



SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

Meeting to be held in Civic Hall, 1st Floor West, LS1 1UR on
Wednesday 23 September 2020 at 10.30 am

There will be a pre-meeting for all board members at 10.15am.

MEMBERSHIP

N Buckley	- Alwoodley
L Cunningham	- Armley
N Dawson	- Morley South
K Dye	- Killingbeck & Seacroft
J Goddard	- Roundhay
R Grahame	- Burmantofts and Richmond Hill
K Maqsood	- Gipton and Harehills
M Shahzad	- Moortown
J Taylor	- Horsforth
P Truswell (Chair)	- Middleton Park
P Wadsworth	- Guiseley and Rawdon
Vacancy	

Note to observers of the meeting: To remotely observe this meeting, please click on the 'View the Meeting Recording' 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.

<https://democracy.leeds.gov.uk/ieListDocuments.aspx?CId=1112&MId=10018>

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 DISCLOSABLE
PECUNIARY INTERESTS**

To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 of the Members' Code of Conduct.

5

**APOLOGIES FOR ABSENCE AND
NOTIFICATION OF SUBSTITUTES**

To receive any apologies for absence and notification of substitutes.

6

MINUTES - 16 JULY 2020

5 - 12

To approve as a correct record the minutes of the minutes of the meeting held on 16 July 2020.

7

**DIRECTOR'S UPDATE: COVID-19 PANDEMIC
RESPONSE AND RECOVERY**

13 -
30

To receive an update from the Director of City Development on the ongoing response to the Covid-19 pandemic, and the city's recovery plan, such as it relates to the remit of the Board.

8

**LEEDS PUBLIC TRANSPORT INVESTMENT
PROGRAMME**

31 -
48

To consider an update from the Director of City Development about the Leeds Public Transport Investment Programme.

9

WORK SCHEDULE

49 -
72

To consider the Scrutiny Board's work schedule for the 2020/21 municipal year.

10

DATE AND TIME OF NEXT MEETING

The next public meeting of the Board will be 14 October 2020 at 10.30am. Please note that there will be a pre-meet for all Board members at 10.15am.

SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

THURSDAY, 16TH JULY, 2020

PRESENT: Councillor P Truswell in the Chair

Councillors N Buckley, L Cunningham,
N Dawson, K Dye, J Goddard, R Grahame,
M Shahzad, J Taylor and P Wadsworth

The Chair referred to the recent death of Councillor C Hall. In paying tribute the Chair said Councillor Hall had been appointed to Leeds City Council in 2018. Councillor Hall represented the residents of Rothwell, and had a particular enthusiasm for transport issues within scrutiny discussions. The Board respectfully held a 1 minutes silence on behalf of Councillor Hall.

11 **APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS**

There were no appeals.

12 **Exempt Information - Possible Exclusion of the Press and Public**

There were no exempt items.

13 **Late Items**

There were no formal late items.

14 **Declarations of Disclosable Pecuniary Interests**

There were no declarations of disclosable pecuniary interests.

Other Interests

Councillor M Shahzad wished to bring the Boards attention to Agenda Item 8, Inclusive Growth Update (Minutes No 18) – Councillor M Shahzad held a private hire driving license.

15 **Apologies for Absence and Notification of Substitutes**

There were no apologies for absence received.

16 **Minutes - 25 June 2020**

RESOLVED – That the minutes of the meeting held 25 June 2020 be confirmed as an accurate record.

17 **Update from the Director of City Development**

The Board received a verbal update from the Director of the City Development regarding decision's relating to the Covid-19 pandemic response and the initial phase of the subsequent recovery plan, as such information related to the remit of the Board.

The Board also received an update from the Chief Officer (Highways and Transportation) including a specific update on the Commonplace consultation.

Draft minutes to be approved at the meeting
to be held on Wednesday, 23rd September, 2020

The following were in attendance:

- Councillor James Lewis, Executive Member
- Martin Farrington, Director of City Development
- Gary Bartlett, Chief Officer (Highways and Transportation)
- Sue Wynne, Chief Officer (Employment and Skills)
- Eve Roodhouse, Chief Officer (Economic Development)

The following had been highlighted:

- City centre – there had been a significant increase of footfall by 50% of the normal average and implications with the economy remain evident. Recovery on footfall was linked with the reopening of non-essential shops and restaurants. Retail was under stress nationally and in Leeds in terms of closures. 9 Street Marshalls have been introduced in the city centre to manage the reopening of schemes particularly on Greek Street.
- Discretionary Grants Scheme – the scheme closed 28 June 2020 and 954 applications had been received. Additional resources had been deployed to help with the management of applications, and it was reported that 287 applications had been approved and paid out.
- Major Grants Scheme – 146 million had been distributed by the Council and a significant amount of work had been undertaken in the business rates team with support from economic services.
- Transport/Traffic – flow of traffic had increased to 80% of the normal average, with a morning reduction by 40%. Bus provision would increase, and capacity had been increased to 50%. The Temple Green park and ride facility remains a NHS testing facility, whilst discussions are ongoing regarding the reopening of Elland Road.
- Planning – Plans Panels had resumed remotely. Site / Building Control and Enforcement visits had also resumed.
- Flood alleviation scheme – 21 million pounds had been secured from DEFRA for the delivery of the second phase of the scheme. Additionally, 1.32 million had been secured to enhance natural flood measures.
- Connecting Leeds – demolition of bridge closures will continue following reconstruction.

In response to Members comments and questions, the following was discussed:

- Retail recovery and district centres – it was recognised there were long term challenges in terms of managing impacts from the pandemic from a social view, and infection rates are being monitored alongside Public Health colleagues. The Council are liaising with big retailers and key account contacts to ensure the transition in resuming to normal activity would be safe. Members were informed local data wasn't available in terms of closures and spending levels, however information would be followed up on a national basis and provided to the Board.
- Public Transport – it was recognised that the relationship between footfall and encouraging people into the city centre was key, and challenges had been identified as to how this would be done safely; the

current position of the pandemic created an opportunity to plan for recovery and how public transport would facilitate that. It was confirmed that LCC would be working in close conjunction with West Yorkshire Combined Authority regarding the financial investment of bus provision.

- Discretionary Grants Scheme requests – whilst acknowledging the businesses whom did not qualify for funding, Members were informed of a phase two approach to target businesses that have not been able to secure funds through the existing grants scheme; the areas of the criteria would be explored to ensure businesses are provided with an opportunity to be supported. Members would receive ward level information in terms of pay outs.
- Emergency active travel fund allocations – projects to be implemented by August and active travel measures have been undertaken by colleagues.
- Connecting Leeds – the Commonplace consultation is still active. In responding to a question regarding additional schemes particularly in outer areas, Members were informed of details regarding the A65 scheme, Schools Street programme, plans to promote active travel and proposals for cycle parking facilities in order to aid cycling across the city.

The Chair thanked officers for their attendance.

RESOLVED –

- a) That the update and discussion be noted;
- b) Requested that the information outlined in the minutes, be provided as requested.

18 Inclusive Growth Update

The report of the Director of City Development set out the approach to the Inclusive Growth Strategy within the context of the city's recovery from the Covid-19 Pandemic.

The following were in attendance for this item:

- Eve Roodhouse, Chief Officer (Economic Development)
- Sue Wynne, Chief Officer (Employment & Skills)

The following had been highlighted:

- Significant impact of the Covid-pandemic on the economy;
- Significant drop of workers on the payroll system nationally and there had been an 86% increase of people claiming Universal Credit (UC) since March;
- Data would be made available on a ward level basis regarding UC;
- Biggest drop in GDP in April;
- The supply of mattresses by a local firm to new emergency hospitals around the country;
- Digital Health businesses have thrived in recent months;

- Safe reopening of city centre and district centres;
- Business Support programmes;
- Framework for Recovery.

Members were informed that a revision had been made to the report. It was confirmed that 1,140 people had been supported into work in the first quarter.

In response to comments and questions, the following was discussed:

- Communications – the possibility of an app based solution was being explored and would monitor footfall and carpark availability.
- Further information was requested regarding the provision of PPE for taxi drivers in Leeds.
- Night time economy and re-opening of hotels – Visitor England had produced research regarding the changes of behaviours due to the pandemic and it was confirmed there may not be as much activity due to the uncertainty of jobs and people being on furlough. Additionally, it was confirmed hotels in Leeds would be reopening along with the appropriate restrictions.
- Impacts on apprenticeship schemes – it was confirmed that nationally there had been a drop in apprenticeship schemes. However, 62 local residents had been supported into an apprenticeship in the first quarter. Local providers and businesses are offering apprenticeships, and this information would be made available to schools and Career Leeds. Members would receive details regarding this.

Councillor J Lewis (Executive Member) reflected on the comments raised and emphasised that grants for businesses had been turned around quickly, and work is being undertaken to set up new systems for grants to help support businesses. The Board were informed that through Councillor Blake's role as Chair of the Core Cities Network, lobbying has been undertaken for additional support to businesses.

RESOLVED –

- a) To note the contents of the report and comments made during discussions;
- b) Requested that information outlined in the minutes, be provided;
- c) To support the approach taken to continue to deliver Inclusive Growth across the city within a framework for recovery from the coronavirus crisis.

19 Digital Inclusion

The report of the Chief Digital and Information Officer provided an update on the Council's and the City's digital response to the COVID-19 pandemic.

The report highlights the approach of the joint NHS and LCC Digital and Information Service, through the Smart Leeds, City Digital and 100% Digital Leeds teams working together as one team with partners across Leeds.

The following had been appended to the report:

Draft minutes to be approved at the meeting
to be held on Wednesday, 23rd September, 2020

- Library Service initiatives (Appendix 1)
- Dementia Pathfinder (Appendix 2)
- Digital Health Hub (Appendix 3)
- Digital Health Champions (Appendix 4)
- Feedback on grant funding (Appendix 5)
- Digital Access West Yorkshire (Appendix 6)
- 100% Digital Leeds evaluation and Return on Investment (Appendix 7)

The following were in attendance for this item:

- Councillor Lewis, Executive Member
- Dylan Roberts, Chief Digital and Information Officer
- Stephen Blackburn, Assistant Solution Architect
- Jason Tutin, Digital and Learning Manager
- Lucy Jackson, Public Health Consultant
- Val Hewison, Chief Executive Carers Leeds
- Sarah Fox, Coproduction Coordinator, Leeds Mental Wellbeing Service

The Chief Digital and Information Officer introduced the report, and raised the following key points:

- Inequality in impact of the pandemic between the poorest/most excluded groups and the rest;
- The importance of community based groups, networks, independent, third sector and volunteers in the combined response to different groups in Leeds;
- How a rapid and new approach to digital technology and literacy has been critical to the continuity of public services – including GPs & the Council - & businesses;
- How digital literacy and digital technology was critical for many people to access basic services, family, support groups, shopping, to be able to continue to work.

LCC colleagues and partners were invited to address the Board. The following information had been highlighted:

Leeds Mental Wellbeing Service

- The impacts of the iPad lending scheme;
- Digital champions training;
- The pandemic exacerbated health inequalities and the black lives matter movement;
- Therapy sessions conducted online;
- Language barriers;
- The benefits of digital inclusion to the most excluded service users.

Carers Leeds

- The impacts on unpaid carers across the city;
- Distribution of iPads to the most vulnerable;
- Built on relationships and supported the use of technology to help empower carers and take control of health and wellbeing;
- Set up dementia support groups on Zoom;

- Identified the positives of digital inclusion and wished to take this forward in the future.

In response to Members comments and questions, the following was discussed:

- Feedback from service users – challenges had been identified with digital exclusion including the accessibility of equipment, language barriers and wellbeing barriers. There had been some successes with face-to-face contact and phone calls, particularly with young adult carers.
- Affordability of broadband – The Leeds Full Fibre Programme; Council and health service buildings across Leeds are set to be upgraded to full fibre, to help combat the digital divide experienced in some of the city’s most disadvantage communities. Members noted an update would be provided at a future Board regarding an outline plan for the areas to receive this connectivity. Additionally, tablet lending schemes could be accessed.
- Mental health inequalities and social exclusion – It had been acknowledged that there wasn’t a 1 size fits all approach and that the ambition for 100% Digital Leeds was that everybody should have the opportunity to take part digitally, without it being an informed choice.

The Chair thanked officers and partners for their contributions, and wished Dylan Roberts well for the future, in his new role.

RESOLVED –

- a) Endorse the approach that as part of the Council’s ongoing digital response to the sustainability of the City post COVID, the DIS continues to set priorities, direct the work and provide overall governance for Smart Leeds and 100% Digital Leeds, with the DIS also continuing to report progress to this Board.
- b) The central coordination, convening, connecting and enabling role, across public sector partners and the third sector, of DIS, with the 100% Digital Leeds Team as an integral part of that approach, has been essential during the crisis. The 100% Digital Leeds team currently sit on the Library Service structure, it is recommended that this integrated approach to digital engagement is sustained and strengthened based on the return on public value and outcomes exemplified in this report and previous reports to this Board.
- c) Endorse the approach that if external funding comes to an end, (which is unlikely for the next 18 months) it is recommended that this work and teams are considered a priority as part of the budget setting process based on the returns on investment to the community, Council and NHS. Detailed evaluation and Return on Investment figures for 100% Digital Leeds featured in the previous report to this Board in February 2020.

20 Work Schedule

The report of the Head of Democratic Services presented the Board's work schedule for the remainder of the current municipal year. The Executive Board minutes for the remote meeting held 24 June 2020 had been appended to the report.

21 **RESOLVED** – That the report be noted.
Date and Time of Next Meeting

23 September 2020 at 10.30 a.m. (pre-meeting for all Board Members at 10:15 a.m.)

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Report author: Phil Evans

Tel: 0113 378 2542



Report of Director of City Development

Report to Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Date: 23rd September 2020

Subject: Covid-19 Update

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary

1. Main issues

The report sets out for the Scrutiny Board the main areas of activity of the City Development Directorate (excluding Culture and Sport) in relation to the COVID-19 pandemic since the last update to the Scrutiny Board on 16th July 2020

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

The City Development's activity in relation to COVID-19 has implications for a number of priorities detailed in the Best Council Plan 2020-2025 most notably in connection with the priorities around:

- a. Sustainable Infrastructure
- b. Culture
- c. Inclusive Growth

3. Resource Implications

This report detailing activity to date has no specific resource implications, all activity will be/has been delivered within existing resources.

Recommendations

The Scrutiny Board is asked to note the activity to date.

1. Purpose of this report

- 1.1 This report seeks to update the Scrutiny Board on key activity carried out in the City Development Directorate in relation to the COVID-19 pandemic since the last update to the Scrutiny Board in July 2020.

2. Background information

- 2.1 City Development delivers services and function across the City, based upon the following Services:

- Asset Management and Regeneration
- Culture and Sport*
- Economic Development
- Employment and Skills
- Highways and Transportation
- Operations – Markets, City Centre Management and Directorate Change
- Planning and Sustainable Development

*Other Scrutiny Boards provide oversight of Culture and Sport, therefore their COVID-19 activity is not included within this report.

All Services have been involved in activity relating to the response to and recovery from COVID-19.

3. Main issues

- 3.1 The following are highlights of activity undertaken since the last update in July 2020:

3.2 Asset Management and Regeneration

- 3.2.1 The Council's operational estate is substantial – excluding schools and housing, the Council occupies circa 700 individual operational buildings of which circa 200 are key operational properties including libraries, social care buildings, offices, community hubs, children centres, museums and depots. During the COVID-19 Lockdown period, over 80 of these buildings were closed as services were temporarily closed in line with national guidance and as over 8,000 members of staff took to working from home.
- 3.2.2 The ability for staff to work from home has come about as a result of the Changing the Workplace (CTW) programme which was established by the Council in 2010 and has delivered a transformation for many in terms of agility, and prepared the way for home working and the resilience we needed when services were required to operate remotely. Equally, those staff in the locality offices who had not been through the formal CTW transition have now benefited from the roll out of laptops which has allowed them to quickly transition to working from home. Despite the

CTW programme being in its 10th year there are still a number of services yet to benefit from the adoption of the CTW principles and indeed the estate now needs to evolve further to the rapid acceleration we have witnessed in providing for the physical needs demanded as part of the COVID response.

Working From Home Survey

- 3.2.3 In June, a survey was undertaken and made available to all 8,000 staff who have been working from home during lockdown. Over 5,000 responses were received. There was overwhelming support from staff to continue working from home for greater part of their working week than pre-COVID. In particular, 52% of staff would like to work from home most or all of the time, and over 80% would like to work from home for more than half of their week.
- 3.2.4 There is recognition that the home working experience has varied greatly and that some staff have found it difficult and/or not liked the experience. 12% of staff stated that there were unhappy about working from home in the future. We need to keep all staff in mind, those for and against working from home, as we consider our future plans.
- 3.2.5 Further engagement with staff will help us further understand the array of attitudes, experiences and support needed around working from home – for those in different roles, at different grades and in different parts of the organisation.
- 3.2.6 The working assumption is that more staff will spend more time working from home in the future, hence the need to review our policy and approach.
- 3.2.7 Getting the balance right between working from home and spending time in the office is going to be important, for individual employees and for the business. From the survey, staff say the things they would prioritise with more limited time in the office are:
- Team meetings
 - Collaborating with colleagues
 - Training and development
 - Personal social interaction
- 3.2.8 A wider range of considerations have been outlined to inform our future Working from Home strategy. Areas covered include: eligibility for working from home, productivity and performance, staff wellbeing and inclusion, home work equipment and costs. Further engagement with staff will help us to further understand the array of attitudes, experiences and support needed around working from home – for those in different roles, at different grades and in different parts of the organisation.
- 3.2.9 The provision of the right equipment to allow people to work from home is essential. During lockdown, a HR helpline has been used to capture and distribute kit to people with additional needs and reasonable adjustments. This has involved taking kit from closed buildings, and more recently those with reduced capacity due to social distancing requirements, but some has been newly bought where this is unavoidable. In addition call backs have been undertaken to 300 people who sought additional help through the Work From Home survey and there is work ongoing with the 1 in 6 members of staff who say that their home working environment is poor/ very poor, and anyone experiencing discomfort.

- 3.2.10 We have a duty to provide staff with the right kit to ensure people remain safe and well at home. As we move forward, all staff will be required to undertake an individual online DSE assessment for their home working arrangements. This is provided through Cardinus and will inform any items of equipment required. The basic standard offer is suggested to include a laptop, separate keyboard, separate mouse and chair. On top of this, where a need is demonstrated, we may also include a desk and monitor, as part of our offer. Where staff have benefited from specialist kit and reasonable adjustments, we will need to look to provide, where appropriate, duplicate provision at home to allow effective home working.
- 3.2.11 Currently we have some 1000 desks available in our Covid secure locations across this the City and work is ongoing to bring forward additional safe team working and meeting space to support the ongoing needs of services. Moving forwards our estate must respond to and meet service requirements including the delivery of statutory and front line services as well as back office functions, team working and work with partners. The shape, format and use of the estate will therefore be informed by user needs, will be guided by service reviews and must sit hand in hand with organisational design and the Council's work from home policy/ offer. Rightsizing the Council's estate, focusing on our most efficient, flexible and best quality buildings will reduce the Councils' operational cost, whilst allowing opportunities for capital receipts and support our target of Carbon net zero.
- 3.2.12 The more flexibility that we can create within our retained estate, the more opportunity for our buildings to not only support and facilitate the Council's activities but also open up greater collaboration with partners, community groups and other organisations, therefore creating further enhancing partnership working and improved outcomes for communities and residents. Delivery of the continued estate rationalisation programme and remodel of our retained estate is proposed to progress through the well-established CTW workstreams.

3.3 Economic Development

- 3.3.1 COVID-19 has had an unprecedented impact on the economy locally, nationally and internationally. On 11th August 2020 it was confirmed that the UK economy had entered an official recession for the first time in 11 years, suffering its biggest slump on record between April and June 2020 with GDP shrinking 20.4% compared with the first three months of the year. Forecasts predict it may take between 2021 and 2024 to return to pre-crisis levels. Although there are some potential green shoots, the Bank of England's Chief Economist estimates the UK has already recovered "perhaps half of its losses", going on to state that the recovery in jobs will take longer but the risks to jobs have receded as spending and business confidence has picked up.
- 3.3.2 Locally, we are still seeing an acceleration of trends in the labour market and people's working patterns which continues to affect the city. Leeds city centre still has the highest levels of footfall in Yorkshire but this remains below what we would expect for this time of year, the most recent data shows footfall is approximately 67.5% of normal levels but this is steadily increasing. Nationally, larger cities have seen a higher proportional drop in footfall compared to towns and district centres. This is because in cities, footfall is supported by a greater proportion of office workers, students, events and conferences which have all been affected. Leeds is performing in line with other core cities such as Liverpool and Manchester, and London's West End is faring considerably worse than Leeds in terms of percentage drop. Traffic flows are on average 15% down on the corresponding levels seen in August 2019, whilst rail passengers are approximately 70% lower than they were in

March but are rising. Similarly, the combined level of MCard and concessionary fare use shows a reduction of 66% compared to March levels.

3.3.3 The recent outbreaks across West Yorkshire highlight the continued risk of further shocks and we need to be vigilant to local pressures, a potential second wave and any other disruption which may arise as we end the transition period with the European Union. This is why we are proposing an approach to recovery rather than a plan so we can adapt quickly whilst striving to build more resilience into our economy.

3.3.4 Our recovery approach is centred around the need to:

- Respond - Where required and continue to take immediate actions to support businesses and the economy as we have done since lockdown in March 2020.
- Reset and renew - Ensure we understand the challenges and opportunities that we face in recovery and that we have a clear focus and direction on the projects and partnerships that will address them.
- Build Resilience - Maintain a long-term view of our aspirations to deliver Inclusive Growth, address the Climate Emergency and be the best city for Health and Wellbeing, ensuring that our decisions lead us towards these goals.

3.3.5 In our emergency response, as a Council we have been working hard to ensure that we play our part in providing as much support as we can to the residents and businesses in Leeds that require help and advice. We have carried out the following economic support interventions:

- We have administered Business Support Grants – The Council continues to pay out grants to those who qualify either through the Small Business Grant Fund or the Retail, Hospitality and Leisure Grant Fund immediately. As of 11th September 2020, the Council had paid out £153,460,000 in Business Support grants under the Small Business Grant Fund (SBGF) and the Retail, Hospitality and Leisure Grant Fund (RHLGF) via 12,529 grants. As of 14th September 2020, the Council had paid out £4,928,598 under the Local Authority Discretionary Grant Fund (DGF) to 503 businesses and charities. This occurred through two phases, Phase one of the DGF closed to applications on Sunday 28th June, with 961 applications received. The approved grants have been across a range of sectors including suppliers to the Retail, Hospitality and Leisure sector, manufacturing, business services, medical services, creative and digital, and charities. The scheme reopened for a second round of applications in August, including the revaluation of those in phase one that were unsuccessful against a new more flexible criteria.
- Leeds City Council was informed in late July 2020 that the end date for all of the grant schemes would be 28th August 2020. The Council, along with the other West Yorkshire Authorities, wrote to the Government's Department for Business, Energy and Industrial Strategy to request that payments be processed up to eight weeks after 28th August 2020 as the DGF requires a significantly higher overhead than the first two schemes in terms of set up, eligibility checking and processing payments, meaning that it requires more Council officer time. Confirmation was later provided that payments could be processed up to 30 September 2020. This 1 month extension should enable officers to process c£3m of grant payments throughout September 2020. However, based on the

Government's current position, any monies left in the Fund at the end of September 2020 will be returned to the Treasury. Payments will also continue to those eligible and who applied prior to 28th August 2020 under the SBGF and RHLGF schemes until 30th September 2020.

- We have pivoted our Business Support – The Digital Enterprise team has established a new Digital Resilience Voucher to help businesses invest in vital digital technologies to help them to adapt and the Ad:Venture team, working with young businesses and those wanting to up-scale, moved their events and webinars online. 100% Digital Leeds has administered a fund to support Third Sector organisations in response to the coronavirus pandemic through digital means, such as purchasing equipment and applications. We have also been working to support our tenants as a Landlord including market traders.
- We have provided additional Business Support – such as launching the Leeds MicroBusiness Support Service to support small businesses in the city via online resources, webinars and dedicated one-to-one telephone support sessions. The NextUp mentoring platform '500 mentors' was also launched to help entrepreneurs and leaders from any sector during the COVID-19 crisis. Most recently, the Leeds Massachusetts Institute of Technology Regional Entrepreneurial Acceleration Program (MIT REAP) team, which includes the Council, University of Leeds, Leeds Teaching Hospital Trust, aql, Arup and others launched its LEAP project. The project's ambition is to create an online community for anyone wanting to start a business or with a great idea in the City Region and it includes an e-learning programme and mentoring support through the NextUP mentoring platform. The Rediscover Leeds campaign has been launched to help revive the city's rich Tourism, Hospitality, Leisure, Business and Cultural industries, the first phase will focus on getting Leeds residents back out spending time in their city, as well as encouraging visitors from towns close by such as Skipton, Harrogate, Halifax, Huddersfield and Selby. Later in the year, when the time is right and it is safe to do so, the campaign will begin encouraging a wider audience to the city, including those who live further afield both in the UK and overseas.

3.4 Employment and Skills

- 3.4.1 The latest Universal Credit claimant figures for Leeds for July were published on 11th August 2020. The provisional count of the number of people claiming Universal Credit in July shows a continued increase to 67,174. This is a 90% increase in claimant numbers (both in and out-of-work) between March and July 2020. The greatest impact has been on young people with 19% of claimants aged between 16-24 years, 16% aged 25-29 years and 16% aged 30-34 years. The revised figures for June 2020 show that 42,636 were unemployed, an increase of 80.5% in unemployed Universal Credit claimants between March and June 2020.
- 3.4.2 The Employment and Skills service continues to support a number of companies that are restructuring and reducing staff numbers through redundancies. It is anticipated that as support from government and for furloughed employees tapers, the need for support to staff notified of redundancy will increase. The service will provide an account manager to support managers and staff to connect with

employers recruiting to the same or similar skills sets where possible and access to training and employment support services.

- 3.4.3 Recently released data show that the number of apprenticeship starts nationally reduced by 51% in the initial period of lockdown (23 March to the end of April) compared with the same period in the previous year. Starts for people under-19 yrs were particularly hard hit, falling by 74% on the previous year, with starts for people aged 25 plus fell 42%. In Leeds, there were 7,395 apprenticeship starts in 2018/19 academic year and in the first three quarters (Aug 2019 to April 2020 of the 2019/20 academic there were 4,330 Apprenticeship starts. The figures for quarter 4 have yet to be published and fall in numbers nationally may be reflected locally with college closures and employers unable to start or continue apprenticeships as planned. An increase in apprentice redundancies is anticipated as the furlough scheme comes to an end as well as the possibility of a continued fall in demand for apprentices from employers in some sectors.
- 3.4.4 The service has supported 1,382 people into work during April to July 2020. These include job roles across all sectors with the largest numbers in health and care, food retail, logistics, distribution and transport. The Leeds Employment Hub is currently supporting 1,476 individuals on tailored employment support programmes, 50% of participants are aged 16-24 years, 37% are aged between 25-49 years and 13% are 50 years plus. 32% of participants are qualified at Level 3 or above while 68% of participants have a qualification at Level 2 or below.
- 3.4.5 The new [Employment and Skills Leeds](#) website was launched to provide a single point of access where the service offer is articulated to maximise engagement with key stakeholder groups. The site provides information on jobs, apprenticeships, and courses to residents across the city. Individuals accessing the site can get help finding employment using Leeds Employment Hub, learn more about apprenticeships and view vacancies through the Leeds Apprenticeship Hub or find adult learning courses through Leeds Learning Hub. The website also offers a contact point for employers looking to recruit or upskill their workforce. The site links with our active social media channels which are regularly updated with support, job and apprenticeship opportunities. www.facebook.com/eandsleeds/ and twitter.com/eandsleeds/
- 3.4.6 Leeds Employment Hub is a single point of contact for a range of employment support programmes and Jobshops enabling tailored and comprehensive support into employment or education for all unemployed Leeds residents. The team of qualified Employment Advisors provide one to one support for eligible residents. In July, we added a new programme offering support to 1,100 young people aged 15 – 24 years identified as Not in Education, Employment or Training (NEET). This will provide tailored support to those with poor mental health, including behavioural, emotional and social difficulties to secure training and work over the next 3 years.
- 3.4.7 The phased opening of the Jobshop face to face services has commenced at 7 sites -Merrion House, Dewsbury Road, Compton, Deacon, Reginald, Armley, Headingley. Alongside this we will continue to offer customer support by phone and a number of virtual targeted events and support programmes are being developed and will be communicated throughout the year providing a structured flow of information linked to the website.

- 3.4.8 Contracts have been awarded to 16 Adult Learning providers for the new academic year starting in September with an increased focus on digital skills and work focused courses. Leeds Learning Hub provides access to our Adult Learning courses. While classroom based learning ceased due to social distancing measures across 150 plus community settings, a number of providers received funding to undertake development work to move provision on-line and make use of our established Google Classroom facility. Over 200 adult learning tutors have undertaken additional training and developed over 100 courses, these range from arts and crafts to digital skills, training for work, CV's and on-line job interview preparation. This will enable a blended delivery of on-line and classroom based provision as lockdown measures are eased.
- 3.4.9 Through the Leeds Apprenticeship Hub, we have continued work with our network of training providers to promote apprenticeships, current vacancies and 'how to apply' guides online to schools and college students and working with Children and Family directorate, we have provided dedicated support to young people that need further guidance and support to decide on their next steps after receiving their results.
- 3.4.10 In response to issues raised by the Government's recently published Plans for Jobs 2020, we have now established an Employment and Skills Task Group bringing together public and private sector partners to enable the sharing of information and to align and accelerate current and planned programmes and activities and co-design new measures to meet changing labour market needs, and maximise opportunities that will support recovery and longer term growth. This includes employers from key sectors, Further and Higher Education, DWP and our Inclusive Growth Ambassadors.

3.5 Highways and Transportation

3.5.1 Social Distancing Measures

Additional footway space to support high streets and those businesses that remained open during April and May were delivered initially in city and district centre locations. As more businesses reopened these measures have been reviewed and modified or enhanced to support the return to business.

- 3.5.2 During April a full assessment and rating of key locations across the city was conducted and locations rated using Red-Amber-Green (RAG) system to prioritise. The results of this listing were shared with local Ward Members and this formed the basis for action. Additional supplies of highway barriers were obtained to create a stock of some 3,500 linear metres. Once the emergency has passed these will be retained or recycled either by other authorities or contractors.
- 3.5.3 Measures have been taken in more than 12 locations plus the City Centre, where measures are in place on New Briggate, Great George Street, Mill Hill and Call Lane. In addition the contractor delivering the city centre package for Connecting Leeds accelerated their programme to increase the rate of construction taking advantage of the reduced traffic and footfall. This has allowed earlier completion and availability of widened footways and improved public realm at key locations to assist social distancing, in particular on the Headrow and Park Row. Further works are now being planned and sequenced for the remaining schemes planned for completion in 2020/2021.

- 3.5.4 A policy of Plan, Monitor, Manage is in place for all the social distancing measures. As result, as the social distancing measures have evolved, 3 sites have changed as a result of reviews. In Wetherby where a more extensive traffic management scheme was needed to facilitate measure for the High Street, following local feedback these measures were withdrawn and the situation continues to be monitored.
- 3.5.5 Working with the City Centre Management and the Communities District Centres Liaison Officer measures have been put in place to assist business re-openings. From a highways perspective a key aspect has been to advise on safety measures as described above and the oversight of Temporary Pavement Licences for street cafes under the provisions of the Business Planning Act 2020.
- 3.5.6 Support for Schools
As schools opened to a wider cohort of primary pupils after the summer half term break proposals for a trial scheme of School Streets was developed to support and encourage more sustainable approaches to travel to school and reflecting the increases in physical activity that took place during the lockdown period.
- 3.5.7 School Streets provide local access restrictions during opening and closing times which enable greater social distancing and space for walking and cycling and enable better management of school gate issues. They have been introduced with Temporary Traffic Regulation Orders with the opportunity for longer term Experimental or Permanent Traffic Regulation Orders to be used for more permanent schemes depending on feedback and monitoring over a more extended period.
- 3.5.8 Six trial sites were put in place at this time and these locations were monitored for the remainder of the 2019/20 school year. Further plans have now been developed for a more extended trial for the 2020/21 school year as described below.
- 3.5.9 Active Travel Measures
During June a trial scheme, planned prior to the health emergency, was implemented on the A65 Kirkstall Road/ Commercial Road to provide additional segregation of the existing cycle lanes. This is testing physical delineators known as Orcas and Wand which are designed to emphasise the presence of cycle lanes and channel traffic to remain outside the cycle lanes. The first phase of this work is completed and amendments and an extension of the measures to the remaining cycle lanes is planned to take place during September. Monitoring is in place to assess the impact of these measures. Further expansion of these trial measures to the A660 route is now planned as part of the Emergency Active Travel Fund as described below.
- 3.5.10 Emergency Active Travel Measures
Following the announcement on 23rd May of the Government's £250 million Emergency Active Travel Fund, proposals for measures in the £25 million Tranche1 of the fund which were prepared by the West Yorkshire councils and submitted by the Combined Authority, Leeds has received a capital allocation of £710,000 and £20,000 revenue plus a locally agreed funding contribution of £160,000 from the West Yorkshire Local Transport Plan for short term measures for which a timeline for delivery within 12 weeks has been set by the Department for Transport (DfT). Following development and public engagement exercise conducted through the Connecting Leeds website a package of measures has been approved as outlined in the table below for which implementation commenced at the beginning of September. Ward Members engagement on all the proposals is continuing. Within the constraints

of the above conditions where appropriate and using largely remote communication techniques further confirmatory public engagement and communication is being undertaken as necessary during the planning and construction phases. The table below sets out the measures in tranche 1 and these schemes have been consulted on and will be implemented in September/ October 2020.

3.5.11 EMERGENCY ACTIVE TRAVEL FUND TRANCHE 1 PROPOSALS

Package	Project(s)	Information
Active travel neighbourhoods	Beeston Hyde Park Chapelton	All three locations were identified and progressed because of the feedback received via Commonplace, these areas experience through traffic within the residential streets, they're closely situated to local amenities, existing/planned cycle infrastructure nearby, high percentage of public transport usage and low car ownership.
Temporary widening of footways	City wide – All wards – Several locations have been installed which includes the city centre	Locations have been identified following on site observations, local knowledge and consultation with key stakeholders. The main focus is to provide increased footway space to enable safe social distancing where there are known pinch points.
Segregated cycle provision	Roseville Road (Full length) A660 (Lawnswood Roundabout to Clarendon Road)	Roseville Road is a key missing link within Leeds City Council's cycle network. It forms part of the Roundhay route on the Core Cycle Network, connects a large employment area to surrounding communities, provides a necessary link to St James' Hospital to assist key workers and is a direct route for active travel to the city centre joining up with the existing segregated cycle provision on Regent Street. The carriageway is extremely wide for the volume of traffic that it carries and in its current form is not an environment where cyclists feel safe. The A660 has a huge propensity for cycling and is currently one of the busiest cycle and bus corridors within Leeds. Providing wider segregated and protected cycle provision would be an improvement on the existing arrangement of advisory cycle lanes. A continuous segregated cycle route would unlock the potential for active travel and encourage modal shift on what has always been a car dominated route.
School Streets	6 locations have been installed to date and further 10 schools being considered for the Tranche 2 funding	A package of school streets has been progressed as a successful method to support social distancing whilst encouraging more parents and carers to accompany children to school by sustainable means.
Cycle parking (short stay and long stay)	250 sheffield stands Cycle hub (within Leeds Market)	To accommodate the upsurge in cycle which has been witnessed during the COVID 19 pandemic a package of both long stay and short stay cycle parking is being progressed.
Other measures	Bike purchase – 150 bikes	A bike purchase scheme is being progressed that will assist school children that were previously reliant on school buses.

	Off highway cycle route - Otley	Improvement of an existing footpath to enable both walking and cycling to take place within Wharfe Meadows Park, Otley.
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3.5.12 In addition, and not included within the scope of the EATF proposals further attention is being given to the potential for early intervention measures ahead of the longer term plans for the City Square area. This is with respect to the opportunity to bring forward cycle and pedestrian measures to support active travel and social distancing for the Neville Street dark arches route which is being considered for further engagement, for an area where despite reduced peak traffic levels air quality remains a cause for concern.

3.5.13 *Emergency Active Travel Fund – Tranche 2*

Second round bids for £225 million balance of the EATF were submitted to the DfT during August and a decision by the DfT is anticipated imminently. It is anticipated that West Yorkshire will receive an allocation of c£12 million of which Leeds share is expected to be c£3 million. The table below sets out the measure included in the Leeds component of the bid, a decision is expected in September 2020.

3.5.14 EMERGENCY ACTIVE TRAVEL FUND TRANCHE 2 PROPOSALS

North East Package - (Chapelton, Chapel Allerton and Moortown) - a mix of Active Travel Neighbourhoods (ATNs), segregated cycle lanes and road closures (with cycle gates). The sector contains two localised ATNs with measures to promote cycling and walking internally, locally to key educational, employment, retail, leisure and health destinations.	£754,000
East Package - (East End Park) - an Active Travel Neighbourhoods (ATN), with measures to promote cycling and walking internally, locally to key educational, employment, retail, leisure and health destinations. Linked to the Cycle Superhighway, and possible enhancements to that corridor coming through the A64 TCF project into Leeds city centre.	£187,500
West Package - (Armley, Wortley and Copley Hill) - a mix of Active Travel Neighbourhoods (ATNs) and segregated cycle lanes. The sector contains two localised ATNs with measures to promote cycling and walking internally, locally to key educational, employment, retail, leisure and health destinations. Links to planned radial cycle routes into Leeds city centre, including those on the cycle superhighway and through improvements at Armley Gytratory and at the Ledgard Way junction	£511,000
South Package - (Hunslet and Middleton) - a combined package of an ATN (in Middleton) and road space reallocation for cycling (using orcas and wands) on Balm Road to connects to local employment, training and retail designations in Hunslet, as well as connecting onward to the city centre via the LPTIP A61(S) corridor with permanent cycle and pedestrian faculties.	£427,000
Satellite Towns Package - (Otley and Garforth) - the proposals here seek to convert road space to cycle lanes/facilities in two out of town free standing settlements, where there is a high call for cycling, but are overly dominated by car traffic. Measures will improve air quaiity, promote the use of cycling and walking and improve the economic vitality of those towns.	£379,500

City Connect Network Expansion Package - extending the successful City Connect cycle to expand catchments and create wider networks. Specifically the proposals focus on orbital cycle facilities along the ORR in the north west and south west of the city expanding the Leeds Bradford Superhighway, and the Elland Road to Leeds routes. These expansions will result from a mix of road space reallocation and new off highway facilities.	£390,000
Tranche 1 Enhancements Package - Upgrade and making permanent selected Tranche 1 works including school streets, ATN eg Beeston, Hyde Park or Chapletown. Includes works to remove pinch points such as pedestrian islands on cycle routes. Additionally add Shaw Lane junction works to complement Tranche 1 A660 works.	£161,500
E-scooters Cycle Parking and Hub Package - Supporting the trial of e-scooters in the city, continuing the established cycle hub from tranche 1, responding to demands for cycle parking at local schools & major employers, particularly where this can be linked to enhanced or existing route enhancements form catchment areas.	£140,000
Monitoring and Evaluation - allocation for user surveys and counts.	£75,000
Total	£3,025,000

3.5.15 Similarly to the preparations for Tranche 1 further round of public consultation was undertaken by engagement through the Connecting Leeds website alongside further development of measures that were not practical for reasons of delivery and preparation in Tranche 1. The measures are intended to build on those that will be completed in Tranche 1 to deliver a permanent active travel legacy for walking and cycling and improved conditions for active mobility that complements the mainstream capital investments for cycling, walking and place making that are currently either on-site or at an advanced stage of preparation. These include further phases for the cycle superhighway programme for the A6120 Leeds orbital route (complete), the city centre (on-site) and imminently starting in South Leeds and public realm improvements due on Cookridge Street, New Briggate and the New Market Street/ Call Lane as part of the Connecting Leeds public transport programme.

3.5.16 As with Tranche 1 further development and engagement will take place involving Ward Members, local communities and stakeholders as the projects and refined and developed in advance of the delivery phase due to commence later this year.

3.5.17 Other activities

Officers are working closely with Childrens' Services Directorate the Combined Authority to support the full return to schools including the second phase of the School Streets trail which is expected to engage a further ten schools. Similarly engagement and collaboration is taking place with the Leeds universities to support the return of students and the communications needed to ensure this reflects the imperatives of the health emergency. In this regard the potential for the active travel modes of walking and cycling will be emphasised for the many students who live within reasonable travel distance for these modes to the various HE and FE campuses. Support is also being given to the Combined Authority to ensure as far as possible effective provision for public and school transport is being made.

3.5.18 A proposal was submitted to the Department for Transport in July 2020 for Leeds to host an e-scooter trial based on long-term lease scooters and docked provision

(dockless scooters were not included in the proposal). Participation in the trial requires cycle tracks to be converted into cycle lanes to permit e-scooters to use infrastructure such as the City Connect superhighway, before the scheme can proceed. The ability to do this has raised a number of issues and following advice from Legal Services it was agreed in early September with the Executive Member that the application be withdrawn. DfT have now advised that they are willing to address the issues as other authorities such as TfL are also uncomfortable with the level of risk in converting tracks without a relaxation of design standards. The trial is expected to result in nationwide approval of rental e-scooters and this therefore remains a work in progress for LCC. LCC will monitor the UK trial closely in terms of behaviours, road safety and impacts on other highway users. Particular attention will be paid in this respect to the equality concerns which have been raised both locally and nationally about e-scooter use.

3.5.19 The Elland Road park and ride site, including the car park extension which increases the provision of the site to 1,350 spaces, opened on 24 August running on the regular pre-Covid timetable. Services and the site are being operated in Covid secure manner in accordance with best practice of the bus operator and detailed site assessment social distancing. Demand will be monitored on a continuing basis and this will inform the delivery of the service to ensure passenger safety. No decisions have been taken with respect to a resumption of the Temple Green park and ride service, where the site remains a regional testing centre for the Department of Health. The situation is being reviewed on a monthly basis and any decision will be made based on the emerging evidence of demand from Elland Road and the continuing requirement for the medical testing provision and the provisions within the leasing of the site to DOH.

3.6 Operations – Markets, City Centre Management and Directorate Change

3.6.1 The Markets Service has remained operational throughout the COVID-19 pandemic and all markets have operated with an increasing number of traders able to trade as a result of Government restrictions on trade reducing over time. Recognising the impact of reduced footfall as a result of COVID-19 a series of fee reductions (ranging from 25% through to 100%, reflecting differing levels of continuing Government restrictions in trade) have been implemented for the 3 month period covering 1st July to 30th September 2020. Additional support will be considered as required.

3.6.2 All traders have been reminded that the purpose of the government grants and support was to enable traders to meet their ongoing business financial commitments during the pandemic and this includes rental and service charge costs to the Council. Therefore all indoor market arrears built up over the initial three month period (April, May and June) remain payable and traders are required to clear the arrears as soon as possible. Where traders are unable to do so immediately they will be required to enter into a payment plan agreement whereby the outstanding debt is repaid no later than 31st March 2022.

3.6.3 Where traders' extenuating individual circumstances prohibited them from trading for a prolonged period, even though Government restrictions allowed their trade line to trade, or traders are facing issues of hardship as a result of the covid situation then these traders have been encouraged to discuss their circumstances with the Market team and as much support and assistance as possible will be offered.

- 3.6.4 Footfall at the Market since the return of retail generally reopening in mid-June has shown a trend of a slow/steady rise in numbers but visitor numbers remain well down on the previous year. There is significant variation in daily numbers but the year on year difference for the period January 2020 to end of July 2020 shows a reduction in visitors of approximately is 40%.
- 3.6.5 Whilst it remains 'early days' in terms of return to retailing a number of businesses (a net reduction of six at the time of report writing out of a total of 245 available units) had terminated their lease/licence to trade at Kirkgate Market.
- 3.6.6 The City Centre Team have been heavily involved in activity to support the reopening of the City Centre including:
- Leading of Re-opening High Streets Safely Fund activity including:
 - signage and banners
 - marketing and promotion of the city centre,
 - hand sanitisation
 - Delivery of Briggate Pop Up Park
 - Co-ordinating a new approach to café licences
 - Co-ordinating daytime and night-time economy stewarding services by mean of temporary provision of City Centre Ambassadors (utilising re-allocated LCC staff) and SIA approved 'Night Marshalls'.
 - Completed the permanent the Greek street pedestrianisation scheme and launched in time to support re-opening of the hospitality sector
 - Temporary pedestrianisation activity (with H&T)
 - Engagement with ancillary activity such as safe travel into the city, engagement with retailers re opening, liaison with the Bid on partnership activity etc.
- 3.6.7 Footfall for the City Centre as outlined earlier in the report continues to show a steady increase in numbers (with some weather and activity led variation e.g. 'eat out to help out'). At the time of writing city centre footfall was recovering and showing an upward trend following the significant reductions at the height of the lockdown period. It should be noted however that there is a marked change in footfall across the City Centre with the main shopping areas attracting visitors whilst the commercial areas have seen significantly less footfall and major employers have not, as yet, returned to office based locations.

3.7 Planning and Sustainable Development

- 3.7.1 During the lockdown period and as restrictions have eased, the Planning Service has continued to operate, albeit with adjustments in place. The majority of Planning and Building Control Staff have been able to work successfully from home, although it has been necessary for the Customer Services and Technical Support Team to return to the office (on a limited basis), to undertake duties which cannot be done remotely. This has been essential, in order to enable other parts of the service to operate and to enable service continuity. This includes the validation of new planning applications, servicing the Plans Panel and in issuing Decision Notices.

- 3.7.2 Following the introduction of the lockdown, as previously highlighted, in consultation with the Plans Panel Chairs and the Executive Member, planning applications in the system were reviewed as a basis to identify, which applications might be delegated for decision (under the scheme of delegation), deferred with agreement or for consideration at a future Plans Panel.
- 3.7.3 In response to the need to adhere to national and City Council guidance for 'safe working', a 'Remote Access' protocol was circulated to all members of Council on 15th April, to provide a basis for Virtual Plans Panels to be trialled and to operate until circumstances substantially change. The first Remote Access Panel took place on 21st May (City Plans Panel), with the South and West Plans Panel taking place on the 4th of June. Following this, a schedule of Plans Panel meetings for all three Panels has been put in place and are now diarised into 2021. In support of the Panels, extensive work was undertaken by Governance Services, DIS and support staff, to ensure the technology, training and meeting protocols were in place. A particular challenge has been moving to different virtual meeting platforms and retraining, to ensure that the infrastructure to support such meetings remains fit for purpose.
- 3.7.4 Due to the restrictions in place, the erection of Site notices was temporarily suspended but are now being erected, neighbour notification letters are also being sent out and site visits undertaken, enabling applications to move through the process. The resumption of these activities has followed a stepped and precautionary approach, through the development of Safe Working Practices Notes (for both Planning and Building Control). These have been developed (and are being kept under review), within the context of Government and City Council requirements and engagement with staff, the Trades Unions, Health & Safety and Human Resources.
- 3.7.5 For plan making and implementation there has been a continued focus on delivering the climate emergency and health and well-being agenda through better place making and master planning. The importance of this has been heightened through the lockdown experience and the resilience of communities is a key theme of the forthcoming update of the Local Plan. This has a particular focus on matters such as green infrastructure and town and local centres.
- 3.7.6 In parallel with the above activity, there have been on going Government (MHCLG) reforms to the Planning System. These include lifting restrictions and increasing Permitted Development allowances in response to the pandemic. On the 6th August MHCLG, launched the Planning White Paper – 'Planning for the Future'. This reiterates the importance of the use of digital technologies in the delivery of a planning service. At a local level, this reflects how the service has been operating increasingly during the pandemic and also future changes which will need to be made to meet budget challenges.

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The work undertaken as outlined in Section 3 covers a range of Services and functions across the Directorate. Certain specific activity e.g. temporary changes to public realm, will have included consultation and engagement with relevant stakeholders prior to implementation.

4.2 Equality and diversity / cohesion and integration

4.2.1 A number of the activities undertaken in Section 3 may have the potential to give rise to equality implications, including positive outcomes. All changes undertaken have been taken cognisant of the Council's agreed approach to Equalities and the need to consider the duty to promote community cohesion.

4.3 Council policies and the Best Council Plan

4.3.1 The City Development's activity in relation to COVID-19 has implications for a number of priorities detailed in the Best Council Plan 2020-2025 most notably in connection with the priorities around:

- Sustainable Infrastructure
- Culture
- Inclusive Growth

Climate Emergency

4.3.2 The work by Highways and Transportation and City Centre Management in responding to COVID-19 and bringing forward changed arrangements in relation to pedestrian/vehicle movements has the potential to bring forward reductions in vehicle emissions with a positive impact on climate matters.

4.4 Resources, procurement and value for money

4.4.1 No implications in relation to activity undertaken. Covid-19 has however had a significant impact on the Directorate's budget position for 20/21 and its forecast position for 21/22.

4.4.2 This is being reported as part of the corporate monitoring processes, including regular reporting to Executive Board.

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

4.5.1 No implications.

4.6 Risk management

4.6.1 There are no obvious risk management implications.

5 Conclusions

5.1 COVID-19 remains a significant area of activity and risk for the City and City Development continues to play a leading role in a number of areas of activity.

6 Recommendations

6.1 Scrutiny Board is asked to note the activity to date as detailed within the report.

7 Background documents¹

7.1 None.

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

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Report of Director of City Development

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

Date: 23rd September 2020

Subject: CONNECTING LEEDS - PUBLIC TRANSPORT INVESTMENT PROGRAMME GENERAL UPDATE

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): All	
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- The city’s strategy for dealing with congestion on key routes into the city centre, where only limited amounts of road space exist, is to encourage greater use of public transport amongst those for whom travel by bus offers a viable option.
- As a result of Covid-19 there has been an increase in cycling and walking which the Connecting Leeds - Leeds Public Transport Investment Programme (LPTIP) is looking to build on.
- With anticipated local and private sector contributions the total LPTIP investment package is worth £270m. At present the total public LPTIP funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.9m) and WYCA (£0.97m) totalling £183.5m. Schemes to be delivered from this funding are required to be in contract by March 2021 with completion by the end of 2021/22.
- Actual spend to date across the LPTIP programme is £78.3m. At August 2020 the actual spend is £22.3m with a further £72.4m is forecast for 2020/21 taking the yearly spend to an estimated £94.7m.
- 2 schemes have been fully completed, 2 schemes are nearing completion, 7 schemes are on site and only two schemes remain to start later in 2020.
- As part of Connecting Leeds, LPTIP complements a number of other programmes, principally those funded by the West Yorkshire Transport Fund which all combine to make progress towards the Leeds transport strategy vision.

- LPTIP effectively continued operating on construction sites during the Covid-19 pandemic with all sites adhering to the safe working practices as outlined by government and industry.
- A Covid-19 risk scenario planning exercise in terms of best case, worst case and likely case took place working out the likely preliminary costs and delays.
- As a consequence of the ongoing development, costing and delivery of the programme there are several schemes that are now out with the core LPTIP programme. These schemes, which include future plans for the A660 Lawnswood junction, are detailed in this report.
- This report also details proposals for bringing forward a trial for including motorcycle access to bus lanes on the A65 LPTIP corridor.

2. Best Council Plan Implications

- Leeds' transport infrastructure represents a major challenge for the City. Years of under investment and its impact on the City's economy and quality of life means a comprehensive package of interventions are required over the next decade. Accordingly, in order to achieve our stated ambitions, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund and working in partnership with the West Yorkshire Combined Authority (WYCA) on various projects under the auspices of the £183.5 million LPTIP fund.
- The anticipated benefits of using the £183.5m to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds to be the best city in the UK and the Best Council Plan 2019/20 to 2020/21 priorities for inclusive growth, sustainable infrastructure and being a child-friendly city. The LPTIP funded projects will also contribute to the objectives of the Local Development Framework, Leeds Core Strategy, emerging WYCA Transport Strategy, and Strategic Economic Plan.

3. Resource Implications

- There are no specific funding implications to this report. Details of the LPTIP programme and finance are contained within the report and subject to the normal financial approvals and procedures.

Recommendations

- Members of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) are requested to note and consider this Connecting Leeds update report.

1. Purpose of this report

- 1.1 To consider a short report on the LPTIP including spend to date and forecast and scheme delivery status. Also to consider the schemes that have dropped out of LPTIP and are being parked or delivered through other funding and delivery mechanisms. The impact of Covid-19 is also highlighted.

2. Background information

- 2.1 The aims and ambitions of the LPTIP package of public transport improvements have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:

- Support economic growth by unlocking transport constraints in key growth areas and across the city;
- Align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including High Speed Rail and Northern Powerhouse Rail;
- Improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with Department for Environment Food and Rural Affairs legal requirement of the city;
- Complement the existing schemes being delivered through the West Yorkshire plus Transport Fund such as Leeds City Centre Package and the Corridor Improvement Programme;
- Reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;
- To leverage match funding from the private sector, both public transport providers and developments / businesses who will benefit from the public investment; and
- Cognisance of and adaptability for the delivery of the longer term strategy.

- 2.2 At present the total public funding confirmed comprises the contributions from DfT (£173.5 million), LCC (£8.9 million) and the West Yorkshire Combined Authority (£0.97 million) totalling £183.5 million. It is this £183.5 million of investment which is monitored through the Combined Authorities assurance process. A further £86.76m is in a kind funding contribution from bus operating companies reflecting their investment in new bus fleet.

- 2.3 The Programme aims to increase use of public transport in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment and public services. Also to create:

- A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally.
- An ambitious city, that attracts and plans for inclusive growth.
- A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network.
- A people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone.

- A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.

2.4 These programme wide benefits are now being reviewed in light of the impact of Covid-19 on modal shift towards walking and cycling and the impact on the use of public transport as a result of Covid-19.

Impact of Covid-19 pandemic

2.5 Throughout the pandemic the LPTIP team have been very closely monitoring both the financial and programme impacts of the national lockdown situation. The delivery teams have been key in ensuring that impacts are kept to a minimum while still maintaining government safety guidelines and having the wellbeing of both staff and public as a priority. On the LPTIP Bus Infrastructure package there have been a considerable amount of controls implemented to ensure the health and wellbeing of all project team members, and their families, during the Covid-19 pandemic. These project implemented controls not only protect the health and wellbeing of the staff but also take into consideration the project performance and continuity of works in a safe manner.

2.6 Contingency actions to mitigate the future loss of staff due to Covid 19 symptoms, quarantine or self-isolation included multi-skill training of staff ensuring that more than one person has the skills and knowledge required to maintain critical functions; separation of core skills across multiple locations; use of third parties/contractors to bolster teams. During this period of disruption the LPTIP senior management team met twice a week to form a view on staff availability, prioritisation of workload and react to any issues that might arise. A LPTIP Business Continuity Plan was also produced and shared with senior stakeholders including the LPTIP Programme Board.

2.7 The programme has continued with construction during the Covid-19 pandemic and all sites worked whilst maintaining safe working practices as outlined by the government. Specific briefings were held with respect to social distancing to help reduce any public comment or feedback. A site shutdown and restart check sheet were produced by both Delivery Partners.

2.8 Delivery Partners both managed production despite difficulties experienced with some parts of the supply chain. There were notable benefits to traffic management during the initial Covid-19 lockdown period which meant additional traffic management measures and some day time lane closures. In many instances the delivery partners have been able to take advantage of quieter streets in order to accelerate delivery. For example (and not exclusively), the Headrow Gateway scheme has progressed paving works outside closed shops in order to minimise impact of works when businesses re-open. And the A61 South scheme has taken advantage of lower traffic volumes in order to progress works during peak periods. The park and rides remained unaffected as there were no traffic management interfaces.

2.9 In light of the above a number of risk scenario planning meetings were held with the Delivery Partners to assess the impact of Covid-19 in terms of best case, worst case and likely case working out the likely preliminary costs and delays. The current financial impact which is directly related to Covid-19 has been estimated as £2.39m for Bus Infrastructure schemes and a further £0.03m for Leeds bus station

(total £2.42m). These costs were factored into the LPTIP scheme budgets and future forecasts. Communication with the Department for Transport has regularly taken place during this period.

Global affordability review

- 2.10 Due to the Covid-19 impact and changing delivery costs as designs are finalised and full construction costs are established, a rolling cost and affordability review is progressing with WYCA and delivery partners with the assurance input led by an independent cost assurance consultant. At the start of LPTIP a schedule of schemes was initially drawn up and agreed by stakeholders based on initial early feasibility used to inform the original DfT programme bid. This included a certain level of over-programming which was necessary to ensure that all the funds were appropriately allocated and expenditure committed within the timeframes set by DfT.
- 2.11 A recent affordability review looking at the global finance position was undertaken to RAG rate and prioritise schemes for final delivery. The over-programming and subsequent prioritisation process has enabled the available LPTIP budget availability to be maximised and allocated to delivering schemes which will give the greatest outputs and which are deliverable within the tight timeframes of the funding window. This process was moderated by colleagues across the Council, technical advisors WSP consultants, Delivery Partners and endorsed by the joint Council and WYCA officer Programme Board. This process has also reflected the issues which emerge during the early development phase and allowed the programme to reflect the outcomes and changes to scope arising from the technical and engagement outcomes during the detailed project concept and design stages.
- 2.12 A number of schemes that have been developed under the programme have proceeded up to or beyond Outline Business Case (OBC) but which have not reached the level of development and agreement have formed a reserve tranche of schemes to be brought forward for alternative funding and delivery options. Under normal circumstances these schemes would gain full approval at FBC+ and funding agreements drawn up, but without FBC+ these development costs have required an interim approval from WYCA which was approved in August 2020.

3. Main Issues

Leeds Public Transport Investment Programme

3.1 Bus Priority Corridors

The corridor schemes to be delivered fully under the LPTIP programme have now been identified in Table 1:

Table 1

Scheme	Capital value	Current stage of development	Completion date
A660 signals Improved Highway Works including bus priority and signal improvements	FBC+ Figure: £1.056M	Construction	31/03/2021
A65 signals Signal equipment upgrades including installation of adaptive signal technology	FBC+ Figure: £1.209M	Construction	31/03/2021
A61 North Eastern Arm Improved Highway works including bus priority, signal and junction improvements and segregated cycle provision	FBC Figure: £4.410M FBC+ to be submitted 1 st October.	Construction due to start September 2020	16/11/2020
A647 corridor Improved Highway Works including bus priority and signal improvements	Cost estimate at FBC stage was £15.93m. Note that FBC+ submission is scheduled for 1 st October, and may show a higher cost.	<ul style="list-style-type: none"> • FBC+ submission planned for 1st October • Construction to begin September/October 2020 • There have been some delays to finalisation of design, scope and TROs due to requirements for consultation • Scheme is still on target to be in contract and committed prior to March 2021 but delivery could continue after March 2022 	May 2022
A61 South corridor Improved Highway works including bus priority, signal improvements and segregated cycle provision	FBC+ Figure: £18.247M	Construction	May 2021
Early interventions Local junction improvement schemes at A61 Moortown Corner, A660 Holt Lane and A647 Gloucester Terrace	Gloucester Terrace - £439k Holt Lane - £1.15m Moortown Corner - £1.404M	<ul style="list-style-type: none"> • Gloucester Terrace – complete • Holt Lane – construction largely complete • Moortown corner – construction largely complete 	<ul style="list-style-type: none"> • Holt Lane – September 2020 • Moortown – September 2020

3.2 Park and Rides

The park and ride schemes to be delivered fully under the LPTIP programme have now been identified in Table 2 below:

Table 2

Scheme	Capital value	Current stage of development	Completion date
Stourton park and ride New 1200 space site	FBC+ Figure: £38.476M	<ul style="list-style-type: none"> • Construction • Bus operator procurement of new electric bus fleet initiated 	August 2021
Elland Road park and ride 550 space expansion	£7.4M	<ul style="list-style-type: none"> • Construction completed in June 2020 • Site available for use at reinstatement of bus service. 	Bus service commenced 24 August 2020

3.3 City Centre Gateways

The gateway schemes to be delivered fully under the LPTIP programme have now been identified in Table 3 below:

Table 3

Scheme	Capital value	Current stage of development	Completion date
Infirmiry Street / Park Row Gateway Public realm, bus, cycle and pedestrian infrastructure improvements	£8.9M (August Package Board)	<ul style="list-style-type: none"> • Now working on south side of Infirmiry St, and east side of Park Row. • East Parade junction will commence in September. 	January 2021.
Corn Exchange Gateway Public realm, bus, cycle and pedestrian infrastructure improvements	£25.6M (August Package Board)	<ul style="list-style-type: none"> • Enabling works now on site. • Ongoing issues with the Hackney carriage provision. • Challenging value engineering exercise ongoing. 	January 2022
Headrow Gateway Public realm, bus, cycle and pedestrian infrastructure improvements	£22.8M (August Package Board)	<ul style="list-style-type: none"> • Two way bus services on the Headrow to return in early October. • New Briggate now to be undertaken at the end of the programme to allow completion of Opera North works. 	December 2021.

3.4 Rail

A number of schemes within the LPTIP programme were funded to OBC stage and initial design stage as part of this funding and not through to full delivery, including most of the schemes in the Rail package. The programme is completing development up to outline business case Governance for Railway Investment Projects (GRIP) stage 3, three new rail stations across the city at proposed sites serving Leeds Bradford Airport, Thorpe Park and White Rose with accessibility improvements at a further three stations; Cross Gates, Morley and Horsforth. Current status of these proposals is shown below:

- Leeds Bradford Airport Parkway – design and OBC completed at above. Next steps assembly of future funding package and progressing to detailed design and delivery. Having due regard for current airport development proposals.
- Thorpe Park Station – design completed as above at pre OBC stage. Next steps assembly of future funding package and progression to detailed design

- and delivery. Having due regard for national rail project development of Trans Pennine Route Upgrade scheme.
- White Rose station – design and OBC completed as above. Development partnership with developer progressing detailed stages with view to completion of full funding package and delivery in 2022.
 - Rail accessibility package –developed to OBC stage proposals to be progressed and funded separately outside the LPTIP.

The expansion of rail car park facilities at New Pudsey as identified with the original programme has not proved feasible within the scope of LPTIP and is being developed separately within the West Yorkshire Transport Fund park and ride programme. There is also a proposal to upgrade Leeds station as a centrepiece for the regional transport network to which LPTIP has contributed. These measures will; increase the accessibility to the rail network particularly housing and economic growth areas, provide a greater number of park and ride places and improve the poor surface access to the airport. In terms of the programme it has always been the Case that the DfT LPTIP funding only meets the development costs. Work alongside this development is proceeding to assemble the final funding packages for the schemes in combination with WYCA and key partners including recently awarded funding from the national Transforming Cities Fund towards the costs of the station gateway.

3.5 Bus Delivery

The following schemes are currently scoped to fulfil a set budget, however, if more funding were to become available they would be upwardly scalable and the scope could be expanded. This would result in better outputs and value for money:

- Real time bus information (additional screens and totems); and
- Leeds Bus Station (further enhancements and provision of sustainable infrastructure).

In terms of Leeds bus station the development and design partners were unable to gain access to the bus station safely and maintain social distancing in order to carry out vital survey work. Members of contractor survey teams were also furloughed and other contractors were unavailable. In addition there have been delays to the commencement of stakeholder negotiations as well as negotiations with tenants, operators and lease holders.

This has led to the elimination of all programme flexibility and to at least eight weeks delay to the next design stages and delays to the progress of this scheme of at least 16 weeks. These delays have also had an impact on costs due to programme elongation and the work that has been required to respond to a regularly changing situation. The costs impact is estimated as a minimum of £30,000.

The current position is that it is now scheduled to go into contract with the delivery partner in February / March 2021 with an end date for completion of March 2022, however this may extend beyond this due the now constrained programme. The programme team are resolved to ensure that this scheme is delivered as the bus station plays a pivotal role in the bus network for the city.

Further detail on the Rail and Bus Delivery schemes is attached at **Appendix 1**.

3.6 Further development schemes

As a result of the short timescales placed on the delivery of LPTIP, the early development of the programme has provided a layer of over-programming to ensure that all of the DfT funds would be committed on appropriate schemes and within the March 2021 funding window. This has resulted in a number of schemes identified within the overall future strategy being worked up to, or beyond OBC, which will not proceed to delivery within LPTIP. There are also a number of strategic priority schemes for Leeds City Council and the Combined Authority and which do not currently have confirmed funds available. These schemes form a prepared “pipeline” of schemes ready for final development and delivery and ready for bids for additional funding opportunities as they arise.

A level of ‘development’ preparatory scheme expenditure was factored into the LPTIP programme and it is the intention that those schemes continue to be delivered by alternative funding sources. The costs are therefore to be considered as a pre-planned investment to aid early delivery of future programmes and will benefit both Leeds City Council and the Combined Authority as a result.

Table 4 below describes the extent developed schemes ready for the next steps of development and bids for additional funding. This list includes schemes which potentially fall within the scope of the West Yorkshire Transport Fund programmes, principally Tranche 2 of the West Yorkshire Corridor Improvement Programme. This is still in the decision making process and funding for all the schemes is yet to be confirmed. There has also been some movement of schemes between LPTIP and WY+TF and this is still being reconciled. This list is therefore still being worked on and is not definitive.

Table 4

Scheme	Estimated baseline cost	Potential funding source	Current stage	Comment
Bus Infrastructure package				
Alwoodley park and ride	£14.026m	TBC	OBC	Planning underway. Original scheme was under LPTIP and includes public consultation. Unfunded P&R pipeline scheme.
Temple Green park and ride extension	£7.386m	Getting Building funding confirmed	FBC+ ready for delivery	Previously within LPTIP. Now being mobilised for procurement and delivery. Planning consent and detailed design complete.
A58 Beckett Street	£13.956m	LPTIP	OBC	Currently included within LPTIP global finance cost and affordability review under review.
A660 Headingley Hill	£4m	CIP2	OBC	Within WYTF CIP2 submission.
A660 Lawnswood	c£9m TBC	CIP2	Prelim' design	As above
A660 Hyde park & Woodhouse Moor	£5m	CIP2	Prelim' design	As above
A660 City Gateway & University	£19m	TBC	Feasibility only	Further development to OBC. Unfunded pipeline scheme

section				
A61(N) Scott Hall Road	£8.945m	CIP2	OBC	Within WYTF CIP2 submission. DfT Local Pinch Point fund submitted but not confirmed.
A58 North St / Roundhay road	£2m	TBC	Feasibility only	Further development to OBC. Unfunded pipeline scheme.
A58 Roundhay Rd / Easterly Rd	£4m	CIP2	OBC	Within WYTF CIP2 submission at advanced stage
A61(N) Stonegate Rd, King Lane bus link	£14m	TBC	OBC ready	OBC prepared under LPTIP at advanced stage towards FBC. Unfunded pipeline scheme has interface with A6120 strategy.
Rail package				
White Rose rail station	£22m	Part funded by WY+TF	Grip 3 FBC	Not funded in low TCF scenario. Developer match funding available
Thorpe Park rail station	£27m (not including OB)	tbc	Grip 3 / OBC due this autumn	WY+TF match for development costs. C £15m funding shortfall
RAP Crossgates		TBC	OBC	Paused pending FBC stage. WYCA scheme.
RAP Horsforth		TBC	OBC	As above
RAP Morley				Expected to be delivered by Network Rail in conjunction with TRU.
Bus delivery package				
New Pudsey P&R	£12m	WY+TF	OBC	Early development complete within the LPTIP.
Realtime additional screens	£2m	TBC	OBC/ FBC	Could be delivered very quickly through change request. Contractor delivering phase 1 under LPTIP
White Rose bus station	£1.2m	TBC	feasibility	Remains at engagement stage with landowner.
Leeds bus station further enhancements	£2m	TBC	FBC (FBC+ due in November)	At advanced pre-delivery stage. Contractor delivering phase 1 under LPTIP
Otley bus links	TBC	TBC	Pre-feasibility	Identified within LPTIP scope of appropriate bus improvement remains to be defined

3.7 Covid-19 programme financial impact

The current financial impact which is directly related to Covid-19 has been estimated as £2.39m for Bus Infrastructure package and a further £0.03m for Leeds bus station (total £2.42m). This is resulting from additional staffing costs for managing new ways of working, changes to supply chain for materials and the closure of utility companies in the early stages has resulted in additional preliminary costs. The situation continues to be closely monitored and any further recorded impacts will be reported in due course.

3.8 Cost estimates

Cost estimates have been established for each package within the programme which include spend to date and forecasts to the end of the programme.

Table 5 - LPTIP actuals and expenditure forecasts for remainder of programme

CONNECTING LEEDS - LPTIP PROGRAMME as at 31st August 2020										
Packages	3 Years 2017/20 Total £000s	Apr- Aug Actual £000s	Sep- March Est £000s	2020/21 Est £000s	2021/22 Est £000s	Total 2017 to 2022 £000s	Available DFT/ Partner Budget £000s	Additional External Secured Funding £000s	Total DFT, Partner & External £000s	Over programming £000s
1 Bus Priority	18379	7466	15555	23021	18,304	59704	48900	1458	50358	9346
2 Park & Ride	17452	6696	10529	17225	21,351	56027	40500	11664	52164	3863
3 City Centre Gateway	12015	6586	17710	24297	21,150	57461	42700	21018	63718	-6257
Bus Infrastructure	47846	20748	43795	64542	60805	173193	132100	34140	166240	6952
4 Rail	3070	537	12647	13184	3,920	20174	21200		21200	-1026
5 Bus Delivery	3321	780	15421	16201	6,699	26220	26200		26200	20
* 6 Management Costs	1758	212	549	761	610	3129	4000		4000	-871
	55,994	22,276	72,412	94688	72033	222715	183500	34140	217640	5075

- Bus Priority Corridors – Funding available £50.4m, authority to spend in place £44.5m. Total spend to mid-August 2020 £25.8m with a further £15.6m expected in 2020/21 and £18.3m in 2021/22.
- Park & Ride - Funding available £52.2m, authority to spend in place £43.7m. Total spend to mid-August 2020 £17.5m with a further £11.2m expected in 2020/21 and £19.5m in 2021/22.
- City Centre Gateways - Funding available £63.7m, authority to spend in place £52.6m. Total spend to mid-August 2020 is £18.6m with a further £17.7m expected in 2020/21 and £21.2m in 2021/22.
- Rail – Funding available £21.2m. Spend to mid-August 2020 £3.5m with a further £12.6m expected in 2020/21 and £3.9m in 2021/22.
- Bus Delivery - Funding available £26.2m. Spend to mid-August 2020 £4.1m with a further £15.4m expected in 2020/21 and £6.7m in 2021/22.
- Programme Management, Communications & Marketing - Funding available £4m, authority to spend £4m. Spend to mid-August 2020 £1.97m with a further £0.5m expected in 2020/21 and £0.6m in 2021/22

3.9 Proposed trial of motorcycle use of bus lanes

Following the recommendation of Scrutiny Board (September 2019) to carry out a trial that permitted motorcycles to use a with flow bus lane, Leeds City Council have been working to understand what is the most appropriate and suitable location for this to take place. A comprehensive review of all existing bus lanes has been conducted and focused on key factors such as design standards, traffic characteristics and usage, road conditions, site constraints, geometry and collision history. The conclusion of this work has resulted in the recommendation that the A65 Kirkstall Road is the most suitable location within Leeds for a trial to take place.

Kirkstall Road has several advantages when compared to other locations across the city; the main one being it is a unique piece of bus infrastructure that for the large

majority is approximately 4.5m wide and therefore allows suitable room for safe overtaking. The selection of this location is also the preferred trial site of the Motorcycle Action Group.

Leeds City Council have begun to progress and make preparations for implementation of the trial with the aim of having it in place and operational within the 2020/21 financial year. It is anticipated that the trial will be introduced under the provision of an Experimental Traffic Order for a minimum period of 12 months allowing suitable data to be captured for all four seasons. Monitoring will take place during this period in order to facilitate a final review and provide the ability to determine if the trial has been a success, whether it should be made permanent and draw conclusions that will help steer future policy.

A delivery date for the trial scheme has not yet been set and planning is ongoing to achieve this within the current financial year 2020/21.

Leeds City Council is also progressing a package of secure motorcycle parking that will improve the parking offer within many council owned car parks across the city.

3.10 A660 / A6120 Lawnswood Junction

The September 2019 Scrutiny Board received a report concerning the development of a scheme to improve the Lawnswood junction which rehearsed the processes and the options previously considered and in the light of public feedback and review of the proposals the next steps.

At that time the scheme had been withdrawn for further review and removed from the LPTIP programme. Nevertheless there remained compelling reasons, not least on road safety grounds (the site being listed at number 3 on the Leeds road casualty sites for concern) for an improvement at this location to be retained within the programme.

Currently as described in Table 4 above the scheme is unfunded and sits potentially within the scope of the WYTF CIP Tranche 3 programme. However, at this time there is no business case for a revised scheme proposals and as such it is not amongst the top priority list for funding from this fund. Consideration has also been given to alternative funding routes but it is not eligible for either the Department of Transport Major Route Network (MRN) funding programme and neither is considered sufficiently developed for a bid to the Local Pinch Point Fund for which the outcome of current applications has yet to be announced.

In the meantime as proposed at the Scrutiny Board meeting the development of an alternative junction scheme has been pursued. The objectives of this exercise as discussed at the time have been to devise a scheme which addresses the dominant collision issues for pedal cyclists and severance and connectivity for pedestrians whilst having regard to ensuring bus service reliability and the location on the strategic A6120 orbital route. Safeguarding the existing trees and green roundabout space have also been factored into this work. A draft design for the scheme has been prepared although further detailed costing of the option has yet to be undertaken.

The next step with the proposals is to share the proposals with the local Ward Members as a precursor to planning a public engagement round. At the present

time all engagements are being reviewed as detailed in 4.1.4 below pending resumption in a revised form the respect the health emergency and the need for a Covid-19 secure approach to any face to face approaches. At the present time therefore the plans are looking at how consultation could be achieved using remote engagement techniques with initial pilot projects being developed for other more advanced schemes. It is, however, anticipated that before the end of the current year 2020/21 a way forward and plans will be established.

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 LPTIP was developed off the back of extensive consultation as part of the Leeds Transport Conversation. This process involved engaging a wide range of groups including but not limited to Child Friendly Leeds, Older People's Forum, Access Groups, BME Hub, Disability Hub, LGBT* Hub, Hub Reps Network, Womens' Lives Leeds, Access and Use-Ability Group, Physical and Sensory Impairment (PSI) Network and the Equalities Assembly Conference.
- 4.1.2 The consultation and engagement strategy for LPTIP has been extensively planned, making best use of on-line, social media, off-line publicity, stakeholder meetings, local consultation events, specific children and youth focused questionnaire and a range of additional neighbourhood forum and local community events- either where these have been requested, or to explain details, and scheme impacts as locally and specifically as possible.
- 4.1.3 The sequencing of the consultation sits alongside the programme and delivery stages of the project and moves according to the steps that projects reach within the overall programme and delivery plan.
- 4.1.4 As a result of Covid-19 and social distancing changes have had to be made to face-to-face planned consultations. The team have made the best use of online and social media presence and postal communications under the new guidelines. Future consultation and engagement remains under ongoing review and development and will continue to reflect Council and national requirements for social distancing and Covid-19 secure practise.
- 4.1.5 In June 2020 the Connecting Leeds team were highly commended for 'team of the year' award at the Chartered Institute of Highways and Transportation awards. All partners have managed very difficult and unprecedented situations and enabled impacts to be kept to a minimum and worked collaboratively to find solutions and this has been recognised nationally.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The Connecting Leeds funded programmes were developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, Black and Minority Ethnic (BME) Hub, Disability Hub, Lesbian Gay Bisexual Transgender (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.

- 4.2.2 Road safety affects everyone. However, certain groups are more likely to suffer the adverse effects of traffic, be it in terms of the likelihood of collision or poorer outcomes if they are involved in a road traffic collision.
- 4.2.3 Key stakeholders have been identified by WSP and LCC, including members of the Access and Use-ability group, who will play a crucial role in ensuring that the schemes will be delivered successfully, as well as be operated and maintained in future. Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that is inclusive and meets the needs of individuals, communities and the city. Through their involvement we have undertaken multiple Seldom Heard Group workshops as part of the overall Connecting Leeds proposals.
- 4.2.4 From previous engagement and consultation, it is evident that transport has the potential to have a differential impact on equality groups with particular regard to gender, disability, race, age, younger and older people. Equality screening has taken place with key stakeholders, prior to any consultation and engagement, to ensure actions are taken to highlight the positive impacts and reduce the negative impacts.

4.3 Council policies and the Best Council Plan

4.3.1 Best Council Plan Implications

- Outcome: Be safe and feel safe.
- Outcome: Move around a well-planned city easily.
- Sustainable Infrastructure: Improving transport connections, safety, reliability and affordability.
- Sustainable Infrastructure: Improving air quality, reducing pollution and noise.
- Priority: Health and wellbeing - Supporting healthy, physically active lifestyles.

4.3.2 Climate Emergency

By improving bus journey times and reliability, and improving facilities for cyclists and walking, the LPTIP improvements are anticipated to encourage modal shift from private car to bus, cycling and walking. The total predicted greenhouse gas reduction from the bus priority, park and ride and gateway schemes is -14,994 tonnes of carbon dioxide equivalent. The anticipated reduction in car usage will also have a beneficial impact on air quality. Transport modelling undertaken in support of the OBCs supports that the schemes will take cars off the road and therefore have a positive effect on greenhouse gas emissions. This is valued in the OBCs using Marginal External Costs. Assessment of business cases is done through Combined Authority's established processes as agreed by the Department for Transport.

4.4 Resources, procurement and value for money

- 4.4.1 The necessary funding approvals have been sought from Executive Board and the WYCA Assurance Framework to release any expenditure. There are no budget implications for Scrutiny Board.

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

4.5.1 There are no specific legal implications arising from this report for Scrutiny to consider.

4.6 Risk management

4.6.1 Given the timescales and delays as a result of Covid-19 there will need to be some flexibility to adjust the programme to meet cost and deliverability changes.

4.6.2 A number of risk review workshops and scenario planning meetings have been held with the Delivery Partners to assess the impact of Covid-19 in terms of best case, worst case and likely case working out the likely preliminary costs and delays.

5 Conclusions

5.1 There have been some delays to the programme as a result of the Covid-19 lockdown due to the need to adjust the way that schemes are being delivered. As previously mentioned, those schemes which are already on site for delivery have seen programme impacts in the early days of lockdown but have largely managed to claw this back and take advantage of quieter streets.

5.2 All partners should be commended for the way they have managed this very difficult and unprecedented situation and enabled impacts to be kept to a minimum. However, there are inevitably some costs and programme impacts as a result of the pandemic and the Department for Transport have been asked to bear this in mind when allocating any emergency funds, or when negotiating funding window extensions with Treasury.

5.3 Following consideration at the September 2019 scrutiny board, this report details final proposals for trialling motorcycle use in bus lanes on the A65 corridor and the current status of the development of revised proposals for a scheme at the A660/A6120 Lawnswood junction to improve road safety and movement for pedestrians and cyclists especially.

6 Recommendations

6.1 Members of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) are requested to note and consider this Connecting Leeds update report.

7 Documents Attached

Appendix 1 – Rail and Bus Delivery schemes

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Appendix 1: LPTIP Rail and Bus Delivery progress	
Rail	Progress
Rail Accessibility	<ul style="list-style-type: none"> • The schemes within the RAP have been developed and approved to OBC stage. • The schemes are now on pause due to the programme dates provided by Network Rail, suggesting construction will likely be in the financial years 2021-22 / 2022-23 (beyond the LPTIP programme). • Reporting is in progress by the package lead to seek approval to release unspent allocated funds to other packages with schemes deemed more likely able to deliver within the lifetime of the programme.
New Pudsey parking improvements	<ul style="list-style-type: none"> • GRIP stage 3 single option development is complete. • The OBC is in development, due to be presented to PAT in September 2020. • The FBC+ is scheduled for submission/approval Q4 2020-21 at which point WYCA will enter into contract for the design and build element, with the construction programme anticipated to run from Q1-4 of 2021-22. • Reporting is in progress by the package lead to seek approval to release unspent allocated funds to other packages with schemes deemed more likely able to deliver within the lifetime of the programme.
Leeds Rail Station Enhancements	<ul style="list-style-type: none"> • The Strategic Outline Business Case has been submitted to DfT in December 2019. Queries raised have been addressed and presented to North of England Programme Board in May 2020. • Station Board has agreed to progress some elements of programme delivery while awaiting approval of the SOBC, funded through LPTIP. LPTIP funds will contribute to design development and warranted survey information which will enhance the understanding of the asset condition, lifecycle costs and buildability of proposed interventions. • The appointment of Network Rail Capital Delivery will include cost assurance, delivery phasing, procurement and contract management of advisors to support delivery phases (including OBC and GRIP 3/4 Products). Contracts are in place with all advisers, and a contract has been agreed with Network Rail.
White Rose Station	<ul style="list-style-type: none"> • A Memorandum of Understanding for the development of the scheme in place with Munroe K (developer led), planning consent has recently been approved. • Mobilising GRIP stage 4 consultant and technical design. • OBC approval in place, FBC scheduled for submission/approval Q3-4 2020-21 at which point WYCA would potentially enter into a grant agreement for delivery stage with Munroe K. Delivery will fall outside the scope of LPTIP, due to programme timeframe. At this time there is no commitment in place for the delivery stage, with options for investment being explored.
Thorpe Park station	<ul style="list-style-type: none"> • The scheme has two distinct elements: rail and park and ride. The development partners are currently working to close GRIP stage 3. A funding agreement is in place and the land has been purchased. • OBC development underway, scheduled for submission/ approval Q3-4 2020-21. • It should be noted within the lifetime of LPTIP and funding envelope available that approvals are for development only.
LBA Parkway	<ul style="list-style-type: none"> • Land acquisition discussions are at final stages and WYCA and LCC are working collaboratively to close negotiations and seek internal approvals (the proposed offer is within budget). • WYCA is at procurement stage and currently out to tender on GRIP stage 4 works with an award anticipated for September 2020. • The OBC approval is in place and FBC is scheduled for submission/approval Q2-4 2020-21.
Bus Delivery	
Transport Hubs and connecting communities	<ul style="list-style-type: none"> • The OBC approval is in place, with phase 1 and 2 FBC+ also approved. Construction is underway for these elements, with anticipated completion by March 2021.

	<ul style="list-style-type: none"> The works will be carried out by LCC's Highways and Transportation service, with funds due to transfer from WYCA to LCC for the delivery of the work.
Real time Information	<ul style="list-style-type: none"> Phase 1 - complete (all approvals in place). Phase 2 – the FBC+ approval is in place. The scheme is in contract and delivery is underway (anticipated completion Q1 2021-22). The first units have been delivered for factory acceptance testing and all supplier project inception meeting held July 2020. Delivery is on programme.
Leeds Bus Station Enhancements	<ul style="list-style-type: none"> The OBC approval is in place and the FBC+ is scheduled for submission approval in Q3-4 2020-21 (It is anticipated the scheme will be in contract in Q4 2020-21).The scheme completion date is Q4 2021-22 however this may be extended due to the bus station remaining open to the public throughout the construction period (DfT aware and risks are being mitigated).
Network Navigation	<ul style="list-style-type: none"> The OBC approval is in place and the FBC+ submitted June 2020 with approval anticipated 14th August 2020. The scheme is in contract already and roll out will commence in Q2 2020-21, for completion by Q4 2020-21. The YourVoice engagement has been launched and Transdev has been progressing the corridor maps.
Low Emissions	<ul style="list-style-type: none"> The top up to the retrofit programme is complete Stourton Park and Ride will be an all-electric operation. The FBC+ has been approved for the delivery of 5 electric buses and supporting charging infrastructure. First have purchased the buses and they are expected to be delivered ahead of the Stourton Park and Ride opening in Summer 2021
Demand responsive travel	<ul style="list-style-type: none"> The OBC approval is in place. The FBC+ is scheduled for submission/approval in Q3 2020-21, with service commencement provisionally Q1 2021-22. The tender for the vehicle has been issued and the service specification tender is in development.
Digital Hub	<ul style="list-style-type: none"> Discovery work completed and findings report shared with stakeholders. Key recommendations include a further Business Design and Research phase to further develop understanding of user needs and to define the business model, followed by a pilot in a wider area of the city using existing technology (alpha phase) and then wider roll out (beta phase) with go/no go decision points preceding each phase, following GDS principles. The FBC+ is scheduled for submission/approval Q3 2020-21 to ensure delivery within the timeframe of the programme.
Provision Of New Buses	<ul style="list-style-type: none"> First has delivered 189 of the 284 new buses (including 9 electric vehicles for service 5 in October 2020). 5 Electric vehicles have been ordered for Stourton P&R. Given the current and uncertain financial position in the bus sector, details of future bus deliveries of the remaining 90 are still to be finalised
Bus Operator Partnership	<ul style="list-style-type: none"> Initial conversation with Leeds on Local VPA has taken place and follow up being arranged. Next steps include working with the small operators and obtain their agreement to sign the VPA.

Report of Head of Democratic Services

Report to Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Date: 23 September 2020

Subject: Work Schedule

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

1.1 The purpose of this report is to consider the Scrutiny Board’s work schedule for the remainder of the current municipal year.

2. Background information

2.1 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.

3. Main issues

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

3.2 Executive Board minutes from the meeting held on 20 July and 1 September 2020 are also attached as Appendix 2 and 3. The Scrutiny Board is asked to consider and note the Executive Board minutes, insofar as they relate to the remit of the Scrutiny Board; and identify any matter where specific scrutiny activity may be warranted, and therefore subsequently incorporated into the work schedule.

Developing the work schedule

- 3.3 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.
- 3.4 In addition, in order to deliver the work schedule, the Board may need to take a flexible approach and undertake activities outside the formal schedule of meetings – such as working groups and site visits, where necessary and appropriate. This flexible approach may also require additional formal meetings of the Scrutiny Board.

Developments since the previous Scrutiny Board meeting

- 3.5 The On 16 March 2020, in light of the Covid-19 pandemic, Leeds City Council took the necessary step to cancel a number of planned meetings of various Committees, Boards and Panels. This included all Scrutiny Board meetings and any joint scrutiny arrangements where the Council acts as the lead authority.
- 3.6 In cancelling Scrutiny Board meetings it was acknowledged that, after the urgency of the initial stages of the pandemic response, there would be opportunity to reflect and identify any lessons learned across different service areas and statutory local authority scrutiny functions would have an important role to play in this process.
- 3.7 With Council services focused on the urgent pandemic response and subsequent city recovery plan, the usual collaborative process of annual work programming for Scrutiny Boards was also suspended. However, in May 2020 all Scrutiny Boards were briefed on decision making relating to the areas of the pandemic response that fell within their respective remits and this may influence members’ priorities for the 2020/21 work programme.
- 3.8 In June 2020 remote public sessions of all Scrutiny Boards were introduced. There is a degree of continuing uncertainty about how future meetings will be hosted – they may be hosted remotely, be buildings-based or involve a hybrid approach. However, all meetings have been scheduled in such a way as to ensure they can continue to be resourced remotely if that is the required approach.

4. Consultation and engagement

- 4.1.1 The Vision for Scrutiny states that Scrutiny Boards should seek the advice of the Scrutiny officer, the relevant Director(s) and Executive Member(s) about available resources prior to agreeing items of work.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The Scrutiny Board Procedure Rules 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’.

4.3 Council policies and the Best Council Plan

- 4.3.1 The terms of reference of the Scrutiny Boards promote a strategic and outward looking Scrutiny function that focuses on the best council objectives.

Climate Emergency

- 4.3.2 When considering areas of work, the Board is reminded that influencing climate change and sustainability should be a key area of focus.

4.4 Resources, procurement and value for money

- 4.4.1 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.
- 4.4.2 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.

Consequently, when establishing their work programmes Scrutiny Boards should:

- Seek the advice of the Scrutiny officer, the relevant Director and Executive Member about available resources;
- Avoid 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.

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

- 4.5.1 This report has no specific legal implications.

4.6 Risk management

- 4.6.1 This report has no specific risk management implications.

5. Conclusions

- 5.1 All Scrutiny Boards are required to determine and manage their own work schedule for the municipal year. The latest iteration of the Board’s work schedule is attached as Appendix 1 for consideration and agreement of the Scrutiny Board – subject to any identified and agreed amendments.

6. Recommendations

6.1 Members are asked to consider the matters outlined in this report and agree (or amend) the overall work schedule (as presented at Appendix 1) as the basis for the Board's work for the remainder of 2020/21.

7. Background documents¹

7.1 None.

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



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2020/2021 Municipal Year

June	July	August
Meeting Agenda for 25 June at 10.30 am.	Meeting Agenda for 16 July at 10.30 am.	No Scrutiny Board meeting scheduled.
<p>*REMOTE SESSION*</p> <p>Update on decision making during the emergency pandemic response and recovery plan as it pertains to the remit of the Board – verbal update from the Director of City Development.</p> <p>Transport Update from Chief Officer (Highways & Transportation)</p> <p>Sustainable Development – Recommendation Tracking</p>	<p>*REMOTE SESSION*</p> <p>Inclusive Growth Update</p> <p>Digital Inclusion Update</p>	
Working Group Meetings		
Site Visits		

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Scrutiny Work Items Key:

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

Inclusive Growth Strategy

PEOPLE, **PLACE** and **PRODUCTIVITY** - Relevant **BIG** Ideas **3, 4, 5, 6, 7, 8, 9, 10**



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2020/2021 Municipal Year

September	October	November
Meeting Agenda for 23 September at 10.30 am.	Meeting Agenda for 14 October at 10.30 am.	Meeting Agenda for 18 November at 10am
<p>*REMOTE SESSION*</p> <p>Director's Update</p> <p>Leeds Public transport Investment Programme - Update</p> <p><i>*updates also requested on proposals for Lawnswood Roundabout and a response to previous recommendations relating to the Powered Two Wheeler Access To With Flow Bus Lanes*</i></p>	<p>Advancing Bus Service Provision</p> <p style="color: red;">Budget consultation – review of EB proposals</p>	<p>Flood Risk Management</p> <p>Housing Mix Update</p>
Working Group Meetings		
	1 October 1-3pm – Budget	
Site Visits		

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Scrutiny Work Items Key:

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

Inclusive Growth Strategy

PEOPLE, **PLACE** and **PRODUCTIVITY** - Relevant **BIG** Ideas **3, 4, 5, 6, 7, 8, 9, 10**



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2020/2021 Municipal Year

December	January	February
No meetings Scheduled	Meeting Agenda for 20 January at 10.30 am.	Meeting Agenda 17 February at 10am
	Best Council Plan Performance Best Council Plan Update Financial Health Monitoring Initial Budget Proposals	Inclusive Growth update following pandemic response July 2020
Working Group Meetings		
Site Visits		

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Scrutiny Work Items Key:

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

Inclusive Growth Strategy

PEOPLE, PLACE and **PRODUCTIVITY** - Relevant **BIG** Ideas **3, 4, 5, 6, 7, 8, 9, 10**



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2020/2021 Municipal Year

March	April	Notes
No meetings scheduled	Meeting Agenda for 7 April at 10.30am	<p>Number of people killed or seriously injured on the roads – focused on those campaigning for improvements in road safety. <i>To be scheduled once physical meetings can take place</i></p> <p>Update on Government Planning Proposals</p>
	Smart Cities Update	
Working Group Meetings		
Site Visits		

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Scrutiny Work Items Key:

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

Inclusive Growth Strategy

PEOPLE, **PLACE** and **PRODUCTIVITY** - Relevant **BIG** Ideas **3, 4, 5, 6, 7, 8, 9, 10**

REMOTE MEETING OF EXECUTIVE BOARD

MONDAY, 20TH JULY, 2020

PRESENT: Councillor J Blake in the Chair
(REMOTELY)
Councillors A Carter, D Coupar, S Golton,
J Lewis, L Mulherin, J Pryor, M Rafique and
F Venner

APOLOGIES: Councillor R Charlwood

15 Chair's Opening Remarks

The Chair welcomed everyone to the remote meeting of the Executive Board, which was being held as a result of the ongoing social distancing measures established in response to the Coronavirus pandemic.

On behalf of the Board, the Chair congratulated Leeds United Football Club for their recently confirmed promotion to the Premier League, as champions of the Championship, which she highlighted was a great achievement for both the club and also for the city, with Members emphasising the boost that the promotion would bring for Leeds as a whole.

16 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 1 to the report entitled, 'District Heating Phase 3E: Extension to the Southbank', referred to in Minute No. 24 be designated as being exempt from publication in accordance with paragraph 10.4(3) of Schedule 12A(3) of the Local Government Act 1972 on the grounds that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). The appendix contains detailed pricing information underpinning the Council's heat sales business case which if disclosed, could damage the commercial interests of the Council. Disclosure of this information would seriously harm the Council's negotiating position when discussing heat sales with potential customers. Therefore it is considered that the public interest in maintaining the content of the appendix 1 as exempt from publication outweighs the public interest in disclosing the information.

17 **Late Items**

Agenda Item 7 (Update on Coronavirus (COVID-19) Pandemic – Response and Recovery Plan)

With the agreement of the Chair, a late item of business was admitted to the agenda entitled, 'Update on Coronavirus (COVID-19) Pandemic – Response and Recovery Plan'.

Given the scale and significance of this issue, it was deemed appropriate that a further update report be submitted to this remote meeting of the Board. However, due to the fast paced nature of developments on this issue, and in order to ensure that Board Members received the most up to date information as possible the report was not included within the agenda as originally published on 10th July 2020. (Minute No. 21 refers)

18 **Declaration of Disclosable Pecuniary Interests**

There were no Disclosable Pecuniary Interests declared at the meeting.

19 **Minutes**

RESOLVED – That the minutes of the previous meeting held on 24th June 2020 be approved as a correct record.

COMMUNITIES

20 **The Managed Approach Independent Review**

The Director of Communities and Environment submitted a report providing the findings and recommendations from the Independent Review (IR) of the Managed Approach to on-street sex working in Leeds, which had been undertaken by the University of Huddersfield following an associated procurement exercise. The Independent Review document was appended to the submitted report for Members' consideration.

The Chief Officer, Safer Leeds provided Members with an overview of the Managed Approach together with details of the procurement exercise from which the University of Huddersfield was identified as the organisation to undertake the IR.

Following this, Professor Jason Roach of the University of Huddersfield presented to the Board the key findings and recommendations arising from the IR for the Council and other partner agencies to consider, and also provided details of the methodology used to conduct the review, including the methods used to engage a range of stakeholders and to source relevant information and data.

Responding to Members' comments and questions, the Board received further information regarding:-

- The 'Listening Well' community events, with it being noted that the IR team had attended a number of those events and these had therefore contributed to the IR, however, it was noted that the overall outcomes from those sessions were still awaited;

- Members received further detail regarding the approach used to manage on-street sex working together with related issues in other areas/cities;
- The communications strategy in relation to the Managed Approach and also with regard to the wider promotion of Holbeck as an area and its communities;
- The size and spread of the cohort engaged as part of the Independent Review, the actions which had been taken to try and widen involvement from that cohort and the challenges which had been encountered;
- The role of the Safer Leeds Executive partnership in considering any changes to the Managed Approach, with it being noted that any actions would require involvement by a number of partners/agencies. Also, it was noted that Executive Board would be kept informed and consulted on any key changes proposed in responding to the recommendations of the IR;
- The extensive work being undertaken to address the issues associated with on-street sex working, to support those involved in it and also to liaise and work with members of the local community on such matters.

With regard to a specific enquiry regarding the communication process with the local community, the Board was advised that there was nothing to suggest that local residents had been advised that certain services, with specific reference to litter patrols and additional policing, would be withdrawn, should the Managed Approach be stopped.

In conclusion, the Chair thanked Professor Roach for his attendance at the meeting, and also for the comprehensive work that he and his team at the University of Huddersfield had undertaken when carrying out the Independent Review.

RESOLVED –

- (a) That the Managed Approach Independent Review, as appended to the submitted report, be received, and that its key findings and recommendations, be noted;
- (b) That it be noted that the Director of Communities and Environment, and where appropriate partner representatives, will be responsible for considering the recommendations and implementing any changes proposed, reporting such matters to the Safer Leeds Executive Partnership;
- (c) That Members of the Executive Board be kept informed and updated on any key changes proposed arising from the independent review.

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

INCLUSIVE GROWTH AND CULTURE

21 Update on Coronavirus (COVID-19) Pandemic - Response and Recovery Plan

Further to Minute No. 14, 24th June 2020, the Chief Executive submitted a report which provided an update on the continued Coronavirus (COVID-19) work being undertaken across the city including the emerging recovery approach, outbreak management, together with information regarding the management of current issues and risks. The report also highlighted how the city's multi-agency command and control arrangements continued to be used alongside the Response and Recovery plan which aimed to mitigate the effects of the outbreak for those in the city, especially the most vulnerable, and to help prepare for the longer term planning of stages of recovery, including local outbreak planning.

With the agreement of the Chair, the submitted report had been circulated to Board Members as a late item of business prior to the meeting for the reasons as set out in section 9.1 of the submitted report, and as detailed in Minute No. 17.

By way of introduction to the report, the Chair highlighted the comprehensive discussion which had taken place at the recent full Council meeting, emphasised the need for all to remain vigilant, noted the recent launch of the COVID-19 Outbreak Control Plan, highlighted key aspects of the next stage of the recovery process and emphasised the key importance of clear messaging which reminded communities to stay safe and abide by measures that remained in place. In addition, the Chair paid tribute to the work that the Chief Executive had undertaken in this area, specifically, the role which he had played at a national level, including championing the role of Local Government during the pandemic.

The Chief Executive then provided an update which covered a number of areas including:-

- the significance of the new plans established with local partners to reduce the transmission of COVID-19 and prevent and manage outbreaks;
- the progress made in respect of the sharing and receipt of relevant data, and the progress being made regarding the test and trace system;
- the importance of the national system having a very strong local and regional foundation in order for it to maximise its effectiveness;
- key factors for consideration in terms of the next phase of the recovery process;
- the need for the financial position of the Council and the sector as a whole to be stabilised in order to enable the Local Authority to continue to play its key role both in the recovery from the pandemic and in serving the community generally.

The Director for Public Health reiterated the importance of remaining vigilant and working with neighbouring authorities to continue to undertake

Draft minutes to be approved at the meeting
to be held on Thursday, 24th September, 2020

preventative work and to manage infection rates. An update regarding the latest statistics in terms of Leeds' 7 day infection rates was also provided to the Board.

In response, Members then discussed the detail within the submitted report, which included the following:-

- Members highlighted the speed at which outbreaks or suspected outbreaks had been managed in Leeds, and emphasised the need for such an approach to continue;
- The continued importance of ensuring that the cross-party approach towards lobbying the Government for the resource it required was emphasised;
- The key importance of maintaining a consistent and clear communications strategy aimed at the promotion of communities abiding by the regulations which remained in place;
- The recent introduction of the increased powers at a local level to help prevent the transmission of the virus, the delivery of that role by the Local Authority and partner organisations and how that fed into the national programme.

In conclusion, the Chair highlighted the crucial need of ensuring that the Local Authority and partners were sufficiently resourced in order to be able to deliver the services which they were required to, highlighting the risks raised by the current financial position faced throughout the sector.

RESOLVED –

- (a) That the updated context, progress made and issues, as the Council and partner organisations move through phases of dealing with the COVID-19 pandemic, as detailed within the submitted report, be noted;
- (b) That the launch of the Leeds COVID-19 Local Outbreak Control Plan, aimed at ensuring effective local arrangements for outbreak management and which is linked to the national testing and tracing approach, be noted;
- (c) That the emerging issues for consideration during the next phase of recovery, be noted;
- (d) That the need for vigilance across the city as we move into the next phase, with an emphasis upon 'stay safe' messaging, be recognised;
- (e) That in respect to the financial implications for the Council arising from the Coronavirus pandemic, the contents of the submitted report be used as context when the Board considers the more detailed financial health monitoring report, as detailed at Minute No. 22.

RESOURCES

22 Financial Health Monitoring 2020/21 – Month 2

The Chief Officer (Financial Services) submitted a report providing the projected financial health position of the Authority for 2020/21, as at month 2 of the financial year.

In presenting the report the Executive Member for Resources highlighted the need for the Local Authority's financial position to be stabilised in order to enable the Council to continue to effectively respond to the focus being placed upon the more localised control and management of COVID-19 outbreaks, to enable public services to be restored as appropriate, whilst also enabling the Council to play its role in helping the local economy and infrastructure to recover from the effects of the pandemic.

In addition, the Board received an update and was advised that the revised funding gap for 2020/21 now currently stood at £63.9m, with it being noted that the submitted report detailed the actions being taken by the Council to manage this position as much as it could.

The Chief Executive then provided the Board with an update regarding the discussions which continued with Government on such matters, which would enable the Council to be in a position to formally approach the Government to request further supportive measures after the summer, should a funding gap still remain.

Responding to the introductory comments made, Members reiterated the need for the cross-party approach towards such matters to continue, and in response to a Member's request, it was undertaken that Group Leaders would continue to be kept informed of the financial position, as appropriate.

In conclusion, it was noted that partner organisations across Leeds had shown their support for the Council and the need for it to be appropriately resourced to ensure it continued to play its key role in serving communities and the city, whilst the Board also noted that the figures within the report remained subject to fluctuation from month to month, given the nature of the current position.

RESOLVED –

- (a) That the projected financial position of the Authority, as at month 2 of the financial year, as detailed within the submitted report, be noted, with the projected impact of COVID-19 on that position also being noted;
- (b) That it be noted that a further package of financial support for Local Government has been announced, with it also being noted that funding allocations are yet to be confirmed;

- (c) That it be noted that although this additional funding is welcome, the remaining gap will still require significant savings and further support from Central Government.

23 Capital Programme 2020/21 - 2024/25: Quarter 1 Update

The Chief Officer (Financial Services) submitted a report providing an update on the Council's Capital Programme for 2020/21 as at Quarter 1 and which included an update of Capital resources and progress on spend. In addition, the report also outlined the review of the Capital Programme being undertaken as a result of the need to address the financial impact of Covid-19.

Responding to a Member's enquiry, the Board was provided with an update on the recent announcement regarding the further provision of £22.3m of funding for the for the next phase of the Leeds Flood Alleviation Scheme on the River Aire (including £1.3m for the Natural Flood Management element of the scheme), which, it was highlighted, was subject to final business case approval.

Members provided their support for the approach being taken to restrict further capital spending whilst the programme was reviewed, which was subject to the exceptions as outlined by the Executive Member for Resources and as detailed within the report.

Responding to an enquiry regarding the actions being taken to progress the delivery of capital receipts and the disposal of surplus assets, it was undertaken that the Member in question would be provided with a briefing on such matters.

RESOLVED –

- (a) That the following injections into the Capital Programme be approved:-
- £65,166.3k of 2021/22 Basic Need Grant allocation within the Learning Places Programme as set out in Appendix B of the submitted report;
 - £3,822.0k of Presumption Free School Grant for East Leeds Free School as set out in Appendix B of the submitted report;
 - £1,672.2k for Kirkstall Road Corridor as set out in Appendix B of the submitted report, funded by European Social Fund (ESIF) grant part of Leeds Flood Alleviation Stage 2;
 - £1,534.2k for Adaptations Programme as set out in Appendix B of the submitted report, funded by Disabled facilities grant;
 - £1,321.7k of other injections, primarily relating to grants for Flood Alleviation, WYCA (West Yorkshire Combined Authority) grants, various prudential borrowing schemes and some section 106, as set out in Appendix B of the submitted report;
- (b) That it be noted that the above resolutions to inject funding of £73,516.4k will be implemented by the Chief Officer (Financial Services);

- (c) That the latest position on the General Fund and Housing Revenue Account Capital Programme, as at quarter 1 2020/21, be noted;
- (d) That the review of the Capital Programme for 2020/21 and future years which is being undertaken due to the current financial position of the Council, be noted.

CLIMATE CHANGE, TRANSPORT AND SUSTAINABLE DEVELOPMENT

24 District Heating Phase 3E Extension to the Southbank

Further to Minute No. 201, 17th April 2019, the Director of Resources and Housing submitted a report which provided an update on the progress of the District Heating project and which sought approval to construct Phase 3E of the network, subject to securing funding from the Heat Networks Investment Project (HNIP) and also subject to other conditions, as detailed within the report being met.

Responding to a Member's enquiries, assurances were provided that a final decision to invest in the network would only be taken once a suitable commercial agreement with Vastint had been reached, with an undertaking to first liaise with the Executive Member and Opposition Executive Members to ensure that sufficient guarantees were in place before formally progressing.

Members were also advised that the report had been submitted to this meeting to enable the Board's agreement on the proposal to be sought, subject to the conditions detailed within the submitted report, so that the HNIP funding could be drawn down, which added to the commercial viability of the scheme.

Following consideration of Appendix 1 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 the contents of the submitted report and its appendices, be noted;
- (b) That subject to HNIP funding being secured together with commercial agreement with Vastint, approval be given for the additional injection of £6.215m in order to deliver Phase 3E of the District Heating Network;
- (c) That authority to spend for the construction of Phase 3E of the District Heating Network extension of £6.215m, funded through £2.438m HNIP grant and supported by £3.777m of prudential borrowing, be approved; and as this is subject to the approval of the HNIP grant from the Department for Business, Energy and Industrial Strategy (BEIS), the necessary authority be delegated to the Director of Resources and Housing to enable the Director to negotiate an alternative package;

- (d) That the necessary authority be delegated to the Director of Resources and Housing to enable the Director to take the final decision to invest in the network, once a suitable commercial agreement with Vastint has been reached;
- (e) That agreement be given to award contracts to Vital Energi Utilities Limited and Ove Arup and Partners Ltd., as set out in sections 4.4.10 - 4.4.13 of the submitted report;
- (f) That agreement be given to: passport the full grant award to the Leeds District Heating PipeCo Limited SPV once received, with no mark up or deductions, loan the SPV £3.692m at the minimum state aid compliant rate and require the SPV to meet the terms of the HNIP grant agreement;
- (g) That support be given to the connection of the Discovery Centre to the District Heating Network at a cost of £85k.

25 Transport Hub Improvements and Public Transport Access Schemes

The Director of City Development submitted a report which sought approval for the design and delivery of a package of seven schemes to provide new or upgrade existing facilities, to improve the waiting environment and travel information as well as improving walking and cycling links between public transport hubs and local communities. The report noted how the schemes were part of the Transport Hubs and Connecting Communities package within the Connecting Leeds public transport programme work stream, which was being developed by the West Yorkshire Combined Authority in collaboration with the Council.

Responding to a Member's enquiry, it was confirmed that with regard to the proposal affecting the Pudsey Ward, moving forward, Ward Councillors would be kept fully briefed on such matters.

Also in response to a Member's enquiry regarding the evaluation of the cost levels for those schemes affecting public transport post-COVID-19, it was noted that such matters continued to be subject to change, but that they were being monitored and that liaison with the Combined Authority and contractors would continue, as appropriate.

With regard to the proposed scheme for Rothwell Ward, Members discussed and received further detail on the consultation which had taken place with the local community and Ward Members on such matters, and the benefits that the proposal would bring to existing facilities.

RESOLVED –

- (a) That the package of seven schemes, as outlined in Section 3 of the submitted report and shown in appended Drawing Nos. TM/00/321/01 to 05, 06 to 06b and 07 to 07d, which would provide new or upgrade existing public transport facilities, to improve the waiting environment

and travel information as well as improving walking and cycling links between public transport hubs and local communities, be approved;

- (b) That authority to incur expenditure of £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs, be approved, to design and construct the proposed seven projects, as outlined in Section 3 of the submitted report, all to be fully funded from Department for Transport grant administered by the West Yorkshire Combined Authority as part of the Connecting Leeds public transport programme;
- (c) That it be noted that the Chief Officer (Highways and Transportation) is to receive reports concerning all Traffic Regulation Orders as required, necessary for and related to the purposes of the schemes and to ensure progression of the same;
- (d) That it be noted that the construction of the scheme is programmed to commence in the Summer of 2020 for completion by Summer 2021;
- (e) That it be noted that the Chief Officer (Highways and Transportation) will be responsible for the implementation of such matters.

LEARNING, SKILLS AND EMPLOYMENT

26 Local Government and Social Care Ombudsman report on the provision of suitable education for a child absent from school due to anxiety

Further to Minute No. 71, 18th September 2019, the Director of Children and Families submitted a report providing an update and also providing assurance that the Council had taken effective action in response to the Ombudsman recommendations of the case detailed within the submitted report, and that both the Scrutiny Board (Children and Families) and the Ombudsman were satisfied with the actions which had been taken.

Responding to a Member's enquiry, it was undertaken that the Scrutiny Board (Children and Families) would be provided with progress reports in respect of the associated action plan, as appropriate.

RESOLVED –

- (a) That the Ombudsman's letter, as presented in appendix 2 to the submitted report, which states that the Ombudsman welcomes the actions taken by the Council following the report and to formally confirm that they are satisfied with the Council's response in accordance with section 31(2) of the Local Government Act 1974, be noted;
- (b) That it be noted that the Scrutiny Board (Children and Families) welcome the actions which have been taken in response to the Ombudsman's report;

- (c) That the importance of the ongoing governance review work, aimed at achieving greater consistency amongst Clusters, be acknowledged;
- (d) That it be noted that the responsible officer for such matters is the Head of Learning Inclusion.

27 The Annual Standards Report 2018-19

The Director of Children and Families submitted a report which presented the outcomes in respect of the annual educational attainment standards for the 2018/19 academic year and which provided details on the progress made in comparison with the outcomes from the equivalent 2017-18 annual report. In addition, the report outlined where Leeds was in relation to the ambition to support children, including those living in poverty and with disadvantage, as set out within the Council's 3As Strategy.

Members welcomed the recent Government guidance published which related to addressing the issue of 'off-rolling'.

Responding to a Member's enquiry, in addition to officers undertaking to provide further detail in writing to the Member in question, the Board received an update on the actions being taken to increase the comparatively low uptake rates in Leeds for those who were eligible for 2 year old provision.

With regard to a Member's enquiries on the Council's performance in relation to Early Years services, the issues being faced by Early Years providers in both the public and the private sector including the impact of the Coronavirus pandemic and the financial position across the sector, the Board received information on the actions being taken by the Council on such matters.

RESOLVED –

- (a) That the submitted report, which presents details of the outcomes of children and young people in Leeds in the 2018-19 academic year, be noted;
- (b) That it be noted that this report will be used to measure the progress of outcomes against previous years and to set future targets in line with the obsessions and priorities, as identified within the Council's 3As Strategy;
- (c) That it be noted that the Deputy Director for Children and Families (Learning) is the officer responsible for the delivery of the Annual Standards Report;
- (d) That it be noted that due to the current Covid-19 pandemic situation, data in this format will not be available for all Key Stages in the 2019-20 academic year.

DATE OF PUBLICATION:

WEDNESDAY, 22ND JULY 2020

**LAST DATE FOR CALL IN
OF ELIGIBLE DECISIONS:**

5.00 P.M. ON WEDNESDAY, 29TH JULY
2020

EXECUTIVE BOARD

TUESDAY, 1ST SEPTEMBER, 2020

PRESENT: Councillor J Blake in the Chair

Councillors R Charlwood, D Coupar,
S Golton, J Lewis, L Mulherin, J Pryor,
M Rafique and F Venner

SUBSTITUTE MEMBER: Councillor A Lamb

APOLOGIES: Councillor A Carter

28 Exempt Information - Possible Exclusion of the Press and Public
There was no information designated as being exempt from publication considered at the meeting.

29 Late Items
There were no late items of business considered at the meeting.

30 Declaration of Disclosable Pecuniary Interests
There were no Disclosable Pecuniary Interests declared at the meeting.

INCLUSIVE GROWTH AND CULTURE

31 Devolution Deal for West Yorkshire - Consultation Outcomes
Further to Minute No. 169, 19th May 2020, the Chief Executive submitted a report which provided an update on the latest stage of the process to implement the West Yorkshire Devolution Deal as agreed between the region and Government in March 2020. The report also detailed the outcome of the public consultation exercise which had been held between June and July 2020 and outlined the next steps in the implementation process. Finally, the report also invited the Board to consider the outcome of the consultation process and approve progression to the next phase, including the submission of a summary of consultation responses to the Secretary of State.

Following the comprehensive discussion of this matter at a meeting of full Council held earlier in the day, which included agreement of the recommendations put before Council and the incorporation of an amendment in the name of Councillor A Carter, in considering the submitted report, the Board briefly discussed several issues, including the need to ensure that the tangible benefits arising from devolution for communities across West Yorkshire were maximised and that public awareness of it was increased. It was also acknowledged that West Yorkshire's devolution journey was in its infancy and that there was a lot more work to be done in order to establish and embed devolved arrangements in the region. Members also briefly discussed the Mayoral Combined Authority model.

Draft minutes to be approved at the meeting
to be held on Thursday, 24th September, 2020

RESOLVED –

- (a) That the content of the submitted report, along with the Summary of Consultation Responses, as attached at Appendix 1, be noted;
- (b) That in considering the submitted report, the resolutions and representations made by full Council at its meeting prior to Executive Board, which included Council's agreement to the incorporation of an amendment, as submitted in the name of Councillor A Carter, be noted;
- (c) That the joint statement from Leeds Scrutiny Board Chairs, as detailed at Appendix 3 to the submitted report, together with the summary of Leeds-led engagement in sections 3.29 and 3.45 of the submitted report, be noted;
- (d) That agreement be given to submit the Summary of Consultation Responses, as set out in Appendix 1 to the submitted report, to the Secretary of State by 11th September 2020, and that approval also be provided to jointly delegate authority to the Managing Director of the Combined Authority, in consultation with the Leader and Chief Executive of each constituent Council and the Chair of the Combined Authority, to finalise and submit documents, subject to any technical issues which may arise;
- (e) That the updated timetable, as set out in Appendix 2 to the submitted report, together with the next steps, be noted, which are subject to consent being given by constituent Councils and the Combined Authority to the draft Order in November 2020, so that a Mayoral Combined Authority model and associated changes may be adopted and implemented by May 2020, as set out in the Deal;
- (f) That in response to the resolutions and formal amendment as agreed by full Council earlier in the day, agreement be given to also make additional representations on strategic planning powers to the Secretary of State for Housing, Communities and Local Government and reach an agreement that provides firmer guarantees that each of the constituent authorities would have a veto over being part of any Mayoral spatial strategy;
- (g) That the Corporate Governance and Audit Committee be invited to consider the proposed governance arrangements, as set out at paragraph 3.55 of the submitted report, regarding the Council's reporting arrangements on devolution;
- (h) That approval be given for all decisions taken by Executive Board from this report, and as resolved above, be exempted from the Call In process on the grounds of urgency, for the reasons as set out in paragraph 4.5.3 of the submitted report.

(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 (h) above, and for the reasons as detailed within sections 4.5.3 of the submitted report)

DATE OF PUBLICATION: THURSDAY, 3RD SEPTEMBER 2020

**LAST DATE FOR CALL IN
OF ELIGIBLE DECISIONS:** NOT APPLICABLE

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