



SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

Meeting to be held in Civic Hall, 1st Floor West, LS1 1UR on
Wednesday, 28th February, 2024 at 10.30 am

There will be a meeting for all members of the Scrutiny Board at 10.15am.

MEMBERSHIP

Cllr N Buckley	– Alwoodley
Cllr B Flynn	– Adel and Wharfedale
Cllr M Foster	– Ardsley & Robin Hood
Cllr J Garvani	– Horsforth
Cllr S Hamilton	– Moortown
Cllr A Hussain	– Gipton & Harehills
Cllr S Lay	– Otley & Yeadon
Cllr A Marshall-Katung (Chair)	– Little London & Woodhouse
Cllr M Millar	– Kippax & Methley
Cllr M Shahzad	– Moortown
Cllr N Sharpe	– Temple Newsam
Cllr I Wilson	– Weetwood
Vacancy	
Vacancy	

To Note: Please do not attend the meeting in person if you have symptoms of Covid-19 and please follow current public health advice to avoid passing the virus onto other people.

Note to observers of the meeting: We strive to ensure our public committee meetings are inclusive and accessible for all. If you are intending to observe a public meeting in-person, please advise us in advance by email (FacilitiesManagement@leeds.gov.uk) of any specific access requirements, or if you have a Personal Emergency Evacuation Plan (PEEP) that we need to take into account. Please state the name, date and start time of the committee meeting you will be observing and include your full name and contact details'.

To remotely observe this meeting, please click on the 'To View Meeting' link which will feature on the meeting's webpage (linked below) ahead of the meeting. The webcast will become available at the commencement of the meeting.

[Scrutiny Board \(Infrastructure, Investment & Inclusive Growth\) - 28 February 2024](#)

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration.</p> <p>(The special circumstances shall be specified in the minutes.)</p>	

4

DECLARATIONS OF INTERESTS

To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.

5

APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

To receive any apologies for absence and notification of substitutes.

6

MINUTES - 3 JANUARY 2024 AND 10 JANUARY 2024

5 - 24

To approve as a correct record the minutes of the meetings held on 3 January 2024 and 10 January 2024.

7

FLOOD RISK MANAGEMENT

25 - 58

To receive an update from the Executive Manager (Flood Risk and Climate Resilience) on the implementation of the Local Flood Risk Management Strategy over the last 12 months and the measures set out for future years.

8

CONNECTING LEEDS TRANSPORT STRATEGY ACTION PLAN ANNUAL UPDATE 2023

59 - 116

To consider the report of the Director of City Development which presents the second Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS) Action Plan, covering the period from October 2022 to October 2023.

9

WORK SCHEDULE

117 - 140

To consider the Scrutiny Board's work schedule for the 2023/24 municipal year.

10

DATE AND TIME OF NEXT MEETING

The next meeting of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) will take place at **10.30am on 3 April 2024**. There will be a pre-meeting for all members of the Scrutiny Board at **10.15am**.

THIRD PARTY RECORDING

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

Use of Recordings by Third Parties – code of practice

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

SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

WEDNESDAY, 3RD JANUARY, 2024

PRESENT: Councillor Garvani in the Chair

Councillors N Buckley, O Edwards, E Flint,
B Flynn, M Foster, S Hamilton,
J Heselwood, S Lay, M Shahzad,
E Thomson and I Wilson

64 Election of Chair

Due to the absence of Councillor A Marshall-Katung, a nomination was sought for a Chair for the meeting. A nomination had been made on behalf of Councillor J Garvani.

RESOLVED – That Councillor J Garvani be elected as Chair for the meeting.

65 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS

There were no appeals.

66 Exempt Information - Possible Exclusion of the Press and Public

There was no exempt information.

67 Late Items

There were no late items.

68 Declarations of Interests

There were no declarations.

69 Apologies for Absence and Notification of Substitutes

Apologies for absence were submitted on behalf of Councillors A Hussain, A Marshall-Katung, N Sharpe and M Millar.

Councillors E Flint, J Heselwood, E Thomson and O Edwards were in attendance as substitutes.

Apologies from Councillor H Hayden (Executive Member) and Gary Bartlett (Chief Officer, Transportation and Highways) were noted.

70 Call in Briefing paper

Draft minutes to be approved at the meeting
to be held on Wednesday, 10th January, 2024

The Head of Democratic Services submitted a report advising the Scrutiny Board on the procedural aspects of Calling In the decision.

Members were advised that the Call In is specific to the key decision in question, and issues outside of the decision, including other related decisions, were not to be considered as part of the Board's decision regarding the outcome of the Call In.

Members were also advised that the options available to the Scrutiny Board in respect of this particular called in decision were as follows:

Option 1- Release the decision for implementation

Having reviewed this decision, the Scrutiny Board may decide to release it for implementation. If the Scrutiny Board chooses this option, the decision will be immediately released for implementation and the decision may not be called in again.

Option 2 - Recommend that the decision be reconsidered

The Scrutiny Board may decide to recommend to the decision maker that the decision be reconsidered. If the Scrutiny Board chooses this option a report will be submitted to the decision maker.

In the case of this officer decision, the report of the Scrutiny Board will be prepared within three working days of the Scrutiny Board meeting and submitted to the relevant Director.

In reconsidering the decision and associated Scrutiny Board report, the Director may vary the decision or confirm the original decision. In either case, this will form the basis of the final decision and will not be subject to any further Call In.

Failure to agree one of the above options

If the Scrutiny Board, for any reason, does not agree one of the above courses of action at this meeting, then Option 1 will be adopted by default, i.e. the decision will be released for implementation with no further recourse to Call In.

RESOLVED – That the report outlining the Call In procedures be noted.

71 Lawnswood Roundabout Improvement Scheme - Approval to Proceed with Further Development and Delivery.

The Head of Democratic Services submitted a report that presented background papers to a key decision made by the Director of City Development, which had been Called-In in accordance with the Council's Constitution.

The decision had been called in for review by Councillors Andrew Carter, Barry Anderson, Caroline Anderson, Billy Flynn, Neil Buckley, Lyn Buckley and Amanda Carter.

The Scrutiny Board considered the following written information:

- Copy of the completed Call In request form.
- Copy of the Delegated Decision Notice of the Director of City Development - 'Lawnswood Roundabout Improvement Scheme – approval to proceed with further development' – dated 1st December 2023
- Copy of the report of Transport Strategy to the Chief Officer (Highways & Transportation) - 'Lawnswood Roundabout Improvement Scheme – approval to proceed with further development' dated 1st November 2023 associated with the key decision.

The following were in attendance:

- Councillor Andrew Carter – Lead signatory to the call-in
- Councillor James Lewis – Leader of the Council
- Councillor Peter Carlill – Lead Member for Active Travel and Deputy Chair of WYCA Transport Committee
- Martin Farrington – Director of City Development
- Kate Morris – Head of Transport Planning
- Morgan Tatchell-Evans – Project Manager
- Mark Philpott – Transport Planning Manager
- Nikki Deol – Section Head, Property & Development

Councillor Carter addressed the Board as lead signatory to the call-in. He set out his reasons for requesting a call in, citing value for money, proportionality and the nature of the consultation process.

Concerns highlighted by Cllr Carter included:

- The funding for this would deprive other areas of potential funding.
- The accident record at other junctions exceeded this one.
- The proposals would lead to more congestion, and consequentially 'rat running' and a reduction in air quality for those living near the roundabout.
- Latest modelling shows that there would be an increase in journey times, the impact of which would be disproportionate given the associated environmental impacts.
- The benefit to costs ratio shows the proposal as poor value for money.
- The embedded carbon in construction of the scheme would outweigh any carbon savings associated with the scheme.
- Consultation – there were 607 responses and just over half were in favour. 35% were unhappy and made negative comments. Given the number of vehicle movements on the roundabout the response rate

appeared low. There was no information with regards to the postcodes of the respondents.

- Road safety – KSI figures have been falling since 2013 and there has not been any pedestrian injuries at the junction in recent years. Targeting improvements in other locations could deliver more benefits for road safety than this scheme.

Councillor Lewis addressed the Board, highlighting the following:

- The project is funded by the Government via West Yorkshire Combined Authority. Funding the scheme would not therefore be detrimental to Council spending on any other services.
- The costs involved are comparable with other schemes being delivered across the city.
- The main benefits of this scheme relate to road safety. In line with the Council's commitment to Vision Zero, where sites have been identified as having a record of collisions and injuries work has been programmed or has already been carried out.
- Lawnswood roundabout is currently unsignalised and at the junction of two busy main roads. There is a high school between two arms of the roundabout. This scheme would introduce signalised pedestrian crossings, reducing the potential for vehicle collisions and providing safe places for pedestrians and cyclists to cross the road.
- Local residents are supportive of the proposals to improve safety at the roundabout.
- The scheme would bring safety benefits for pedestrians including children who attended local schools.

Martin Farrington addressed the Board. Issues highlighted included the following:

- The scheme is principally about improving safety. There have been 15 personal injury collisions since 1 January 2020, 5 of which were classified as serious. The site had a record of collisions/injuries, and a scheme is needed to prevent any further injuries.
- The costs could be lower if all works were carried out in normal working hours. However, this would have a larger impact on the highway and congestion.
- The embodied carbon in production of the scheme would outweigh the direct operational value - this is typical of this kind of scheme. This should, however, be considered in the broader context of modal shift which will see a decrease in carbon emissions due to an increase in electric vehicles. The impact of such a modal shift cannot be captured in the business case.
- Consultation – there had been three drop in events, press releases, letters to local businesses and residents, and use of social media. Key stakeholders including resident associations, schools and bus operators have been consulted.

In response to comments and questions from the Board, discussion included the following:

- The proposed costs are not out of the ordinary for a scheme of this kind.
- Concern regarding the potential for increased air pollution in an area that was close to schools and sports facilities.
- Concern that there are other areas of the city that have had schemes cancelled due to inadequate funds.
- Concern regarding the cost of the scheme outweighing the benefits and the cost benefit ratio being considered poor value for money when modelling the scheme using the Department for Transport's framework.
- Further to concerns regarding air quality it was reported that due to the transition from use of fossil fuels there will not be a reduction of air quality over the lifetime of the scheme. Any detrimental impacts on air quality would not breach legal limits. There is not expected to be a detrimental impact with increased noise.
- It is not uncommon for road safety schemes to be classed as poor value for money within Department for Transport models. The modelling for the proposals is based on a worst-case scenario with regards to impact on traffic and air quality. The benefits are underestimated, and specific road safety benefits are not reflected in the outcomes. Such modelling can therefore only be one part of the assessment.
- The proposals would meet objectives for improving road safety and safety for pedestrians and cyclists.
- The scheme would have significant benefits for local residents and meet other city ambitions including enabling more active travel.
- The junction is currently very difficult for pedestrians to cross.
- There is potentially an under reporting of incidents at the roundabout as incidents which do not involve injuries may not be recorded.
- The scheme would deliver a modern design with facility for pedestrians, cyclists and buses.
- There are constraints on the design due to the size of the site.
- Further to resident feedback on an earlier design, this scheme limits the need to remove a number of trees.
- Existing arrangements are dangerous for pedestrians and for people wanting to cross the roundabout to access bus services.
- Concern that the consultation process was not sufficient in terms of the number of people who used the roundabout.
- The assessment could not include incidents where injuries had not been reported. These incidents still have financial and wellbeing implications.
- Local residents have frequently raised concerns about the roundabouts with Ward Members.
- Consideration was given to alternative arrangements which could enable safe crossing points for pedestrians at a lower cost. However, officers highlighted the importance of introducing a scheme that also

reduces vehicle collisions – signalisation has been identified as the most effective way to achieve this.

- Bus journeys have been falling since 2009 and are not expected to return to pre-pandemic levels. Introducing signalisation could enable improved reliability for buses as an additional benefit.
- The Council produced the business case, which was subsequently approved by WYCA.
- Concern that KSI figures have remained static in spite of spending on similar projects.
- Where engineering interventions have been implemented at specific locations of concern there had been a track record of improved safety. Signalisation removes the need for human judgement at a busy junction and can therefore reduce the risk of collisions.
- The proposed costs have taken account of inflation.
- Concern regarding the economic impact of delays preventing people from getting to work on time.
- Signalisation and new pedestrian crossings would result in traffic delays for drivers. The majority of delays would be under 30 seconds, which had been deemed acceptable in light of the improved safety benefits for all users of the roundabout. Any new traffic projects would be designed to a similar standard.
- Proportionality in relation to the cost benefits in for active travel and accident impacts.
- Pre- and post-scheme monitoring from other similar schemes has shown a 50% increase in active travel.
- Concern that other objectives including those relating to climate change would not be met.

Councillor Lewis was invited to make any closing remarks. He concluded that it was clear that the junction required safety improvements and the costs involved are in line with other similar projects. The proposals respond to residents' desire to see improvements at this roundabout. The proposals would provide safer places to cross the road and provide signalised crossing for pedestrians, including pupils at the adjacent school, and cyclists. The Board was asked to release the decision for implementation.

Councillor Carter was invited to summarise. He expressed concern that the questions and discussion had not sufficiently scrutinised the decision making process. He reiterated that the call-in was not questioning the safety improvements the project would provide. There were still many objectors who do not feel they have been listened to and there are still concerns that WYCA did not class the scheme as delivering good value for money.

RESOLVED – That the contents of the report, along with comments from Members, be noted.

72 Outcome of the Call In

The Scrutiny Board considered whether or not to release the decision for implementation. A vote was subsequently held and the Scrutiny Board agreed (by majority decision) that the decision be released.

RESOLVED – That the decision be released for implementation.

73 Date and Time of Next Meeting

Wednesday 10 January 2024 at 10.30 a.m. Pre-meeting for all Board Members at 10.15 a.m.

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SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

WEDNESDAY, 10TH JANUARY, 2024

PRESENT: Councillor A Marshall-Katung in the Chair

Councillors N Buckley, B Flynn, M Foster,
J Garvani, S Golton, S Hamilton, M Millar,
M Shahzad, N Sharpe and I Wilson

74 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS

There were no appeals against refusals of inspection documents.

75 Exempt Information - Possible Exclusion of the Press and Public

There were no items excluded from the public domain.

76 Late Items

There were no late items.

77 Declarations of Interests

There were no declarations of interest.

78 Apologies for Absence and Notification of Substitutes

Apologies were received from Cllr S Lay (Cllr S Golton attended as a substitute).

Apologies were also noted on behalf of Christa Jolley in respect of item 7 and Emma Kamillo-Price in response of item 8.

79 Minutes - 8 December 2023

The Scrutiny Board approved the minutes of the meeting held on 8 December 2023.

80 Leeds Affordable Housing Growth Delivery Partnership Plan update

The Chair introduced the item, noting that the delivery of affordable housing has been a long-standing priority for members of the Scrutiny Board.

Following the publication of the Leeds Affordable Housing Growth Partnership Action Plan in January 2023, the Scrutiny Board requested an update of progress against the action plan in 12 months' time. The Chair noted that the

Draft minutes to be approved at the meeting
to be held on Wednesday, 28th February, 2024

report presented to members sets out that progress over the last year and provides an indication of activity for the next year.

Those in attendance for this item were:

- **Cllr H Hayden** (Executive Member)
- **Cllr J Lennox** (Executive Member)
- **Martin Elliott** (Head of Strategic Planning)
- **Angela Barnicle** (Chief Officer, Asset Management & Regeneration)
- **Adam Brannen** (Head of Regeneration)
- **Tamsin Hart-Jones** (Assistant Director, Homes England)
- **Matthew Walker** (Chief Executive, Leeds Federated Housing Association)

Officers delivered a presentation, which began by setting out the context of household incomes and housing costs in Leeds. Members were advised of the current affordable housing need in Leeds and the affordable homes delivered between 2012/13 and 2022/23.

Pipeline projections for affordable housing delivery in Leeds between 2023 and 2027 were set out. Key challenges highlighted including the scale of demand for affordable housing, the number of homes lost through Right to Buy and increasing financial pressures due to rises in construction costs, inflation and interest rates.

Matthew Walker highlighted the strength of partnership working in Leeds, citing the recent development at Sugar Hill as an example of such work. He reiterated that the focus of Leeds Federated Housing Association is the people who need a home, rather than just the numbers of homes delivered.

Tamsin Hart-Jones set out the timeline for the development of a new strategic plan for Homes England, which will enable intervention focused on regeneration rather than housing supply in isolation. She highlighted the development of Points Cross on the South Bank in Leeds as a successful partnership effort to unlock housing growth.

Members sought clarification about the difference between social rent, affordable rent and submarket rent.

Noting the increased demand for social and affordable rented properties, members questioned how the Council can assure that it works with partners to secure the best social outcomes from projects, along with best value for money. Concern was expressed that partnership schemes may focus on maximising units on a site rather than maximising the affordability of units.

The Scrutiny Board was advised that officers seek to work with partners to maximise delivery within national financing frameworks, which can be complex. For example, Homes England funding cannot be blended with the proceeds of Right to Buy sales.

The Head of Strategic Planning advised members that the planning policy is informed by the evidence from the Strategic Housing Market Assessment (SHMA), which considers future housing need and compares available housing with income levels, as well as factoring in what can be delivered on individual sites and challenges around viability. It is a complex challenge to deliver an affordable housing mix on each site.

The SHMA is in the process of being updated based on 2021 census data and will be considered by Development Plans Panel in early 2024.

It was noted that the Council's priority is to provide affordable homes for those people in the lowest 25% of the income quartiles. The draft indications from the updated SHMA suggest a need for 53% of homes to be in the social rented sector with around 35% intermediate and the remainder affordable home ownership.

The process for using commuted sums to leverage funding from other sources was set out for the Scrutiny Board. Decisions focus on where available monies can be pooled and deployed to deliver best value. This model allows the delivery of social housing where partners would not otherwise be able to deliver those homes.

Matthew Walker reiterated that grants for building properties do not cover the cost of development so commuted sums can be used to make schemes viable. In response to member queries, he noted that registered providers often work across different geographical boundaries.

Additional issues raised by members included:

- The way in which affordable housing targets are set for individual sites.
- Emerging evidence of developers rephasing their sites to deliver more affordable housing at an earlier stage to meet demand.
- Affordable housing delivery targets and historic backlogs.
- How best to ensure there is local accountability regarding the types of properties delivered in communities.
- The priority given to the delivery of shared ownership homes.
- The provision of specialist housing e.g., for older people.

Officers outlined the future role of Leeds Local Plan 2040 in shaping the city's response to housing need in the city, including demand for specialist provision for older people. Members requested an update on Leeds Local Plan 2040 early in the new municipal year.

The Executive Member acknowledged the scale of affordable housing need and the complexity of accessing and combining funding to maximise

appropriate delivery. She highlighted the progress in delivery over recent years and thanked the team and the Council's partners for their agile approach to this issue.

The importance of all partners being able to work closely with Government on this agenda was also highlighted.

Further information was provided in relation to Homes England Strategic Partnerships.

RESOLVED –

Members agreed to:

- a) Note the progress made by the Council and its partners in the delivery of the Action Plan.
- b) Receive a further update on the Action Plan in January 2025 to set out activity for the next plan period 2025-28.
- c) Receive an update on the Leeds Local Plan in the next municipal year.

81 Performance Monitoring

In introducing this item, the Chair reminded members that all Scrutiny Boards consider regular updates on performance monitoring in June and January of each municipal year.

However, the Chair highlighted two issues that are not typical of those regular reports:

- a) The Scrutiny board is asked to consider a range of additional performance indicators that members may wish to include in future performance reports.
- b) There is an outline of the metrics being collated by the Office for Local Government since its launch last year. Three of the indicators relating to Adult Skills relate to the remit of this Scrutiny Board.

The Scrutiny Board agreed that detailed consideration should be given to the additional performance indicators in a separate meeting. The Principal Scrutiny Advisor was therefore asked to arrange a remote meeting at which members can discuss future performance reporting.

Those in attendance for this item were:

- **Cllr Hayden** (Executive Member)
- **Cllr Pryor** (Executive Member)
- **Martin Farrington** (Director, City Development)
- **Dave Feeney** (Chief Planning Officer)

- **Eve Roodhouse** (Chief Officer, Economy & Culture)
- **Gary Bartlett** (Chief Officer, Transportation & Highways)

Martin Farrington provided an overview of performance in relation to unemployment in Leeds. Members sought further information about the comparison in performance with other Core Cities.

It was noted that Leeds has a relatively strong economy and the diversity of businesses in the city provided a degree of resilience during the Covid-19 pandemic and subsequent recovery period. The strength of the employment and skills team service was highlighted, along with the partnership approach to supporting people into work.

It was, however, noted that unemployment figures have increased slightly in recent months and the employment and skills service is supporting eight organisations that are in the process of making redundancies.

In considering the number of business start-ups, members asked that officers explore whether greater differentiation of business type can be provided in the data for future meetings.

Members queried whether any correlation can be made between long-term reductions in unemployment figures and relatively static data in relation to business start-ups.

Members sought clarity about the impact of changing working patterns on the city post-pandemic. In response, the Scrutiny Board was advised that the way in which businesses use office spaces has changed since the pandemic and the use of office space continues to be monitored. There has been a strong return to the office on Tuesdays, Wednesdays and Thursdays, with footfall lower on Mondays and Fridays.

Working from home is allowing more inclusive working practices in a tight labour market. However, different sectors are also experiencing different challenges regarding establishing an optimum balance between enabling inclusive working and driving productivity.

Other matters explored by members included:

- The challenges and opportunities of working in partnership with banks in the context of delivering business support and advice for startups.
- The consistency of time frames reflected in performance data.
- The need to influence behaviour change to reduce the number of those killed and seriously injured on Leeds' roads.
- Regional activity since the launch of West Yorkshires' Vision Zero strategy.

- The impact of introducing average speed cameras on the city's ring road and the positive feedback from residents. Anecdotal evidence suggests excessive speeds are reducing at these sites - data will be provided to the Scrutiny Board during the next municipal year to assess the impact.
- The importance of wider enforcement activity in relation to driver speed.
- The impact of the pandemic on driver behaviour nationally.
- Members welcomed the work to improve Armley gyratory.
- City centre footfall increased over the Christmas period and was boosted by the Christmas market and skating sessions.
- The Office for Rail Regulation has confirmed that, over the last calendar year, Leeds was the busiest station in the north of England.

In relation to Planning Applications, the Chair noted that she has been asked to provide a point of clarification in relation to the text that appears in Appendix 1 under section 11. The first sentence under section 11 (Planning applications) should read: *Performance against major applications in time (that are the largest and often the most strategically important applications to the City) has dropped when compared with quarter 1 (92.5%) but the determination rate is an increase above the same period last year and is still significantly higher than the statutory determination targets."*

Dave Feeney confirmed that service reviews have been progressed over the last year in relation to planning (development management and strategic planning). This has included establishing new protocols, systems and ways of working to improve 'back office' performance and to streamline application processes. A pre application service has also been introduced to improve applications.

Reflecting on the new metrics that are being collated regionally by OfLog in relation to Adult Skills, it was recommended that further information is provided to the Scrutiny Board at a future meeting including the outcome of a recent adult skills Ofsted inspection.

RESOLVED –

Members agreed to:

- a) Note the performance information contained in Appendix 1 and the issues which have been highlighted.
- b) Convene a separate session to review potential additional data for future performance reports in more detail.
- c) Schedule an item on adult skills at a future Scrutiny Board meeting.

82 Initial Budget Proposals

Those in attendance for this item were:

- **Cllr Hayden** (Executive Member)
- **Cllr Pryor** (Executive Member)
- **Martin Farrington** (Director, City Development)
- **Dave Feeney** (Chief Planning Officer)
- **Eve Roodhouse** (Chief Officer, Economy & Culture)
- **Gary Bartlett** (Chief Officer, Transportation & Highways)
- **Jane Walne** (Chief Officer, Operations & Active Leeds)
- **Michael Everitt** (Head of Finance)

The Chair noted that the Executive Board's budget proposals were referred to Scrutiny for consideration and comment on 13 December.

Initial working groups were convened for all five Scrutiny Boards in December, so members could discuss the proposals relevant to their respective remits in detail.

The comments and conclusions of all the Scrutiny Boards will be summarised in a joint report that is submitted to the Executive Board in February.

When the Executive Board refers the final budget proposals to Council, its members will need to report how they have taken account of any recommendations made by the Scrutiny Boards.

Michael Everitt provided a summary of the key elements of the budget proposals so far as they relate to the remit of the Scrutiny Board. He reiterated the difference between Service Reviews and Business As Usual savings.

The Chair went on to summarise the issues discussed by the Scrutiny Board in December and invited additional comments and questions, with a view to also capturing those in the joint report to the Executive Board.

The main issues noted as having been discussed in December 2023 were:

- Future investment in the planning service to ensure the Council can meet new deadlines for accelerated decision making.
- Engagement with the Trade Unions about potential service redesign and staffing reductions.
- Members welcomed the innovative approach to securing external funding for services including business support.
- Assurance was sought about the level of risk in the directorate's budget proposals.

- Concern was expressed about staffing reductions, especially where service demand is high, and in income-generating services.
- Locality Buildings review
- The extension of arrangements for the West Yorkshire Investment Zone
- Service redesign
- Street lighting.
- Members also recommended the prioritisation framework is shared with members so we can understand the classification of services.

Comments in relation to Housing Advisory Panels were noted and will be provided to the Chair of the Environment, Housing and Communities Scrutiny Board ahead of the meeting on 25 January.

Clarity was sought about the way in which the Voluntary Leavers Scheme will be targeted within the Highways Service Review. It was further confirmed that any requests for early retirement will be considered on a case-by-case basis.

Members were advised that the service has an early indication of potential interest but staff have now been asked to reaffirm whether they wish to be considered for voluntary schemes. Those figures should be available in the coming weeks.

Clarity was sought as to the proportion of staff funded through external income and the degree of potential risk this poses for the work force. An update on this issue will be provided via the Scrutiny Chair.

It was noted that the proportion of civil engineering work associated with the Highways service, provides significant opportunities to recharge officer time to major projects. In Transportation services the capacity to re-charge time is more varied – for example, in the case of community-based work to deliver road safety training.

An overview was provided to members of the rationale behind a recent reallocation of funding to constituent authorities from West Yorkshire Combined Authority.

In response to a Board Member query, Cllr Hayden noted that two Leeds-Wakefield schemes that are being funded by West Yorkshire Combined Authority are currently proposed to be paused at OBC stage due to increased cost pressures.

Assurances were sought about the due diligence carried out on contracts relating to buildings that are being considered for disposal.

Angela Barnicle provided an update on due diligence that has been carried out in relation to contracts linked to Thwaites Mill.

RESOLVED –

Members agreed:

- a) To note the content of the report and appendices.
- b) The Principal Scrutiny Advisor will summarise the comments, conclusions and recommendations of the Scrutiny Board in the joint report to the Executive Board in line with the budget consultation process.

83 Pilot regarding the display of third party comments online, in respect of planning applications

Those in attendance for this item were:

- **Cllr Helen Hayden** (Executive Member)
- **Dave Feeney** (Chief Planning Officer)
- **Jonathan Carr** (Head of Development Management)
- **Helen Cerroti** (Team Leader)

The Chair introduced the item, noting that in June 2023 the Council began a 6-month pilot project to no longer publish third party comments on planning applications online.

The Executive Member asked that the Scrutiny Board consider the outcome of the pilot project after that six-month period. The 6-month pilot has now come to an end.

Key headlines from the pilot were shared with the Scrutiny Board including an increase in the number of comments on planning applications over the period, an increase in the number of comments made by neighbours, a reduction in data breaches, and an increase in staff capacity.

The Executive Member noted that there is no statutory requirement to publish third party comments online. She highlighted particular concern about the publication of comments online and the risk of accidental breaches of data protection legislation since the introduction of General Data Protection regulations (GDPR).

Members explored concerns about transparency and participation levels, as well as specific issues raised by parish and town councils.

The impact on staff of dealing with public comments that are abusive or offensive in nature was examined.

The Scrutiny Board was advised that improvements have been made to the

Public Access system, including the introduction of tick boxes to help members of the public identify the most common material planning considerations.

Members were further advised that in response to concerns raised by Town and Parish Councils and Neighbourhood Forums, changes have been made to the system to enable them to opt for their comments to be published online without intervention from staff.

The Chief Planning Officer highlighted that the number of representations received during the pilot period exceeded previous volumes. He also reassured members that the non-publication of third-party comments does not compromise decision making process. All comments will continue to be considered by the relevant planning officer and there have not been any changes to the way in which broader planning processes operate.

Concern was raised about whether the scale of the staffing capacity released was sufficient justification for the nonpublication of third-party comments given concerns about a perceived reduction in transparency.

In response, the Executive Member highlighted the current demands on the planning service and the benefit of maximising the capacity of trained planning officers. The Chief Planning Officer also noted the need for agility and flexibility within the service in the context of the new statutory requirements that will come into force in the near future.

It was suggested that some members of the public may feel more confident commenting on applications in the knowledge that they will not be identifiable by others.

The use of a pilot to test a sensitive change in practice was welcomed as a means to ensure members could assess the outcomes on the basis of evidence.

Reassurance was provided in response to concerns about Town and Parish Councils' access to training on the Public Access system. An update was provided on advice and support provided at a conference for Town and Parish councils.

Members queried whether additional training should be provided to staff in relation to GDPR requirements to limit the risk of data breaches.

Members considered the complexity of the planning system for members of the public and welcomed improvements to the Public Access system.

RESOLVED –

Members of the Scrutiny Board agreed to note the outcome of the pilot and the evaluation set out in the attached report.

Members supported a recommendation by majority vote that the publication of third-party comments on planning applications should not be resumed.

84 Work Schedule

RESOLVED –

Members considered the draft work schedule for 2023/24.

It was agreed that provisional dates for the next municipal year would be shared with Scrutiny Board members.

85 Date and Time of Next Meeting

The next meeting of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) will take place on **28 February 2024 at 10.30am**. There will be a pre-meeting for all members of the Scrutiny Board at **10.15am**.

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Local Flood Risk Management Strategy – Annual Scrutiny Review

Date: 28th February 2024

Report of: **Executive Manager- Flood Risk and Climate Resilience**

Report to: **Infrastructure, Investment & Inclusive Growth Scrutiny Board**

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Under the Flood & Water Management Act 2010, Leeds City Council as the Lead Local Flood Authority for Leeds is required to have a Local Flood Risk Management Strategy (LFRMS).

This report examines the implementation of the Strategy over the last 12 months and provides a summary of the measures that are set out for the years ahead. A comprehensive briefing is provided in Appendix one of this report and in summary the headlines for works in 2023 and in progression are.

- FAS2 will complete this year and is protecting 1048 residential properties and 474 businesses. FAS1 assets managed and maintained, mock events have taken place to build resilience. Over the past 6 years the teams have mobilised to operate the weirs over 100 times.
- FAS compound established to store bespoke valuable spare appropriately.
- Capital scheme completed at Farnley Wood Beck protecting 12 properties, two major schemes at Wortley and Meanwood making significant scheme progress.
- Sheepscar scheme start on site April 2024 and scheme at Thorner due to start on site in 2025.
- Hotspot clearances of 1925 (April – Dec 23)
- 135 Beck Inspections (April – Dec 23)
- 1860 planning applications consultations (551 Major, and 1309 Minor) regarding surface water flooding.
- Maintenance and inspect of 12 flood alleviation schemes, 23 SuDS schemes and 65 other bodies of water.
- As part of the FAS1/2 maintenance works, inspect and maintain 135 trees along the River Aire

Flood risk reduction and increased awareness and climate resilience supports all three pillars of the Best City Ambition – Health and Wellbeing, Inclusive Growth and Zero Carbon. The key outcomes of the strategy are related to improving the resilience of the City's infrastructure and the natural environment by reducing flooding and other risks from future climate change. Through reduced risk of flooding, businesses and jobs are protected in areas of flood risk which promotes inclusive growth and residents health and wellbeing (in particular mental health).

Recommendations

- a) That the Board review the implementation of the strategy and provides comments to help inform its further development and be considered at the next strategy update due to take place in 2024/25.

What is this report about?

- 1 Under the Flood & Water Management Act 2010, Leeds City Council as the Lead Local Flood Authority is required to have a Local Flood Risk Management Strategy (LFRMS). This report examines the implementation of the Strategy over the last 12 months and provides a summary of the measures that are set out for the years ahead. This also allows the scrutiny of the implementation of the Council's Local Flood Risk Management Strategy. A more detailed review of FRM activities is included as Appendix 1.

What impact will this proposal have?

- 2 The report will provide an update to the Board on the implementation of the Local Flood Risk Management Strategy along with an opportunity for Board members to provide comment and scrutiny.

3. How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

- 3.1 Ongoing work to reduce the risk of flooding is a key activity within sustainable infrastructure and reflects the councils 2019 declaration of a climate emergency and its intention to work towards being a carbon net zero city by 2030. Delivery of the LFRMS will help to reduce the impacts of flooding and therefore deliver managed adaptation to the future impacts of climate change. In delivering the capital programme for flood alleviation the carbon impact of these schemes is considered and we promote lower carbon solutions. Prevention of flooding also positively impacts carbon emissions by avoiding the need to rebuild, repair and refurbish properties impacted by flooding, we are able to demonstrate this using carbon calculator tools developed with the Environment Agency.
- 3.2 Inclusive Growth is promoted by the prevention and amelioration of flooding to properties and businesses and the resilience of the city to flooding is enhanced. Business is confident that its property will be protected, are encouraged to remain and invest. The increased resilience of infrastructure networks and structures also supports inclusive growth.
- 3.3 The threat of and experience of flooding can impact on peoples mental health and general health and wellbeing, schemes to prevent flooding can have a very positive impact on improving peoples mental health by enhancing peoples ability to feel safe in their home and not under threat of flooding.

4 What consultation and engagement has taken place?

Wards affected: ALL

Have ward members been consulted? Yes No

- 4.1 A wide consultation was carried out for the adoption of the Strategy. Further local consultation and engagement has been undertaken across the flood risk management service from the development control functions, day to day investigations, the maintenance of our flood risk assets, to the specific events and updates undertaken by the Strategy and New Works team in relation to the Flood Risk Management Capital Programme. Further information on the service can be found at [How we are reducing flood risk \(leeds.gov.uk\)](https://www.leeds.gov.uk/how-we-are-reducing-flood-risk) .

- 4.2 **Strategy and New Works:** undertake a wide range of consultation and engagement with those residential properties and businesses directly impacted by flooding, ward members, stakeholders and the general public (including raising awareness of flooding issues). Each scheme develops a consultation plan which identifies key stakeholders and a programme of

engagement/ consultation so that ward members and communities can input and have visibility of the scheme as it evolves. This has involved the utilisation of the Commonplace website which allows consultees to have transparency of the engagement.

This past year has involved:

- Briefings and meetings on flood schemes to the Executive Member and ward councillors. This includes over 9 newsletter/briefings updates to local councillors and residents in 2023 include Meanwood Beck, Middle-Wharfedale, Wortley Beck & Sheepscar Beck, as well as the quarterly FAS2 email newsletter.
- Online engagement for Sheepscar Beck (August/September 2023) using the commonplace map tool - 45 comments received and over 300 letters sent to local business and residents.
- 8 Leeds City Council press releases featuring flood alleviation schemes in 2023.
- Monthly update for key stakeholders on the FAS2 project – which includes relevant ward members, both through newsletters and social media.
- The Leeds Flood Resilience account received 23.3K impressions and 1,834 engagements in 2023.
- Filming with volunteers when planting 1,000 whips at the FAS2 flood storage area site: <https://twitter.com/LeedsFAS/status/1639286278179921924>
- Upcoming engagements on scheme development in the next year of 2024/25 for Sheepscar Beck, Thorner Beck, Wortley Beck, Potternewton and Meanwood Beck.

4.3 FRM Development Control: We are a statutory consultee on Major planning applications and work closely with Planning Services on planning applications where there are drainage or flood risk issues. We advise on surface water discharge, drainage hierarchy, Minimum Development Control Standards, highway drainage issues associated with residential development, watercourse consenting and enforcement issues, and the maintenance and operation of above ground SuDS. The team also manage and engage with our equivalents from the other WY LLFA's as part of a Development Control network group to advise and support work across West Yorkshire. These are normally quarterly meetings, but with the impending implementation of Schedule 3 of the FWMA 2010 they are now meeting monthly to share information, guidance and advice. The Strategic Flood Risk Assessment was also part of the Leeds wide Local Plan update consultation and the Environment Agency have been extensively consulted and engaged with as part of that process.

4.4 Investigations and Maintenance: Are both very actively engaged with local Councillors, MPs, residents and businesses on the reporting of flooding issues (which are often related to Highways or Yorkshire Water) either via email, round table discussions or meetings on site.

5 What are the resource implications?

5.1 The implementation of the LFRMS will continue to have an impact in the Council's revenue budgets but the LFRMS will ensure that any expenditure is prioritised. Furthermore, it will allow stronger cases to be built for future externally funded grant applications. A case has been made to the Strategic Investment Board for capital funding which has been shown to attract external funding at a rate of at least 1 to 7 (for every £1 of the council capital funding we have attracted at least £7 of external funding).

6. What are the key risks and how are they being managed?

6.1 The Strategy allows the Council to prioritise its work on Flood Risk, leading to reduced overall risk of flooding. The Significant Risks identified are:

- Financial pressures on the Flood Risk Management Revenue Account and wider Council and how this may impact on future service levels.
- Shared Corporate risk of not being a net zero carbon city by 2030
- Impact of changing climate risk, flooding is the greatest climate risk the city faces
- Funding availability for capital schemes
- Recruitment and retention of skilled technical staff

7 What are the legal implications?

7.1 The F&WM Act places a requirement on Leeds to prepare and manage the LFRMS. The Act requires Scrutiny of the Council's activities in this area.

8 Options, timescales and measuring success

8.1 What other options were considered? This is not a decision report and so consideration of other options was not required.

9 How will success be measured?

9.1 Eight key monitoring indicators are used in the Flood Risk Management Strategy and are listed below and are reported on in more detail in Appendix 2.

1. The number of measures in the 'List of Measures' which have been completed.
2. Are there active measures in the 'List of Measures' which cover each of the six 'Objectives for managing flood risk'?
3. Improving engagement on flood risk - How many public engagement events have taken place? (School events, flood action group meetings).
4. The number of new developments where Sustainable urban Drainage Systems (SuDS) have been installed? Such as, green corridors, rainwater harvesting, green roofs, land management (tree planting).
5. Are Property Flood Resilience (PFR) schemes reducing flood risk.
6. Number of Leeds City Council staff engaged in flood risk management activities.
7. Reliability of public transport – Number of Metro bus and train routes disrupted by flooding/drainage problems?
8. Is the LFRMS consistent with the plans and actions of partner organisations?

10 What is the timetable and who will be responsible for implementation?

10.1 The implementation of the LFRMS is a continuous process. The next refresh of the LFRMS is scheduled for 2024.

Appendices

Appendix 1 - Update on the LFRMS

Appendix 2 - Updated LFRMS Appendix C (i) Measures (2021/22)

Appendix 3 - FRM Incidents up to 2022

Appendix 4 - Equality, diversity, cohesion, and integration screening form

Background papers

- Leeds, Local Flood Risk Management Strategy 2018 Update.

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APPENDIX 1 – Local Flood Risk Management Strategy Update 2023

1 Background

- 1.1 Following major floods during 2007, the Government set up the Pitt Review to investigate the way flood risk management agencies dealt with such a major event. This review came up with 93 recommendations, which Government accepted.
- 1.2 A number of these recommendations needed legislation to give local authorities and agencies the necessary powers or duties and hence the introduction of the Flood & Water Management Act 2010 (F&WMA). One of these duties was for all Lead Local Flood Authorities (Leeds City Council for this area) to prepare a Local Flood Risk Management Strategy (LFRMS).
- 1.3 The Strategy was last refreshed and reviewed by Scrutiny Board (Sustainable Economy and Culture) in December 2018 and adopted by Full Council on 27th March 2019. And is due to be updated in 2024.
- 1.4 **Leeds Local Flood Risk Management Strategy**

The Strategy outlines the approach the Council and other agencies will take regarding flood risk management. The Strategy contains:

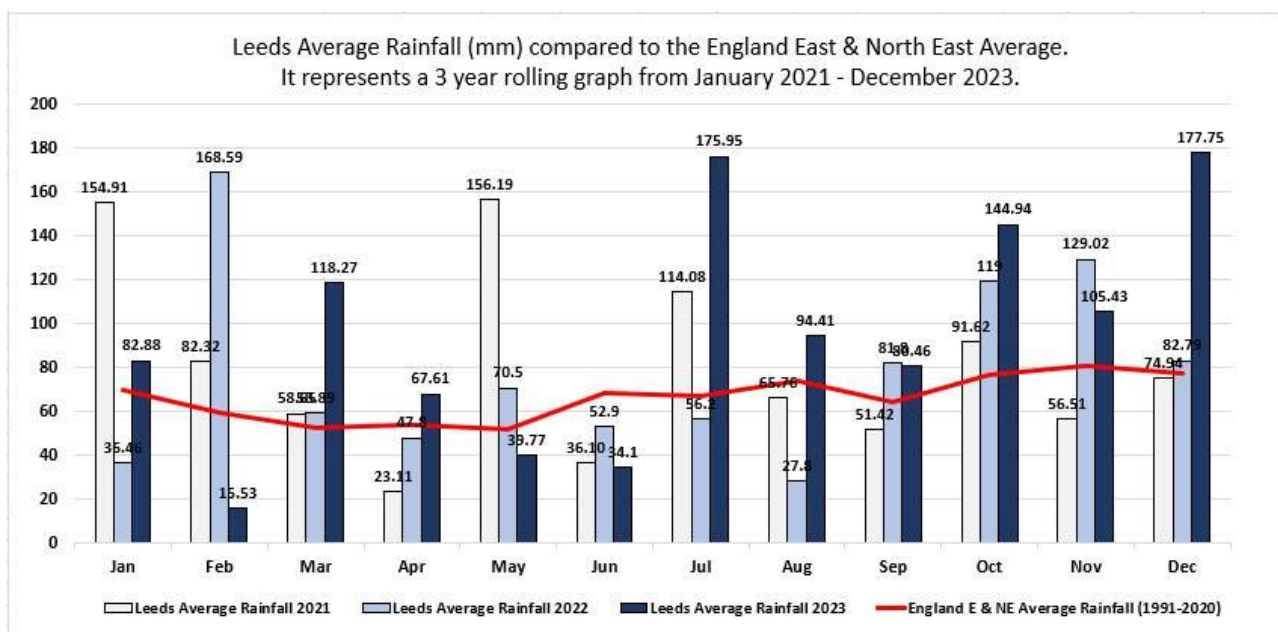
- a. The objectives for managing flood risk.
- b. The measures proposed to achieve those objectives.
- c. Timeframe for any measures.
- d. Costs and benefits of the measures and how they are to be funded.

Specific measures are contained in Appendix C of the Strategy, which have been updated regularly to ensure it is reactive to latest priorities. The section below outlines the work of the Flood Risk Management Team over 2023 with additional works and actions also undertaken

2 Major Storm Events

- 2.1 February storms have become a regular feature in recent years, however these didn't occur in 2023. As the graph shows, February was quiet and the increased rainfall in subsequent months, particularly in July, did not produce named storms until October 20th with the arrival of Storm Babet. This storm was closely followed by Storms Ciaran (November 1st – 2nd), Debi (November 13th), Elin (December 9th), Fergus (December 10th), Gerrit (December 27th) and the heavy rainfall continued into the new year with Storm Henk (January 2nd 2024), Storm Isha and Storm Jocelyn (23rd January). This is the tenth named storm in five months and it's only the second time in the UK storm season that the letter J has been reached in the alphabet. (Storm season runs from the start of September to the end of the following August). For more background on this <https://blog.metoffice.gov.uk/2024/01/23/why-have-there-been-so-many-storms-in-the-uk-this-year/>
- 2.2 The graph below shows a very high increases in rainfall over the past few months since July. And so, the arrival of the storms outlined above in quick succession caused land to be saturated, resulting in issues with overland flow, blockages in

watercourses and a large amount of debris on the hotspots that are cleared by our contractors.



2.2 The experiences of the storms described above have demonstrated that the city is still vulnerable to a wide range of flooding impacts. Several properties, roads and businesses were badly affected. The council is working closely with partner organisations, in particular the Environment Agency and Yorkshire Water, to deliver improvements to natural and engineered networks and to install new and improved flood alleviation measures. However more work is needed to address current and future flood risk and to mitigate the increasing impact of climate change.

3 Flood Risk Management team updates in 2023

3.1 Flood Risk Management undertake a wide range of flood risk activities ranging from advising on Planning applications and Planning/ flood risk policies, to the monitoring and data gathering of incidents, to the carrying out of investigations, implementing capital schemes and the operation and maintenance of assets. The section below covers these activities in more detail.

Asset Management Team – Including FAS Team, Investigations Team & Maintenance Team

3.1.1 The FRM Asset Management Team is responsible for operating, maintaining, and managing a diverse range of assets to ensure their proper functioning. One of these assets is part of LFAS1, a large and intricate flood defence scheme located on the river Aire. This scheme incorporates active moveable weirs at Crown Point and Knostrop, as well as active flood gates and passive linear defences. The team's duties include the management and maintenance of LFAS1, as well as other significant recently constructed flood risk schemes such as Otley, Killingbeck and Mickletown.

3.1.2 In addition to these schemes, the team also oversees the maintenance of various other assets, including reservoirs, becks, culverts, trash screens, pumping stations, petrol oil interceptors, and septic tanks. The responsibility for maintaining these assets is often shared among multiple council departments, external

organizations, and private companies. The AMT collaborates with these parties to promote flood risk resilience throughout the city.

- 3.2 **FAS Team:** The Flood Alleviation Schemes (FAS) team takes an active role in operating, managing, and maintaining several large flood alleviation schemes within the city. Their main objective is to protect residents, businesses, and infrastructure from flooding. The moveable weirs and flood gates located throughout the city may require intervention or operation at any time. To ensure a prompt response to incidents, a dedicated team is available 24/7. Staff members from the wider Flood Risk Management (FRM) team choose to participate in incident response roles in addition to their regular duties. The FAS team is responsible for training and coordinating these incident roles, which include a Duty Flood Risk Manager (DFRM) in charge of all resources and the FRM response. Site Operatives (SO's) are responsible for operating flood assets in various locations. The FAS team also maintains and inspects FAS1 assets, which pose unique and interesting challenges. Currently, the team is working on streamlining operations, increasing resilience through proactive measures and sustainable practices, and building more flood-resilient communities.
- 3.2.3 During recent storm events, the duty teams have been active, closely monitoring river levels that have been approaching activation levels.
- 3.2.4 For background on the deployment of the weirs see:
- [Leeds flood defences perform as designed during Storm Babet](#)
 - [Winter storm season requires us to be prepared, as major flood and climate resilience works across Leeds continue](#)
- 3.3 **Investigations Team:** the team helps Leeds City Council fulfil its legal obligation to investigate flooding as the Lead Local Flood Authority, as mandated by the Flood and Water Management Act 2010. Their role is to understand the causes of flooding, prevent future incidents, and protect communities by engaging directly with residents, providing support and guidance, and collecting evidence. They are the primary point of contact for the public, Councillors, and other stakeholders, actively participating in community group meetings, workshops, and events to inform and involve the community.
- 3.3.5 In 2023, the team worked with a contractor to clear 2,442 trash screens, including critical grids that are prone to flooding. They investigated more than 270 flooding incidents, resulting in 162 referrals for maintenance issues such as clearing grids, unblocking culverts, and maintaining watercourses. Additionally, they conducted 185 routine inspections of becks, identifying and removing obstacles that obstruct the flow of water.
- 3.3.6 Recent storms have brought a significant number of debris, including a sofa, trolleys, and a scooter, onto the trash screens in LCC watercourses. The need for debris removal from grids and watercourses has increased during the winter, when the land is saturated and overland flow becomes problematic. Surface water flooding remains a complex issue for residents and businesses in the city, and the team collaborates closely with third parties to promote flood preparedness within the community.
- 3.3.7 Furthermore, the team works together with other LCC H&T departments to survey and investigate existing drainage systems for highway design and development purposes.

- 3.4 **Maintenance Team:** The Maintenance Team is responsible for both reactive and planned maintenance to manage flood risk throughout the city, protecting residents, businesses, and infrastructure. They identify and repair damaged drainage assets through a robust regime of inspections and referrals. Additionally, the team supports other LCC departments in operating and maintaining fifteen pumping stations, six Septic Tanks, and thirty-seven Petrol Oil Interceptors through service level agreements and associated telemetry monitoring and development.
- 3.5 The team works closely with others to prepare for forecasted storm events. This includes:
- Inspection of flood alleviation schemes: All 12 flood alleviation schemes throughout the city were inspected during storm Babet, and they were found to be responding well and operating as expected, providing full protection to properties and communities.
 - Reservoirs: Inspections were conducted on reservoirs regulated by the Reservoir Act. Fleakingley Reservoir required active intervention to divert flows away from the reservoir and prevent inundation of the receiving St Aidan's reservoir.
 - Pumping Stations: Critical surface water pumping stations throughout the city are monitored using telemetry.
 - ELOR Drainage: Ongoing work is being done to understand new assets and their maintenance. Inspections before and after floods have provided a better understanding of flooding mechanisms and any potential issues.
 - FAS1 and FAS2 Trees: A desk study was conducted to identify trees most at risk, and a post-flood review was carried out to assess any damages.
- 4 **FRM Data Systems Team:** Several updates have been made to our data systems to improve recording and functionality of assets, hotspots and incidents and improve team understanding of flood risk.
- 4.1 AMX is a new and fully integrated Asset management system which allows us to organise and inspect Leeds City Councils' flood defences and watercourses. It allows one-system to bring together our assets, hot spots (grids), inspections of assets, investigations, surveys and works referrals into one system. AMX is linked directly to our Geographical Information System to allow updates to the asset register to be directly reflected in AMX. It has improved our way of recorded assets and incidents by integrating these into one system. AMX allows the Flood Risk Management (FRM) Team to respond to flood incidents and keep a record of past incidents for historic purposes. And allows the FRM team to add and update scheme assets (such as FAS 1, FAS 2, Mickletown FAS and Glebelands FAS, to name a few) and their inspections to ensure we are protecting properties from flooding. It is used to prepare for flooding events, such as those caused by storms, by allowing proactive maintenance regimes to be coordinated prior to possible flooding, for example, by clearing grids on a routine maintenance regime. In summary AMX holds: Assets: 50,852 of which are FAS related: 816 It also holds information on Surveys: 3742 Incidents: 10782 Maintenance referrals 329 Inspections, over 1000 scheduled and Hot spots (grid maintenance) 197.
- 4.2 An additional system we utilise is Maprain which provides useful data on forecast and actual rainfall events across the city, as well as historical evidence to support Highways when processing legal claims. And NAFRA2 New National Modelling (NNM) which reviewed the latest Surface Water modelling is now complete. FRM used local and specialised knowledge to ensure the outputs are represented correctly in well-known hotspots and added any completed FAS and culverts to

the map to ensure these are taken into consideration with the modelled outputs. Which is utilised within planning application responses, incident investigations and scheme development.

5 **FRM Development Control:** Leeds City Council in their role as the Lead Local Flood Authority (LLFA) are a statutory consultee for all Major planning applications and pre-applications in relation to the management of surface water drainage. We are also the consenting authority for Works Affecting a Watercourse and determine applications made to us under the Land Drainage Act 1991. For the year-to-date (end of quarter 3 Oct-Dec 2023) Development Control have provided a bespoke response to a total of 1411 applications, with 408 of these being Major applications. We have also responded to 105 separate enquiries sent direct to Development Control which related to highway improvement projects, pre-planning application enquiries, watercourse consent pre-submission enquiries, Councillor queries, and homeowner enquiries. Over the course of 2023 the number of planning application consultations has continued to remain consistent at between 150 – 170 per month, with approximately 1/3 being Major applications which require detailed review, considerable input, and in many cases re-consultation. To place this level of planning activity and LLFA consultation into context, Leeds LLFA provide bespoke comment to more Major application consultations than all the other West Yorkshire LLFA's combined.

5.1 In respect of Watercourse consent applications, for the year-to-date the Development Control Team have determined 22 consent submissions.

5.2 FRM have also been jointly working with Planning to revise the current Strategic Flood Risk Assessment (SFRA) for Leeds. This is a critical element of the Climate Change Local Plan update and is in response to the declaration of the Climate Emergency. The revised SFRA will inform the review and revision of flood risk policies in the Local Plan update. However, the SFRA does has a broader purpose in delivering a robust depiction of flood risk across the district it informs policy, provides a more informed response to development proposals affected by flooding, and helps to identify and implement strategic solutions to flood risk providing the basis for possible future flood attenuation works.

Following the public consultation period detailed comments were received from the Environment Agency and numerous commercial and private respondents. The SFRA was amended, where possible and appropriate, to largely reflect their suggested alterations. We undertook a short re-consultation with the Environment Agency and aside from minor suggested wording alterations for the policies, their main concerns for the SFRA were:

- Consistent use of proxy catchments for mapping of functional floodplain,
- Easy identification of the source of mapping, and
- Identification of residual flood risk areas.

5.3 It should be noted at this stage that the EA are in large part content with, and supportive of, the updated SFRA. None of the issues raised are a 'soundness' concern for the updated SFRA and we have now produced a Technical Note to address these specific concerns which will be issued to the EA. The interactive mapping, which is an excellent and extremely useful tool, is now available for use on-line. [Local Plan Update - SFRA 2022.pdf \(leeds.gov.uk\)](#), [SFRA final_exp_v2 \(arcgis.com\)](#)

5.4 Additionally, there have been several major and upcoming policy changes:

- The re-drafted Minimum Development Control Standards for Flood Risk guidance document was published in May on the 'Advice for Developers' and 'Natural Resource and Local Plan' webpages. This was a significant piece of work for the Development Control team, and we are pleased that the document has been well received and used. Our counterparts in the West Yorkshire Flood Risk Management teams use this document as an exemplar template and basis for their own technical standards. The document will periodically be updated to reflect new or revised guidance and any changes will be submitted to Planning Board for approval. [Minimum development control standards for flood risk \(leeds.gov.uk\)](https://www.leeds.gov.uk/minimum-development-control-standards-for-flood-risk)
- The Government announced in early January 2023 a proposed consultation and review on how Schedule 3 of the FWMA 2010 will be implemented. This relates to a framework for the approval and adoption of sustainable drainage systems and could have considerable implications for the Flood Risk Management team. At some point early in the new year we are expecting communication from DEFRA announcing completion of the review and a period of public consultation. This public consultation will collect views and advice on impact assessment, national standards, and statutory instruments. Development Control continues to lead at monthly meetings with counterparts in the West Yorkshire Flood Risk Management teams to share information and co-ordinate actions. [New approach to sustainable drainage set to reduce flood risk and clean up rivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/new-approach-to-sustainable-drainage-set-to-reduce-flood-risk-and-clean-up-rivers)
- The implementation of mandatory Biodiversity Net Gain (BNG) for Major applications was delayed from November 2023 to January 2024. There are two proposed elements to BNG – terrestrial units and river units. Where Leeds City Council can offer river credit units Flood Risk Management will likely play a role in the identification, costing, and delivery of the river units but the scope and extent of this role has yet to be agreed with colleagues in Planning & Sustainable Places. [Biodiversity and planning \(leeds.gov.uk\)](https://www.leeds.gov.uk/biodiversity-and-planning)

6 Strategy and New Works team: Manage and deliver a range of capital schemes reflecting key flood risks, right through from initial feasibility up to completion on site and handover to the FRM maintenance team. The list below gives a summary of our key schemes in progress along with an update to the overall programme in Appendix C.

6.1 Recent Capital Works Completed : In the past two years, three schemes were completed:

6.1.1 Farnley Wood Beck FAS: completed in 2023 this £1m scheme protects 15 properties at Old Close Cottingley from flooding (previous flooding events, most notably in 2005). The works completed in February 2023 have been to de culvert the watercourse between Old Road and Elland Road providing protection up to a 1 in 100-year flood event for these properties. The scheme is funded by local levy, FDGIA and S106 funding. We are also looking at a next phase (outlined below) with a Natural Flood Management scheme to provide the climate resilience to this work.

6.1.2 Otley FAS: Completed in 2022/23, this £4.43m project to reduce flood risk from the River Wharfe in Otley with the background covered by the Otley FAS webpage which includes a copy of the latest newsletter and public updates on the scheme. The effectiveness of the scheme recently proved itself in the Spring 2022 See Video [link](#) of the residents feedback and the scheme effectiveness after a

recent flooding event. The scheme was also recognised through an ICE Regional Award.

- 6.1.3 We also received additional Department for Education funding (£50k), as the scheme reduces the risk of flooding to the access route to two schools in Otley. This included the funding for some retrofitting of SuDS schemes (two schools) and provides the students with some education around flooding and what the scheme does to help reduce that risk. The educational work with Prince Henry's Grammar School took place on their global citizenship day (July 22) where LCC and EA colleagues inspired students about what they can do as citizens of the world to help reduce the risk of flooding and a green roof is to be installed at the school as part of the initiative. A presentation and site visit are planned with Ashfield Primary school and discussions of a green roof at both schools are progressing well, with implementation anticipated in 2024. This will provide an opportunity for the team to better understand the benefits of green roofs.
- 6.1.4 **Queen Street (St Aidan's):** In the late 2000's, three housing developments adjacent to St Aidan's Nature Reserve, discharged their surface water to an existing drainage ditch on the site/boundary of St Aidan's. In the more extreme storm events this ditch overtops and spills out across the adjacent footpath affecting a public right of way. The works connected the drainage ditch, to an existing culvert and are now completed with the final tree planting undertaken in March 20223.
- 6.1.5 **Leeds FAS Phase 2 £125,826,000:** Phase 2 of the Leeds Flood Alleviation Scheme is a two-step scheme, reducing flood risk along the river Aire, between Leeds station and Apperley Bridge, Bradford. This involves a combination of Natural Flood Management (NFM) and traditional engineering methods, providing protection to 1048 homes and 474 businesses. The scheme comprises of a flood storage area near Calverley, and flood walls in Apperley Bridge, Newlay and Kirkstall. The flood storage area is particularly central to work on Phase 2, as the construction of a flow control structure on the existing flood plain will mean that during high river levels, this can be activated to alleviate flooding being experienced further downstream. When this is complete, it will raise the level of protection for the entire FAS2 area to a one-in-200-year level. Once delivered in full (Summer 2024) , Phase 2 will also raise the standard of protection of Phase 1 (Leeds city centre), to a one-in-200-year level. All funding required has been secured, however there have been further cost increases (e.g., supply, war in Ukraine, inflation) which are being closely monitored and under review.
[commonplace site](#)

Next Schemes under construction

- 6.2 **Sheepscar:** Sheepscar Beck is a historic water course that runs through the North of Leeds City Centre. The beck is heavily engineered with a high number of manmade structures. Due to the age of the stone and brickwork that makes up these structures, and the presence of invasive plant species, there are many points throughout the channel that need repair. Alongside the works needed within the channel, there are several brick and stone structures above and overlooking the beck that need to be repaired.
- 6.2.1 If the infrastructure in and around Sheepscar Beck were to fail, it would negatively impact on several hundred homes and businesses in the area and require significant financial investment and carbon cost to restore. This project aims to proactively carry out repair works to sustain the existing level of flood

risk by preventing future blockages. The scheme is due to start in April 2024 at an estimated cost of £1.5m and fully funded through the Environment Agency and WYCA funding. [Have Your Say Today - Sheepscar Beck Flood Alleviation Scheme - Leeds City Council Flood Resilience \(commonplace.is\)](#)

- 6.3 **Thorner:** There have been major flooding events in the past from Thorner Beck, particularly in 2007. The feasibility phase of the scheme is mostly complete having identified a suitable solution for a flood scheme. Which includes a flood storage upstream of the Westfield Lane Ford. Other Natural Flood Management measures in the catchment will also be considered. We are also working closely with the Yorkshire Dales Rivers Trust, who are currently delivering a project to improve water quality in the Thorner Beck catchment. This work includes tree-planting, work with farmers and local improvements to re-naturalise areas of the channel. [Have Your Say Today - Thorner Beck Flood Risk Study - Leeds City Council Flood Resilience \(commonplace.is\)](#)

Potential Future Schemes and Studies

- 6.4 **Wortley Beck FAS:** There have been frequent flooding events from this beck with over 50 properties known to have been affected by internal flooding and 200 properties within Flood Zone 3. There was also recent flooding of the outer ring road in February 2021. Funding for this feasibility work has been secured from the Environment Agency through local levy and flood defence grant in aid for the development of a flood alleviation scheme. After a recent review of the hydraulic modelling study, an optioneering exercise is currently underway on eight options and is the largest scheme on the Leeds programme (aside from FAS2). An Exec Board report is due to be submitted in the Summer of 24 to keep Cllrs updated and a further engagement will be undertaken on the preferred option. Previous engagement and consultation included a seven-week consultation on the options (see below) and generated a good response with over 100 comments and 76 agreements. This feedback has been fed into the options appraisal and several newsletters sent out to local Counsellors and residents and a recent presentation update given in (November 2023) to local Cllrs in Pudsey and Wortley. For further information [Have Your Say Today - Wortley Beck Flood Risk Study - Leeds City Council Flood Resilience \(commonplace.is\)](#)
- 6.5 **Meanwood Beck FAS:** Another potentially very substantial scheme with further modelling and optioneering currently under review in Meanwood catchment, The work has considered over 20 sites/ options. Finding adequate flood storage whilst minimising environmental impacts is very challenging in this catchment. A shortlist of options is currently under assessment with a further engagement planned for the Summer of 2024. For further information see [Have Your Say Today - Meanwood Beck Flood Risk Study - Leeds City Council Flood Resilience \(commonplace.is\)](#)
- 6.6 **Wharfedale Flooded Communities Study:** A study is currently in progress to model the impact of flooding in settlements along the Wharfe including Collingham and to identify possible alleviation measures. The baseline model is complete and preliminary long list options have been put forward. A public drop-in event and online have been previously held. Attendance from the community was very good and supported by local ward members. This is along with regular meetings in Collingham and with Cllrs and local MP to keep residents updated of progress. A web page is now live showing the strategic options and an online survey has recently received a very positive response. [Have Your Say Today - Middle Wharfe](#)

[Catchment Flood Risk Study - Leeds City Council Flood Resilience \(commonplace.is\)](#)

- 6.7 **Potternewton Surface Water FAS:** The area has a history of surface water flooding particularly at the Newton Road and Newton Park Drive areas which have been flooded multiple times to significant depths. Past investigation and discussion with Yorkshire Water identified that the main sewer through Potternewton park is at under capacity and surcharges during minor flood events. A review of the options to reduce flood risk to properties within the Potternewton area as well the flooding of the highways and Park is currently underway with over 12 sites under review to examine how they could reduce surface water runoff. For further information - [Have Your Say Today - Potternewton Flood Risk Study - Leeds City Council Flood Resilience \(commonplace.is\)](#)
- 6.8 **Farnley Wood Beck Natural Flood Management (NFM) :** This scheme will deliver NFM work consisting of meandering, tree planting, leaky dams, and flood storage at areas along Farnley Wood Beck. This will complement the deculverting scheme protecting properties at Farnley Wood Beck and provide the climate resilience as well as reducing flows along Farnley Wood Beck and Hol Beck downstream where further properties are at risk. The NFM work will create and improve habitat in the catchment and sequester carbon through new planting. This is the second scheme which has submitted for NFM funding (£796k) from WYCA's Climate Emergency Action Plan funding.
- 6.9 **Lin Dyke Garforth and Kippax FAS:** Various scheme options have been drafted and costed. However, when assessed the cost benefit assessments, do not justify taking a scheme forward to Outline Business Case. The assessment is based on standard funding criteria for flood risk schemes. However further work has been commissioned, to identify next steps for the work and potential funding options. The Environment Agency have commissioned research to examine how areas could create more adaptable and resilient schemes and Garforth has been included as an area within that research.
- 6.10 **Property Flood Resilience (PFR) :** PFR is the term used to describe measures that help to reduce flood risk to people and property. Using PFR enables households and businesses to reduce the damage and stress caused by floods, making the process of recovery and reoccupation easier. In 2022 Leeds was included to be part of the ongoing Yorkshire Flood Resilience project (Defra funded) and undertook a PFR survey last year, and FLIP are now building on that work to identify which properties need further assessment.

Other actions undertaken are.

- Partnership working with other key agencies, notably the Environment Agency (EA), West Yorkshire Combined Authority (WYCA) and Yorkshire Water (YW)
- Close working with impacted residents, businesses, local councillors, and community flood groups to increase awareness of flood risk.
- Develop and maintain a comprehensive register of flood risk features and assets.
- Investigate flooding events – where necessary producing a Section 19 Report. Under section 19 of the Flood and Water Management Act 2010 Leeds City Council has a duty to investigate flooding when it is deemed necessary and appropriate. The report is a public statement of

the circumstances of a flood event and what parties have a role in managing the risks.

- Promote sustainable development – particularly regarding Sustainable urban Drainage Systems (SuDS)
- Support planning with determining the impact of development on flood risk and securing contributions from developers to support the delivery of flood risk management measures. New developments in the city give us a great opportunity to better manage flood water and reduce the risk of flooding to the city, we will see improvements from new developments rather than pressures due to the strength of our planning legislation.
- The operation and maintenance of Leeds Flood Alleviation Scheme Phase 1 (LFAS1) and preparation for the handover of LFAS2 later this year
- Reservoir maintenance and management as well as the co-ordination of Reservoirs Act compliance work (inspections, plans and reporting)
- Preparation for the introduction of Schedule 3 FWMA, which focuses on SuDS including liaison with other LLFAs and Defra, and development work to design new governance and assurance frameworks for the anticipated SuDS Approval Body.
- Natural Flood Management: The Strategy and New Works team have procured a Leeds wide NFM mapping tool which will assist identification of NFM potential. NFM supports flood risk management measures by 'slowing the flow' and provides wider adaptation and mitigation measures by delivering habitat restoration and wider green infrastructure activities with a mix of benefits including carbon sequestration, biodiversity enhancement, water quality improvements and urban cooling. We have two NFM schemes proposed which are outlined in the report.
- Climate Resilience and Adaptation are emerging but key themes of both the council's response to the climate emergency and the Yorkshire & Humber Climate Commissions Climate Action Plan. The council are playing a leading role in developing programmes and plans that will enable local authorities to develop their priorities and work streams that will lead to increased climate resilience across the city and wider region. This included a council wide workshop on severe weather and climate adaptation risk planning held in December, there will be work for all services across the council to do following this and this work is being facilitated by a task group from Flood Risk Management, Resilience & Emergencies, Sustainable Energy & Air Quality and Intelligence and Policy services.
- West Yorkshire Flood Innovation Programme (FLIP): Five lead Local Flood Authorities in West Yorkshire have launched an innovative programme to make the region more resilient to flooding and climate change. The Environment Agency and West Yorkshire Combined Authority are also partners, they have support from local stakeholders including academic partners, community-based groups, Third Sector organisations and Yorkshire Water. iCASP (at the University of Leeds) will also provide a scientific lead, ensuring the latest research is embedded into new techniques employed across the region and

provide an evaluation framework. The council takes a leading role in managing the programme and plays directly into ongoing projects looking at developing new tools to assess Property Flood Resilience measures, the use of Smart technologies linking in with colleagues in IDS and the implementation of Schedule 3 as detailed above. You can [watch this short animation](#) for more information about WY FLIP

7 Sources of Funding

7.1 The capital schemes for flood risk management utilise a range of funding to deliver the projects which in the main cover Grant in Aid (DEFRA), Local Levy, Section 106 monies, and West Yorkshire Combined Authority. There are also submissions to Yorkshire Water for schemes on their 5-year programme (PR24)

Flood Risk Management Minor Works Capital Budget

7.2 In 2015 Leeds City Council Strategic Investment Board awarded £1m to deliver flood mitigation works that would not be eligible for other funding and to provide partnership funding as leverage to attract external contributions. In 2019/20 a further £1m was awarded.

7.3 In 2021 a further application has been approved as part of the recent capital funding review and this will provide a further £2.5 million over the next 5 years (£500,000 p.a.). So far £1.9m has been used in the Council's Capital Programme for Flood Risk projects, with the remaining £2.6m profiled for use in future financial years. This continues to prove an extremely beneficial way to maximise the council's ability to deliver schemes and has helped to attract substantial external funding that would not otherwise have been available. The ratio of LCC capital money is 1:7 and so for every £1 spent by the Council on flood risk schemes this generates an additional £7.

7.4 **Flood Defence Grant in Aid and Local Levy:** Flood Defence Grant in Aid (FDGiA) is provided by DEFRA and allocated locally by the Environment Agency and is subject to submission of an acceptable business case.

7.4.2 For 2022 LCC have been awarded £8.9m FDGiA. Significant amounts are: £7.8m for the Leeds Flood Alleviation Scheme Stage 2 (FAS2), £842,000 for Otley Flood Alleviation Scheme and £180,000 for the Wortley Beck Scheme. In 2023 we were awarded a total of £738,000 for 22/23. Significant amounts include £608,000 for Farnley Wood Beck FAS – Phase 1. Further funding has been awarded to FAS2 which is detailed in para 3.31.

7.4.3 Local Levy (LL) is raised from annual contributions from councils within the region and allocated through the Regional Flood and Coastal Committee (RFCC). Over the past 12 months LCC have been successful in a number of LL bids that support regional schemes that LCC are taking a leading role on.

- £175k LL bid (in addition to £95k from Grant in Aid (GiA) already secured) to develop a Legal Entity to attract green finance and secure the future of NFM work in the catchment (supporting Leeds FAS2), which is in its final stages of approval.
- £83k to lead the Yorkshire Natural Flood Management Community of Practice,
- £160k to manage the WY FLIP programme for 2 years.

- £100k towards the development of a Farnley Wood Beck NFM scheme

- 7.5 **West Yorkshire Combined Authority:** The Environment Agency and other Government agencies will continue to support the West Yorkshire Combined Authority (WYCA) in investigating and attracting future funding for the delivery of the flood risk programme. Although funding specifically for flood risk is not included in the devolved powers, the additional powers and financial flexibility allow for more investment decisions to be taken locally in line with local needs and opportunities. Mayoral Combined Authority (MCA) status allows for deeper engagement with government. The mayor can also act as figurehead to unlock other local contributions and private funding.
- 7.5.1 The Combined Authority and partners have outlined a programme of flood schemes with a significant impact that require additional funding to unlock their delivery. The programme requires £120m of additional investment and is being used as the basis of engagement with Government. If the additional funding is achieved, it can accelerate delivery of Flood Risk Management schemes including a dedicated Natural Flood Management Programme. It also includes funding for schemes within Leeds and will support delivery of the flood alleviation capital programme including phase 2 of the Leeds FAS. These schemes will protect properties and businesses within Leeds and safeguard existing jobs.
- 7.5.2 This programme will strengthen the region's response to the Climate Emergency by reducing carbon emissions and improve resilience to the effects of climate change. The work in the programme is being undertaken in a way that is minimising carbon emissions through changing construction practice, incorporating low carbon materials and using Natural Flood Management (NFM) alongside hard engineering. It will support delivery of our City Region strategies relating to energy and green and blue infrastructure. Delivery of this programme will allow the City Region to make further progress toward our objective of becoming a net contributor to the UK economy and achieving our ambition of becoming a net zero carbon economy by 2030.
- 7.5.3 The Combined Authority Capital Infrastructure Flood Programme lists 23 schemes across West Yorkshire (including 5 Leeds schemes) towards gap funding. FAS 2 has been supported in this process when the Government Department of Business Energy and Industrial Strategy (BEIS) committed to fund £12.565m towards gap funding. A Strategic Outline Case is under development to be submitted to the CA for approval (22nd June 2023) after which project level business cases can be submitted for approval as funding is confirmed. As well as the FAS2 funding, there is a Business Case undergoing the approval process of £650k towards the Sheepscar refurbishment.
- 7.5.4 To further support delivery of NFM In 2022 we have two current applications for funding into a new funding pot under the Climate Emergency Action Plan. Leeds has bid for two schemes under this funding for Farnley Wood Beck NFM (796k) and Thorner (779k - detailed above) both of which require business case approval.
- 7.6 **Section 106 agreements**
- 7.6.5 Section 106 of the Town and Country Planning Act includes enabling powers for legal agreements between the Local Planning Authority and developers to provide improvements to local services and infrastructure. In 2022 we utilised £300k from S106 monies available and enabled us to make a significant contribution towards

the £1m for the Farnley Wood Beck Scheme. We are currently exploring how we can make the most of this opportunity to link S106 monies with flood risk schemes.

- 8 **Yorkshire Water** : There are regular meetings with Yorkshire Water to develop our joint working potential. Yorkshire Water are currently undertaking their 5-year annual plan review (PR24) for investment in the West Yorkshire Region. FRM have submitted scheme proposals where there is a clear YW interest. We are currently awaiting feedback on these schemes and whether they have been included for funding.

9 Corporate Considerations

9.1 Equality and Diversity / Cohesion and Integration

- 9.1.6 It should be noted that by carrying out flood alleviation works the Council will be ensuring the safety of the local community and particularly those residents that have children and members of the families that have a disability, where these benefits will be greater – as currently these individuals may struggle to get to safety if flooding occurred. Included as Appendix 4.

9.2 Climate Emergency

- 9.2.1 The Council declared a Climate Emergency in March 2019, with the stated ambition of working towards a net zero carbon city by 2030. The Council has accepted that very urgent action is required to make our contribution to containing global temperature rises within 1.5C. Beyond this limit, there is a strong scientific consensus that there will be catastrophic consequences for both humanity and the natural world. Since the declaration the Council has adopted a new way of working, changing its own structures and governance processes to incorporate the new climate emergency priority. Delivery of the LFRMS will help to reduce the impacts of flooding and therefore deliver managed adaptation to the future impacts of climate change. In delivering the capital programme for flood alleviation the carbon impact of these schemes will be considered to promote lower carbon solutions.

- 9.2.2 In the annual update to Executive Board in July 2023 there will be much greater emphasis on climate resilience and adaptation, LCC now not only forms a key part of the Leeds Climate Commission but also to the more recently formed Yorkshire & Humber Climate Commission including being members of the Climate Resilience and Adaptation Panel with a view to planning a response to the Y&HCC Climate Action Plan launched in late 2021 around COP26.

10 Conclusions

- 10.1 Flood Risk is a key threat to the wellbeing of the residents across Leeds and to ensure action is taken it is important that Council continues a proactive approach to mitigating the impact of flooding. Moreover, throughout 2022 and looking to the future the broader focus of climate resilience and adaptation must align very closely with flood risk.

- 10.2 There has been good progress in the delivery of projects identified in the Strategy in 2023. The current 6-year programme 2021-27 will deliver more than 10 schemes to reduce the risk of flooding by investing £20m in the City's flood and climate resilience infrastructure. This would be in addition to the investment from Leeds FAS2.

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APPENDIX C - Leeds Local Flood Risk Management Strategy - Monitoring Indicators

REF	Monitoring Indicator	Evidence/Comments on Progress	Date
1	The number of measures in the 'List of Measures' which have been completed?	Two Schemes were completed from the List of Measures were completed in 2022: S29 - Queen Street Culvert completed, (£44k) S16 - Farnley Wood Beck deculverting scheme (£1.017m)	2022/23
2	Are there active measures in the 'List of Measures' which cover each of the six 'Objectives for managing flood risk'?	Yes. These can be found under the Policies Section of this Appendix.	On-Going
3	Improving engagement on flood risk - How many public engagement events have taken place? School events, flood fairs, flood action group meetings.	During the 2022-2023 financial year the following engagements have included: * Over 30 Presentations to Prince Henry School at Otley in July, for a site visit to Otley FAS. * Two Presentations to Ashfield Primary on Otley FAS * Online Common Place Consultation on Wortley FAS Supported the Environment Agency's Flood Action Week & linked it to FAS1 video * Worked with local residents on Otley resident reaction video * FRM have attended Flood Support Group meetings including 2 Garforth Support meetings * Two Newsletters on updates and engagement updates given to Wortley/ Meanwood. * Tree planting FAS2 volunteer event in Feb 2023	2022/23
4	The number of new developments where SuDS have been installed? Include SuDS, green corridors, rainwater harvesting, green roofs, land management (tree planting).	There is no information on the installation of SUD's in NEW Developments. FRM have a database showing that within the LCC administrative boundary there are: 99 Swales; 34 Filter Drains and 156 French (Porous) Drains.	2022/23
5	Are property level flood protection (PLP) schemes reducing flood risk – Number of properties where PLP schemes have been installed and operated successfully in a flood event?	Yes. As part of the Property Flood Resilience Pathfinder Project, a proportion of those installed have been surveyed in 2022. A further survey of properties with PLP in Otley are to be surveyed in 2023.	2022/23
6	Number of Leeds City Council staff engaged in flood risk management activities?	FRM structure includes 36 posts (being actively recruited to) and 5 posts in FAS2	2023
7	Reliability of public transport – Number of Metro bus and train routes disrupted by flooding/drainage problems?	Flooding and disruption occurs along Barnsdale Road, Allerton Bywater (Storm Franklin 20th February 2022) . This affects 6 regular Bus Services and also School Bus routes. Other major infrastructure impacted by flooding is the Ring Road at Wortley, Newton Road at Potternewton . FAS schemes protecting infrastrucure includes, Farnley Lane flooding at Otley is now protected by the Otley FAS scheme) and FAS2 will be protecting Kirkstall Road. We gather incident data about flooding affecting the highway network.	2022/23
8	Is the LFRMS consistent with the plans and actions of partner organisations? Review and incorporate relevant actions from the Aire and Ouse CFMP's in the 'List of Measures'?	Yes. FRM assisted the Environment Agency to in update to Flood Risk Management Plans in 2022. CFMPs have now been replaced by River Basin Management Plans. This will be reflected in the next update of the LFRMS planned for 2024.	2022/23

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ID	Priority	Scheduled Review/Completion Date	Measure	Location (if applicable)	Category	Relevant Objective from LFRMS	Progress/Comments (reference other sources of information)	Benefits/ Outcome	Costs/ Resource Implications	Lead Organisation	Support Organisation	Measure Owner
POLICIES												
P3	HIGH	On-going	Develop register of structures and features which are likely to have a significant effect on flood risk.	City wide	4. Asset management and maintenance	6. Improve understanding of local flood risk and seek to decrease local flood risk through implementation of affordable, high quality measures to alleviate flooding where practicable.	This is a requirement under Section 21 of the Flood and Water Management Act (2010). LCC are progressing this and have purchased new software "FloodVu" which will assist with the recording of asset information. This software links directly with the LCC's	Improve knowledge of existing infrastructure and conditions and promote a sustainable approach to asset management and maintenance.	Staff resource	Leeds City Council	Environment Agency & Yorkshire Water Services	LCC Flood Risk Management
P4	HIGH	On-going	Identify locations where culverts can be removed or improved through redevelopment	City wide	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	This measure is listed in the Aire Catchment Flood Management Plan	Improve knowledge of existing infrastructure and conditions and promote a sustainable approach to asset management and maintenance. Redevelopment plans will include consideration of the removal of problem culverts	Staff resource	Environment Agency	Leeds City Council	Environment Agency
P5	HIGH	On-going	Watercourse and beck condition surveys	City wide	4. Asset management and maintenance	6. Improve understanding of local flood risk and seek to decrease local flood risk through implementation of affordable, high quality measures to alleviate flooding where practicable.	Ongoing annual survey?	Improve knowledge of existing infrastructure and conditions and promote a sustainable approach to asset management and maintenance.	Staff resource	Leeds City Council	Environment Agency	LCC Flood Risk Management
P6	HIGH	On-going	Improve communications, engagement and coordination of activities with internal and external partners (including RMA): Leeds City Council Flood Risk Management Group; Technical Standards and Guidance; Planning and Flood Risk; Yorkshire and Humber Learning Alliance, Metro (transport network).	-	1. Flood awareness, response and recovery	1. Improve co-operation between LLFA and other RMAs, in terms of procedure, to meet the requirements of new legislation and achieve holistic (catchment wide) solutions to identified risks and problems – emergency planning.	Engagement and consultation is under way as part of LFRMS. Regular meetings required to share knowledge, review policy, strategy documents, list of measures...etc.	Formalise and improve cooperation between RMAs on FRM	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P7	MEDIUM	On-going	Pump operation - carbon reduction	City wide	4. Asset management and maintenance	2. Promote sustainable flood risk management through: WFD compliance, climate change adaptation (UKCIP), land management, habitat protection and creation;	TBC	Reduce carbon emissions and improve energy efficiency	Staff resource	Leeds City Council	Environment Agency	LCC Flood Risk Management
P8	MEDIUM	On-going	Implement SuDS through Planning	City wide	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	This has replaced the SuDS Regulations, under Flood & Water Management Act 2010, that would have set up SABs.	Development control - ensure new drainage systems incorporate SuDS measures to reduce runoff rates and therefore flood risk.	Staff resource	Leeds City Council	Environment Agency	LCC Forward Planning & Implementation
P9	MEDIUM	Annually	Provide regular feedback to senior officers and elected members on FRM progress: working groups, strategies, list of measures...etc - Director of City Development (quarterly) - City Development (annually) - Other key officers as needs arise - City Development Scrutiny Board (annually) - All Area Committees (two-yearly)	N/A	1. Flood awareness, response and recovery	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	TBC	Ensures that there is ownership and awareness of on-going FRM work at appropriate levels of accountability.	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P10	MEDIUM	Annually	Review and update Emergency Handbook, Generic Flooding Plan, Community Flood Action Plans, West Yorkshire Major Flood Incident Plan, Reservoir Emergency Plan	N/A	1. Flood awareness, response and recovery	1. Improve co-operation between LLFA and other RMAs, in terms of procedure, to meet the requirements of new legislation and achieve holistic (catchment wide) solutions to identified risks and problems – emergency planning.	Plans need to be updated with latest contact details, departments and processes. This measure is listed in the Aire CFMP for the Leeds Policy Unit.	Ensures plans for coordination of FRM activities in the event of a flood are up to date and consequences and disruption of flooding are minimised.	Staff resource	Leeds City Council	Environment Agency & West Yorkshire Authorities	Peacetime Emergency Planning Unit
P11	MEDIUM	On-going	Engagement and communication with public on FRM issues - Wider public information campaigns for at-risk households drawing attention to useful resources; - Engage with local flood action groups.	City Wide	1. Flood awareness, response and recovery	5. Increase community awareness of flood risk and the work of the LLFA in managing this risk: engage with local communities and involve them in decision making – localism agenda;	Engagement and consultation continues and is being refreshed.	Involve communities in decisions - localism agenda	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management & Peacetime Emergency Planning Unit
P12	MEDIUM	On-going	Leeds City Council to increase their flood risk management capacity, knowledge and skills (as Lead Local Flood Authority) in order to deliver their new responsibilities as conferred under the Flood and Water Management Act 2010.	N/A	1. Flood awareness, response and recovery	4. Increase internal skills and ultimately capacity for flood risk management;	In accordance with Defra guidance on capacity building. Improve understanding of flood risk in the city and expertise to better manage consequences.	Increases local authority capacity and skills in flood risk management	Staff resource	Leeds City Council	Environment Agency	LCC Flood Risk Management
P13	MEDIUM	On-going	Significantly increase the percentage take-up of properties registered for flood warnings in flood warning areas across city. City wide campaign as current take-up is low.	City wide	1. Flood awareness, response and recovery	5. Increase community awareness of flood risk and the work of the LLFA in managing this risk: engage with local communities and involve them in decision making – localism agenda;	This measure is listed in the Aire CFMP for the Leeds Policy Unit - to be progressed by 2030.	The consequences of flooding will be reduced through the increased potential for effective action to take place following receipt of a flood warning	Staff resource	Environment Agency	Leeds City Council	Environment Agency
P14	LOW	2024	Review Local Flood Risk Management Strategy (LFRMS)	N/A	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	The CFMP will be reviewed once every 5 years. This will link the LFRMS review with the cycles for reviewing the FRMA as outlined in the FRM. The first review is scheduled to take place in 2024.	Ensures LFRMS is updated with relevant information to reflect any changes in FRM	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P15	LOW	Annually	Review LFRMS List of Measures	N/A	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	Will assess progress with List of Measures and add or remove measures as appropriate. First review scheduled for 1	Will assess progress with List of Measures and ensure continuous improvement	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P16	LOW	Annually	Review Council Policy on FRM - e.g 'Maintaining Water Resources and Responding to Flood Incidents' to ensure that it conforms to the requirements of the FWMA that Local authorities should lead on the management of local flood risk, with the support of the relevant organisations.	N/A	2. Spatial planning and development control	1. Improve co-operation between LLFA and other RMAs, in terms of procedure, to meet the requirements of new legislation and achieve holistic (catchment wide) solutions to identified risks and problems – emergency planning;	The LFRMS is scrutinised annually, including adherence to the FWMA.	Ensures clarity around Council's legal roles and responsibilities and that work programmes have a sound foundation.	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P17	LOW	On-going	Maintain internet and intranet web pages to provide comprehensive information to all stakeholders on: - The sources of flooding and who is responsible for what; - How to prepare for flooding emergencies; - What to do when flooding occurs and who to report this to; - How flood risk is treated within the planning. Promote the use of sustainable design principles in all future developments to ensure that the risk of flooding and climate change are fully taken into account e.g. - Promoting use of SuDS - Incorporating policies and recommendations within Leeds LDF - Developer contributions in Core Strategy - Biodiversity and local amenity	N/A	1. Flood awareness, response and recovery	5. Increase community awareness of flood risk and the work of the LLFA in managing this risk: engage with local communities and involve them in decision making – localism agenda;	Internet and intranet pages in place and launched. Further feedback required from services on on-going basis.	Ensures that there is a single consistent source of information on flood risk management.	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management
P18	LOW	On-going	Promote the use of sustainable design principles in all future developments to ensure that the risk of flooding and climate change are fully taken into account e.g. - Promoting use of SuDS - Incorporating policies and recommendations within Leeds LDF - Developer contributions in Core Strategy - Biodiversity and local amenity	City wide	2. Spatial planning and development control	2. Promote sustainable flood risk management through: WFD compliance, climate change adaptation (UKCIP), land management, habitat protection and creation;	This measure is listed in the Aire Catchment Flood Management Plan	By embedding the requirements for SuDS and urban design principles within local policy we will be able to improve the management of the water environment in all new developments.	Staff resource	Leeds City Council	Environment Agency & Yorkshire Water Services	LCC Forward Planning and Implementation & Sustainable Development Unit
P19	LOW	Six Yearly	Review and update as appropriate the Strategic Flood Risk Assessment (SFRA).	N/A	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	Reviewed in 2021	Helps ensure there is a more complete understanding of flood risk at a high-level which takes account of YWS's network and other lessons learned or gaps.	Staff resource	Environment Agency	Leeds City Council	LCC Flood Risk Management & Forward Planning and
COMPLETED POLICIES												
P20	Completed	Oct 2012	Undertake Strategic Environmental Assessment	N/A	2. Spatial planning and dev	2. Promote sustainable flood risk management through: WFD compliance, climate change adaptation (UKCIP), land management, habitat protection and creation;	This is part of process of producing LFRMS. SEA Workshop planned for July 2012 to appraise the objectives and measures in the LFRMS - see 19	Will ensure LFRMS is sustainable and workable and also secure buy in from stakeholders	Staff resource	Leeds City Council	Environment Agency	LCC Sustainable Development Unit & Flood Risk Management
P1	Completed	November 2018	Publish Local Flood Risk Management Strategy	N/A	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	Draft strategy currently being developed in parallel with an SEA.	Will raise awareness of the LFRMS and FRM issues in the city	Staff resource	Leeds City Council	Environment Agency	LCC Flood Risk Management
P2	Completed	November 2020	Publish LFRMS List of Measures	N/A	2. Spatial planning and development control	3. Develop a consistent, affordable and sustainable approach to planning and investment in flood risk management: land allocation, SuDS, SABs;	List of measures currently being developed.	Will assess progress with List of Measures and ensure continuous improvement	Staff resource	Leeds City Council	Internal LCC departments and external stakeholders	LCC Flood Risk Management

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APPENDIX C - Leeds Local Flood Risk Management Strategy - List of Measures (Updated October 2020)

ID	Priority/ Current Phase	Scheduled phase Completion Date	Measure	Whole Scheme Estimated Cost	Location (if applicable)	Progress/Comments (reference other sources of information)
SCHEMES & FEASIBILITY STUDIES						
S37	HIGH - Construction	2024	Leeds Flood Alleviation Scheme Phase 2, River Aire City Centre to Upper Catchment	£125.8m	River Aire - City Centre to Upper Catchment	Phase 2 of the Leeds FAS, looking at solutions across the whole catchment upstream of Leeds that will reduce flood risk to the city along the river Aire. Modelling and feasibility work largely complete, Outline Business Case submitted to the EA and Treasury Jan 2018. Moving in to more detailed design in 2018 with construction starting late 2018 early 2019, advanced works have taken place on some 'quick win' items and works at Stourton about to start as is a programme of advanced maintenance and stewardship.
S16	HIGH - Construction completed	2023	Farnley Wood Beck Flood Alleviation Scheme	£1.017m	Cottingley	Flood risk to residential areas, developer contribution secured of 300k. Scheme progressed in 2022/23 to remove culvert and increase capacity, protecting 15 properties. Completed February 2023
S29	HIGH - Construction completed	2022/23	Queen Street Culvert	44k	Allerton Bywater	In extreme storm a culvert overtops and spills out across the public right of way next to St Aidens Nature Reserve. Section 106 Agreement monies utilised. Growbags instead of a concrete headwall which will green up and naturalise over time and reduced the cost and the carbon footprint of the scheme. Some tree planting in March 2023 completed the scheme.
S18	HIGH - Design/ Construction	2024/25	Sheepscar Beck Asset Remediation Work	£1.5m	Sheepscar	Scheme is to carry out repair works to assets along Sheepscar Beck through the city centre and provide protection of business. Scoping and design of required refurbishment underway with tender and onsite in April 2024.
S10	HIGH - Design/ Construction	2025	Thorner Beck Flood Alleviation Scheme and Natural Flood Management	£1.220m	Thorner	Flood risk from Thorner Beck. Funding secured for a study to develop flood storage upstream of the village
S17	HIGH - Optioneering	2023	Wortley Beck Flood Alleviation Scheme	£10-20m	Wortley Beck	Flooding to residential areas and outer ring road. Work in partnership with the EA to develop a detailed flood alleviation scheme that integrates with all sources of flooding. Engagement planned for Summer 2024 and Business case expected 2024/25.
S22	HIGH - Optioneering	2023	Meanwood Beck Flood Alleviation Scheme	£tbc (4.465)m	Meanwood Beck	Flood risk from Meanwood Beck to residential properties and businesses. Local levy funding secured to carry out investigation into options for a flood alleviation scheme here. Investigation has identified potential flood storage areas for further investigation and initial design.

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Manager: Jonathan Moxon

Author:

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APPENDIX C - Leeds Local Flood Risk Management Strategy - List of Measures (Updated October 2020)

S39	HIGH - Feasibility	2023	Wharfedale Flooded Communities Feasibility Study	£322k	Collingham, Linton, Wetherby, Thorp Arch	Linked to wider catchment partnership work with the Environment Agency, further modelling work currently being assessed, building on the public engagement undertaken in Summer 2021.
S12	HIGH - Feasibility	2032	Potternewton Surface Water Flood Alleviation Scheme	£tbck	Potternewton	Surface water flooding to residential properties, Potternewton Park and Newton Road. Funding secured for study here, exploring other funding options including Yorkshire Water to undertake a scheme.
S31	MEDIUM - Feasibility	2023	Lin Dyke Catchment Assessment - Upper and Middle catchments	£370k	Garforth & Kippax	Continuation of work included in Section 19 Report, regarding flooding of the SE Leeds area in August 2014 and 2015. Further modeling undertaken and results under evaluation. Funding options have been explored but as yet no economically viable scheme has been identified. However we continue to explore options.
S30	MEDIUM - Feasibility	2023	Wyke Beck Catchment Assessment Phase 2	£680k	Communities along Wyke Beck	Continuation of work carried out by both LCC & EA. This has now progressed in to a catchment wide approach. Exploring resourcing options to take this forward.
S11	LOW - Pre Outline Business Case	2023	Guiseley Surface Water Flood Alleviation Scheme	£250k	Guiseley	Surface water flooding to properties in Guiseley. Levy funding secured to support ongoing study into flood risk and options to address this undertaken. CCTV survey has been undertaken and is currently being assessed for options.
Page 21	Ongoing	-	LCC Significant Maintenance		Across the District	Continuation of regular maintenance of Watercourses and Hot-Spots

Manager: Jonathan Moxon

Author:

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APPENDIX C - Leeds Local Flood Risk Management Strategy - List of Measures (Updated October 2020)

COMPLETED SCHEMES AND FEASIBILITY STUDIES - SINCE 2011						
S6	Completed	2021	Mickletown (Pit Lane) Flood Embankment	£1.100k	Mickletown	Scheme completed January 2021
S38	Completed	2021	Otley Flood Alleviation Scheme	£4.45m	Otley	Detailed design completed, planning permission granted and conditions discharged. Funding has been confirmed and work is planned to start on site in March 2021. Linked to wider catchment partnership work and Wharfedale Flooded communities study
S15	Completed	2020	Killingbeck Meadows Flood Alleviation Scheme	£3m	Halton Moor	Flooding to residential and commercial areas from Wyke Beck. Accelerated scheme due to combining the benefits of releasing development sites (11 housing sites and land within the Enterprise Zone and providing green infrastructure improvements to a Local Nature reserve as well as providing flood risk reduction, the completed scheme will become a registered flood storage area under the Reservoirs Act. This forms part of a joint Wyke Beck Programme delivering housing growth from Brownfield land and Local Nature resrve and green space improvements.
S32	Completed	2020	Hawthorn Terrace Flood Alleviation Scheme	£100k	West Garforth	Initial scheme completed, but further defects with existing assets and connected infrastructure identified so further works needed and being designed
S20	Superceded	2020	Investigate the interaction between the Leeds and Liverpool Canal and the River Aire.	£10k	River Aire and Liverpool Canal	This study should identify the potential for managing this interaction to ensure that flood risk is managed effectively. This measure is listed in the Aire Aire Catchment Flood Risk Management Plan for the Leeds Policy Unit - to be progressed by 2030. - this has now been included in the scope of
S31	Completed	2019	Lin Dyke Catchment Assessment - Upper and Middle catchments	£1.25m	Garforth & Kippax	Continuation of work included in Section 19 Report, regarding flooding of the SE Leeds area in August 2014 and 2015, design works are contuning to be progressed as schemes are identified
S14	Completed	2017	Carry out flood warning feasibility studies for Wortley Beck and Meanwood Beck and implement findings.	£10k	Wortley Beck and Meanwood Beck	This measure is listed in the Aire Catchment Flood Risk Management Plan
S3	Completed	2017	Leeds Flood Alleviation Scheme Phase 1, River Aire City Centre	£50.6m	River Aire - City Centre	Scheme Completed
S8	Completed	2017	Cotton Mill Beck Culvert, Valley Road	N/A	Morley	Scheme passed to network rail
S35	Completed	2018	Westfields, Allerton Bywater	£502K	Allerton Bywater	Scheme Completed

Manager: Jonathan Moxon

Author:

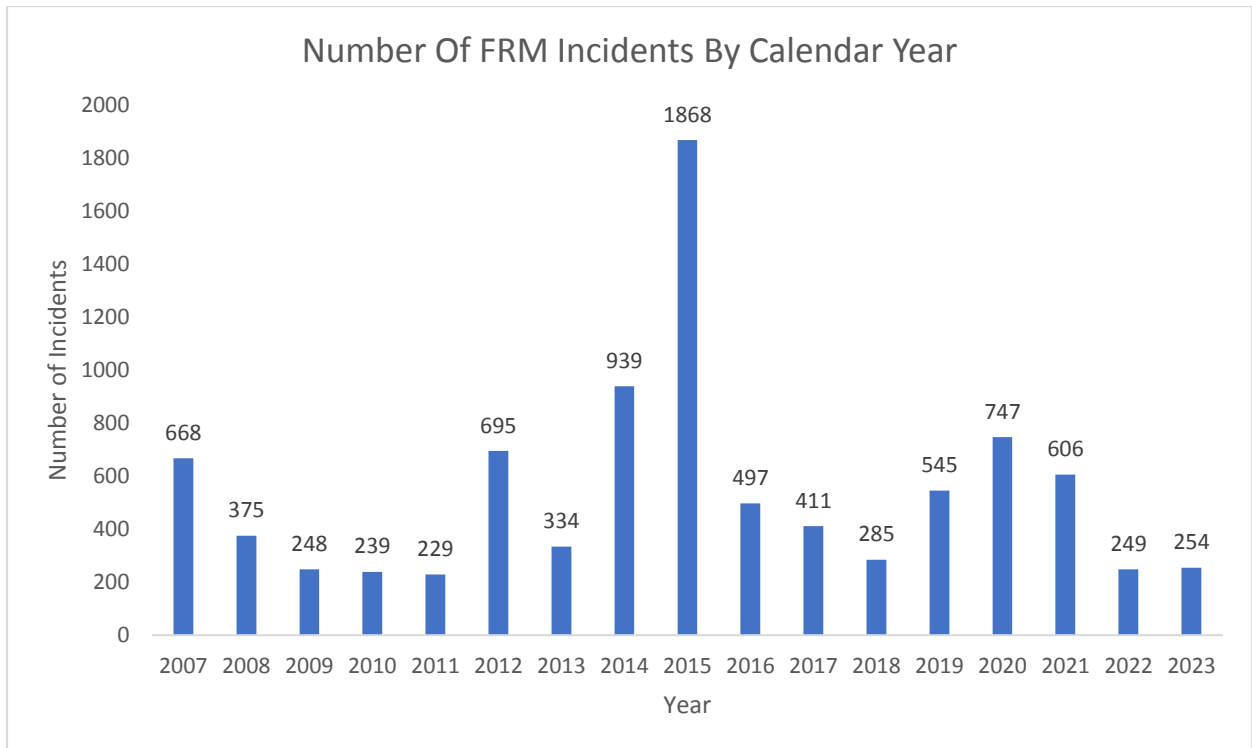
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APPENDIX C - Leeds Local Flood Risk Management Strategy - List of Measures (Updated October 2020)

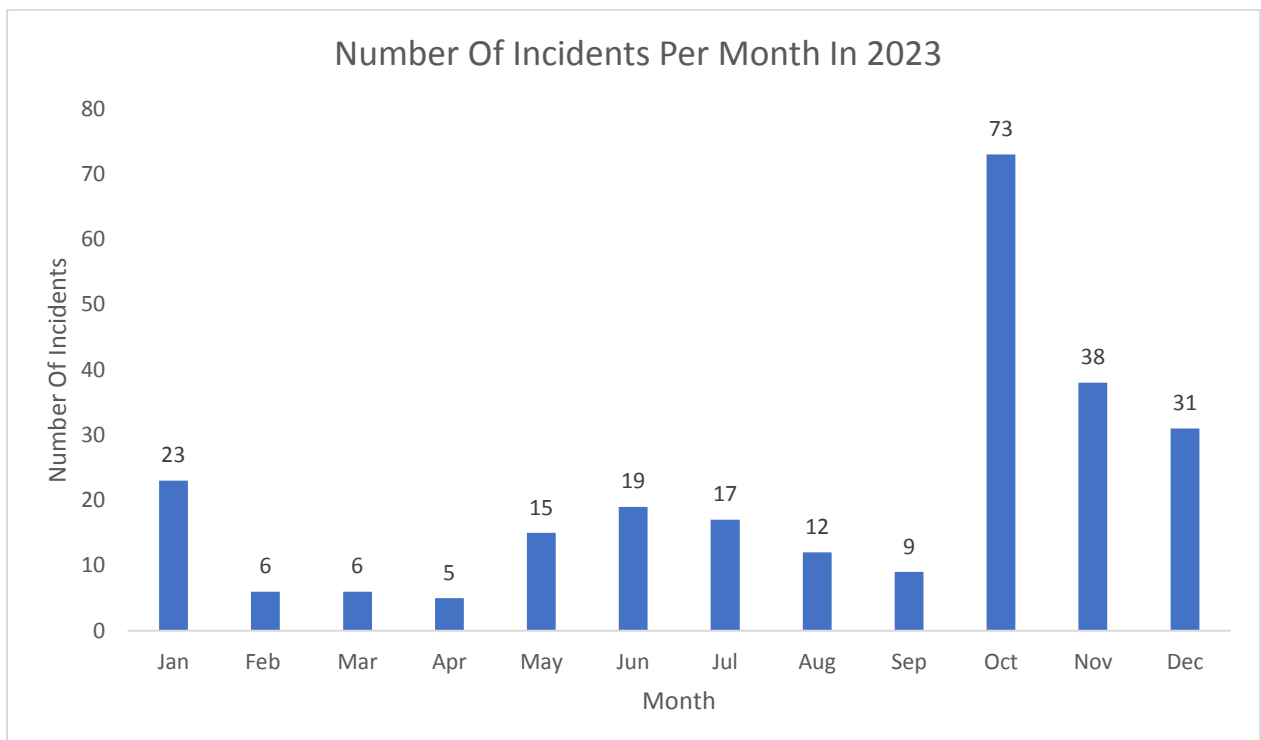
S34	Completed	2017	Glebelands Recreation Ground	£100k	Garforth	Scheme Completed
S36	Completed	2017	Barley Hill Recreation Ground (Phase 2)	£100k	West Garforth	Scheme Completed
S2	Completed	2017	Ramsden Street, Kippax, Flood Alleviation Scheme - (Local Levy & FDGiA)	£305k	Kippax	Scheme Completed
S1	Completed	2014	Lowther Road, Garforth - Culvert Improvements	£220k	Garforth	Scheme Completed
S4	Completed	2014	Wellhouse Drive Flood Alleviation Scheme	£50k	Gledhow	Scheme Completed
S7	Completed	2014	Culvert Headwall Repair Scheme - (Local Levy)	£50k	Otley	Scheme Completed
S28	Completed	2013	Oakdene, Watercourse Improvements	£20k	Swillington	Scheme Completed
S27	Completed	2012	Barley Hill Recreation Ground - (Local Levy)	£75k	West Garforth	Scheme Completed
S22	Completed	2011	Flood Alleviation Scheme - Leeds Road (Allerton Bywater) pumping station (local levy)	£30k	Allerton Bywater	Scheme Completed
S23	Completed	2011	Newton Road property protection and resilience scheme	£20k	Newton Road, Potternewton	Scheme Installed
S24	Completed	2011	Lower Wortley - property protection and resilience scheme	£20k	Lower Wortley	Scheme Installed
S25	Completed	2011	Church Lane, Bardsey - property protection and resilience scheme	£20k	Bardsey	Scheme Installed
S26	Completed	2011	Dean Park Drive, Drighlington - property protection and resilience scheme	£20k	Drighlington	Scheme Installed

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Appendix 3: FRM Incidents 2007 – 2023

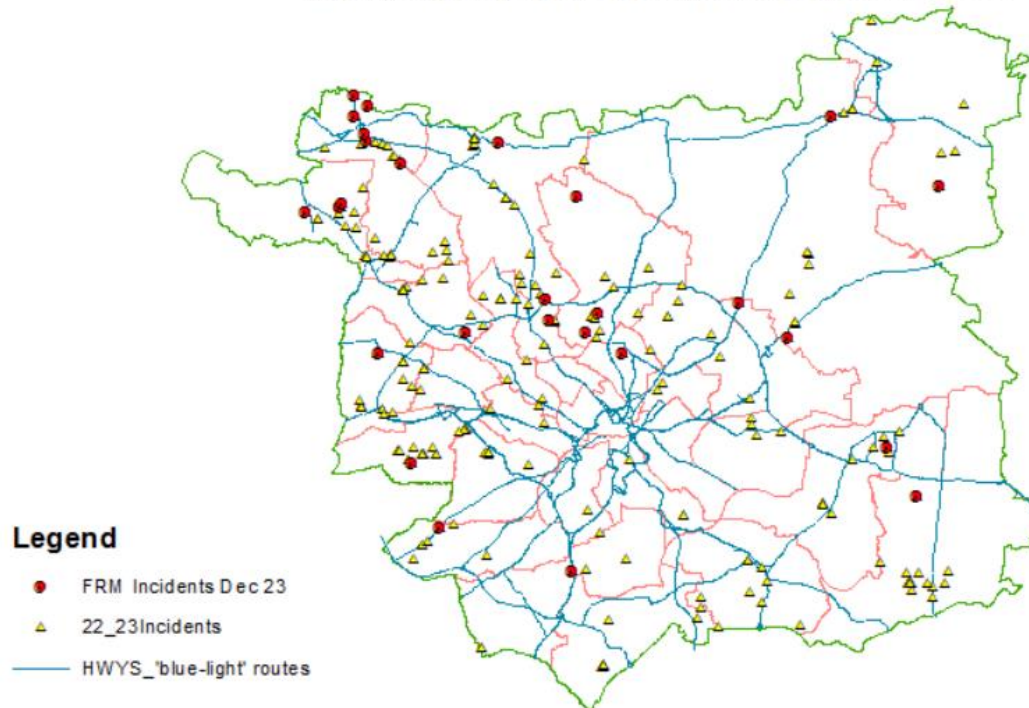


For the year 2023:



Location of Reported Incidents

Incidents Reported To FRM December 2022 To December 2023



Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Flood Risk Management
Lead person: Jonathan Moxon	Contact number: 0113 37 85529

1. Title: Local Flood Risk Management Strategy Scrutiny Review 2023

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

The Annual City Development Scrutiny Panel (April 2023) review of progress against the councils Local Flood Risk Management Strategy.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

- **Key findings** (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

- **Actions** (think about how you will promote positive impact and remove/ reduce negative impact)

5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment.****

Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Gary Bartlett	Chief Officer Highways & Transportation	
Date screening completed		February 2024

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent: February 2024
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent: February 2024
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: February 2024

Connecting Leeds transport Strategy – Annual Update 2022

Date: 28 February 2024

Report of: Head of Democratic Services

Report to: Scrutiny Board (Infrastructure, Investment and inclusive Growth)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Following the approval of the Connecting Leeds Transport Strategy Action Plan in October 2021, the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) committed to receive an annual update on progress.

Appended to this report is the annual progress report and associated appendices that were considered by the Council's Executive Board on 22 November 2023, covering the period from October 2022 to October 2023.

Recommendations

Members are asked to:

- a) Note the contents of the Connecting Leeds Transport Strategy annual progress report together with the associated Action Plan 2021 – 2024.
- b) Consider how the progress outlined in the appended reports contributes to the ambitions set out in the Council's Best City Ambition.
- c) Identify any areas where the Board may wish to conduct further future scrutiny

What is this report about?

- 1 The appended reports set out an update on progress in delivering the Connecting Leeds Transport Strategy Action Plan and sets this within the context of the Best City Ambition.
- 2 This is the second Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS) Action Plan and it covers the period from October 2022 to October 2023.

What impact will this proposal have?

- 3 The impact of the Leeds Transport Strategy, and its significant potential contribution to the delivery of the Best City Ambition, are both set out in detail the appended reports.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 4 The appended reports detail the way in which the Connecting Leeds Transport Strategy is aligned with a suite of corporate targets and strategies including the Air Quality Strategy 2021-2030, Inclusive Growth Strategy and Vision Zero.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted?

Yes

No

- 5 As detailed in the appended reports.

What are the resource implications?

- 6 As detailed in the appended reports.

What are the key risks and how are they being managed?

- 7 As detailed in the appended reports.

What are the legal implications?

- 8 As detailed in the appended reports.

Appendices

- Connecting Leeds Transport Strategy Annual Progress Report (Executive Board – 22 November 2023)
- Appendix 1 - Key Performance Indicators (Executive Board – 22 November 2023)
- Appendix 2 - Appendix EDCI Transport Strategy Report (Executive Board – 22 November 2023)

Background papers

- None

Connecting Leeds Transport Strategy Action Plan Annual Update 2023

Date: 22nd November 2023

Report of: Director of City Development

Report to: Executive Board

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief Summary

This report outlines the annual progress made on the Connecting Leeds, Transport Strategy Action Plan since approval in October 2021 focusing on the period from October 2022 to October 2023.

The Transport Strategy fits into the wider context of the Best City Ambitions and with the Action Plan is an integral component for monitoring the impact any new interventions or policy have on tackling climate change, air quality and supporting economic and inclusive growth. Since 2018 through Connecting Leeds, there has been over £750 million of investment across the city including the Leeds Public Transport Investment Programme, East Leeds Orbital Route, City Square and associated works, Armley gyratory, Regents Street flyover and Leeds City Bikes . As we look forward, investing in our places and transport to create a sustainable economy and greener future is a key aim of the Leeds Inclusive Growth Strategy.

The Annual Progress Report evaluates the progress and success of all the key measures using the four main themes of policy development, infrastructure, mobility & service and network management & maintenance as set out in the Action Plan. It provides a review of the current datasets used to measure success and challenges against key objectives outlined in the Action Plan using the key performance indicators provided which align with the Best City Ambition.

The closure of City Square to general traffic marks an important move towards transforming the city centre, improving the main gateway to the city from the railway station, prioritising public transport and creating places for the people of Leeds to enjoy. The Mayor's Fares initiative has reduced the cost of bus travel across West Yorkshire. The successful launch of the Leeds City e-Bikes scheme in September, which is the largest of its kind in the UK will help more people make the switch to cycling for some of their journeys taking advantage of the high-quality infrastructure delivered by the Council.

The KPI's show some notable change has been achieved in certain areas where the interventions highlighted above have been delivered. The city centre mode split shows a change of over 10% from private car to sustainable modes with bus, rail walking and cycling all increasing.

The travel plan network survey also shows positive progress in achieving mode shift and reflects the efforts businesses in the city are making to implement travel plans and meet their own climate-based objectives.

While overall vehicle kilometres travelled are below 2019 levels, they have increased from last year and more will need to be done across the whole district to reverse this trend.

The overall casualty data for 2022 shows an increase from previous years. We have adopted our Vision Zero Strategy and are working with partners on delivery of actions. As an example, a programme of speed limit reduction enforced with average speed cameras is being delivered across a number of lengths for

Recommendations

Executive Board is requested:

- a) To note the Annual Progress Report of the Connecting Leeds Transport Strategy - Action Plan 1 (2021-2024) including key successes and progress towards objectives.
- b) To note the funding challenges related to meeting our ambitions and targets, as outlined in the report.
- c) To note that further significant new measures may be required by end of 2024 in order to meet our net-zero targets and that a further report will be brought to Executive Board to detail these as part of the development of Connecting Leeds Transport Strategy Action Plan 2.

What is this report about?

- 1 The report provides an introduction and overview of the second Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS), Action Plan 1 development for the period between October 2022 to October 2023. The full Annual Progress Report is contained within Appendix 1.

What impact will this proposal have?

- 2 The Connecting Leeds Transport Strategy has a significant part to play in delivering the Inclusive Growth Strategy for the city. Leeds is a growing city with a population estimated at 812,000 (ONS 2021 census). Leeds continues to be the main driver of economic growth in West Yorkshire with around 470,000 people working in the city putting Leeds in the top five nationally for private sector employment. Continued strong private sector growth since 2010 has maintained the cities employment rate above average for the region. An efficient transport system, accessible to all is fundamental to continued inclusive growth.
- 3 Transport is the main contributor to carbon emissions in Leeds. The Connecting Leeds Transport Strategy sets the need to:
 - a) Reduce distance travelled.
 - b) Shift to public transport and active modes.
 - c) Decarbonising the vehicle fleet
- 4 Transport has a significant effect on Health & Wellbeing and the Strategy aims to:
 - a) Reduce the negative impacts of transport emissions on air quality.
 - b) Have no serious or fatal casualties on our roads (vision Zero).
 - c) Improve health through active travel (walking, wheeling, cycling).
- 5 To achieve our ambitions vision, we believe we need to take a targeted but flexible approach, which adapts to different opportunities and challenges across Leeds. Our planned interventions will intend to accelerate further reduction in carbon emissions from transport, but we need to be able to accurately measure our success against the objectives set out in our Action Plan.
- 6 A detailed Equality, Diversity, Cohesion, and Integration (EDCI) screening document was included with the Connecting Leeds Strategy Report approved by Executive Board in October 2021 which covers this Annual Update Report. The original EDCI report is included as Appendix 2 and can be accessed [here](#).

Measuring Success of the Connecting Leeds Transport Strategy through our Action Plan.

Monitoring of interventions and Policy

- 7 We will monitor, appraise, and evaluate performance against our targets on a regular basis to ensure the strategy is successful and that changes to our approach can be made if required.
- 8 Effective monitoring and evaluation will also allow us to better plan and prioritise the use of our resources over the lifetime of the strategy. Monitoring, appraisal, and evaluation are essential to ensuring the policies and proposals of our strategy are to be achieved and to ensure we stay on track.

Connecting Leeds Transport Strategy Action Plan 1

Annual Progress Update - 2022 to 2023

- 9 The second CLTS Annual Progress Report is contained within Appendix 1.
- 10 The status of all the measures is documented against the four main themes which include policy development, infrastructure delivery, mobility and services, network management and maintenance.
- 11 Each measure was first evaluated to understand whether it would be delivered before the end of the current action plan in 2024. The measures which will not be complete by 2024 and several new schemes were then re-evaluated against Action Plan 2 and Action Plan 3 deadlines of 2027 and 2030 (Table 1).

Measure RAG Rating	Action Plan 1 by 2024 - Completion success rate	Action Plan 2 by 2027 - Completion success rate	Action Plan 3 by 2030 - Completion success rate
Completed within proposed timescale	44.44%	71.43%	79.37%
On schedule to complete within proposed timescale	31.75%	22.22%	15.87%
Unlikely to complete within proposed timescale	23.81%	6.35%	4.76%

Table 1 – Percentage of original and addition measures due to be completed by each deadline.

- 12 Inflationary pressures across the capital programmes has necessitated the prioritisation of schemes with some now moved to a pipeline for future funding. It is hoped this would allow delivery before the Action Plan 3 deadline of 2030 (see timetable in paragraph 44).

Key Successes and developments in this review period – 2022 to 2023

- 13 This section highlights the main successes and developments relating to the key action areas outlined in Action Plan from the last review period.
- 14 The table 2 provides a summary of the key action areas which have noted meaningful change during this progress period with more information contained within the Action Plan Progress Report which can be found in Appendix 1.

Theme	Action Areas	Progress Update
Policy	Bus Reform	<ul style="list-style-type: none"> Leeds City Council (LCC) has continued to work with West Yorkshire Combined Authority (WYCA) to deliver a network with more bus priority (dedicated lanes and bus gates) and enhanced signal technology which has improved bus journey time reliability and reduced journey times at locations and on key corridors where works have taken place and will see continuing improvements in the city centre and across Leeds as schemes complete and the benefits are realised. LCC teams continue to engage with the WYCA Bus Policy team and the main bus operators to deliver the BSIP (Bus Service Improvement Plan) and ensure all service decisions remain fair and inclusive for our communities. WYCA is currently consulting on how bus services should be run before a final decision on whether to progress with bus franchising with LCC providing a prominent role in its development.
Policy	Provision of reasonably priced bus fares	<ul style="list-style-type: none"> The 'Mayor's Fares' of £2 single journey and £4.50 Mcard Day Saver has been extended, initially to the end of October but is now expected to continue to the end of 2024. This is seen as a key measure to tackle the 'cost of living crises' and make public transport more affordable.

Policy	Prioritising healthier streets	<ul style="list-style-type: none"> A healthier street philosophy has been further embedded into all scheme development. This provides an evidence-based approach to creating fairer, sustainable, and attractive urban spaces.
Policy	Road Space Reallocation	<ul style="list-style-type: none"> Guidance from the Streetscape Space Allocation Policy is now being actively used to support the development of a number of major transformational schemes across the Leeds district.
Policy	Vision Zero	<ul style="list-style-type: none"> The Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan provides detail of the way in which collisions will be prevented or reduced in severity.
Policy	Motorcycles in Bus Lane trial.	<ul style="list-style-type: none"> Recent trial into whether LCC should allow motorcycles to use some bus lane concluded in summer 2023. During that period, a notable increase in the numbers of motorcyclists travelling on the A65 corridor has been observed. Collision monitoring and analysis shows that during the duration of the trial no collisions involving motorcyclists have been recorded. Motorcycle makes up less than 1% of road traffic but account for 18% of road collisions so any policy which could improve safety is warranted.
Infrastructure	Leeds City Square	<ul style="list-style-type: none"> City Square was closed to general traffic in September 2022 with further improvements delivered in 2023 (see below and Appendix 1). This scheme delivers a much-improved gateway to the city centre from the railway station, improved local air quality, improve facilities for buses, pedestrians, and cyclists with space for events and supporting local businesses.
Infrastructure	Local Area Rail Improvements	<ul style="list-style-type: none"> Works on Morley Rail Station finished in June 2023 as part of the Trans Pennine upgrade. The White Rose Station construction is now in its final stages with the majority of works due to be completed early in 2024 and be operational in summer 2024. Thorpe Park Station is due to start construction in 2024/25 TBC with all helping to support more sustainable travel choice for local communities and businesses.
Infrastructure	Dyneley Arms	<ul style="list-style-type: none"> This major junction improvement scheme was completed in July 2023 and will relieve congestion, provide bus priority, and deliver safe and efficient facilities for all road users and pedestrians.
Infrastructure	Fink Hill	<ul style="list-style-type: none"> Construction works on the Fink Hill junction improvement scheme started in November 2022 and is set to be completed by November 2023. This will provide new safer facilities for pedestrians, cycle users and bus priority measures along with reduced congestion.
Infrastructure	New EV Charging Points	<ul style="list-style-type: none"> LCC and WYCA have continued to support the roll out of new electric vehicle charging infrastructure with 514 charge points recorded in Leeds in July 2023, 265% increase 2019/23 - EV Charge Point Totals.
Mobility & Service	E-bike share schemes	<ul style="list-style-type: none"> The first all e-bike hire scheme in the UK was launched in Leeds in September 2023. E-bikes appeal to a much broader spectrum of people than normal bikes this makes for the e-bike scheme invaluable in supporting the behaviour change needed to help people make the switch to cycling for some shorter journeys. Initial uptake of the new Leeds City Bikes scheme has been encouraging with more than 1200 users covering 375km and making over 1600 trips in the first week of operation.
Mobility & Service	Zero emission delivery robot trials.	<ul style="list-style-type: none"> Due to the success of the first trial the Starship delivery robots service has since been expanded to a further 12,000 new households in two new Leeds communities. The service now operates in Adel, Tinshill, Kippax and Swarcliffe, with an 85% positive sentiment, with a fifth location due to open in Wetherby early 2024.
Network Management & Maintenance	Smart signal programme	<ul style="list-style-type: none"> LCC have continued to deliver the smart signal programme and installations of digital monitoring sensors across Leeds helping to create a more efficient road network which will reduce congestion, provide priority for public transport and safety improvements for pedestrians and cycle users.

Table 2 – Summary of key successes

Delivery of key City Centre schemes

- 15 In addition to the progress noted in Table 2 there has been more city centres schemes which have been completed or significantly moved forward in the last 12 months.
- 16 As noted, the closure of City Square in September 2022 will be fully completed by the end of November 2023. This supports our ambition to create infrastructure and spaces which favour healthier and more sustainable methods of travel, diverting some general traffic away from the city centre, creating safer and more attractive places to walk and cycle, hold events and improve air quality.
- 17 Important changes were made in January 2023 to make King Street and Thirsk Row two-way, to facilitate vehicle and bus movements with works at the junction of Aire Street and Wellington Street due to be completed as part of the final phase.
- 18 In May 2023, the northern section of New Station Street, from the station's main entrance towards City Square closed to pedestrians with the taxi rank moved to Princes Square. This was one of the first major milestones of the Leeds Station Sustainable Gateway scheme which is now progressing at pace with final completion due in 2025. Alongside this scheme, Network Rail is also undertaking essential maintenance to New Station Street, which is a private road in its ownership. These essential works will have required the road's closure and temporary relocation of the taxi rank in any event.
- 19 The final phases of the scheme completed by autumn 2023 included:
 - A new 24-hour bus gate (South Parade junction) on East Parade with only buses, hackney carriages, bicycles and emergency vehicles are now able to access. This also included changing a section of East Parade to make it two-way (from Bedford Street) to allow diverted motor vehicles to exit the city centre more easily. Infirmary Street bus gate was also reinstated with only buses, hackney carriages, bicycles, and emergency services able to access.
 - Calverley Street changed from one-way northbound to two-way. Because of the existing left and right banned turn movements from the Headrow, and the new bus gate at the top of East Parade, only buses, hackney carriages, bicycles, and emergency services are able to access Calverley Street from its junction with the Headrow. The new two-way operation allows access to Calverley Street, Alexander Street and the Town Hall to general traffic via a right turn from Great George Street.
 - It's important to note that delivery and servicing access arrangements have been amended and improved to ensure there is no negative impact on the numerous important hospitality businesses in locations such as Park Row and Greek Street.
 - The Queens Hotel now has its own pick-up and drop-off area created within City Square for limited access only managed by the Queens and the council.
- 20 The impact of all these changes has seen congestion levels in the city centre reduce substantially allowing more free-flowing general traffic on permitted routes and providing more space for buses, taxis and cyclist to use, creating a safe, more-healthier environment for our residents and visitors of Leeds.
- 21 The Armley Gyratory highways phase one works including installation of the new signals, streetlights and early landscaping is largely completed. These improvements are designed to increase capacity on the Leeds inner ring road and M621 and reduce city centre through-traffic following the closure of City Square which is already showing signs of accommodating more vehicles and improving traffic flow across the transport network. The next phases of work in 2024 represent transformative changes to the footbridges for people walking and wheeling making it easier to get across the gyratory.
- 22 Notwithstanding the extent of the road schemes undertaken by the Council in recent years, the DfT data on average speed on locally managed A roads survey for 2022 indicates that Leeds has the highest average speed for any English Core City at 23.9 mph. By way of example, this compares to Birmingham (17.7mph), Manchester (15.1 mph) and Sheffield (21.0 mph)

Celebrating success at the UK National Transport Awards

Leeds City Council's City Development team have been honoured at the 2023 Transport Awards this month. This prestigious event held by the Transport Times celebrates excellence and innovation in the transportation industry, and Leeds City Council was recognised in three vital categories:

- Design, Engineering & Construction Project of the Year: For their work with various partners on the East Leeds Orbital Route.
- Campaign of the Year: Collaborating with partners for the Aspen Park and The Poplars Residential Travel Plan Fund.
- Exemplary approach to Active Travel & Public Space: Our Mabgate/Lincoln Green Transformation was Highly Commended.

Section Summary

- 23 The significant amount of infrastructure schemes and policy measures shows the scale of work undertaken over the last 12 months including implementing complex infrastructure schemes, particularly City Square and its associated works, securing funding bids, launching, and expanding new mobility services including the UK's first all E-Bike hire scheme.
- 24 This level of change across Leeds emphasises the importance of having the Transport Strategy objectives at the centre of all schemes and policies, to be successful in achieving our target of net-zero by 2030 and a city where you don't need a car.

Progress against Key Performance Indicators (KPI's) – 2022 to 2023

- 25 This section provides a summary of our progress during 2022-23 toward the Action Plan KPI targets relating to the key action areas outlined in Action Plan from the last 12 months.
- 26 More detailed information on the objectives and key data sets can be provided in the Action Plan Progress Report which can be found in Appendix 1.

Objective 1 - Tackling Climate Change

- 27 Achieving net zero by 2030 by reducing carbon emissions is a key objective in our Transport Strategy. The local authority greenhouse gas emission DfT (Department of Transport) dataset provides estimates of carbon emitted from different transport types. The data shows carbon emissions have increased slightly between 2020 and 2021 but remain 14.7% lower than 2019. Overall air quality in Leeds has remained at similar levels compared to results in 2021. It is also noted that concentrations of Nitrogen Dioxide have not returned to the same levels measured before the COVID-19 pandemic (2019). However, there are some locations, mainly in the city centre that remain above the annual mean air quality objective for Nitrogen Dioxide. More details can access September 2023 Air Quality Annual Status Report [Air quality annual status report executive summary \(leeds.gov.uk\)](https://www.leeds.gov.uk/air-quality/air-quality-annual-status-report-executive-summary).
- 28 Total vehicle KM travelled has increased between 2021 and 2022 by 7.5% which is a concern however the total is still 6.3% lower than 2019 with cars showing an even greater reduction on 9.1%. This increase in car KM travelled does suggest many people have started to drive again but maybe not as often which could show a change in travel habits and more people working from home. Despite the reduction in total traffic KM travelled the number KM travelled for LGV (vans) have continued to increase by 3.7% since 2021 and is now 5.8% above 2019 figures. There could be several reasons for this however it is possible that LGV are used for both commercial and private purposes and support the home delivery sector which has increased due to the rise of e-commerce and further exacerbated by Covid and people working from home. This recent phenomenon further strengthens the need for an effective WY wide freight policy which incentivises the LGV sector to switch to zero emission vehicles. Adopting new innovative last mile delivery technologies like the Starship robots could replace some of these car trips in local areas and help lower transport emissions.
- 29 Data on the uptake of zero emission vehicles shows a continued rapid increase. The number of publicly available EV charging points increased by 151 from July 2022 to reach 514 in July 2023. The UK government announced further funding in May 2023 through the Local Electric Vehicle Infrastructure (LEVI) fund to support LA's in rolling out new chargepoint sites at pace. The number of electric private vehicles in Leeds is increasing even quicker with the total number of private cars up 79% between 2021/22 and increase from 745 in 2018 to 26,738 in 2022. The rate of growth for LGVs is also starting to

increase at 90% in the last recorded year but is still some way behind the car. It is important to remember that although EV will reduce the amount of localised carbon and NOx emissions it will not remove particulates from tyre/brake wear and will continue to require the existing roadspace to operate. There is also a very real danger that the number of cars will increase in the short term whilst the alternative charging network is developed.

Leeds City Council Mode Split Data – Results and Analysis

- 30 Additional resource was provided to the LCC traffic monitoring team to complete the key Leeds City Centre Cordon mode split surveys which was missing from the previous update. Counts were conducted in 2021, 2022, and 2023. The data sets were analysed with the summary of results used to fulfil Indicators 3d in the Action Plan Update report data section.
- 31 The key findings showed a positive change between 2022 and 2023 for all modes with both active transport (walking / cycling) and public transport increasing and number of car journeys reducing. This was after many of the key infrastructure schemes including the closure of City Square had been completed.
- 32 The car mode split percentage has reduced by 6.4% year on year yet is still 4.6% above 2019 level however this is likely to be a result of the significant drop in the number of journeys crossing the cordon for all modes, in particular rail which will impact the overall percentage split. The actual number of journeys or persons crossing the cordon by each mode shows a significant increase in walking and cycling of 45% and 22.5% and bus and rail increasing by 10.5% and 19.2%. Conversely the figure for car shows a 10.9% drop in journeys passing the cordon between 2022 and 2023 and 23.5% drop since 2019. All non-car transport modes are still below 2019 levels potentially due to several external factors (strikes, driver shortages) and more people working from home. It is also possible the new travel patterns have emerged after the pandemic which means people are not commuting to city centre as much for work or leisure and/or more people living within the cordon itself. Either way the findings do suggest some evidence of modal shift away from car to more sustainable modes.
- 33 Limited bus patronage is available which help demonstrate if some of the car journeys have moved to bus year on year. The available patronage data does show growth from 2021 to 2022 of 33%, however the passenger numbers are still 26% lower than 2019. Unfortunately data for 2023 is not yet available. Further work will be done to obtain this data and update the report when possible. Rail passenger data was available this year with indicators showing an approximate 200% rise in from 2021 to 2022 for both the Leeds central and suburban stations. These levels are of course still substantially down on 2019 peak volumes. Rail station footfall year to date 2022 v 2023 is a up 4%, however it is important to recognise the impact of days lost to industrial action as well as the impact of other service disruption (e.g., the challenges faced by Transpennine, reduced service provision, overtime bans etc).
- 34 Data on the number of Leeds adult residents who reported cycling and walking for any purpose highlights a drop in the number of trips between 2021 and 2022 for leisure but an increase in travel purpose trips (including commuting) during the same period. Further analysis is required but this could again reflect a change in travel behaviour possibly connected to working from home practices. It also identifies the need for more targeted health campaigns to promote more physical movement for adults.

Objective 2 - Delivery Inclusive Growth

- 35 Mode share data which was obtained from the 2022 travel to work survey. This data also showed a slight reduction of 2% in car as the main method of travel to work between 2021 and 2022 with bus and rail showing a slight increase of 0.5% and 2.4%. Walking and cycling remaining static in the same period. Again, bus and rail mode share had notably reduced since 2019, down 6.4% and 5.1% which matched the trend in mode split data, but car mode share had steadily decreased since 2018 by 11.5%. This suggests some trips have disappeared completely since the pandemic with the influence of working from home likely to be an increasingly important factor for people travel choices, especially the commute.

36 Regrettably, not all of the data sets in this section are available with some still waiting for data to be published or shared by external partners and WYCA. This information will be added to future reports.

Objective 3 - Improving Health and Wellbeing

- 37 Improving physical and mental health by ensuring walking and cycling are the first choice for the shortest journey is a key focus of our transport strategy. Active Lives data shows 24.3% of all adults in Leeds in 2022 are classed as inactive or do less than 30 minutes of exercise per week and this has increased by 1% year on year. Data for 2023 is yet to be released but is likely to tell a similar story.
- 38 The LCC Influencing Travel Behaviour team continues to offer road safety training to school children and adults which are at risk of harm with 14,428 completed in 2022/23. Although the total number of places delivered has fallen from 2022 to 2023 the number receiving pedestrian, scooter and transitional training have all increased as too has the number receiving cycle training with over 13,722 places (all levels) delivered in 2023.
- 39 Both road safety and cycle training are important activities which support the wider Vision Zero Strategy 2040. The [Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan](#) provides detail of the way in which collisions will be prevented or reduced in severity. Number of killed or seriously injured people in Leeds has sadly increased significantly since 2019 with 7% increase between 2019 and 2022 and 15% between 2021 to 2022 with fatalities 42% and casualties 34%. Our teams are continuing to work with internal and external partners to analyse data and establish key trends and potential solutions. The need for a safer alternative network for all modes is key element of our Strategy. Our focus for many years to come will increasingly be about how we realise our Leeds Vision Zero ambition that by 2040 no one will be killed or suffer serious injuries on Leeds roads.

Summary and Conclusion

- 40 This report highlights the importance of collaborative working across the Council, WYCA and with external stakeholders to ensure alignment with the Connecting Leeds Transport Strategy. A continued review of the existing datasets is required to generate more robust KPIs which better identify the impacts of any new measures and policies.
- 41 By 2024, we need to have made progress towards our Net-Zero carbon target although we admit this will extremely challenging and ambitious. We are closely monitoring the success of our first round of transport infrastructure investment through to completion of Action Plan 1 phase.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

Health and Wellbeing

- 42 The strategy objectives are to ensure walking and cycling are the first choice for the shortest journeys, help make the city the best city to grow old in and child friendly through investment in our streets and eliminate road danger through adoption of a vision zero approach.

Inclusive Growth

- 43 The Inclusive Growth Strategy acknowledges the role of Transport in supporting and delivering inclusive growth in the city. Investing in our places and transport to create a sustainable economy and greener future where you don't need a car, bringing jobs and opportunities closer to people and continue to support the most disadvantaged communities across Leeds.

Zero Carbon

- 44 Our Transport Strategy and Action Plan form the Council's transport plan and as such continues to detail how the council seeks to work towards the 2030 net-zero target. Our strategy objectives are to reduce the need to travel and the number of car journeys. We encourage people to choose active travel and public

transport, improve the efficiency of the transport network and encourage the update of zero emission vehicles. The Strategy and Action Plan are aligned with our Air Quality Strategy 2021-2030 and its action plan.

What consultation and engagement has taken place?

Wards affected: All Wards consulted on the original Action Plan but not required for the progress update.

Have ward members been consulted? Yes No

45 No further city-wide general consultations have taken place since those undertaken for the Transport Strategy and Action Plan approval in October 2021, although scheme and project specific consultations continue to take place. In recent times, all the Community Committees across the City have had presentations relating to Highways Maintenance and Vision Zero 2040 and prior to that Winter Service Operations. These were well received and Connecting Leeds communications continue to be used extensively with positive feedback received.

What are the resource implications?

46 There are no specific resource implications included within this update however We estimate there is a significant funding gap if we are to meet 2030 carbon targets and ambition outlined in the Transport Strategy. Funding is needed both for ongoing maintenance and to deliver a number of key infrastructure programmes needed to facilitate the levels of transformational mode shift to active travel and public transport. We will continue to work with WYCA and call on national government for the support, powers, and funding to deliver the Connecting Leeds Transport Strategy.

47 We are also committed to starting a conversation with stakeholders in the district about how local contributions could contribute to the vital transport investment the district. The Department for Transport have indicated that local contributions will be a requirement of future funding settlements.

48 We will work with partners to fully understand the implications of recent publications from the Department of Transport.

What are the key risks and how are they being managed?

49 The Transport Strategy Action Plan and the implementation of the schemes and policies which it will guide have a fundamental part to play in addressing the corporate risk of the Climate Emergency on Keeping the City Moving.

50 There is always a risk to the Leeds economy through both policies and external pressures. The Council recognises that growing the economy has positive benefits to the city and that the enhanced connectivity through the Connecting Leeds Transport Strategy is a crucial component of delivering our Inclusive Growth Strategy ambitions.

51 The risks relating to the Climate Emergency are that the actions of the Connecting Leeds Transport Strategy do not adequately address the need to reduce carbon emissions in-line with the Council's and national objectives.

52 Reductions must be rapid and sharp to stay within the council's carbon budget, so speed of delivery is a key risk to success, especially when persuasion rather than enforcement must be used to change behaviours.

What are the legal implications?

53 There are no legal implications included within the update.

Options, timescales and measuring success.

What other options were considered?

54 Not applicable for this update

How will success be measured?

- 55 Our targets are ambitious - the level of change required will require everyone to play a role and think about their own travel patterns in the context of the Climate Emergency. The Action Plan is an essential tool in monitoring our progress in the journey towards net zero by 2030.
- 56 By adopting a series of short-term action plans, we can reflect on both feedback on our Connecting Leeds Transport Strategy, the monitoring from the schemes we deliver as well as the city's economic recovery from COVID. Alongside our Key Performance Indicators this will inform future action plans, investment priorities and decision making.
- 57 Individual monitoring and evaluation reports will be produced for schemes recently completed and under construction such that the effectiveness of schemes can be compared against the original business cases. This information and lessons learnt will allow future schemes to be refined to maximise the benefit to the people of Leeds.

What is the timetable and who will be responsible for implementation?

58 The timeline set for development and implementation of the Transport Strategy Action Plan is detailed in the following table:

Action Plan 1 2021-2024	Action Plan 2 2024-2030	Action Plan 3 2027 - 2030
<ul style="list-style-type: none">• Current action plan• Action plan development phase• Review proposed data sets and KPI's best used to measure performance of interventions.	<ul style="list-style-type: none">• Evaluate schemes and policies from the first action plan.• Refine table of measures to include new schemes and policies.• Continue to refine metrics utilising new datasets.	<ul style="list-style-type: none">• Continue to evaluate schemes and policies from Action Plan 2• Refine table of measures to include new schemes and policies.• Continue to refine metrics utilising new datasets.

Appendices

- Appendix 1 – CLTS Annual Progress Report 2022-2023
- Appendix 2 - Appendix EDCI Transport Strategy Report

Background papers

- None.

Connecting Leeds
TRANSFORMING TRAVEL



Connecting Leeds **Transport Strategy**

Action Plan to 2024

Annual Progress Update 2 (October 2023)

Introduction

The Connecting Leeds Transport Action Plan 1 outlines our primary activities over the period 2021-2024. The plan supports the delivery of the Connecting Leeds Transport Strategy which sets out our long-term vision, objectives and six big moves. This Action Plan focuses on the details, the policy development, and the pipeline of scheme we aim to bring forward, develop and deliver by 2024. This includes both major schemes unlocking development and transforming our city centre as well as those smaller but crucial local transport schemes that can have a major positive impact on local communities.

This report outlines the annual progress made on the Connecting Leeds, Transport Strategy Action Plan focusing on the period from October 2022 to October 2023. Section 1 of the report provides an update against each of the four themes as summarised below:

THEME 1	THEME 2	THEME 3	THEME 4
Policy Development Measures to encourage behaviour change	Infrastructure delivery New Infrastructure to support our 6 big moves	Mobility and service Provision of services and mobility solutions, road user training and campaigns	Network management and maintenance Ensuring our networks are maintained and managed to support our 6 big moves

Section 2 of the report is structured around the 3 key objectives of:

- **Tackling Climate Change**
- **Delivering Inclusive Growth**
- **Improving Health and Wellbeing**

and highlights progress on each of the Key Performance Indicators (KPIs) the most recent year on year comparison and in selected cases a comparison to pre-pandemic results.

Section 1: Annual Progress Update - 2022 to 2023

Progress against the CLTS Action Plan 1 Table of Measures

Action Plan 1 contains a table of measures aligned to deliver the 'six big moves' and divided into the 4 themes of (Policy, Infrastructure Delivery, Mobility & Service, Network Management & Maintenance).

Each measure was first evaluated to understand whether it would be delivered before the end of the current Action Plan period (2024). The infrastructure measures which will not be complete by 2024 and several new schemes were then re-evaluated against Action Plan 2 and Action Plan 3 deadlines of 2027 and 2030. An update on the completion success rate is presented in Table 1.

Measure Timescale	Action Plan 1 by 2024 -Completion success rate	Action Plan 2 by 2027 -Completion success rate	Action Plan 3 by 2030 - Completion success rate
Completed within proposed timescale	44.44%	71.43%	79.37%
On schedule to complete within proposed timescale	31.75%	22.22%	15.87%
Unlikely to complete within proposed timescale	23.81%	6.35%	4.76%

Table 1 – Percentage of original and additional measures due to be completed within each Action Plan period.

It is hoped that the measures considered unlikely to complete by 2024, could be funded via current or future tranches of CRSTS funding (City Region Sustainable Transport Settlement), or other central funding opportunities including Levelling Up Fund (LUF) and Active Travel Fund (ATF). This may allow delivery timelines of affected schemes to be reconfigured to go beyond the current Action Plan period but enable delivery before Action Plan 3 expires in 2030.

Other factors including changes to guidance standards, local/central policy review, development of new more effective technologies or safety concerns could also result in some of the measure not being delivered. A detailed review of the outstanding measure will be conducted at the end of the Action Plan 1 phase to re-evaluate the completion success rates before proceeding to the next phase.

Progress by theme

THEME 1

Policy Development

Measure to encourage behaviour change

Bus Reform

- 8 Leeds City Council have continued to work with West Yorkshire Combined Authority (WYCA) on Bus Reform and Network improvements. This collaborative approach has been successful in helping to deliver a network with more bus priority and enhanced signal technology which has improved bus journey time reliability and reduced journey times across parts of Leeds.
- 9 The West Yorkshire Combined Authority are currently consulting on how bus services should be run. The consultation is planned to run from October 2023 to January 2024 with a final decision on whether to progress with bus franchising due in spring 2024.
- 10 Bus reform is seen as a key factor in supporting the Councils' inclusive growth, equality, creating better connectivity in areas of economic deprivation, and supporting decarbonisation of the network. This will directly support the council's Climate Emergency Declaration and Connecting Leeds Transport Strategy objectives. A more reliable, affordable, and safer bus network is crucial for Leeds to create a viable transport alternative to the car help us to increase bus patronage by 130% and achieve our mode split objective of 19% for bus by 2030.
- 11 The Mayors Fares of £2 for a single journey and £4.50 for a Mcard Day Saver were introduced in September 2022, as a key measure to tackle the 'cost of living crises' and make public transport more affordable. Initial results have showed an uplift in patronage by 10% in the first 3 months with further analysis expected. An Independent survey conducted by Transport Focus suggest strong support for this measure especially for those people without a car [Awareness and effect of £2 bus fare initiative](#).
- 12 The Aireline 60 service between Leeds and Keighley received targeted funding through the Bus Service Improvement Plan (BSIP) in September 2023 to enhance the offer to passengers, creating a higher frequency on this key intercity route now serving more communities in West Leeds.
- 13 LCC own mode split data does indicate bus use within the city centre has returned to near pre-Covid levels which is encouraging although many other orbital services have witnessed a drop in users. LCC are working closely with WYCA and the operators to ensure a more detailed selection criteria are used to ensure any future service reductions remain fair and inclusive for all residents across Leeds.

Road Space Reallocation Policy (Streetscape)

- 14 The Streetscape Space Allocation Policy was developed and adopted in 2022 (prior to this action plan period). Guidance from this policy is now being actively used to support the development of several major transformational schemes across the Leeds district so the impact will be felt across the planned period.

Freight Policy

- 15 A regional wide freight strategy is being developed by WYCA as part the LTP4 work which seeks to align with all the separate district policies, regional, sub-national and national strategies. Our Connecting Leeds Transport Strategy outlines the importance of freight in the decarbonising transport in Leeds.
- 16 Current DfT data show that van miles have increased by 70% in the last two decades which is opposite to all other transport modes. Freight plays a crucial role in Leeds's economy, so we LCC need to develop policies which encourage the switch to zero emission vehicles and active modes.

- 17 Currently, most freight is transported via road, but we also need to encourage a shift towards other sustainable modes of transportation, like rail and inland waterways. Leeds Council wants to see better use of existing infrastructure, such as canals and rivers, which offer significant environmental benefits.
- 18 Several initial measures have been identified which would promote sustainable freight transport across Leeds which align with our Connecting Leeds Transport Strategy objectives:
 - a) Leeds can establish urban consolidation centres to reduce the number of vehicles in the city centre.
 - b) Encourage the use of e-cargo bikes instead of vans for e-cargo transportation. Help create or promote tools that can optimise delivery routes and schedules.
 - c) Encourage the adoption of electric vehicles for delivering local freight in Leeds. This approach can also have a beneficial effect on the transportation of goods in the wider region.

Vision Zero Action Plan

- 19 In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It signalled a step change in our approach to travel and road danger and set a bold ambition that by 2040 no one will be killed or suffer serious injuries on roads in Leeds.
- 20 The casualty figures for 2022 are extremely concerning for Leeds and this pattern is also seen across West Yorkshire. Every fatality and serious casualty is one too many and has a devastating effect on the people involved, their families and friends, passers-by and the emergency services as well as impacting on local communities and the feeling of whether their community is safe.
- 21 Driver behaviour has taken a turn for the worse since the end of the pandemic and the Leeds Safe Roads Partnership and West Yorkshire Vision Zero groups are working in new ways to spread messages to road users, but especially to motorists, about the fatal five: speeding; drink and drug driving; distraction (including mobile phone use at the wheel); not wearing seatbelts and careless driving (including failure to look). The Leeds Vision Zero Strategy aims to have nobody killed or suffer serious injury on Leeds roads by 2040 and the Partnership is working to implement a safe system approach to achieve this aim. In addition, messages relating to the updated Highway Code including “those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others” and new rules are being promoted.
- 22 The [Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan](#) provides detail of the way in which collisions will be prevented or reduced in severity. Vision Zero requires delivery by all partners and users of our roads to help protect those most at risk from collisions on our roads. We all have a part to play to make and keep the roads in Leeds safe for everyone. Please look out for others on our roads and “travel like you know them.”

Local Plan 1 Update and Leeds Local Plan 2040

- 23 Following consultation closing in December 2022 on our draft policies for the Local Plan Update 1, Council officers have reviewed all public consultation comments and are proposing to make a series of amendments to the Plan which will improve its effectiveness in delivering new and updated policies that helps the Council achieve its net zero ambitions. These changes are due to be consulted on this Autumn 2023 for a further 6 weeks before submission of the Plan to the Secretary of State in 2024.
- 24 We are currently reviewing comments on site suggestions put to the Council as part of the consultation on the Local Plan 2040 and call for sites exercise that took place during the first half of 2023. As part of this, Council officers are updating our evidence base, developing site assessment methodologies, and reviewing policy options.
- 25 It is expected that the next round of public consultation on an ‘Issues and Options’ draft will begin in Summer 2024 and will allow the public and other stakeholders to comment on draft sites and policies to meet needs for housing, employment, minerals and waste, retail and town centres, amongst many other

key issues for Leeds, all of which have a key relationship with how people move around the city and most align with our Transport Strategy Action Plan objectives.

Local Area Transport Plans (LATP).

- 26 Recent feedback recognises the success of schemes supporting and progressing the big move 'transform the city centre' but have noted the need for more action in district neighbourhoods to support local transport needs.
- 27 In response LCC Transport Strategy/Policy have started working on the development of a new initiative of Local Area Transport Plans (LATP). The Proposed LATPs will be simple 'informal' documents that set out key ambitions for mobility and transport investment in local neighbourhoods. The documents will reflect the city ambitions and align with the Big Moves priorities in the Connecting Leeds Transport Strategy.
- 28 Initially scoping and development will focus on three Committee Areas of Leeds including Inner West, Inner Northeast, and Outer East. Consultation and engagement with members, supported by Connecting Leeds is due to commence in the Inner West in October 2023. It is intended to develop plans for all 10 Committee Areas of Leeds over the next 2 years.

Leeds Council Climate Emergency Task Group

- 29 LCC are continuing to lead the way on climate action with the establishment of a climate emergency focussed governance structure in Highways & Transportation (H&T). This independent task group is made up of representatives at all levels from across the service. In 2022 Leeds City Council was recognised as one of 122 city authorities across the world leading the way on climate action. H&T has recently produced a Climate Action Plan for the service, and this will provide additional structure and focus on several key areas and actions, work continues alongside this on adaptation & resilience. In early 2024 the council will assess itself against the actions identified by the Yorkshire and Humberside Climate Commission.
- 30 Work continues with carbon reduction measures, carbon calculators and innovations around materials and design standards, some good examples include recycling of materials, warm lay techniques for highway surfacing works, LED conversion programmes for both street lighting and traffic signals and procurement and contract clauses and reporting. Our Flood Alleviation Team continue to adopt numerous carbon reduction work practices including source more local products and adopting innovative technologies such as 3D printed concrete planters. This process also reduces the number of vehicle trips required to supply and deliver such schemes.

THEME 2

Infrastructure delivery

New Infrastructure to support our 6 big moves

Mass Transit

- 31 The Mass Transit Vision 2040 was produced alongside the Connectivity Infrastructure Plan. WYCA and LCC have already committed significant resource to the development of the vision and concept of how Mass Transit will deliver for West Yorkshire with further consultation planned for early 2024.
- 32 An additional £2.5 billion for Leeds and West Yorkshire has been promised by central government to fund in full the mass transit system in Leeds and West Yorkshire. This is expected to be addition to the City Region Sustainable Transport Settlement (CRSTS 2) and CRSTS 3 Funding Tranches. Details of how this will look for Leeds and the wider region is yet to be disclosed however such a cash injection is likely to be a 'game changer' for our cities ambition and net zero carbon goals.

Park and Ride

- 33 Current usage across all three Park and Ride facilities at Stourton, Temple Green and Elland Road is still slightly lower than forecast however recent timetable amendments have supported morning peak commuter volumes. Analysis is ongoing to establish how P&R is affecting the number of vehicles entering the city centre cordon.
- 34 We are continuing to work with WYCA, other districts and key stakeholders to further develop our park and ride strategy for West Yorkshire.

City Centre Cycle Improvements

- 35 Great progress has been made in Leeds with several cycle schemes in development or recently completed in our City Centre (see summary table 2 below), connecting the gaps within the existing cycle network. Consultation on the Leeds City Links went live as on 09/10/2023, [Have Your Say Today - Leeds City Links - Commonplace](#) which subject to the results of the consultation will extend the network and enhance the look and feel of key locations in the city centre allowing space to be repurposed for other activities.

Cycle Schemes	Location	Works Commence	Works Completed
Western Gateway	Kirkstall Road to Wellington Street	Nov 2022	July 2023
Southern Gateway	Neville Street and Bishopgate Street	Jan 2023	March 2024
Dewsbury Road Extension	Dewsbury Road	Jan 2023	Autumn 2023
Crown Point Bridge Gateway	Black Bull Street and Crown Point Road	Nov 2022	Winter 2023
Holbeck Gateway	Whitehall Road to Holbeck (Scheme Development stage)	March 2024	March 2025
Leeds City Links	Great George Street, Merrion Street, and the Calls (Scheme development stage)	August 2024	Summer 2025

Table 2 – Cycle Schemes

Improvements in Rail Service Provision

- 36 Work progressing on the Leeds Station Sustainable Travel Gateway scheme with the final closure of New Station Street to traffic in May 2023. Scheme still on programme to be completed in Autumn 2025.
- 37 Tram/Train Assessment was conducted by Network Rail for LCC to understand if Mass Transit services could be incorporated with regular rail services to help reduce capacity issues through Leeds Station and improve efficiency. Details of the work will be presented in a separate report to board.
- 38 TransPennine Route Upgrade (TRU) is progressing on programme including Morley Station which went operational in June 2023. There has been some progress between Network Rail and LCC regarding our response to proposals included in the TWAO (Transport and Works Act 1992 Order) for the section between Leeds Station and Micklefield with discussions ongoing.
- 39 The government recently published the Network North document which outlined the long-term plan for transforming transport. The document confirmed the cancellation of the eastern leg of HS2 between Birmingham to Manchester and detailed how £36 billion of funding would be used across the north with a significant focus on supporting existing and new rail improvements. Further information from the Department for Transport (DfT) is expected in the coming months however this is likely to have a significant impact on rail services through Leeds.

Local Rail Stations Improvements

- 40 Three new local rail stations are planned across Leeds to increase the opportunity for residents to access the rail network rail both for journeys in Leeds and the rest of the UK. Each rail station is part of a wider transport strategy to create more sustainable travel choices for people living and those visiting Leeds which will help reduce reliance on the private car for some or all their journeys (see table 3 below).
- 41 All three stations adjacent to existing to planned employment, retail and commercial centres so provide economic opportunities for local people and people commuting from across West Yorkshire and beyond which reflects our Inclusive Growth Strategy.

Name	Scheme Details	Funding & Cost	Completion Date
White Rose Station	<ul style="list-style-type: none"> New rail station on the Trans Pennine Line Direct links to White Rose Office Park, White Rose Shopping Centre, and Elliott Hudson College. Support sustainable travel opportunities in South Leeds. Provide 80 cycle parking spaces. No additional car parking spaces - 'pick up and drop off' only. Links with A6110 and M2D2L schemes 	<ul style="list-style-type: none"> Transforming Cities Fund Leeds Public Transport Investment Programme New Stations Fund £26.5 million Trans Pennine Upgrade 	<ul style="list-style-type: none"> Delivery stage Works End 2023 Open Spring 2024
Thorpe Park Station	<ul style="list-style-type: none"> New rail station on the Trans Pennine Line Contained within Thorpe Park Development and adjacent to East Leeds Orbital Route. Help to reduce congestion and improve sustainable travel choices for East Leeds. Plans to operate as a Rail and Ride facility. 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund New Stations Fund Trans Pennine Upgrade 	<ul style="list-style-type: none"> Full Business Case to submitted by Summer 2024. Deliver phase expected to start in 2024
LBA Parkway Station	<ul style="list-style-type: none"> New Parkway Station on the Harrogate Line with park and ride facility Will provide an interchange to serve Leeds Bradford Airport and the proposed employment hub adjacent to the airport. Up to 350 parking spaces planned. 	<ul style="list-style-type: none"> Leeds Public Transport Investment Programme West Yorkshire Plus Transport Fund 	<ul style="list-style-type: none"> At Full Business Case stage due to be submitted in 2024

Table 3 – Local New Rail Stations

City Centre Package of Works

- 42 Progress of planned city centre works is summarised in the table 4 below. These include the permanent closure of City Square from September 2022 (briefly mentioned in the previous update), and introduction of 24-hour bus gates on East Parade and King Street to help encourage people to access the city centre via more sustainable modes.
- 43 Other key works adjacent to Leeds Rail Station on Bishopsgate/Neville Street and New Station are progress on programme to deliver a sustainable transport gateway by 2025.

Works Detail	Works Location	Works Commence	Planned Works Completion Date
City Square closure <ul style="list-style-type: none"> Works began in September 2022. Original completion date of February 2023 however since revised to November 2023, owing to key stakeholder redesigns, value engineering and unchartered utility apparatus. 	City Square and adjoining roads	Autumn/Winter 2022	Autumn 2023
Thirsk Row / Wellington Street / King Street <ul style="list-style-type: none"> King Street and Thirst Row made 2-way. New southbound 24-hour bus gate King Street limiting access to buses, emergency vehicles, bikes, and Hackney carriages. 	City Square and adjoining roads	January 2023	Autumn 2023
East Parade Bus Gate <ul style="list-style-type: none"> New 24-hour bus gate was introduced on East Parade on 19th June limiting access to buses, emergency vehicles, bikes, and Hackney carriages. 	East Parade	Winer 2023	Summer 2023
Leeds Rail Station Sustainable Gateway <ul style="list-style-type: none"> Closure of New Station Street for pedestrians and most vehicles in May 2023 with taxi ranks moved to Princes Square (off-Aire Street) 	New Station Street and adjoining roads	Spring 2022	Autumn 2025
Bishopsgate Street and Neville Street Lane closures <ul style="list-style-type: none"> Lane closure on Bishopsgate and Neville Street were implemented on 23rd May 2022 	Bishopsgate Street and Neville Street	May 2022	Summer 2025
District Heating Installation <ul style="list-style-type: none"> Westgate, Leeds Pipes heat network will be installing the next phase of underground heating pipes on Westgate with connections into the existing network on Oxford Place. 	West Gate and Oxford Place	Jan 2024	March 2024

Table 4 – City Centre Scheme Status

ELOR (East Leeds Orbital Route)

- 44 The East Leeds Orbital Route was opened in 2022 and has won several awards including receiving a "gold standard" designed equestrian route for which The British Horse Society have commended. The bridleway stretches the full length of the ELOR spanning 7km.
- 45 This new road section now includes segregated pedestrian and cycling facilities, implementation of the 'Green Streets' initiatives which aims to improve environmental elements including air quality, flooding, wildlife habitats and community corridors.
- 46 Early development on the ELOR A6120 downgrade corridor scheme has started with proposals to develop the 'old ring road corridor' to better serve the adjacent communities.

Summary of remaining key infrastructure measures.

47 Table 5 shows details of existing schemes included in the list of measure outline in the original Transport Strategy Action Plan which have benefitted for additional funding in since 2022.

48 All these highway schemes will improve the network but also provide better facilities for public transport, wheeling and walking in location previously dominated by the private car, with many also experiencing significant congestion and network delay.

Name	Scheme Details	Funding & Cost	Completion Date
Fink Hill Corridor	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities Junction and signal improvements Pedestrian Crossing improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund West Leeds Levelling Up Fund 	<ul style="list-style-type: none"> Autumn 2023
Dynley Arms Junction	<ul style="list-style-type: none"> Bus Priority / Journey Time reliability Junction and signal improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund West Leeds Levelling Up Fund 	<ul style="list-style-type: none"> Summer 2023
Dawsons Corner	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities Major junction and signal improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund MRN Fund Leeds Public Transport Investment Programme 	<ul style="list-style-type: none"> Spring 2026
Connecting West Leeds	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities New cycle bridge Junction and signal improvements 	<ul style="list-style-type: none"> West Leeds Levelling Up Fund Leeds Public Transport Investment Programme 	<ul style="list-style-type: none"> Summer 2024

Table 5 – Status of key existing scheme

Electric Vehicle Charging Infrastructure.

49 LCC have continued to assist with/promote the installation of more plug-in vehicle charge points at various new locations across Leeds, residential sites, supermarkets, non-residential car parks, leisure centres. We are also installing charge points at many council-run car parks including Park & Ride sites.

50 Both LCC and WYCA are engaging with numerous external stakeholders include the Energy Saving Trust and Gridserve to promote the rapid growth of new infrastructure needed.

51 The UK government announce further funding through the Local Electric vehicle infrastructure (LEVI) fund to support local authorities in England to work with EV chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure. WYCA were awarded funding in Feb 23 and March 2023 to support development of the chargepoint network. It is proposed to work with up to 4 separate providers to deliver an anticipated 500-1000 chargepoints. The site selection process is ongoing with locations expected to be confirmed by the end of 2023.

E-Bike Share Service – Leeds City Bikes

- 52 The first phase of a citywide e-bike hire service was launched on 23rd Sept 2023. The service provides a cost effective and low carbon active travel choice in the city. It has been made possible by funding secured by Leeds City Council from the Transforming Cities - Carbon Mitigation - Fund. The first phase covers the city centre and key travel routes to Headingley where demand is likely to be highest. The decision was taken to have all e-bikes as this would foster uptake from more people regardless of ability or fitness.
- 53 An estimated 200 e-bikes will be available initially, from conveniently located docking stations around the city. If successful, the bike allocation is planned to increase to 600 in the first 6 months of the service. Initial uptake of the scheme has been extremely positive with more than 1200 users covering 375km and making over 1600 trips in the first week of operation with a total of 2649 journeys covering 7938km in the first calendar month (15th to 30th September).
- 54 Leeds City Bikes is supporting LCC to deliver the Connecting Leeds Transport Strategy, to help make Leeds a city where you do not need a car. E-bikes can appeal to a much broader spectrum of people than normal bikes this makes the e-bike scheme invaluable in supporting the behaviour change needed to help people make the switch to cycling for some shorter journeys. [Leeds City Bikes supported by Beryl](#)
- 55 LCC and WYCA have a data sharing agreement in place with Beryl Bikes to enable future analysis to help optimise the benefits of the scheme to encourage modal shift to bike.



Figure 3 – Leeds Cycle Bikes

Road Safety Training and Bikeability

- 56 The Influencing Travel Behaviour (ITB) Team continues to offer road safety education, training and engagement to those road users who are at most risk of harm - [Bikeability Training](#)
- 57 Road Safety training is provided to primary schools across Leeds prioritising those areas with the highest number of collisions. Children from Nursery to Year 6 can take part in these sessions. The team offer a programme of practical pedestrian, transition, and scooter training as well as class-based road safety education.
- 58 In academic year 2022-23 14,428 children have had road safety input from the team, of this figure 4,500 have undertaken pedestrian training, 2500 scooter training and 487 transition training (Year 6 to Year 7).

Delivery of School Streets

- 59 In September 2023 three new School Streets were launched at Blenheim, Bramhope, and Birchfield Primary Schools in Leeds. School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health, and road danger reduction. A School Street scheme encourages a healthier lifestyle and active travel to school for families and lead to a better environment for everyone. A total of 15 schools have now adopted the scheme across the city - [Leeds School Streets Map](#).

Power Two Wheelers in Bus Lanes Trial

- 60 The trial to allow motorcyclists in bus lanes on the A65 corridor concluded in summer 2023. During that period, we have observed a sizeable increase in the numbers of motorcyclists travelling on the A65 corridor. Collision monitoring and analysis shows that during the duration of the trial no collisions involving motorcyclists have been recorded. Initial findings from the trial are a positive result.
- 61 Motorcycles currently makes up less than 1% of road traffic but account for over 18% of road collisions- [Rospa - Motorcycle crash causes](#). The average motorcycle on the road emits around 30% less CO2 than the average car so is considered more sustainable. LCC also recognise this with new electric models now coming on sale.

Car Club and Car Sharing Policy

- 62 Recent LCC continues to promote a pay as you go car hire facility provided by Enterprise Car Club which offers competitive rate to LCC and business members to reduce the need for company cars.
- 63 Car sharing is seen as an important measure to support people in rural locations or urban areas with poor access to public transport to reduce car journeys. Leeds is in partnership with WYCarshare.com, supported by Liftshare which helps connect people together to share car journeys. Approximately 23,000 new members joined Liftshare in the UK in July/August alone.

Zero Emission Delivery Robots (Starship Technologies)

- 64 The Starship robot delivery trial has been expanded to a further 12,000 households in the summer and now operates from four separate CO-OP stores across Leeds including Adel, Tinshill, Kippax and Swarcliffe with plans for a fifth operation at Wetherby in the near future. As a result, Leeds have one of the largest trials of all the other participating councils in the UK apart from Milton Keynes. Early survey results show a positive rating of over 85% from residents and participating CO-OP stores - [Have Your Say Today – Starship Leeds - Commonplace](#)
- 65 Since the original Leeds Trail began on 30th November 2022 the Starship Robots have completed over 20,000 deliveries, travelled over 18000 miles, and saved approximately 3508kg of CO2 according to Starship Technologies own analysis. It is estimated this could have removed around 10977 single occupancy car trips in the same period helping to reduce car trips and local vehicle emissions.

Urban Traffic Management Control

- 62 LCC have continued to deliver the smart signal programme across Leeds helping to create a more efficient road network which will reduce congestion, provide priority for public transport and safety improvements for pedestrians and cycle users.
- 63 Leeds now has over 120 traffic control sensors across the network which can monitor all modes of traffic including pedestrians and cyclists to optimise junction and pedestrian crossings. This technology is also used to count pedestrian movements, footfall and driver behaviour including near miss monitoring capabilities something which is essential for targeting collision hot spots. This information is being incorporated within the existing traffic monitoring system to provide a far more detail level of information in real-time to help support planning decisions.

Network Management

- 64 The Network Management team provide a significant role in controlling and managing works on a day-to-day basis and during periods of construction on the highway network across Leeds. In the last 12 months have processed over 50,000 permit applications, granted 11,000 highway licenses, answered over 8000 enquires, administered 1200 road closures and planned diversion routes.
- 65 The team are constantly reviewing ways to optimise and improve the current practices and systems to reduce disruption to the road network and lower the cost to the council. The use of digital technology and adoption of new practices such as Lane Rental Schemes which reduce roadworks by incentivising utility providers to complete work quicker and at more convenient times.

Maintenance

- 66 Poor maintenance of the highway, in particular cycle track and footways are considered a key barrier for people to switch to more sustainable transport so prioritising repairs and cleaning is essential. In the last 12 months our Maintenance team have moved toward a more functional based hierarchy which has made improvements to the existing inspection regime saving overall time and enabling more inspections to be completed on time.

Section 2: Progress against KPIs (Key Performance Indicators)

This section presents the progress during 2022-23 towards the Key Performance Indicators (KPIs) associated with each of the Objectives.

Where data is available, change over the last 12 months is shown as part of the annual reporting. Additionally, a comparison of current year (22-23) is made against 2019 levels. 2019 is taken as the ‘base year’ – last ‘normal’ year pre-CLTS and pre-covid. Trends over the first action plan period will be more fully evaluated in the 2024 update as this sees the close of the first Action Plan period. **Appendix 1** provides further detail on data source, analysis, and relevant caveats.

The table 6 below is taken from our Action Plan which sets out our data requirements to monitor our progress against our objectives which have been aligned with the three pillars of the Best City Ambition (see data sources in appendix 1)

Best Council Ambition	Objective	Key performance Indicators (KPIs)
Tackling Climate Change	Reducing the need for travel and the number of car journeys.	<ul style="list-style-type: none"> Estimation of Vehicle KM travelled in the district
	Leeds Carbon Neutral by 2030	<ul style="list-style-type: none"> Estimated Carbon Emission from transport
	Encouraging people to choose active travel and public transport	<ul style="list-style-type: none"> Increased in bus and rail patronage Active lives surveys Walking trips count Pedestrian and cycle counts Estimation of vehicle KM travelled in the city
	Encouraging and leading the uptake of zero emission vehicles	<ul style="list-style-type: none"> Number of zero emission vehicles registered in the city
Delivering Inclusive Growth	Support individuals to access more employment opportunities through a comprehensive transport network	<ul style="list-style-type: none"> Number of people with access to the public transport network Number of people with access to the core cycle network Travel to work survey
	Develop and regenerate places through continued investment in transport infrastructure	<ul style="list-style-type: none"> Number of new developments (sustainable)
	Improve productivity by investing in more time and cost-efficient transport system	<ul style="list-style-type: none"> Level of delay in the city Time lost due to congestion Cost of congestion
	Lower the cost of mobility, ensuring transport is affordable and accessible for everyone	<ul style="list-style-type: none"> West Yorkshire travel tracker survey Cost index of transport Number boarding buses Number of people supported into work
Improving Health and Wellbeing	Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health	<ul style="list-style-type: none"> Active lives survey - % of physically active adults Pedestrian and cycle counts Estimation of vehicle KM travelled in the district
	Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions	<ul style="list-style-type: none"> Estimation of vehicle kilometres travelled in the district Hospital admissions data
	Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all	<ul style="list-style-type: none"> Estimation of vehicle kilometres travelled in the district
	Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions	<ul style="list-style-type: none"> Estimation of vehicle kilometres travelled in the district Number of killed or seriously injured people in Leeds

Table 6 – Key Performance Indicators and Datasets used to measure success.

Objective 1 Tackling Climate Change

Indicator 1: Reducing the need for travel and the number of car journeys

Motor Vehicle distance travelled in the district	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
Estimates of distance travelled by motor vehicles. Figures are Million vehicle kilometres.								
Motor Vehicle Traffic Total	Decrease	6,861	6,988	5,545	6,090	6,546	+7.5%	-6.3%
Motor Vehicle Traffic Total, Excluding Trunk Roads	Decrease	4,253	4,274	3,274	3,657	3,887	+6.3%	-9.1%
Cars and Taxis	Decrease	5,416	5,492	4,171	4,571	4,992	+9.2%	-9.1%
Light Commercial Vehicles	Decrease	979	997	906	1,017	1,055	+3.7%	+5.8%
Heavy Goods Vehicles	Decrease	380	415	412	437	430	-1.6%	+3.6%

Indicator 2: Leeds Carbon Neutral by 2030

Estimated Carbon Emissions from Transport	Target	2017	2018	2019	2020	2021	Change from 2020 to 2021	Change from 2019 to 2021
Estimates of carbon from Transport given for different types. All figures are given in Kilotons (kt) of Carbon Dioxide (Co2) equivalent								
Total Transport	Decrease	1667.6	1640.9	1658.4	1375.9	1414.7	+3%	-14.7%
Road Transport (A roads)	Decrease	437.4	424.0	414.1	327.0	357.1	+9%	-13.8%
Road Transport (Minor roads)	Decrease	501.3	513.7	520.4	439.0	384.6	-12%	-26.1%
Road Transport (Motorways)	Decrease	682.6	657.2	675.3	575.8	637.6	+11%	-5.6%
Diesel Railways	Decrease	21.6	20.5	21.0	16.1	17.5	+9%	-16.7%
Transport 'Other'	Decrease	24.7	25.6	27.5	18.0	17.9	-1%	-14.7%

Indicator 3: Encouraging people to choose active travel and public transport

City Centre Mode Split, as %	Target	2018	2019	2021	2022	2023	Change from 2022 to 2023	Change from 2019 to 2023
These figures give the proportion of each mode, estimated as a percentage of the total persons crossing a city centre cordon in the AM Peak between 0730 to 0930 on an average weekday.								
Walk	Increase	6.6%	6.2%	5.5%	3.6%	5.3%	+1.7 percentage points	-0.9 percentage points
Cycle	Increase	1.6%	1.4%	1.3%	1.2%	1.5%	+0.3 percentage points	+0.1 percentage points
Motorcycle	-	0.4%	0.3%	0.3%	0.3%	0.2%	-0.1 percentage points	-0.1 percentage points
Car	Decrease	52.2%	51.5%	62.3%	62.5%	56.1%	-6.4 percentage points	+4.6 percentage points
Bus	Increase	22.7%	24.6%	20.6%	22.0%	24.5%	+2.5 percentage points	-0.1 percentage points
Rail	Increase	16.4%	16.1%	10.0%	10.4%	12.5%	+2.1 percentage points	-3.6 percentage points

Indicator 3: Encouraging people to choose active travel and public transport

City Centre Mode Split, persons crossing cordon	Target	2018	2019	2021	2022	2023	Change from 2022 to 2023	Change from 2019 to 2023
These figures give the estimated actual numbers of persons per mode of transport, crossing a city centre cordon in the AM Peak between 0730 to 0930 on an average weekday.								
Walk	Increase	7,931	7,552	4,385	3,089	4,486	+45.2%	-40.6%
Cycle	Increase	1,962	1,757	1,046	1,055	1,293	+22.5%	-26.4%
Motorcycle	-	435	363	200	270	190	-29.5%	-56.3%
Car	Decrease	62,319	62,537	49,394	53,697	47,848	-10.9%	-23.5%
Bus	Increase	27,092	29,852	16,303	18,887	20,868	+10.5%	-30.1%
Rail	Increase	19,543	19,284	7,895	8,938	10,655	+19.2%	-45.5%
Total Persons	-	119,281	121,345	79,222	85,935	85,340	-0.7%	-28.5%

Indicator 3: Encouraging people to choose active travel and public transport

Bus Usage	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
Passengers boarding buses in Leeds collated by WYCA from data supplied by the principal bus companies.								
A58	Increase	2,736,740	2,714,660	1,421,535	1,627,020	2,119,948	+30%	-22%
A660	Increase	2,703,585	2,657,885	1,044,110	1,330,852	2,109,065	+58%	-21%
A61N	Increase	2,167,728	2,211,855	1,003,724	1,158,352	1,619,822	+40%	-27%
A61S	Increase	1,777,306	1,804,493	987,581	1,052,405	1,385,336	+32%	-23%
A64	Increase	1,544,519	1,533,800	844,846	983,923	1,229,110	+25%	-20%
A647	Increase	1,276,219	1,355,747	635,468	730,053	835,178	+14%	-39%
A65	Increase	1,074,628	1,097,907	445,540	532,761	796,456	+49%	-28%
City Centre	Increase	22,683,878	22,542,678	10,527,296	11,757,952	16,205,292	+38%	-28%
Leeds Other	Increase	30,304,729	30,369,590	15,672,549	18,060,750	22,611,565	+25%	-26%
PR1	Increase	496,881	591,501	179,521	178,784	330,293	+85%	-44%
PR2	Increase	424,600	545,039	124,391	47,617	167,466	+252%	-69%
PR3	Increase	-	-	-	44,771	289,280	+546%	-
LPTIP area	Increase	33,345,456	33,287,318	15,619,714	17,656,634	24,274,641	+37%	-27%
Leeds total	Increase	67,190,813	67,425,155	32,886,561	37,505,240	49,698,812	+33%	-26%

Indicator 3: Encouraging people to choose active travel and public transport

Rail Station Usage in Leeds	Target	Apr 2017 to Mar 2018	Apr 2018 to Mar 2019	Apr 2019 to Mar 2020	Apr 2020 to Mar 2021	Apr 2021 to Mar 2022	Change from 2020/21 to 2021/22
All figures given are the number of estimated entries, exits, and interchanges made by passengers, in a given financial year.							
Leeds City Station	Increase	31,101,454	30,838,554	31,020,744	5,853,754	19,263,472	+229%
Suburban Stations	Increase	7,242,192	7,132,888	7,207,982	1,443,576	4,249,266	+194%
Leeds District Total	Increase	38,343,646	37,971,442	38,228,726	7,297,330	23,512,738	+222%

Indicator 3: Encouraging people to choose active travel and public transport

Leeds residents cycling	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
These figures are the percentage of Leeds Adult Residents who report cycling for any purpose, or for leisure e.g. - for enjoyment or fitness, or for travel e.g. - to get from A-B. These statistics cover a period of mid-November to mid-November. So, data in the column labelled 2022 covers mid-November 2021 to mid-November 2022.							
adults cycling at least once per month, for any purpose.	Increase	13.57%	14.60%	12.11%	9.64%	9.62%	-0.02 percentage points
adults cycling at least once per week, for any purpose.	Increase	10.29%	10.35%	8.76%	5.98%	6.03%	+0.05 percentage points
adults cycling at least once per month, for leisure purposes.	Increase	11.12%	11.96%	10.68%	8.03%	6.84%	-1.18 percentage points
adults cycling at least once per week, for leisure purposes.	Increase	7.23%	6.31%	6.36%	3.98%	3.50%	-0.48 percentage points
adults cycling at least once per month, for travel purposes.	Increase	5.92%	7.01%	4.61%	3.86%	4.89%	+1.04 percentage points
adults cycling at least once per week, for travel purposes.	Increase	5.21%	5.94%	3.41%	2.95%	3.29%	+0.34 percentage points

Indicator 3: Encouraging people to choose active travel and public transport

Leeds residents walking	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
These figures are the percentage of Leeds Adult Residents who report walking for any purpose, or for leisure e.g. - for enjoyment or fitness, or for travel e.g. - to get from A-B. These statistics cover a period of mid-November to mid-November. So, data in the column labelled 2022 covers mid-November 2021 to mid-November 2022.							
adults walking at least once per month, for any purpose.	Increase	79.91%	81.99%	74.77%	78.87%	76.35%	-2.52 percentage points
adults walking at least once per week, for any purpose.	Increase	71.63%	74.07%	66.99%	71.07%	67.03%	-4.04 percentage points
adults walking at least once per month, for leisure purposes.	Increase	61.84%	63.23%	64.59%	71.51%	65.76%	-5.76 percentage points
adults walking at least once per week, for leisure purposes.	Increase	47.00%	48.71%	53.12%	59.71%	52.81%	-6.89 percentage points
adults walking at least once per month, for travel purposes.	Increase	55.24%	56.45%	40.09%	37.45%	43.00%	+5.55 percentage points
adults walking at least once per week, for travel purposes.	Increase	48.15%	48.16%	34.57%	31.26%	34.89%	+3.62 percentage points

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles.

Number of Electric vehicles in Leeds	Target	2018 Q4	2019 Q4	2020 Q4	2021 Q4	2022 Q4	Change from 2021 to 2022	Change from 2018 to 2022
Battery electric vehicles registered to a keeper in Leeds by type of owner.								
Cars, Company	Increase	332	1,385	6,138	13,417	24,337	81%	7230%
Cars, Private	Increase	413	542	834	1,536	2,401	56%	481%
Cars, Total	Increase	745	1,927	6,972	14,953	26,738	79%	3489%
Light goods vehicles, Company	Increase	145	341	421	527	1,042	98%	619%
Light goods vehicles, Private	Increase	10	12	10	15	20	33%	100%
Light goods vehicles, Total	Increase	155	353	431	542	1,062	96%	585%
Motorcycles, Company	Increase	0	0	1	2	5	150%	N/A
Motorcycles, Private	Increase	8	19	20	46	72	57%	800%
Motorcycles, Total	Increase	8	19	21	48	77	60%	863%

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Publicly available electric vehicle charging devices	Target	Oct-19	July-20	July-21	July-22	July-23	Change from 22 to 23	Change from Oct 19 to July 23
Number of electric charge points of any type and speed that are publicly available.								
Total Charging Devices	Increase	141	195	227	363	514	+42%	+265%
per 100,000 population	Increase	17.9	24.6	28.4	45.4	63.5	+40%	+256%

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Number of Electric Buses Operational in Leeds	Target	2021	2022	2023	Change from 23 to 22
Data on the Electric Fleet size of buses operating in Leeds (standard services and Park & Ride)					
Number of vehicles	Increase	9	21	14	-7

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Number of Electric vehicles in the LCC fleet that are zero emissions.	Target	2021	2022	2023	Change from 2022 to 2023
Data on the Leeds City Council fleet of vans and associated vehicles.					
Number of vehicles	Increase	330	384	384	N/A

Objective 2 - Delivering Inclusive growth.

Indicator 5: Support individuals to access more employment opportunities through a comprehensive transport network.

Travel to work survey (Mode Share)	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
Survey conducted of employees at companies across Leeds, giving their reported methods of travel to work.							
Car Single Occupant	Decrease	44.8%	43%	36.02%	39.3%	37.2%	-2.1 percentage points
Car Share Driver	Decrease	5.3%	5.70%	4.42%	3.8%	3.9%	+0.1 percentage points
Car Share Passenger	Decrease	4.9%	4.90%	2.48%	2.6%	2.5%	-0.1 percentage points
Car (Total)	Decrease	55.1%	53.6%	42.9%	45.7%	43.6%	-2.1 percentage points
Motorcycle	-	0.5%	0.50%	0.19%	0.2%	0.3%	0.0 percentage points
Bus	Increase	14.2%	16.30%	6.41%	9.4%	9.9%	+0.5 percentage points
Rail	Increase	14.6%	14.90%	5.10%	7.4%	9.8%	+2.4 percentage points
Bicycle	Increase	3.5%	3.80%	2.38%	3.2%	3.2%	0.0 percentage points
Foot	Increase	10.8%	9.40%	6.39%	6.1%	5.9%	-0.2 percentage points
Other (includes home working)	-	1.3%	1.50%	36.60%	25.4%	27.3%	+1.9 percentage points

Indicator 7: Improve productivity by investing in more time and cost-efficient transport system

Delay on the road network	Target	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
This dataset measures the average delay to drivers on the Local A road network. Figures are given in seconds of delay per vehicle per mile.							
Local A Road delay	Decrease	51.4	35.6	43.8	45.7	1.9	5.7

Indicator 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone

Cost of mobility	Target	2018/19	2019/20	2020/21	2021/22	2022/23	Change from 21/22 to 22/23
The tracker survey conducted yearly by WYCA measures the public perception of the affordability of transport. Satisfaction is ranked from 1 to 10, with a higher score indicating greater satisfaction.							
Affordability of Public Transport	Increase	6.2	5.3	6.0	5.8	6.5	+13%
Affordability of Motoring	Increase	6.2	5.5	5.6	5.8	5.2	-12%

Indicator 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone

Number of people supported into work	Target	2019	2020	2021	2022	2023	Change from 21/22 to 22/23
From our Employment and skills team							
Total Number of People	Increase	-	-	-	3473	2999	-474

Objective 3 - Improving health and wellbeing.

Indicator 9: Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health.

Leeds residents rate of inactivity	Target	Nov 2017-18	Nov 2018-19	Nov 2019-20	Nov 2020-21	Nov 2021-22	Change from 20/21 to 21/22
This measure is a percentage of adults 19+ who report that they are not doing at least 30 minutes of exercise a week. Activities include walking and cycling to get from a to b, as well as sport and fitness activities and pursuits.							
Inactive: less than 30 minutes a week	Decrease	22.7%	20.9%	25.6%	23.3%	24.3%	+1 percentage point

Indicator 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all

Road Safety Training	Target	Nov 2018-19	Nov 2019-20	Nov 2020-21	Nov 2021-22	Nov 2022-23	Change from 21/22 to 22/23
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The Influencing Travel Behaviour (ITB) Team continues to offer road safety education, training and engagement to those road users who are at most risk of harm including school children.

Total Places Delivered	Increase	N/A	N/A	N/A	14,906	14,428	-478
Total undertaken Pedestrian Training	Increase	N/A	N/A	N/A	2,935	4,500	+1,565
Scooter Training	Increase	N/A	N/A	N/A	2,287	2,500	+213
Transitional Training	Increase	N/A	N/A	N/A	384	487	+103

Indicator 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all

Bikeability	Target	2017/18	2018/19	2019/20	2021/22	2022/23	Change from 2021/22 to 2022/23
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Bikeability is a national program for teaching schoolchildren to learn to ride bikes. This is at different levels, e.g., if needed than simply how to ride, and at higher levels how to safely ride on public roads.

Total places delivered.	Increase	9,263	11,320	11,718	11,662	13,722	+18%
Total places delivered L1.	Increase	92	120	200	578	1,200	+108%
Total places delivered L1&2 combined.	Increase	3,807	6,976	7,078	7,803	8,254	+6%
Total places delivered L2 (standalone)	Increase	2,245	0	0	0	0	N/A
Total places delivered L3.	Increase	523	635	600	351	582	+66%
Total places delivered Balance.	Increase	933	1,387	1,843	1,810	2,060	+14%
Total places delivered Learn to Ride	Increase	681	1,083	1,500	1,120	1,619	+45%
Percent of children up to year 6 offered level 2 training.	Increase	66%	73%	72%	77%	79%	+2

Indicator 12: Eliminate Road deaths and serious injuries by adopting a Vision Zero approach to road collisions

Number of killed or seriously injured people in Leeds.	Target	2017	2018	2019	2020	2021	2022	Change from 2019 to 2022	Change from 2021 to 2022
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Collision Dataset from West Yorkshire Police Stats 19 data with detailed analysis and checking by the LCC collision studies team undertaken.

Casualties killed or seriously injured	Decrease	448	454	467	311	414	556	+19%	+34%
Fatalities	Decrease	15	26	22	11	19	27	+23%	+42%
Casualties seriously injured	Decrease	433	428	445	300	395	529	+19%	+34%
All casualties	Decrease	2203	1994	1905	1243	1773	2044	+7%	+15%

Summary.

The closure of City Square to general traffic was a key success alongside the delivery of more measures which have enhanced public transport and reclaimed roads for the people of Leeds to use.

The launch of the Leeds City e-Bikes scheme in September, which is the largest of its kind in the UK and will help encourage more people to make the switch to cycling for some of their journeys taking advantage of the high-quality infrastructure delivered by the Council.

Detail mode split analysis in the city centre, coupled with mode share data obtained from the LCC Travel to Work Survey is now starting to show a decline in car use with evidence of modal shift to alternative modes.

Appendix 1 – Data Sources

Indicators	Objectives
1	Reducing the need for travel and the number of car journeys
2	Leeds Carbon Neutral by 2030
3	Encouraging people to choose active travel and public transport.
4	Encouraging and leading the uptake of zero emissions vehicles
5	Support individuals to access more employment opportunities through a comprehensive transport network
6	Develop and regenerate places through continued investment in transport infrastructure
7	Improve productivity by investing in more time and cost-efficient transport system
8	Lower the cost of mobility, ensuring transport is affordable and accessible for everyone
9	Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health
10	Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions
11	Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all
12	Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions

Objective 1 Tackling Climate Change

Indicator	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI 1: Reducing the need for travel and the number of car journeys.	https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-travel	Department for Transport (DfT)	TRA8904, TRA8905, TRA8906	
KPI 2: Leeds Carbon Neutral by 2030	https://www.data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-greenhouse-gas-emissions-local-authority-and-regional	Department for Transport (DfT)	Local Authority greenhouse gas emissions dataset	
KPI 3: Encouraging people to choose active travel and public transport	https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage	Office of Rail and Road (ORR)	table-1415-time-series-of-passenger-entries-and-exits-and-interchanges-by-station	
KPI 3: Encouraging people to choose active travel and public transport.	https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage	Office of Rail and Road (ORR)		
KPI 3: Encouraging people to choose active travel and public transport.	https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw	Department for Transport (DfT)	CW0307	

KPI 3: Encouraging people to choose active travel and public transport	Internal LCC – Transport Policy Monitoring	LCC		
KPI 4: Encouraging and leading the uptake of zero emissions vehicles	https://www.gov.uk/government/collections/electric-vehicle-charging-infrastructure-statistics	Department for Transport (DfT)	Electric vehicle charging device statistics	
KPI 4: Encouraging and leading the uptake of zero emissions vehicles.	https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables	Department for Transport (DfT)	VEH0142	
KPI 4: Encouraging and leading the uptake of zero emissions vehicles.	Internal LCC - Sustainability Team	LCC		

Objective 2 Delivering Inclusive growth.

KPI	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI 5: Support individuals to access more employment opportunities through a comprehensive transport network.		Internal LCC - Influencing Travel Behaviour Team		
KPI6: Develop and regenerate places through continued investment in transport infrastructure.				Data not available
KPI 7: Improve productivity by investing in more time and cost-efficient transport system.	https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics	Department for Transport (DfT)	cgn0504	
KPI 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone	https://www.westyorks-ca.gov.uk/improving-transport/transport-projects/west-yorkshire-public-perceptions-of-transport-survey/	WYCA		
KPI 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone.	LCC Employment and Skills	LCC		

Objective 3 Improving health and wellbeing.

KPI	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI9: Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health.	https://activelives.sportengland.org/Home/AdultData	Sport England	https://activelives.sportengland.org/Result?queryId=9696	
KPI 10: Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions.				Data not available

KPI 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all.	Internal LCC - Influencing Travel Behaviour Team			
KPI 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all.	https://www.bikeability.org.uk/about/funding-and-delivery/	The Bikeability Trust	LHA Delivery Statistics 2006-2023	
KPI 12: Eliminate Road deaths and serious injuries by adopting a Vision Zero approach to road collisions	https://www.leeds.gov.uk/plans-and-strategies/vision-zero-2040-strategy	LCC		

As a public authority we need to ensure that all our strategies, policies, service, and functions, both current and proposed have given proper consideration to equality, diversity, cohesion, and integration. In all appropriate instances we will need to carry out an equality, diversity, cohesion, and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

Directorate: City Development	Service area: Highways & Transportation
Lead person: Finn Campbell	Contact number: 0113 37 89803
Date of the equality, diversity, cohesion, and integration impact assessment: 07/09/21	

1. Title: Connecting Leeds Transport Strategy
Is this a:
<input checked="checked" type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input type="checkbox"/> Other
If other, please specify

2. Members of the assessment team:

Name	Organisation	Role on assessment team For example, service user, manager of service, specialist
Finn Campbell	Leeds City Council	Day to Day Lead
Paul Foster	Leeds City Council	Manager of service
Kasia Speakman	Leeds city Council	Independent Reviewer

3. Summary of strategy, policy, service, or function that was assessed:

Transport effects everyone across the district, whether you live, work, or visit Leeds. It is acknowledged that there may be some negative impact because of the strategy. The strategy sets out a strategic transport policy for Leeds and the actions that we propose to take. As schemes and policies develop because of the strategy there is the potential for these to have a negative impact on certain groups. The Connecting Leeds Transport Strategy sets out our proposed vision for mobility for Leeds, to be a city where you don't need a car. It details our overarching objectives of tackling climate change, delivering inclusive growth and improving health and wellbeing and how we need transport to respond in order to achieve these. There are four target areas

- Climate Emergency – Carbon net-zero by 2030.
- Vision Zero – for Zero people to be killed or seriously injured on our roads by 2040.
- Modal shift targets
 - Increase in Walking +33%
 - Increase in cycling + 400%
 - Increase in Bus +100%
 - Increase in rail
 - Decrease in car trip by 30%
- 30% reduction in distance travelled by private car by 2030

The strategy sets out the challenges and opportunities faced by transport as well as the proposed six focus areas:

- Decarbonising Transport – Reducing the need to travel, re-mode how we travel away from private car use and encouraging the further uptake of Alternative Fueled vehicles and associated infrastructure.
- Creating healthier streets and communities – ensuring walking and cycling are the first choice for the shortest trips, creating places and spaces where people want to spend time which are inclusive and accessible to all.
- Transform the city centre – continue to deliver and develop transformational change in the city centre, from world- class gateways to ensuring all modes are integrated, supporting Leeds' role as a local, regional, and national transport hub.
- Enhance public transport – build on the successes we have had in recent years at improving the bus network and working with partners to expand and enhance the offering in the future.
- New mobility solutions – thinking about transport differently, encouraging the use of shared transport, paying for transport differently and the use of technologies to improve mobility in the city.
- Deliver a mass transit network –delivering a low carbon mass transit in Leeds, enhancing the transformational work already going on in the city centre through partnership with the Combined Authority.

The strategy also acknowledges that further work is required if we are to achieve our objectives and outline future considerations.

An action plan has been produced to cover the next three years until 2024. This has been included within the assessment.

4. Scope of the equality, diversity, cohesion, and integration impact assessment
 (complete - 4a. if you are assessing a strategy, policy, or plan and 4b. if you are assessing a service, function, or event)

4a. Strategy, policy, or plan
 (please tick the appropriate box below)

The vision and themes, objectives, or outcomes	<input checked="" type="checkbox"/>
The vision and themes, objectives or outcomes and the supporting guidance	<input checked="" type="checkbox"/>
A specific section within the strategy, policy, or plan	<input type="checkbox"/>

Please provide detail:
 The scope of this Equality, Diversity, Cohesion, and Integration Impact Assessment is to cover the Connecting Leeds Transport Strategy and first Action Plan.

4b. Service, function, event
 please tick the appropriate box below

The whole service (including service provision and employment)	<input type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input type="checkbox"/>
Procuring of a service (by contract or grant)	<input type="checkbox"/>

Please provide detail:

5. Fact finding – what do we already know
 Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring and customer/ staff feedback.
 (priority should be given to equality, diversity, cohesion, and integration related information)

A three-month Transport conversation in the Autumn of 2016, generated 8,169

questionnaire responses, (along with feedback from 100 workshops, meetings, and presentations) demonstrating a keen interest in engaging with the city on issues of transport, both now and in the longer term. The results of the Transport Conversation show a potential differential impact on women, older people, and disabled people, potentially also on ethnically diverse communities. The results indicated that almost all respondents felt it was important for future transport strategy to ensure that everyone had access to the transport system (98%) – accessibility and inclusion are key components of this strategy.

Subsequently, the Leeds Public Transport Investment Programme was developed from the Leeds Transport Conversation and has continued the extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, Cultural Diversity Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory

Impairment (PSI) Network, Womens' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.

Through the previous Transport Conversation and subsequent engagement on Leeds Public Transport Investment Programme, transport has the potential to have a differential impact on equality groups with regard to:

Gender: Research shows that women and men have persistent different transportation needs, travel behaviors and levels of access to services and infrastructure. Women tend to travel shorter distances, closer to the home, and make more trips; they travel for a wider variety of purposes; they walk more; they have less access to a car and are the main users of public transport, they make more chained trips; their travel patterns tend to be shaped as polygons as compared to the more frequent commuting trips made by men. Women are more sensitive to safety concerns and tend to self-limit their movements and activities because of perceptions of risk, in the UK, they are less likely to cycle. Women are also overrepresented in social groups with specific transport needs and greater transport disadvantage: older people, people with special needs, single parents, and working parents who take responsibility for most caretaking tasks. Women's overall comparative disadvantage in terms of access to transportation negatively affects their professional development, economic status, leisure time, and personal wellbeing. [Source: genderSTE]

Disability: Differential access to the transport system and the effect of transport policies, particularly (but not restricted to) for those with physical and sensory impairments, mental health issues or learning disabilities. Disabled people travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. They also may be affected to a greater extent by issues of reliability of public transport, modal integration (or lack thereof) and interchange and by issues such as overcrowding/ space availability. The availability of accessible infrastructure and walkable, level routes and access to information, including on board and at stops, will also have a differential impact on this equality group.

Disability can lead to a greater reliance on private transport (own car or taxi, or lifts from friends/ relatives etc). Disability can also have a differential impact on journey times, distance, and destinations, as well as modal choice.

Race: Differential access to the transport system and the effect of transport policies, particularly for ethnically diverse communities are around impacts on access to employment, education, and training, which are vitally important issues for culturally diverse backgrounds communities as a means of overcoming disadvantages.

in the job market. Studies have also shown a differential impact in terms of the impact of traffic and road safety. They are also underrepresented among cyclists –this impact may be compounded by race, age, and gender.

It is thought that enabling travel by active modes may particularly benefit ethnically diverse communities in addressing health inequalities, including Type II diabetes and cardio-vascular health.

Age: Both younger and older people are more at risk of being involved in a road traffic collision and suffer greater consequential effects – initiatives that contribute to road safety, especially of active modes, will have a beneficial impact on these sections of the population.

Young people rely very much on public transport, although many have personal security concerns when using public transport and this is coupled with the fact that in terms of actual risk, they are the age group which are most likely to be the victims of violence and/or assault. Children exposed to traffic related air pollution are more at risk of asthma and child inactivity is a cause for future health concerns, which can be addressed through enabling the use of active travel modes.

Many older people are not able to drive because of health conditions related to their age or find the cost of running a car prohibitive. Older women are less likely to hold a driving license so may lose access to a car when widowed. Like with disabled people, there will be a differential impact in terms of distance travelled (including to access public transport in the first place), reliability, overcrowding and the need to interchange or change modes. The presence and availability of evening and weekend services and infrastructure at stops/ stations will also have a differential impact in terms of the ability to access activities and leisure opportunities. The inter-district connectivity enabling access to local services has also been found to be particularly important to older people and disabled people.

Are there any gaps in equality and diversity information
Please provide detail: N/A

Action required:
N/A

6. Wider involvement – have you involved groups of people who are most likely to be affected or interested



Please provide detail:

Extensive Consultation and Engagement on the draft Transport Strategy was undertaken

between December 2020 and April 2021. This built upon the consultation undertaken as part of the Transport Conversation and subsequent Leeds Public Transport Investment Programme. A range of promotion techniques were adopted which include but not limited to dedicated consultation webpage, Webinars, and dedicated meeting with stakeholder groups.

Building on previous consultation feedback specific action was taken to engage with groups with protected characteristics. Leeds Involving People (LIP) were engaged to help reach seldom-heard groups within the community and utilised their links with existing groups, partnerships, networks, members, workers, and volunteers. They built upon the nine protected characteristics under the Equality Act and were expanded to cover a fuller range of seldom heard groups. Due to the Coronavirus pandemic, LIP organised a series of three focus groups and a strategy reading group. All sessions were held virtually and could be accessed online or via a telephone. The strategy reading group read through the strategy page by page over several sessions, to obtain detailed feedback on the proposals. The focus groups were 1-hour long sessions, to specifically go through points raised by attendees.

The Access and Usability Group have been consulted on the draft strategy who suggested further amendments, including a dedicated page recognising and highlighting the needs of disabled people and older people. The draft page was then re-consulted with the group to ensure it accurately represented the feedback received.

Action required: N/A

7. Who may be affected by this activity?

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service, or function

Equality characteristics

Age

Carers

Disability

Gender reassignment

Race

Religion or Belief

Sex (male or female)

Sexual orientation

Other

(Other can include – marriage and civil partnership, pregnancy and maternity, and those areas that impact on or relate to equality: tackling poverty and improving health and well-

being)
Please specify: N/A

Stakeholders

- | | | |
|--|---|---------------------------------------|
| <input checked="" type="checkbox"/> Services users | <input checked="" type="checkbox"/> Employees | <input type="checkbox"/> Trade Unions |
| <input checked="" type="checkbox"/> Partners | <input type="checkbox"/> Members | <input type="checkbox"/> Suppliers |
| <input type="checkbox"/> Other please specify | | |

Potential barriers

- | | |
|--|--|
| <input checked="" type="checkbox"/> Built environment | <input type="checkbox"/> Location of premises and services |
| <input type="checkbox"/> Information and communication | <input type="checkbox"/> Customer care |
| <input checked="" type="checkbox"/> Timing | <input type="checkbox"/> Stereotypes and assumptions |
| <input checked="" type="checkbox"/> Cost | <input type="checkbox"/> Consultation and involvement |
| <input type="checkbox"/> Financial exclusion | <input type="checkbox"/> Employment and training |

specific barriers to the strategy, policy, services, or function
Please specify

8. Positive and negative impact

Think about what you are assessing (scope), the fact-finding information, the potential positive and negative impact on equality characteristics, stakeholders, and the effect of the barriers

8a. Positive impact:

Targets

Net-zero by 2030

Climate change affects everyone and if no action is taken the predicted increase in world temperature will have a detrimental impact on the planet and to human life as we know it. Ongoing research has shown that several equality characteristics groups will be disproportionately affected by the climate emergency. People with

lower income and ethnically diverse communities are more likely to live in locations which are susceptible to climate change impacts, such as flooding. The strategy aims for Leeds to be a net-zero-carbon district by 2030 and proposes key actions to meet this target. This will have a positive impact on all equality groups.

Vision Zero

Older people, children, and people with lower incomes (which can also affect ethnically diverse communities) have been shown to be disproportionately impacted by traffic collisions. Setting a target, subsequent strategy, and action plan for no one to be killed or seriously injured on our road network by 2040 will have a positive impact on these groups. Therefore, this target will have a beneficial impact on these groups specifically alongside the wider population.

Modal Shift

The desired modal shift away from private car to active travel and public transport will have a positive impact on equality groups. It is shown that children, older people, people on lower income, ethnically diverse communities and women are more likely to be reliant on public transport and for some women from ethnically diverse backgrounds there may be specific cultural barriers around active modes such as cycling.

Specifically focusing on these modes will positively impact these groups reducing the negative effects that currently impact them such as spending a disproportionate amount of time and money on travel and restriction to opportunities. There is a likely positive impact on lower income and ethnically diverse groups who have been shown to reside in areas of lower air quality through a reduction of car traffic.

Reduction in overall distance travelled by private car

Lowest income households have higher levels of non-car ownership, 40% still have no car access – female heads of house, children, young and older people, ethnically diverse communities, and disabled people are concentrated in this quintile. As the lowest income households have fewer cars, and fewer drivers, it is not surprising that they also travel much less and travel over much shorter distances than higher income households. They make 20% fewer trips and travel 40% less distance than the average household. Private vehicles dominate our landscape; by targeting the distance travelled by private car, there is likely to be a reduction in the number of cars on our streets. This is likely to have a positive impact on equality groups such as disabled people, older people, young children. There is recognition that disabled people and parents of young children are disproportionately affected by illegal parking blocking the footway. The reduction of cars would lead to quieter streets, and this would have a positive impact on equality groups.

Big Moves

Decarbonising transport

The evidence is strong that, despite lower distances travelled, poorer people, those from ethnic diverse communities, children, and disabled people are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term conditions. Poor health is linked to time off work and reduced productivity – and can contribute to lower income. The decarbonisation of the transport system will also deliver air quality improvements providing direct positive impact.

Creating healthier streets, places, and communities

Creating healthier streets, spaces and communities will have a positive impact on equality groups. Included within this big move is the promotion of Active Travel neighbourhoods (ATN) concept. In terms of the positive impacts of ATNs, earlier EDCI assessments have identified that disabled people reported easier or more pleasant journeys; an increase in

independence; a decrease in traffic danger and benefits to physical and mental health. The traffic danger offers substantial safety positive impacts to several groups. There are benefits around creating safer crossing points near modal filters that will lead to reduced crossing times.

Reduced levels of traffic are associated with more 'neighbourliness' (studies have shown

that in streets with low levels of traffic people have more contact with their neighbours). There is potential for active travel neighbourhoods to facilitate more people-centred streets and reduce the feeling of social isolation and loneliness. This has a benefit to all equality groups.

Ethnically diverse communities are also underrepresented among cyclists. It is thought that enabling travel by active modes through quieter and safer streets this may particularly benefit some members from ethnically diverse communities in addressing health inequalities, including Type II diabetes and cardio-vascular health. The promotion of active travel has the potential to significantly improve health in ethnically diverse communities across Leeds.

Better integration between the land-use planning and transport, reducing the need to travel longer distances will have a positive impact on equality groups who are reliant on multi-purpose journeys, such as females and parents, disabled people and lower incomes who may benefit from reduced travel costs.

Transforming the city centre

The proposals detail improvements for walking and cycling in the city centre through the provision of dedicated facilities, wider pavements, and better crossing points. The consultation identified that older people, disabled people require more seating the provision of wider spaces and more public footway give the opportunity for new seating to be created. Scheme specific proposals implemented to date have been done in partnership with equality groups and future schemes should adopt this approach.

Background knowledge and studies have shown equality groups have greater reliance on public transport and are negatively impacted by longer journey times, poorer connections, and hours of operation. Transforming the City Centre big move will likely have positive impacts by the efficient saving generate by investment in public transport priority reducing journey times and improving reliability.

Enhancing public transport

This is focused on investment in public transport infrastructure creating a more reliable public transport network. It is identified that many equality groups are more reliant on public transport than the wider public. Investment in infrastructure will reduce barriers to employment, education, and social needs targeting the most disadvantage groups. Increased hours of operation of public transport will have a positive impact on lower-income workers and encourage greater use of public transport. This has the potential to open greater opportunities for employment and education. More reliable services will also have a positive impact on these groups.

Disabled people may travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. The inclusion of new technology including visual and audio displays both at bus stops and on-board buses will have a positive impact on these groups.

New Technologies

As this assessment has detailed, certain groups are disproportionately reliant on public transport. An Action within this big move is to bring forward a trial of Demand Responsive Transport, a flexible bus services, that better serve communities and provide orbital services, a current gap within the transport network. This will positively impact disabled people, older people, women, and children who are more reliant on the public transport

network.

Deliver Mass Transit

The delivery of a new form of transport provides the opportunity to ensure the needs of users are met from the outset. Early engagement with all equality groups will ensure the needs of the groups are identified and fed into the development work. At this current time there is the opportunity to ensure any negative impacts are overcome. Potential to benefit groups once operational through more efficient travel and more direct travel (lower journey times).

Action required:

- Continued engagement with all groups and stakeholders through the implementation of the strategy and development of specific schemes and policies to ensure consideration is given to all protected characteristics. This includes ensuring all groups are represented in the development of the projects and policies.
- Supporting the West Yorkshire Combined Authority and the newly elected Mayor to review the costs of public transport, ensuring everyone is able to access reasonably priced fares.

8b. Negative impact:

Targets

Carbon net-zero city by 2030

The limitation of available funding may have a negative impact on equality characteristics as we may be unable to deliver the strategy as proposed. This would be of potential greater detriment to equality groups who as outlined above, are more reliant on the actions proposed as part of the strategy.

Vision Zero

Measures brought forward to meet this target may impact on journey length and availability, this may impact public transport users and essential car users through an increase in congestion. This may affect older people and disabled people who may be reliant on private cars for their personal mobility.

Modal Shift

Feedback from Disabled People during the consultation identified an issue between the Disabled People and cyclists and scooter users. The promotion of a cycling target will result in a greater number of interactions between different street users. This has the potential to have a negative impact on these groups and action should be taken to ensure designs are carefully considered to reduce conflict between different road users.

Reduction in distance travelled by private car

Disabled people may use the car more than others and may not have a choice in how they travel. Other groups such as female and lower income groups can be reliant on private

vehicles to access their employment needs due to limitations of public transport and active travel alternatives. Groups which are reliant on private vehicles may be negatively impacted by the target to reduce the distance travelled by private vehicle each year.

Big Moves

Decarbonising transport

As identified, certain groups are disproportionately reliant on public transport. If the strategy does not deliver public transport enhancement these groups will be further impacted. The impact may result in greater social isolation and prevent certain groups from accessing opportunities. Lack of public transport integration also has specific negative impacts on older people and disabled people as well as women and carers who may not find interchanging modes easy due to physical distance and physical barriers (steps, gradients, lack of crossings) choice of ticketing, price, and information availability.

The consultation identified that older people and disabled may struggle to change behaviour to walking and cycling. This may have a negative impact on these groups and their needs should be met with other solutions as proposed in the strategy. Action should be taken to engage with these groups to overcome the barriers to walking and cycling where possible and identify alternative options to meet the needs of groups and the objectives of the strategy.

Creating healthier streets, places, and communities

Previous studies and the outcomes of this consultation has identified a potential negative effect on older people, children, and disabled people because of an increase in walking and cycling and greater use of shared spaces.

Assessment of ATN's identified criticisms included longer journey times for residents, as well as their visitors who provide care and support. This leads to travel becoming more exhausting, expensive, complicated, or difficult for disabled people. There were also cases of a negative impact on mental health, issues with taxis and a perceived rise in traffic danger.

This consultation has identified that disabled people, older people, people with mobility issues including wheelchair users and parents with young children can be negatively impacted by the lack of dropped crossing points.

Disabled groups felt that they would negatively be impacted as part of the strategy and greater emphasis was required to recognise their needs. Action has already been taken whereby the strategy has been updated identifying the specific issues for disabled people and the content has been shared with the Access and Usability Group to ensure it was reflective of this feedback and met the needs.

Transforming the city centre

The potential loss of Disabled parking bays within the city centre could have a detrimental impact in relation to access for Disabled People and older people to spaces has been identified as a potential negative impact of the proposals. Routes to access disabled parking bays can become even more complicated through the introduction of bus lanes and bus gates. Timings of operation can offset some of the negative impacts, but also can add a layer of complexity that can have a detrimental impact on older people, especially those affected by some age-related conditions (Alzheimer's, Dementia) and those less able to absorb, assimilate and retain complex information.

Additionally to disabled parking bays, there is a similar potential negative impact on

disabled people, older people and those reliant on taxis, if ranks are to be relocated or reduce in size this could reduce permeability of spaces notably the city centre. The reduction of through traffic into the city centre environment and the subsequent widening of footways and re-allocation of roadspace offer substantial benefits to user groups. However there are potential impacts on older people, disabled people and children who may struggle with the walking distances involved within these pedestrianised spaces.

Enhancing public transport

Consultations to date have indicated that women tend to rely on public transport more than men. This may result in greater safety concerns raised and greater conflict between groups. There may be a negative impact

Bus re-routing may have specific negative impacts on older people and some disabled people (learning difficulties, dementia, blind and partially sighted people) as changes are often confusing and unsettling. This may result in missed buses, being taken to an unknown destination, and may affect loss of confidence to go out independently.

New Technologies

Studies have evidenced that certain equality groups, notable Older People and Children are reliant on cash as a form of payment. The development of mobile payment systems could further exasperate exclusion from public transport and result in disproportionate costs being burdened on the lowest income individuals.

The uptake of Electric Vehicles may impact blind people particularly who may struggle to hear an Electric Vehicle approaching. This may have a negative impact for blind people crossing the road who currently rely on vehicle noise to assist with crossing. There are also specific risks for older people and disabled people due to the introduction/ or lack of/ on highway electric vehicle charging infrastructure (risk of cables across footways, competing uses of kerbside parking and adding street clutter.

Deliver Mass Transit

The construction of any Mass Transit scheme may disproportionately affect lower income groups who tend to reside within inner city suburbs. The impact of the schemes should be fully assessed as part of the development of the proposals.

Action required:

- Continue to engage with key stakeholders such as Central Government to identify further funding sources to enable the full delivery of the strategy and action plan.
- Consideration should be given to signage to better inform users of shared walking and cycling routes of potential conflict and to be considerate to pedestrians.
- Ensure through consultation and engagement is maintained throughout the lifetime of the strategy. An Equality, diversity, cohesion and integration screening or assessment should be undertaken of individual schemes and policies brought forward because of the strategy.
- Feedback to Mass Transit development team the outcomes of this screening assessment.
- To ensure healthier streets, spaces and communities are inclusive to a there is ongoing development of a street charter is proposed which will overcome barriers to

active travel that disproportionately affects older people and people with a disability. In depth engagement is also needed when introducing schemes such as streets for people and Active Travel Neighbourhoods, Mini-Hollands, 20 min neighbourhoods etc.

- Action should be taken to engage with these groups to overcome the barriers to walking and cycling where possible and identify alternative options to meet the needs of groups and the objectives of the strategy.

9. Will this activity promote strong and positive relationships between the groups/communities identified?

Yes

No

Please provide detail:

It is often the case that the challenges or negative impacts of transport are similar across the protected groups. By addressing these challenges and impacts this may promote strong and positive relationships between all transport users.

Action required: None

10. Does this activity bring groups/communities into increased contact with each other? (for example, in schools, neighbourhood, workplace)

Yes

No

Please provide detail:

The promotion of public transport and active travel may bring different groups into increased contact when travelling, this may be on the streets or on public transport. The assessment has identified that this may result in greater conflict between groups but it may bring about benefits for social inclusion and cohesion within communities.

Action required:

None

11. Could this activity be perceived as benefiting one group at the expense of another? (for example where your activity or decision is aimed at adults could it have an impact on children and young people)

Yes

No

Please provide detail:

It could be perceived that the Strategy is benefitting people who are able to use public transport and active travel. This may be perceived as having an impact on Older and Disabled people. Whilst our vision is for Leeds to be a city where you don't need a car, we are clear that there is still a lifeline role for private vehicles in the city. For disabled and older people or those with a mobility impairment, a private vehicle can be the only choice for their mobility needs.

Action required:

- Continually work with impacted equality groups to ensure those who have a lifeline role for a private vehicle are represented and not differentially effected by the proposals.
- Work with transport operators (bus, rail, and taxi) to overcome barriers for groups using the transport network and ensure facilities are accessible.

12. Equality, diversity, cohesion, and integration action plan

(insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

Action	Timescale	Measure	Lead person
Continued engagement with all groups and stakeholders through the implementation of the strategy and development of specific schemes and policies to ensure consideration is given to all protected characteristics. This includes ensuring all groups are represented in the development of the projects and policies.	Ongoing	Meetings held with groups and individuals Public acceptance of schemes	Kate Morris, Paul Foster
Supporting the West Yorkshire Combined Authority and the newly elected Mayor to review the costs of public transport, ensuring everyone is able to access reasonably priced fares.	Ongoing	Number of people using public transport	Gary Bartlett
Continue to engage with key stakeholders such as Central Government to identify further funding sources to enable the full delivery of the strategy and action plan.	Ongoing	Securing further funding for the delivery of the strategy and action plan	Gary Bartlett

Action	Timescale	Measure	Lead person
Consideration should be given to signage to better inform shared space users of potential conflict and to be considerate to pedestrians.	As schemes are implemented.	Reduction in the number of conflicts between different street users.	Scheme promoters
Ensure through consultation and engagement is maintained throughout the lifetime of the strategy. An Equality, diversity, cohesion and integration screening or assessment should be undertaken of individual schemes and policies brought forward because of the strategy.	Ongoing	Individual EDCI assessments of each scheme.	Scheme Promoters Policy colleagues Gary Bartlett
Feedback to Mass Transit development team the outcomes of this screening assessment.	On completion of assessment.	N/A	Finn Campbell
To ensure healthier streets, spaces and communities are inclusive there is ongoing development of a street charter is proposed which will overcome barriers to active travel that disproportionately effect older people and people with a disability.	1 year	Adoption of Street Charter	Paul Foster
Action should be taken to engage with impacted groups	Ongoing	Additional meeting held with equality groups to overcome	Kate Morris

Action	Timescale	Measure	Lead person
to overcome the barriers to walking and cycling where possible and identify alternative options to meet the needs of groups and the objectives of the strategy.		barriers to walking and cycling. Consultation should be	
Work with transport operators (bus, rail, and taxi) to overcome barriers for groups using the transport network and ensure facilities are accessible.	Ongoing	Reduction in barriers to travel	LCC / WYCA / Public transport operators

13. Governance, ownership, and approval

State here who has approved the actions and outcomes from the equality, diversity, cohesion, and integration impact assessment

Name	Job title	Date
Gary Bartlett	Chief Officer Highways and Transportation	
Date impact assessment completed		07/09/21

14. Monitoring progress for equality, diversity, cohesion, and integration actions (please tick)

- As part of Service Planning performance monitoring
- As part of Project monitoring
- Update report will be agreed and provided to the appropriate board
Please specify which board: Executive Board or IISG Scrutiny Board
- Other (please specify)

15. Publishing

Though **all** key decisions are required to give due regard to equality the council **only** publishes those related to **Executive Board, Full Council, Key Delegated Decisions**, or a **Significant Operational Decision**.

A copy of this equality impact assessment should be attached as an appendix to the decision-making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality impact assessments that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached assessment was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent:

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Work Schedule

Date: 28 February 2024

Report of: Head of Democratic Services

Report to: Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

- All Scrutiny Boards are required to determine and manage their own work schedule for the municipal year. In doing so, the work schedule should not be considered a fixed and rigid schedule, it should be recognised as a document that can be adapted and changed to reflect any new and emerging issues throughout the year; and also reflect any timetable issues that might occur from time to time.
- The Scrutiny Board Procedure Rules also state that, where appropriate, all terms of reference for work undertaken by Scrutiny Boards will include 'to review how and to what effect consideration has been given to the impact of a service or policy on all equality areas, as set out in the Council's Equality and Diversity Scheme'.
- Reflecting on the information in this report and information presented as part of other agenda items at today's meeting, Members are requested to consider and discuss the Board's work schedule for this municipal year.

Recommendations

Members are requested to:

- a) Consider the draft work schedule for the 2023/24 municipal year.

What is this report about?

1. A draft work schedule for the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) is presented at Appendix 1 for consideration and discussion. Reflected in the work schedule are known items of scrutiny activity, such as performance and budget monitoring, identified Budget and Policy Framework items and specific member requests for individual work items.
2. The Executive Board minutes from the meetings held on 7 February 2024 are also attached as Appendix 2. The Scrutiny Board is asked to consider and note the Executive Board minutes, insofar as they relate to the remit of the Scrutiny Board; and consider any matter where specific scrutiny activity may also be warranted.

Developing the work schedule

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

What impact will this proposal have?

5. All Scrutiny Boards are required to determine and manage their own work schedule for the municipal year.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

6. The terms of reference of the Scrutiny Boards promote a strategic and outward looking Scrutiny function that focuses on the priorities set out in the Best City Ambition.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

7. To enable Scrutiny to focus on strategic areas of priority, it is recognised that each Scrutiny Board needs to maintain dialogue with the Directors and Executive Board Members holding the relevant portfolios. The Vision for Scrutiny also states that Scrutiny Boards should seek the advice of the Scrutiny officer, the relevant Director and Executive Member about available resources prior to agreeing items of work.

What are the resource implications?

8. Experience has shown that the Scrutiny process is more effective and adds greater value if the Board seeks to minimise the number of substantial inquiries running at one time and focus its resources on one key issue at a time.
9. The Vision for Scrutiny, agreed by full Council also recognises that like all other Council functions, resources to support the Scrutiny function are under considerable pressure and that requests from Scrutiny Boards cannot always be met.
10. Consequently, when establishing their work programmes Scrutiny Boards should consider the criteria set out in paragraph 3.

What are the key risks and how are they being managed?

11. There are no risk management implications relevant to this report.

What are the legal implications?

12. This report has no specific legal implications.

Appendices

- Appendix 1 – Draft work schedule of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) for the 2023/24 municipal year.
- Appendix 2 – Minutes of the Executive Board meeting on 7 February 2024.

Background papers

- None.

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Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2023/24 Municipal Year

June	July	August
Wednesday 28 June 2023 at 10.30am	Wednesday 19 July 2023 at 10.30am	No Scrutiny Board meeting scheduled.
Performance report Annual reports: - Sources of Work - Terms of Reference - Co-opted members	Connecting Leeds Transport Strategy Annual Update 2022 <i>[deferred from 2022/23 & to include an update on Park and Ride services]</i> Sustainable Travel Gateway Scheme – Update on Progress	
Working Group Meetings		
Site Visits		

Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2023/24 Municipal Year

September	October	November
Wednesday 27 September 2023 at 10.30am	No meeting	Wednesday 1 November 2023 at 10.30am
<p>Leeds Safe Roads Vision Zero 2040 strategy.</p> <p>Future Talent Plan (including opportunities created through the development of the green economy)</p>		<p>Future of Bus Service Provision in Leeds</p>
Call in meeting – 27/9/23 at 1.30pm		
Site Visits		

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Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2023/24 Municipal Year

December	January	February
Friday 8 December 2023 at 10.30am	Wednesday 10 January 2024 at 10.30am	Wednesday 28 February 2024 at 10.30am
<p>Business Support in Leeds</p> <p>Local Asset Review</p>	<p>Performance Monitoring</p> <p>Financial Health Monitoring</p> <p>Initial Budget Proposals</p> <p>Leeds Affordable Housing Growth Delivery Partnership Plan update</p> <p>Planning Portal – Outcome of 6-month trial regarding publication of third party comments online.</p>	<p>Leeds Transport Strategy Update</p> <p>Flood Risk Management Annual update</p>
10.30am 3/1/24 – Call In Meeting		
Working Group Meetings		
<p>1 December 9.15am-10.15am: Employment Data working group (remote)</p> <p>14 December 9.30am – 11am: Budget consultation working group (remote)</p>		
Site Visits		

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Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2023/24 Municipal Year

March	April	Notes
No meetings	Wednesday 3 April 2024 at 10.30am	
	100% Digital	Highways changes – contribution to net zero ambitions
	Inclusive Growth update	Support for Town and District Centres
	Social Progress Index Update	Connecting Leeds – how to build on strengths for future engagement & consultation
	End of Year Summary Statement	To be scheduled following consultation: Leeds Local plan Update 2040
Working Group Meetings		
Site Visits		

Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring

EXECUTIVE BOARD

WEDNESDAY, 7TH FEBRUARY, 2024

PRESENT: Councillor J Lewis in the Chair

Councillors S Arif, D Coupar, H Hayden,
A Lamb, J Lennox, J Pryor, M Rafique and
F Venner

APOLOGIES: Councillor M Harland

88 Exempt Information - Possible Exclusion of the Press and Public

RESOLVED – That, in accordance with Regulation 4 of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of the following parts of the agenda designated as exempt from publication on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated as follows:-

- (A) That Appendix B to the report entitled, 'Capital Receipts Programme Update', referred to in Minute No. 101 be designated as being exempt from publication in accordance with paragraph 10.4(3) of Schedule 12A(3) of the Local Government Act 1972 and be considered in private. This is on the grounds that it contains information relating to the financial and business affairs of the Council. It is considered that the release of such information would, or would be likely to prejudice the Council's commercial interests in relation to property transactions. It is considered that the public interest in maintaining the exemption from publication outweighs the public interest in disclosing this information at this point in time.

89 Late Items

Supplementary Information – Agenda Item 13A - 2024/2025 Revenue Budget and Council Tax

With the agreement of the Chair, supplementary information was circulated to Board Members and published ahead of the meeting for inclusion within agenda item 13A, '2024/2025 Revenue Budget and Council Tax' in the form of Annex 2 which provided a statement of 2023/24 and 2024/25 budgets by service and also a revised Appendix 10 which presented budgeted movements in Earmarked Reserves 2024/25. The supplementary information was considered by the Board as part of agenda item 13A. (Minute No. 99 refers).

90 Declaration of Interests

Regarding agenda item 13 entitled, '2024/25 Revenue Budget and Council Tax Report including Reports on the Capital Programme and Treasury

Draft minutes to be approved at the meeting
to be held on Wednesday, 13th March, 2024

Management Strategy’, Councillor Rafique drew the Board’s attention to the fact that he is a Trustee of Wade’s Charity in a personal capacity. As such, Councillor Rafique advised the Board that he would leave the meeting room for the duration of the Board’s consideration of that item (Minute No. 99 refers).

91 Minutes - 13th December 2023 and 15th January 2024

RESOLVED – That the minutes of the previous meetings held on 13th December 2023 and 15th January 2024 be respectively approved as correct records.

ECONOMY, CULTURE AND EDUCATION

92 Ofsted Inspection: Employment and Skills Service, Adult Learning and Employer Provider Apprenticeships

The Director of City Development submitted a report which presented to the Board the key judgements and full report of the recent full Ofsted inspection of the Employment and Skills Service, Adult Learning and Employer Provider Apprenticeship programmes.

By way of introduction to the report, the Executive Member advised the Board that the Council had been found to be ‘Outstanding’ in all areas, following the recent Ofsted inspection of the Employment and Skills Service, Adult Learning and Employer Provider Apprenticeship programmes. It was noted that Leeds was the first Local Authority to achieve this ‘Outstanding’ judgement since the new Inspection Framework commenced in September 2019.

Members welcomed the report and congratulated all involved in achieving this ‘Outstanding’ outcome, which it was highlighted was in such a key service area. The Board extended its thanks to all who had contributed to this achievement.

RESOLVED –

- (a) That the contents of the submitted report be noted, with the fact that Leeds City Council is the first Local Authority to achieve the ‘Outstanding’ judgement since the new Education Inspection Framework (EIF) commenced in September 2019, being celebrated;
- (b) That it be noted that the Employment and Skills Service has improved from its previous inspection and judgement of ‘Good’ to ‘Outstanding’;
- (c) That it be noted that there are no areas identified for improvement;
- (d) That Executive Board’s appreciation and congratulations be formally recorded and extended to all those involved in the inspection.

93 Determination of School Admission Arrangements for 2025/26

The Director of Children and Families submitted a report which sought approval of the Leeds City Council admission arrangements (admission policy) for September 2025.

In introducing the report, the Executive Member specifically highlighted that these arrangements applied to all Leeds community and voluntary controlled maintained schools, and not to schools that are an academy, voluntary aided, foundation trust or free schools, as these schools must set their own arrangements annually. The Board's attention was also drawn to the proposals regarding reductions in the published admission numbers (PAN) for some specific schools as identified within the report, which had been incorporated into the proposed admission arrangements for 2025/26.

RESOLVED –

- (a) That in determining the school admissions arrangements for the academic year 2025/26, the admissions policies for the Leeds Community and Voluntary Controlled maintained Primary and Secondary schools (as detailed at Appendices A, B, and C to the submitted report), be approved;
- (b) That the resolutions within this minute be exempted from Call In for the reasons as set out within paragraphs 48 and 49 of the submitted report;
- (c) That any necessary authority be delegated to the Lead for Admissions and Family Information Service, to enable that officer to take any actions should there be a need to revise these arrangements after they have been determined, where this revision is necessary to give effect to a mandatory requirement of the School Admission Code 2021, admissions law, a determination of the Schools Adjudicator or any misprint in the admission arrangements, under regulation 19 of the School Admissions Regulations 2012;
- (d) That the following be noted:-
 - (i) The Coordinated scheme for admissions arrangements for entry in September 2025 (as detailed in Appendix D to the submitted report) has been set;
 - (ii) That the officer responsible for this work is the Lead for Admissions and Family Information Service;
 - (iii) That the statutory date for implementation (i.e. determination of the policies) is no later than 28 February 2024, with the arrangements published by 15 March 2024.

(The Council's Executive and Decision Making Procedure Rules state that a decision may be declared as being exempt from the Call In process by the decision taker if it is considered that the matter is urgent and any delay would seriously prejudice the Council's, or the public's interests. In line with this, the resolutions contained within this minute were exempted from the Call In process, as per resolution (b) above, and for the reasons as detailed above and as set out within sections 48 - 49 of the submitted report)

CLIMATE, ENERGY, ENVIRONMENT AND GREEN SPACE

94 Parks and Green Spaces Overview

The Director of Communities, Housing and Environment submitted a report which presented an update on the progress being made by the Green Spaces Service and which provided a response to a statement of the Scrutiny Board (Environment, Housing and Communities) entitled, 'Plans for Community Parks' and its associated recommendations.

In introducing the report, the Executive Member drew the Board's attention to the key points within it and the actions for the service which were proposed to be undertaken in response to the Scrutiny Board's recommendations. Details of proposed changes to the Leeds Quality Park Assessment process were also highlighted.

The Board welcomed Councillor Stewart Golton to the meeting, as Chair of the Scrutiny Board (Environment, Housing and Communities), who was in attendance to introduce the Scrutiny Board statement and its recommendations, as referenced at Appendix 1 to the submitted report.

Members welcomed the report and extended their thanks to the Scrutiny Board (Environment, Housing and Communities) for the work undertaken and the statement produced on this issue. Thanks was also extended to the team of Council officers delivering the Green Spaces service.

RESOLVED –

- (a) That the Statement of the Scrutiny Board (Environment, Housing and Communities), as presented at Appendix 1 to the submitted report, be noted, and that the response provided, as detailed in section 17 of the submitted report, be approved;
- (b) That approval be given to the reduction in frequency of the Leeds Quality Park Assessment to once every three years, which is more in line with how Green Flag assessments are undertaken;
- (c) That the Board's continued support for community food growing in areas of land managed by the Green Spaces Service, which builds upon the approach as set out in paragraph 14 of the submitted report, be confirmed;
- (d) That it be noted that the Director of Communities, Housing and Environment is responsible for the implementation of the resolutions above.

SUSTAINABLE DEVELOPMENT AND INFRASTRUCTURE

95 A Habitat Banking Vehicle for Leeds City Council

The Director of City Development and the Director of Communities, Housing and Environment submitted a joint report presenting details to the Board on how the Council could respond to new approaches to protecting and

enhancing biodiversity in Leeds which have been brought about by the Environment Act 2021. The report proposed the principle of establishing a Habitat Banking Vehicle (HBV) for the Council, which would enable direct investment in strategic nature recovery.

By way of introduction to the report, the Board received details of the relevant requirements arising from the Environment Act 2021 and how the proposals within the report responded to those requirements.

Responding to an enquiry raised, assurance was provided that in line with Government guidance and the Council's draft Local Plan Update the delivery of the biodiversity net-gain would be onsite wherever possible. Regarding sites where this was not possible and off-site biodiversity was delivered, it was noted that the Council's draft Local Plan Update emphasised that this should be within the locality where possible.

Emphasis was placed upon the importance of this issue and Members extended their thanks to officers for the proactive work which had been undertaken in developing such proposals.

In response to a further enquiry regarding the potential involvement of Parish and Town Councils, it was noted that there was the opportunity of working in partnership with other stakeholders so that their land could potentially be included within the HBV process.

RESOLVED –

- (a) That the principle of establishing a Special Purpose Vehicle (a Habitat Banking Vehicle (HBV)) be approved so that the sale of habitat units can be undertaken by the HBV in line with the Environment Act 2021;
- (b) That approval be given to delegate the necessary authority to the Director of City Development and the Director of Communities, Housing and Environment regarding the establishment and operation of the HBV, in consultation with the City Solicitor, Section 151 officer and the Executive Members for 'Sustainable Development & Infrastructure' and 'Climate, Energy, Environment and Green Space';
- (c) That it be noted by Executive Board that an annual report will be provided which details the performance of the HBV for the previous financial year and which presents the future plans for the next financial year.

CHILDREN'S SOCIAL CARE AND HEALTH PARTNERSHIPS

96 Care Experience as a Protected Characteristic

The Director of Children and Families submitted a report which sought agreement to 'care experience' being recognised as a locally protected characteristic by Leeds City Council and which presented the reasons for this proposal. Further to this, the report also recommended a series of actions arising from that proposed designation.

By way of introduction to the report, the Executive Member highlighted the significance of the proposals, which followed the deputation presented to Full Council by care leavers on 17th January 2024. It was noted that the designation of care experience as a locally protected characteristic was part of a national campaign, and if adopted Leeds would be the 77th Local Authority to do so. It was also noted that the report recommended the establishment of an implementation group to develop and deliver this work, with an undertaking being given that care leavers would be invited to play a key role in that process.

Members welcomed the proposals within the report and reiterated their thanks to the care leavers who presented their deputation to Full Council.

Responding to an enquiry, it was confirmed that provision would be made to enable cross-party representation on the implementation group.

RESOLVED –

- (a) That it be recognised that care experienced people are a group likely to face discrimination;
- (b) That ‘care experience’ be enshrined as a locally protected characteristic, and that all other local organisations and partners be called upon to treat ‘care experience’ as a locally protected characteristic to be adopted with the Corporate Parenting Principles;
- (c) That it be agreed that the Council will amend its Equality and Diversity Policy to include ‘care experience’ as a Locally Protected Characteristic;
- (d) That it be agreed that the Council will amend its Equality Impact Assessment (EIA) process and associated guidance, to include ‘care experience’ as an additional category to be considered for any changes or improvements to future services and policy;
- (e) That it be agreed that the Council will include ‘care experience’ in the publication and review of Equality Objectives and annual information relating to protected characteristics;
- (f) That agreement be given to delegate responsibility to the Director of Children and Families, in consultation with the Executive Member for ‘Children’s Social Care and Health Partnerships’, to set up a time limited implementation group which will develop an action plan, co-produced with care experienced individuals, to support Council services to embed the amended Equality and Diversity Policy and EIA guidance and establish a cross-Council approach to creating opportunities for care experienced people.

97 Recommendation to increase levels of Fee and Maintenance payments to Leeds Foster Carers and agree ongoing process for annual review

The Director of Children and Families submitted a report which sought approval to recommendations for providing an uplift in the weekly fees and maintenance allowances paid to Leeds foster carers with the aim of ensuring that cost-of-living increases do not disadvantage and impact negatively on Leeds foster carers. The report also presented a proposal for a process to be established for future years regarding the approval of an annual uplift being delegated to the Director of Children and Families.

In introducing the report, the Executive Member highlighted the importance of the role undertaken by foster carers, and how this proposed uplift was something that the Council 'could not afford not to do', as it was vitally important to continue to recruit and retain foster carers. The significant demand for foster carers being experienced nationally was noted. It was highlighted that whilst foster carers provided the best outcomes for Looked After Children, foster care was also the most financially sustainable way of caring for those children.

Members welcomed the proposals and extended their thanks to foster carer community in Leeds for the vital role that they played.

Whilst supporting the proposals, a Member made enquiries regarding what further actions could be taken to provide greater support and incentives to foster carers, with an offer to work on a cross-party basis, as appropriate. In response, the Board received further detail on the actions being taken in this area, which included 'invest to save' initiatives such as the proposed establishment of an additional level of foster carer for adolescents. Members also noted that work continued to build upon Leeds' positive performance regarding in-house foster carer levels when compared to other Core Cities and statistical neighbours. Further detail was also given on the wider support and enrichment package being provided to foster carers in Leeds, and also the work being undertaken which aimed to enhance the provision for children's social care more generally.

RESOLVED –

- (a) That a 5% increase for the fee element paid to Leeds foster carers, to be implemented retrospectively from the 1st April 2023, be agreed;
- (b) That a 7% increase for the maintenance allowance element paid to Leeds foster carers, to be implemented retrospectively from the 1st April 2023, be agreed;
- (c) That given the need to annually review foster carer fees and allowances, it be agreed that the approval of changes in fee levels in subsequent years be delegated to the Director of Children and Families, in consultation with the Executive Member for Children's Social Care and Health Partnerships, the Deputy Leader and Executive Member for Resources and the Chief Officer, Financial Services.

LEADER'S PORTFOLIO

98 Best City Ambition - 2024 Update - Final Proposals

Further to Minute No. 80, 13th December 2023, the Director of Strategy and Resources submitted a report which presented the final proposals for the 2024 update of the Leeds Best City Ambition. The report sought the Board's endorsement of the Leeds Best City Ambition update and that the Board recommends to Full Council that the updated version is adopted.

Responding to a specific enquiry, the Board noted that the Council's Communications team would undertake the graphic design work referenced within the report, which would be consistent with the approach previously taken in relation to the Council's other strategy documents.

RESOLVED –

- (a) That the Best City Ambition update final proposals, as presented within Appendix 1 to the submitted report, together with the Strategy and Resources Scrutiny Board response, as detailed at Appendix 4, be noted;
- (b) That it be noted that graphic design work will continue to be developed prior to the publication of the updated Best City Ambition around 1st April 2024, which may include some amendments to wording;
- (c) That the Best City Ambition update, as presented in the submitted report, be endorsed, and that Full Council be recommended to adopt the updated Leeds Best City Ambition;
- (d) That it be noted that the Director of Strategy and Resources is responsible for the next steps, as outlined in paragraphs 10-14 of the submitted report, including bringing forward an update of the 'Being Our Best' organisational plan to Executive Board in March 2024.

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

(Under the provisions of Council Procedure Rule 16.5, Councillor A Lamb required it to be recorded that he abstained from voting on the decisions referred to within this minute)

99 2024/25 Revenue Budget and Council Tax Report including reports on the Capital Programme and Treasury Management Strategy

Further to Minute No. 81, 13th December 2023, the Chief Officer Financial Services submitted a suite of reports regarding: proposals for the City Council's Revenue Budget for 2024/25 and the Leeds element of the Council Tax to be levied during the same period; proposals regarding an updated

Capital Programme for 2024 – 2028 and also a proposed updated Treasury Management Strategy for 2024/25.

With the agreement of the Chair, supplementary information was circulated to Board Members and published ahead of the meeting for Members' consideration as part of agenda item 13A (2024/25 Revenue Budget and Council Tax), in the form of Annex 2 which provided a statement of 2023/24 and 2024/25 budgets by service and also a revised Appendix 10 which presented budgeted movements in Earmarked Reserves 2024/25.

The Board was advised that the budget proposals as detailed within the submitted report were based upon the provisional Local Government Finance Settlement. However, it was noted that following the publication of the submitted agenda papers, the final Local Government Finance Settlement had been received, which was consistent with the initial Settlement in all but the following elements: it was confirmed that additional resources had been received from the Services Grant of £98k and Social Care Grant of £97k, with a reduction in the New Homes Bonus Grant of £6k, totalling an additional £189k for 2024/25. Executive Board was asked to note this updated position and that this additional funding was proposed to be allocated to the Council's reserves to deal with in year pressures within Social Care.

Responding to a specific enquiry, the Board received an update on the Government's recent announcement regarding additional funding for Local Authorities, the level of funding being received by Leeds and how this was being managed in terms of the budget proposals.

(A) 2024/2025 Revenue Budget and Council Tax

RESOLVED –

- (a) That, subject to the inclusion of the updated position as referenced above, Council be recommended to note the recommendation of the Council's statutory Section 151 officer (the Chief Officer – Financial Services) that the Budget proposals for 2024/25 are robust and that the proposed level of reserves is adequate, as set out at Part 7 of Appendix 1 to the submitted report;
- (b) That, subject to the inclusion of the updated position as referenced above, Council be recommended to adopt the following:-
 - (i) That the revenue budget for 2024/25 totalling £622.0m be approved. This means that the Leeds element of Council Tax for 2024/25 will increase by 2.99% plus the Adult Social Care precept of 1.99% from 2023/24. This excludes the police and fire precepts which will be incorporated into the Council Tax report to be submitted to Council on 21st February 2024;
 - (ii) That approval be given to grants totalling £73.1k to be allocated to parishes, as shown at Appendix 5 to the submitted report;
 - (iii) That approval be given to the revised virement rules at Appendix 7 to the submitted report - Virement Decisions to Amend Approved Budgets, specifically that the de minimis level for

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virements below which any variations to net managed budgets will be deemed 'Other Budget Adjustments' is increased from £10k to £50k. Budget movements that are not between budget headings within the approved net managed budget will also be 'Other Budget Adjustments';

- (iv) That approval be given to the strategy at Appendix 9 to the submitted report in respect of the flexible use of capital receipts - specifically the additional planned use in 2023/24 of £6.7m and planned use in 2024/25 of £18.9m;
 - (v) That in respect of the Housing Revenue Account, the budget be approved with:
 - An increase of 7.7% in dwelling rents;
 - An increase of 7.7% in garage and travellers site rent;
 - An increase of 7% for the standing charges in district heating schemes and the district heating unit rate will remain at 10p per kwh;
 - A 7% increase in heat consumption charges in sheltered complexes;
 - An increase in service charges for low/medium rise flats to £5.17 per week and for multi-storey flats to £12.20 per week;
 - An increase in the charge for tenants who benefit from the sheltered support service to £9.22 per week;
 - An increase in the Retirement Life charge for the provision of additional community facilities to £12.20 per week for services within complexes and £5.17 per week where they are within a standalone community centre;
 - An increase in the service charges for Wharfedale extra care scheme to £50.73 per week;
 - An increase in the service charge for Gascoigne House extra care scheme to £64.04 per week;
 - The support charge at both extra care schemes being increased from £24.54 in 2023/24 to £28.77 in 2024/25;
 - (vi) That in respect of the Schools Budget, the High Needs Block budget for 2024/25, as set out in paragraph 3.4 of the Schools Budget Report at Appendix 8 to the submitted report (specifically the table at paragraph 3.4.6), be approved;
- (c) That Executive Board's thanks be conveyed to Scrutiny Boards and all those who took part in the public consultation for their comments and observations made in consideration of the Council's Proposed Budget.

(B) Capital Programme Update 2023 – 2028

RESOLVED –

- (a) That Executive Board recommends to Council:-
 - (i) the approval of the Capital Programme for 2024-2028 totalling £1,906.7m, including the revised projected position for 2023/24, as presented in Appendix A to the submitted report;

- (ii) the approval of the MRP policy statements for 2024/25 as set out in Appendix C to the submitted report; and
 - (iii) the approval of the Capital and Investment Strategy as set out in Appendix D to the submitted report; with it being noted that as part of the Capital and Investment Strategy, the Council is required to set prudential limits for the total value of its non-treasury investments and, specifically, limits for the total value of service investments and the total value of commercial investments that it holds; and as such, Council be recommended to approve, as detailed within Appendix D that:-
 - the prudential limit for service investments be set at £80m;
 - that a limit of £200m be set for the carrying value of assets which are classed as commercial investments, with it being noted that these limits represent no change between 2023/24 and 2024/25.
- (b) That Executive Board approval be given to the following net injections totalling £264.7m into the Capital Programme, as set out in Appendix A(iii) to the submitted report:-
- £31.7m to address Capital Programme Review budget pressures as detailed at Appendix A(iv) to the submitted report;
 - £72.6m of annual programme injections as detailed at Appendix A(v) to the submitted report;
 - £11.8m of ringfenced capital receipts for the District Heating Network Phase 4 scheme and the Future Ways of Working Programme;
 - £4.0m of Community Infrastructure Levy (CIL) Strategic Fund monies; and
 - £144.7m of other injections, primarily relating to annual capital grant allocations, one off capital grant allocations funding schemes such as junction improvements at Dawsons Corner and the LUF3 Heart of Holbeck project, the roll forward of the HRA Programme, invest to save borrowing schemes and other secured external grant funding.
- (c) That it be noted that the above resolutions to inject funding of £264.7m will be implemented by the Chief Officer - Financial Services.

(C) Treasury Management Strategy 2024/2025

RESOLVED -

- (a) That the treasury strategy for 2024/25, as set out in Section 8.5 of the submitted report, be approved by Executive Board, and that the review of the 2023/24 strategy and operations, as set out in Sections 8.3 and 8.4 of the submitted report, be noted;
- (b) That full Council be recommended to approve that the borrowing limits for the Authorised Limit and Operational Boundary for 2023/24, 2024/25 and 2025/26 be confirmed as set in February 2023 and that new limits for 2026/27 be approved at £3,200m for Borrowing and £490m for Other Long-term Liabilities for the Authorised Limit. For 2026/27 full Council be recommended to approve that the Operational Boundary be set at £3,000m for Borrowing and £470m for Other Long-term Liabilities, as detailed at Section 8.6 of the submitted report;

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- (c) That full Council be recommended to approve the treasury management indicator for the maturity structure of the Council's borrowing as detailed in Section 8.7 and Appendix A to the submitted report;
- (d) That full Council be recommended to set the investment limits for periods greater than 364 days for 2023/24, 2024/25, 2025/26 at £150m, and that a new limit for 2026/27 be set at £150m, as detailed in Section 8.8.9 of the submitted report.

(The matters referred to in Minute Nos. 99(A)(a) – 99(A)(b)(vi) (Revenue Budget and Council Tax); 99(B)(a)(i) – 99(B)(a)(iii) (Capital Programme) and 99(C)(b) – 99(C)(d) (Treasury Management Strategy), given that they were decisions being made in accordance with the Budget and Policy Framework Procedure Rules, were not eligible for Call In)

(Under the provisions of Council Procedure Rule 16.5, Councillor A Lamb required it to be recorded that he abstained from voting on the decisions referred to within this minute)

(Further to Minute No. 90 above, Councillor Rafique left the meeting room for the duration of the Board's consideration of this item).

RESOURCES

100 Financial Reporting 2023/24 – Month 9 (December 2023)

The Chief Officer Financial Services submitted a report which presented the Council's financial position as at the end of the first 9 months of the 2023/24 financial year. Specifically, the report reviewed the current position against the 2023/24 Budget, provided an update on the use of other funding resources and also updated the Board on the current position regarding the Housing Revenue Account (HRA) and the Council Tax and Business Rates Collection Fund.

In presenting the report the Executive Member provided an overview of the key points which included the current forecasting of an overspend of £39.0m for the General Fund as at month 9 of the financial year. The measures being taken to manage this position were highlighted, but with it being noted that the use of the Council's reserves to achieve a balanced position for 2023/24 would be necessary, which would have an impact upon the resources available for 2024/25 and beyond.

Members further discussed the Council's current financial position and the financial outlook for the coming year, noted the range of actions being taken to manage that position and also considered the financial challenges being faced by Local Authorities nationally. The increasing pressures arising from key areas of demand such as children's social care were highlighted, with Members also referencing the national funding model for such areas.

RESOLVED –

- (a) That it be noted that at Month 9 of the financial year (December 2023), the Authority's General Fund revenue budget is forecasting an overspend of £39.0m for 2023/24 (6.8% of the approved net revenue budget) within a challenging national context, with it also being noted that a range of actions are being undertaken to address this position;
- (b) That it be noted that at Month 9 of the financial year (December 2023) the Authority's Housing Revenue Account is forecasting an overspend of £1.4m for 2023/24 (0.5% of the approved gross budget);
- (c) That it be noted that known inflationary increases, including demand and demographic pressures in Social Care, known impacts of the rising cost of living, including the NJC pay settlement of £1,925 and the JNC pay settlement of 3.5%, have been incorporated into this reported financial position, as submitted. That it also be noted that these pressures will continue to be reviewed during the year and reported to future Executive Board meetings as more information becomes available, and that proposals would need to be identified to absorb any additional pressures;
- (d) That it be noted that where an overspend is projected, directorates, including the Housing Revenue Account, are required to present action plans to mitigate their reported pressures and those of the Council's wider financial challenge where possible, in line with the Revenue Principles agreed by Executive Board in February 2023 through the annual Revenue Budget report;
- (e) That the Month 9 positions regarding the use of Invest to Save, Covid Backlog and Flexible Capital Receipt resources be noted, and that the additional planned use of £0.3m of Capital Receipts in 2023/24 also be noted, which is to support transformation projects and deliver savings in addition to the budgeted use approved by the Board to date.

101 Capital Receipts Programme Update

Further to Minute No. 107, 8th February 2023, the Director of City Development submitted a report presenting an update and overview of the Council's Capital Receipts Programme and which recommended to the Board a number of related approvals in relation to the programme.

The Board noted that further to the submitted report, 'Pudsey Bolton Royd Primary School - Caretaker's Property, Moorland Grove, Pudsey, LS28 8EP' was to be withdrawn from Table 2 (properties proposed for inclusion in the Capital Receipts Programme) due to further discussions to be undertaken with the school.

In introducing the report, the Executive Member provided an overview of the actions which were ongoing in relation to the Capital Receipts Programme, which given the financial challenge being faced by the Council was with the aim of having a smaller estate that was more fit for purpose. It was also noted

that further reports were expected to be submitted to Executive Board on such matters, as and when appropriate.

Following consideration of Appendix B to the submitted report designated as being exempt from publication under the provisions of Access to Information Procedure Rule 10.4(3), which was considered in private at the conclusion of the public part of the meeting, it was

RESOLVED –

- (a) That, subject to the removal of ‘Pudsey Bolton Royd Primary School - Caretaker's Property’ from properties proposed for inclusion in the Capital Receipts Programme, the contents of the submitted report and its appendices be noted, together with the previous Key Decisions which have been taken in relation to the disposal of assets, as set out at paragraph 16 of the submitted report;
- (b) That the progress made and achieved since Executive Board considered the last report on 8 February 2023, be noted;
- (c) That, subject to the removal of ‘Pudsey Bolton Royd Primary School - Caretaker's Property’ from properties proposed for inclusion in the Capital Receipts Programme, those assets identified in Appendix A and exempt Appendix B of the submitted report as “Proposed for Inclusion” be declared surplus and that approval be given to their disposal. Also, agreement be given to their addition to the Council’s Capital Receipts Programme of surplus properties for disposal;
- (d) That, subject to the removal of ‘Pudsey Bolton Royd Primary School - Caretaker's Property’ from properties proposed for inclusion in the Capital Receipts Programme, the withdrawal of properties from the Capital Receipts Programme, as set out in Appendix A and exempt Appendix B to the submitted report, be approved, which will be implemented by the Director of City Development;
- (e) That the approach being taken in relation to the review of Locality buildings across the city, be supported, with support also being given to how this approach will be informed by the review of locality service delivery.

(Under the provisions of Council Procedure Rule 16.5, Councillor A Lamb required it to be recorded that he abstained from voting on the decisions referred to within this minute)

102 Health, Safety and Wellbeing Performance and Assurance Report

The Director of Strategy and Resources submitted a report which presented an update on the current position and provided assurance to the Board in respect of health, safety and wellbeing matters for the period 1st April 2022 to 31st March 2023. The report summarised the Council’s performance and main achievements, as well as looking ahead at any challenges and identified priorities for the next two years.

By way of introduction to the report, the Executive Member provided an update on some of the key points arising.

Responding to a Member's specific enquiries, the Board was advised that health, safety and wellbeing performance data was shared with Scrutiny for consideration. In terms of the timeliness of the data presented, it was noted that whilst the submission of the report to Executive Board was slightly later than it would normally be, given the availability of the data, the period that it covered was as timely as possible.

Members also noted that Corporate Leadership Team considered such matters regularly, with specific reference being made to the issue of violence, abuse and aggression against staff, which was a specific area of focus.

Thanks was extended to all officers involved for their role in this important area and for the work that would continue with the aim of delivering further progress and improvement.

RESOLVED –

- (a) That the contents of the submitted report and appendices, be noted;
- (b) That it be recognised that a robust, yet proportionate approach to health, safety and wellbeing risk management continues to be applied within the Council, in order to enable the Council do the best it can with the resources and information available.

(Councillor J Pryor left the meeting during the consideration of this item)

DATE OF PUBLICATION: FRIDAY, 9TH FEBRUARY 2024

LAST DATE FOR CALL IN OF ELIGIBLE DECISIONS: 5.00PM, FRIDAY, 16TH FEBRUARY 2024

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