LS15	1.36	B1 OFFICE	4680	2005-Q2	08/12/2005	Temple Newsam
COLTON MILL PH2 STAGE2 BULLERTHORPE LANE COLTON LS15	0.54	B1 OFFICE	2500	2006-Q2	01/03/2007	Temple Newsam
COLTON MILL PH2 STAGE1 BULLERTHORPE LANE COLTON LS15	0.61	B1 OFFICE	2270	2005-Q1	14/11/2005	Temple Newsam
UNITS 2 & 3 TEMPLE POINT BULLERTHORPE LANE COLTON LS15	0.524	B1 OFFICE	1390	2005-Q1	30/09/2005	Temple Newsam
UNIT4 TEMPLE POINT BULLERTHORPE LANE COLTON LS15	0.488	B1 OFFICE	1260	2005-Q2	30/11/2005	Temple Newsam
UNITS 5-8 TEMPLE POINT BULLERTHORPE LANE COLTON LS15	1.109	B1 OFFICE	3290	2005-Q4	01/09/2006	Temple Newsam
PLOT 4300 PARK APPROACH THORPE PARK LS15	0.9	B1 OFFICE	3540	2006-Q2	01/12/2006	Temple Newsam
64-66 AUSTHORPE ROAD CROSSGATES LEEDS 15	0.0634	B1 OFFICE	??	2006-Q3	12/03/2007	CROSS GATES & WHINMOOR
HELIOS 47 excl Unit 2 ABERFORD ROAD GARFORTH LS25	2.96	B2 INDL	11600	2005-Q3	11/08/2006	Garforth & Swillington
LOTHERTON WAY/ ASH LANE GARFORTH LS25	0.434	B2 INDL	1530	2006-Q2	17/01/2007	Garforth & Swillington
PH2 PECKFIELD BUSINESS PARK RIDGE ROAD MICKLEFIELD LS25	1.39	B2 INDL	4080	2006-Q2	01/03/2007	KIPPAX & METHLEY
UNIT1 PECKFIELD IND ESTATE RIDGE ROAD MICKLEFIELD LS25	1.25	B1 BUSINESS	3660	2005-Q3	14/03/2006	KIPPAX & METHLEY
OFF STATION ROAD ALLERTON BYWATER WF10	1.94	B2 INDL	4050	2004-Q4	22/04/2005	KIPPAX & METHLEY
INDUSTRIAL UNITS AT FUSION POINT ABERFORD ROAD GARFORTH LS25	1.2	B2 INDL	4770	2006-Q1	01/09/2006	Garforth & Swillington
OFFICE UNITS AT FUSION POINT ABERFORD ROAD GARFORTH LS25	0.7	B1 OFFICE	2860	2006-Q1	01/09/2006	Garforth & Swillington
S/O PRINCE ARTHUR PH 4 ROUNDHAY ROAD LS7	0.14	B1 OFFICE	1590	2004-Q4	16/12/2005	Gipton & Harehills
66 ROSEVILLE ROAD LS8	0.609	B8 WHSG	5150	2006-Q4	01/03/2007	City & Hunslet
SACKVILLE APPROACH & SACKVILLE STREET LS7	0.34	B2 INDL	1160	2006-Q2	01/03/2007	CHAPEL ALLERTON
GLOBAL AVENUE AND MILLSHAW LS 11	0.95	B1 OFFICE	3200	2006-Q3	20/04/2007	Beeston & Holbeck
Killingbeck office village KILLINGBECK CRT off KILLINGBECK DR LS14	0.55	B1 OFFICE	2830	2007-Q3	01/01/2008	Killingbeck & Seacroft
LIVINGSTONE HOUSE BUILDING C1 CLARENCE DOCK CHADWICK STREET LS10	0.55	B1 OFFICE	7850	2006-Q3	22/06/2007	City & Hunslet
STANLEY HOUSE Bldg H CLARENCE DOCK CHADWICK ST LS10	1	B1 OFFICE	2650	2006-Q3	18/12/2007	City & Hunslet
17-22 YORK PLACE LS1	0.145	B1 OFFICE	2560	2006-Q2	31/03/2008	City & Hunslet
UNITS 1&2 MIDPOINT OFF DICK LANE BD3	0.763	B1 OFFICE	4030	2006-Q3	10/05/2007	Calverley & Farsley
AIRPORT WEST PH2 WARREN HOUSE LANE YEADON LS19	0.79	B1 OFFICE	3920	2006-Q1	13/04/2007	Otley & Yeadon
BRIDGEWATER PLACE WATER LANE VICTORIA RD LS 11	0.65	B1 OFFICE	25680	2004-Q2	26/04/2007	City & Hunslet
UNIT 2 HELIOS 47 ISABELLA ROAD GARFORTH LS25	1.78	B2 INDL	6060	2006-Q3	29/05/2007	Garforth & Swillington

