



SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

Meeting to be held in Civic Hall, 1st Floor West, LS1 1UR on
Wednesday, 9th October, 2019 at 10.30 am

MEMBERSHIP

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

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**Principal Scrutiny Adviser:
Rebecca Atherton
Tel: 37 88642**

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 - 4 SEPTEMBER 2019	To approve as a correct record the minutes of the meeting held on 4 September 2019.	1 - 6
7	NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED IN ROAD TRAFFIC ACCIDENTS	To receive a report from the Director of City Development in response to the Board's request to discuss how the number of people killed or seriously injured in road traffic accidents (including road traffic ASB) can be reduced.	7 - 72
8	CLIMATE EMERGENCY ADVISORY COMMITTEE - UPDATE	To receive a report from the Head of Democratic Services presenting an update surrounding the function and work priorities of the Climate Emergency Advisory Committee.	73 - 78
9	WORK SCHEDULE	To consider the Scrutiny Board's work schedule for the 2018/19 municipal year.	79 - 104
10	DATE AND TIME OF NEXT MEETING	8 January 2020 at 10.30am (pre-meeting for all Board members at 10am)	

THIRD PARTY RECORDING

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

Use of Recordings by Third Parties – code of practice

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

SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

WEDNESDAY, 4TH SEPTEMBER, 2019

PRESENT: Councillor P Truswell in the Chair

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

19 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS

There were no appeals.

20 Exempt Information - Possible Exclusion of the Press and Public

There were no exempt items.

21 Late Items

There were no late items.

22 Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests.

23 Apologies for Absence and Notification of Substitutes

No apologies for absence had been received.

24 Minutes - 31 July 2019

RESOLVED – That the minutes of the meeting held on 31 July 2019 be confirmed as a correct record.

25 Leeds Public Transport Investment Programme - General Update

The Director of City Development submitted a report that provided a general update on Leeds Public Transport Investment Programme (LPTIP); including programme governance, spend to date and forecast and scheme delivery status.

The following was appended to the report:

- Transport Strategy - Cross Party meeting May 2019 updated

Draft minutes to be approved at the meeting
to be held on Wednesday, 9th October, 2019

- LPTIP delivery progress

The following were in attendance:

- Councillor Lisa Mulherin, Executive Member for Climate Change, Transport and Sustainable Development
- Gary Bartlett, Chief Officer, Highways and Transportation, City Development
- Andrew Hall, Head of Transport Planning (Highways and Transportation), City Development
- John White, Civil Engineering Manager, City Development

Chief Officer, Highways and Transportation, introduced the report and highlighted a number of key points from within the report.

Members discussed a number of matters, including:

- *Notice of construction / road works.* Members provided some examples of recent construction works which had caused disruption to busy routes, and that local residents had not been given advance warning to enable forward planning before travelling. Members were assured that comments would be reported to the Leeds Rail Programme Board, and that the timeline of handling information would be considered for future projects within the programme.
- *Transforming Cities Fund.* In response to an update request on the timescales for Transforming Cities Fund projects, Members were informed that an initial bid had been submitted and that feedback from the Department for Transport was expected in October / November 2019. The full formal bid would then be submitted and a decision received by Spring 2020, and if successful, funding would be available until 2023.
- *Connecting Leeds Bradford Airport.* In response to a query, Members were informed that a train station was intended to be built close by to the airport, with a dedicated bus service from station to the terminal. It was confirmed that the link road scheme would not be reliant on the train station project proceeding.
- *Bus patronage targets.* Members sought assurance regarding the rationale behind the bus patronage ambition, and were informed that despite trends suggesting bus usage had declined nationally, there was evidence of a marginal increase in Leeds.
- *Train station refurbishments across the city.* There were a number of ward specific update requests relating to the progress of refurbishments of rail stations and car parking facilities across the city by Members. Members were informed that individual updates would be provided to ward Members outside of the meeting.

RESOLVED – That the contents of the report, along with the presentation, be noted.

26 LPTIP: A660 Lawnswood junction proposals

Draft minutes to be approved at the meeting
to be held on Wednesday, 9th October, 2019

The Director of City Development and the Head of Democratic Services submitted a joint report setting out concerns specifically relating to replacing the Lawnswood roundabout with a multi-lane light-controlled intersection; alongside the associated Director's response.

The following was appended to the report:

- Request for scrutiny from Councillor Jonathan Bentley
- Local residents' report on proposed changes to the Lawnswood Roundabout
- Concerns raised by the residents' group re the proposals for Lawnswood Roundabout
- Article Written by George Monbiot - appeared in "The Guardian" dated 22 August 2018
- Maps showing proposed changes

The following were in attendance:

- Councillor Lisa Mulherin, Executive Member for Climate Change, Transport and Sustainable Development
- Gary Bartlett, Chief Officer, Highways and Transportation, City Development
- Andrew Hall, Head of Transport Planning (Highways and Transportation), City Development
- John White, Civil Engineering Manager, City Development
- Councillor Jonathan Bentley
- Mr Graham Sugden
- Mr Gareth Jones

Mr Jones addressed the Board of behalf of a local residents group and raised a number of concerns with previous plans for the Lawnswood roundabout, along with suggestions for management of the scheme moving forward, including:

- Local residents felt that public engagement during formulation of previous plans had felt like a 'box ticking exercise', and that more timely and more robust consultation process was needed for future proposals for Lawnswood roundabout;
- Members were advised that queueing north of the roundabout between 8 and 9am, Monday to Friday, is due to bottlenecks further downstream, at West Park where the bus lane starts, and further down in Headingley. Therefore, local residents felt that prospective changes to Lawnswood roundabout would be ineffective at reducing congestion;
- Some concerns were expressed around the decision making process for the original plans, and local residents requested that a general review of the framework, processes and principles that govern projects be undertaken.

Councillor Mulherin, Executive Member for Climate Change, Transport and Sustainable Development, informed Members that the revised project brief was predominantly focused on road safety, and particularly pedestrian and cyclist. Councillor Mulherin and officers present noted the concerns raised and lessons learned moving forward in the early stages of the revised scheme, particularly in regards to consultation.

Mr Sugden queried whether environmental impact assessments had been carried out for the options set out within the report, particularly for the pupils of Lawnswood School, and were informed that monitoring was taking place and that air quality issues for school had been identified as modest.

Members provided further examples of areas surrounding the Lawnswood roundabout that suffer from queueing and contribute to the congestion along the A660. Members were advised that although congestion may not be a current pressure, consultants had advised that the roundabout will come under significant pressure in the future. Additionally, Members were informed that LPTIP schemes needed to evidence benefits to public transport in order to be eligible for funding, and therefore some of the areas suggested by Members were unsuitable.

RESOLVED –

- a) That a further detail of consultation activity be submitted to the Scrutiny Board in due course, to ensure meaningful engagement prior to decision making.
- b) That the contents of the report, along with the presentation, be noted.

27 Policy review - Powered two wheeler access to with flow bus lanes

The Head of Democratic Services submitted a report that introduced a range of information associated with powered two-wheeler access to with flow bus lanes; including information from Leeds Motorcycle Action Group and the associated response from the Director of City Development.

The following was appended to the report:

- Request for Scrutiny – Leeds Motorcycle Action Group
- Feedback Survey Results
- Director of City Development's response

The following were in attendance:

- Councillor Lisa Mulherin, Executive Member for Climate Change, Transport and Sustainable Development
- Gary Bartlett, Chief Officer, Highways and Transportation, City Development
- Andrew Hall, Head of Transport Planning (Highways and Transportation), City Development
- David O'Donoghue, Principal Transport Planner, City Development

- Ambrose White – Policy Officer (Transport), West Yorkshire Combined Authority
- Mr Richard Manton, Motorcycle Action Group Representative (Yorkshire and Leeds)
- Mr Colin Brown, Motorcycle Action Group, Director of Campaigns and Political Engagement

Mr Brown addressed the Board on behalf of the Motorcycle Action Group (MAG). Mr Brown noted that the West Yorkshire Combined Authority (WYCA) published a 20 year transport plan in 2017 that recommended that motorcycles should be allowed in bus lanes wherever possible. Mr Brown sought Members support in relation to a change in policy for Leeds to allow motorcycle access to bus lanes, in line with the guidance set out in the WYCA 20 year transport plan, and to ensure a consistent approach with all four other local authorities in West Yorkshire.

Mr Brown contested some of the narrative in the report of the Director of City Development in regard to possible implications of revising the policy to allow motorcycle access to bus lanes, specifically in relation to road safety, bus priority and air quality. Mr Brown noted that there was no evidence base set out in the report to support these claims. Mr Brown also noted that all trials allowing motorcycles to use bus lanes have become permanent. Mr Brown also advised that it is likely that motorcyclists who choose not to use bus lanes, do so to avoid facing fines, because of inconsistency across city borders.

Councillor Mulherin, Executive Member for Climate Change, Transport and Sustainable Development, commented on the varied approach across local authorities, and welcomed the Scrutiny Board's input to the discussion.

Members discussed a number of matters, including:

- *The cost of implementation.* Members queried the cost of revising the policy to adopt the suggested approach by WYCA, and were informed that the most expensive element would be the consultations exercise and the resource allocated to manage representations. Members were advised that the advertising cost would be minimal, and in total, the revised changes would cost less than £100k.
- *Cyclists confidence and safety.* Members were informed that one cyclist lobbying group suggest that motorcycle access discourages cyclists who are less confident to use bus lanes. However, Members were also informed that this was not supported by surveys of cyclists. Mr Brown noted that cycle lanes and bus lanes are often combined, which separates motorcyclists from road bicycle users. Additionally, Mr Manton advised Members that most of the worries and frustrations that cyclists experience, are also the experience of motor cyclists, and that cycle lanes are protective to those road users but at the detriment of motorcyclists.

RESOLVED –

Draft minutes to be approved at the meeting
to be held on Wednesday, 9th October, 2019

- a) That the principle of promoting the use of Powered Two Wheelers (PTW) as a mode of transport be supported;
- b) That the Department for Transport guidance suggesting an objective assessment of each location on a case-by-case basis be noted;
- c) The Scrutiny Board recommends that the Director of City Development implements a trial for motorcycle access to in an area identified in partnership with Motorcycle Action Group representatives, with the view to revising the policy;
- d) That the contents of the report, along with the presentation, be noted.

Councillors N Buckley, P Wadsworth, K Maqsood and J Goddard left the meeting during discussion of this item.

28 Work Schedule

The Head of Democratic Services submitted a report which invited Members to consider the Board's Work Schedule for the remainder of the current municipal year.

RESOLVED – That the work schedule be noted.

29 Date and Time of Next Meeting

Wednesday, 9 October 2019 at 10:30am (pre-meeting for all Scrutiny Board members at 10:00am).

The meeting ended at 12:40 pm.



Report author: Becky James

Tel: 0113 37 87437

Report of Director of City Development

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

Date: 9th October 2019

Subject: ROAD CASUALTY SUMMARY UPDATE REPORT

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible 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 of main issues

1. The Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction and prevention of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives. This report also acknowledges the important complimentary role improving road safety makes to supporting travel behaviour and mode change with respect to the Council's Climate Emergency declaration.
2. This report provides the latest update on road casualty figures for 2019 as an update to the Best Council Performance report of June 2019 (Appendix 1). It also acts as an update to comprehensive 'Road Casualty Reduction and Initiatives' report (Appendix 2) brought to a combined Scrutiny board meeting (Environment, Housing and Communities & Infrastructure, Investment and Inclusive Growth) on 25th February 2019.

Recommendations

3. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

- 1.1 This report provides a summary update to casualty figures submitted as part of June's Best Council Performance report (Appendix 1) and provides a progress update with regards to some key areas highlighted in the comprehensive 'Casualty Reduction and Initiatives' report of February 2019 (Appendix 2).

2 Background information

- 2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported at the Scrutiny Board – the most recent casualty data was presented in June 2019. Additionally in February of this year a comprehensive report - which highlighted the breadth of work taking place to improve safety on the roads - was presented at a meeting of the joint scrutiny boards of Environment, Housing and Communities & Investment, Infrastructure and Inclusive Growth. This report provides a summary update to those reports.
- 2.2 The Local Transport Plan sets out a target of a 50% reduction in the number of people killed or seriously injured (KSI) by 2026. It uses the 2005-09 data as a baseline.
- 2.3 As referenced in the June report, 337 people were KSI in 2018, compared with 324 in 2017. Of the 337 KSI, 223 (66.2%) were vulnerable road users (pedestrians, cyclists and motorcyclist). There were 26 fatalities. An increase of 11 compared with the previous year.

3 Main Issues

- 3.1 Between January – June 2019, 163 road users were killed and seriously injured (KSI) an 8% reduction when compared with the same time period in 2018 (178). Similarly when considering casualties of all severities, there has been a 15% decrease compared with the time period for 2018 (1059 in 2018, to 896 so far in 2019). However, 15 people were killed on the roads in Leeds during the first six months of 2018. The mid-year Reported Road Casualties Report is included as Appendix 3 and provides more detail on the casualty position for this year.

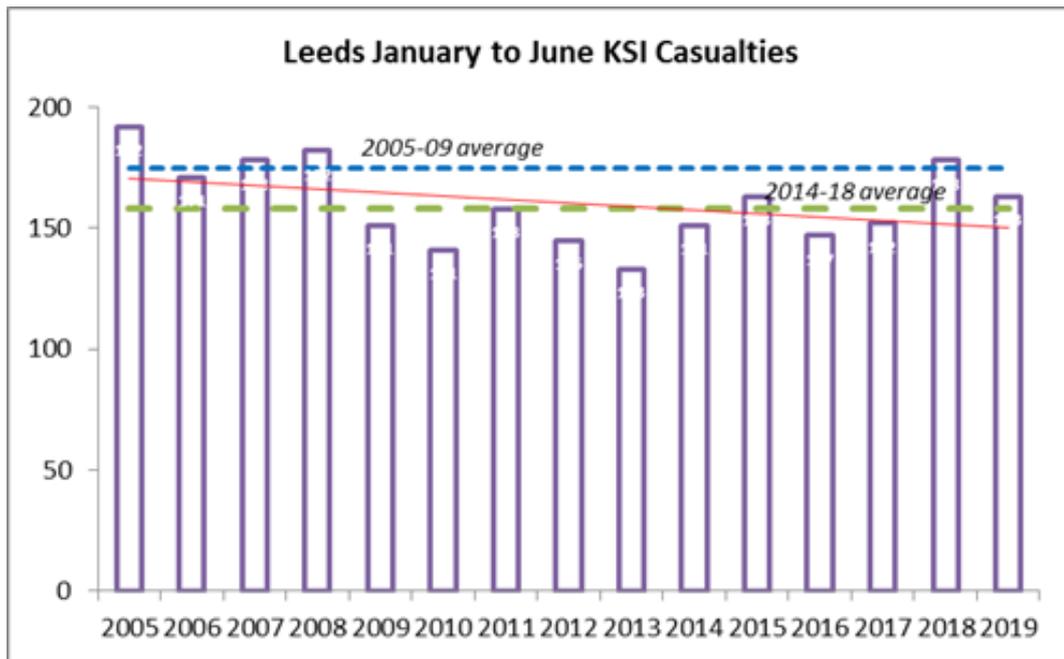


Figure 1 – Killed and Seriously Injured Casualties in Leeds district, Jan –June 2019

Leeds KSI in 2019		
	↓ -9.1%	% share 31% 50
	↓ -9.3%	% share 30% 49
	↓ -6.5%	% share 18% 29
	↓ -9.7%	% share 17% 28
Other 	↔ 0.0%	% share 4% 7
ALL KSI	↓ -8.4%	163

Figure 2- Killed and Seriously Injured Casualties in Leeds district, Jan-June 2019 by road user type

3.2 Vulnerable road users (Pedestrians, cyclists and motorcyclists) have accounted for approximately two thirds of all KSIs so far this year- this is a similar proportion to previous years. However, all pedestrian casualties as well as the figure for those KSI, decreased in contrast with the substantial rise shown in 2018. Three pedestrians were killed in the first six months of 2019 compared with nine for the same period last year. Similarly cyclist casualties of all severities have fallen in 2019, reversing the increase recorded in the

first six months of 2018. The Killed and seriously injured total for motorcyclists is also down compared with the same time period for 2018, but five motorcyclists were killed compared with none in the first six months of 2018.

- 3.3 The data for vulnerable road users demonstrates the volatile nature of casualty figures when comparing one year against another. A more robust way to assess the casualty profile is to look at longer term trends. The February and June reports as well as the 2019 mid - year Reported Road Casualties Report (Appendices 1-3) have more comprehensive information on longer term casualty trends and comparisons with the national picture.
- 3.4 Based on in depth analysis of road collisions and casualties a two year traffic management programme of engineering works has been developed, targeted at KSI collision sites and lengths. This programme is included as a background document.
- 3.5 Analysis of road casualties by severity, road user group and broken down by ward area or geographical location also allows for the development and continuation of a range of targeted education, training and publicity programmes, delivered both locally and through the West Yorkshire Safer Roads Delivery officer group. Data of this type is used to assist with the identification of schools where road safety provision is prioritised. Both the reports of February and June 2010 which are included as appendices, provide more comprehensive information about this. Casualty data broken down by ward area is included at Appendix 4 (2019 data is included by remains provisional).
- 3.6 The West Yorkshire Safer Roads Executive Group of senior officers provides overall leadership to joint road safety activities. A series of short desk top studies into fatal collisions has been commissioned from each of the partner Councils in collaboration with the Police to further understand and identify those which may have a link to anti-social driving or criminality. Key findings and trends will be reported and will help to inform the future actions identified.
- 3.7 The West Yorkshire Casualty Prevention Partnership who have responsibility for the safety camera scheme have set criteria for deciding the location of safety cameras on the roads across the county. The location of cameras and the current criteria for where and when they can be installed is published on their website and the weblink for the relevant page is provided as a background document at section 7.2 of this report. The Partnership will be commencing a new review the current criteria, including that for the deployment of mobile cameras. Once reviewed and approved, it is hoped that any new criteria would allow districts to address speed related concerns and anti-social driving more responsively (Random Road Watch) by allowing mobile cameras to be deployed more widely than is currently allowed.
- 3.8 As referenced in the June report, the Police are working to deliver an interactive web based system where the general public can upload digital footage of illegal, dangerous and anti-social driving direct to West Yorkshire Police. A team of Police officers who will analyse and deal with the digital submissions have been recruited and are now in place. Final IT issues are

being resolved along with robust systems testing. The system will launch once the process of testing and refining is satisfactorily completed.

3.9 At the local level a Leeds multi-agency steering group leads the co-ordination and delivery of casualty reduction work in Leeds in collaboration with our partners and is currently reviewing its remit and governance to strengthen its leadership and further increase the effectiveness of the response to road collisions. This will also ensure better reporting and data sharing mechanisms especially in relation to police enforcement through key initiatives described elsewhere in this report such as Amberland and Close Pass. Pressure on police resource means that they are struggling to deliver the One Life Lost Presentation via roads policing officers and so the presentation is being amended and made suitable for delivery by Safer Schools officers. A new lesson plan, suitable for delivery in primary Schools has also been delivered and it is anticipated this will be used by PCSOs and Fire Officers based in the prevention team. The group also reviewing arrangements for data sharing to ensure schools are targeted effectively.

3.10 As well as enforcement delivered by the Roads Policing unit, Neighbourhood Policing Teams proactively take measures to improve road safety at a local and community level. This is done through operation Amberland, Close Pass deployments and speed monitoring using Speed Indicating Device equipment (SID). In 2019 there have been 78 deployments of Amberland with 93 tickets issued and 8 vehicles seized. Additionally 177 educational letters were issued to drivers found speeding during SID deployments. There have also been 7 deployments of close pass this year as a result 25 drivers received educational input and 8 drivers were spoken to for other offences including use of mobile phones, speeding or non-seatbelt wearing. Enforcement activity undertaken by the Off Road bike team is in addition to this. In addition the Council are currently working with the police to look at running a trial of additional targeted enforcement at key locations, identified through analysis of collision and casualty data.

4 Corporate Considerations

Consultation and Engagement

4.1 Road traffic collisions and road safety continues to be a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community. Working with the public and continuing to improve our community engagement activities is therefore of great importance. Initiatives such as the Community Speed Awareness scheme allow the council, residents and Neighbourhood Policing teams to work together to provide reminders about appropriate speed in local and residential areas.

4.2 Local engagement events are similarly supporting the roll out of 20mph limits on local and residential streets have allowed us to communicate directly with both ward members and members of the public and ward members who can be instrumental in helping to support and champion our messages. Digital communication and social media channels are also improving the council's

ability to engage directly with residents. The road safety promotions team continues to work with communities and elected members to facilitate engagement and encourage participation in programmes as reported previously.

- 4.3 The report has noted the engagement and collaboration that takes place between the Leeds officers, West Yorkshire Councils and police and partners through the leadership of senior officers at the West Yorkshire Safer Roads Executive Group.
- 4.4 The City Council continues to welcome and facilitates positive community engagement on road safety issues and the opportunities and initiatives outlined in this report will further strengthen links between internal and external partners and communities.

Equality and Diversity / Cohesion and Integration

- 4.5 Road safety interventions continue to be developed and implemented by taking account of the road casualty data analysis to ensure that they provide best value, not just in monetary terms but in casualty reduction terms all round.
- 4.6 Areas of deprivation regularly show higher than average numbers of road casualties and children from disadvantaged backgrounds tend to be more exposed to road safety risks resulting in much of the education and training continuing to be targeted in those 'priority areas'.
- 4.7 The Equality, Diversity Cohesion and Integration Impact Assessment for 20 mph speed reduction schemes around schools and residential areas was reported upon previously.

Council policies and the Best Council Plan

- 4.8 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.
- 4.9 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.
- 4.10 In March 2019, Full Council passed a resolution declaring a Climate Emergency and Leeds Climate Change Commission has developed a roadmap for Leeds to close the gap to become a carbon neutral city. With road transport being a key contributor to air pollution (carbon emissions from transport made up 40% of the district CO2 emissions in 2016), travel behaviour change programmes aimed at encouraging people away from

private motor vehicles towards more sustainable and active modes such as bus will play a significant role in casualty reduction work going forward.

Resources and value for money

- 4.11 The West Yorkshire Road Safety Executive Group is made up of Chief Officers from the five West Yorkshire Councils, Highways England, West Yorkshire Police and other partners. It works collaboratively to provide a governance function and strategic steer to the West Yorkshire Safer Roads Steering Group and West Yorkshire Casualty Prevention Partnership both of which also comprise of officers from across the five West Yorkshire councils and other partners including the Police and Highways England. In turn these groups provide direction to the West Yorkshire Delivery Group and local steering groups which comprise of operational officers. The structure of these groups ensures a co-ordinated approach to improving road safety and casualty reduction, both locally and across the county. It also ensures that resources are used and deployed proportionately where need is greatest and in order to achieve the casualty reduction target set out in the Transport plan.
- 4.12 The delivery of data led road safety initiatives continues to show high value for money both for the direct benefits to road casualty reduction and their indirect benefits for encouraging active travel and improving health.

Legal Implications, Access to Information and Call In

- 4.13 There are no legal implications. The report is not eligible for Call-In.

Risk Management

- 4.14 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging road casualty figures and trends.
- 4.15 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

5 Conclusions

- 5.16 Mid-year casualty data shows some improvements when compared with the same period for 2018, but this data is provisional and highlights the relatively volatile nature of collisions and casualties in the district when comparing year on year data.
- 5.17 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners, particularly West Yorkshire Police. Work continues to be progressed both locally through the Leeds Safer Roads Steering Group, which has reviewed membership and is producing an action Plan and formalising reporting and

governance arrangements; and at county level through the West Yorkshire Safer Roads Delivery Group, Steering Group and Executive Group.

- 5.18 Reviewing the safety camera operational criteria may allow more flexible use of mobile enforcement in the future and the roll out of an initiative allowing members of the public to submit digital footage of dangerous, illegal or anti-social road user behaviour should also help to improve safety on the roads.
- 5.19 The work in progress on further developing and implementing schemes highlighted by innovative accident assessment and analysis techniques, with particular emphasis on KSI clusters and VRUs, should pay dividends moving forward.

6 Recommendations

- 6.1 Scrutiny Board members are requested to note and comment on this report.

7 Background documents¹

- 7.1 2019/20 Traffic Management programme of works.
- 7.2 Criteria for the location of Safety cameras :
<http://www.safetycameraswestyorkshire.co.uk/frequently-asked-questions/other-frequently-asked-questions>

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.

Report of: Director of City Development; Director of Children and Families; and Chief Executive

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

Date: 19th June 2019

Subject: Best Council Plan Performance Report 2018/19

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<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
Is the decision eligible 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 of main issues

This report provides a summary of 2018/19 performance against the strategic ambitions, outcomes and priorities for the council relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) within the Best Council Plan 2018-21. An update on City Region functions is also provided.

Recommendations

Members are recommended to:

- Note the Best Council Plan 2018/19 performance information and to consider if they wish to undertake further scrutiny work to support improvement work in any of these areas.
- Note the narrative update provided on City Region functions and to consider if they wish to undertake further scrutiny work to support improvement work in this area.
- Note the new Best Council Plan Key Performance Indicators to be reported during 2019/20.

1.0 Purpose of this report

- 1.1 This report presents a summary of the Best Council Plan (BCP) performance data for 2018/19 in relation to progress against the delivery of the strategic outcomes and priorities contained within the BCP 2018–21 relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth).
- 1.2 Also included is a narrative update on City Region functions, as a part of the remit of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth).

2.0 Background information

- 2.1 This report has three appendices:
- Appendix 1: Best Council Plan Performance Summary 2018/19
 - Appendix 2: City Region Update
 - Appendix 3: Best Council Plan Performance Indicators 2019/20

3.0 Main issues

3.1 Best Council Plan Performance 2018/19

- 3.1.1 The attached Best Council Plan (BCP) Performance Summary for 2018/19 (Appendix 1) shows progress against the strategic outcomes and priorities relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) within the BCP 2018–21.
- 3.1.2 Appendix 1, the BCP Performance Summary 2018/19, shows the results of key performance indicators within the BCP 2018-21, together with red/amber/green (RAG) ratings.
- 3.1.3 The Board's attention is drawn to the key performance indicators on Appendix 1 relating to:

3.2 Jobs Change in the Leeds' Economy

- 3.2.1 The annual indicator Jobs Change in the Leeds' Economy result for 2017 (the latest available) was previously reported at the Board's meeting on the 9th January 2019. Therefore, for completeness, the result and associated narrative have been reiterated here in brief.
- 3.2.2 The indicator reports the number of people in employment using the Business Register and Employment Survey (BRES), the official source of employee and employment estimates, and is conducted by the Office of National Statistics (ONS). The survey collects employment information from businesses across the whole of the UK economy for each site they operate, allowing the ONS to produce estimates by detailed geography, industry (by using Standard Industrial Classification codes) split by full-time and part-time workers and public or private sectors.
- 3.2.3 The indicator reports the number of people in employment, i.e. employees and working proprietors within the private sector in Leeds. The recently confirmed 2016 result (i.e. the 2018/19 target) has been lowered to 363,400 people in employment by the ONS.

3.2.4 The provisional 2017 figure is 377,200 people in employment in the private sector, an increase of 13,800 employees and working proprietors i.e. a rise of 3.8% overall. 70% of employees were in full time employment, consistent with 2016, but there was a large increase in working proprietors.

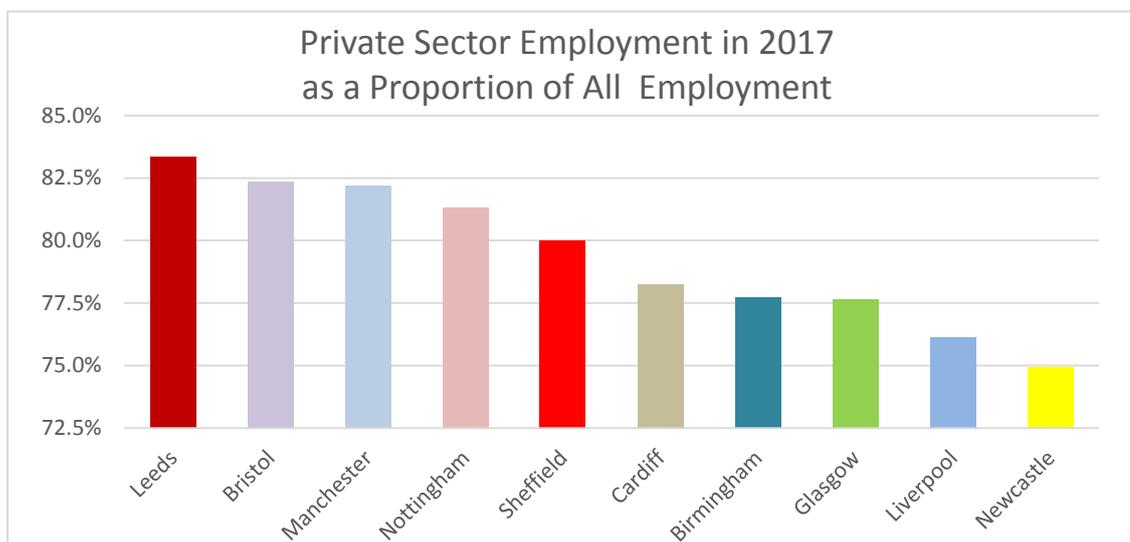
3.2.5 The total growth in employment of 13,800 people comprises: almost 11,000 more full time employees, (4.3% rise); 1,700 more part time employees (1.6% rise); and 1,300 more working proprietors (16.7% rise).

	Private Sector Employment in Leeds				
	Full Time Employees	Part Time Employees	Total Employees	Working Proprietors	Total Employment
2017	259,900	108,200	368,100	9,100	377,200
2016	249,100	106,500	355,600	7,800	363,400
Change	+10,800	+1,700	+12,500	+1,300	+13,800
% Change	+4.3%	+1.6%	+3.5	+16.7%	+3.8%

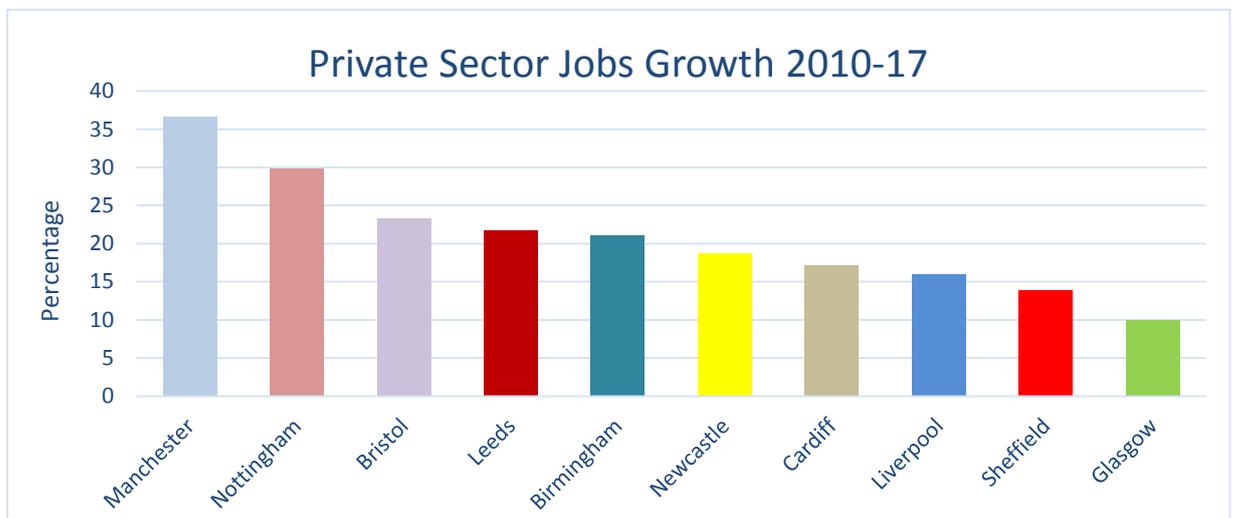
3.2.6 The table below shows private sector employment in Leeds over the last 7 years to provide a longer term view. Overall, between 2010 and 2017, there was 21.7% growth in jobs in Leeds.

Private Sector Employment in Leeds				
Year	Employees	Working Proprietors	Total	% Change compared with previous year
2017	368,100	9,100	377,200	+3.8%
2016	355,600	7,800	363,400	+0.01%
2015	355,100	7,900	363,000	+5.5%
2014	335,500	8,600	344,100	+2.6%
2013	325,000	10,400	335,400	+4.1%
2012	312,700	8,800	321,500	+1.7%
2011	306,600	9,500	316,100	+2.0%
2010	300,600	9,300	309,900	-

3.2.7 When considering private sector employment as a proportion of all employment (including public sector) for each core city, Leeds has the highest percentage of private sector employment as a proportion of all employment, of all the core cities as shown below:



- 3.2.8 Considering the number of employees in both the public and private sectors outside of London, Leeds ranked 1st for these sectors: Digital; Export Intensive; Creative; Construction; Information and Communication; Finance and Business Services; and Business Administration and Support.
- 3.2.9 2017 saw large increases in both engineering and manufacturing, of 23.5% and 9.8% respectively. Other sectors showing growth between 2016 and 2017 included: accommodation and food services (19.1%); food, drink and hospitality economy (12.8%); transport and storage (12.5%); finance and insurance services (11.5%); legal activities (11.1%); and professional, scientific and technical services (9.8%).
- 3.2.10 There were however, decreases in some sectors e.g.: print and publishing (46.8%); culture, recreational and personal sector (12.1%); low carbon (11.1%); environmental technologies (10.5%); creative (7.7%);; motor trades (7.1%); scientific technology services (5.7%); and wholesale (5.6%).
- 3.2.11 In relation to the fall in employment in low carbon and environmental technologies, there are some very specific areas that have seen job losses. The data shows that the 'other research and experimental development on natural science and engineering' standard industrial classification has been hardest hit, alongside substantial drops in 'recovery of sorted materials', and 'treatment and collection of non-hazardous waste'. However, despite the decrease in employees since 2016 in these 2 sectors, outside of London Leeds still ranked 2nd for the number of employees both in Low Carbon and Environmental Technologies.
- 3.2.12 The graph below highlights the strong jobs growth in the private sector in Leeds between 2010 and 2017, compared with other core cities. Overall during this period there was 21.7% growth in Leeds, 4th amongst the core cities for the period. 67,000 new private sector jobs were created in Leeds over these 7 years.



- 3.2.13 According to the provisional BRES 2017 figures, all the core cities reported jobs' growth in their private sector employment between 2016 and 2017. Leeds reported a 3.8% increase in private sector employment, the 2nd largest increase of all the core cities behind Bristol (4.3%).
- 3.2.14 The BRES data demonstrates that overall private sector employment in Leeds has continued to increase year on year since 2011, as shown in the graph below:

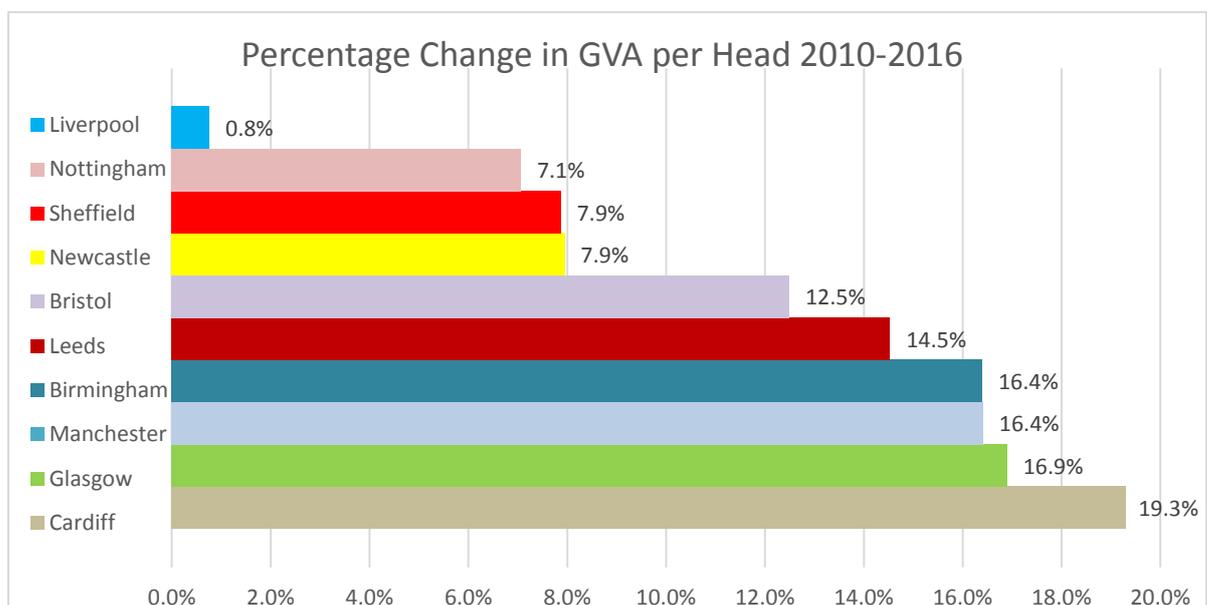


3.3 Productivity – GVA per Head

3.3.1 To measure how large an economy is, its total output is considered i.e. the total value of goods produced and services provided in a given time period. Gross Value Added (GVA) describes the total size of an economy including both from the income generated from all activities which produce goods or services (GVA Income), and the net output generated (GVA Production). How this changes over time is generally regarded as the single most important indicator of the health of local and regional economies, how they grow over time, of productivity, incomes and the welfare of people living in a region.

3.3.2 GVA per head is reported using data provided by the ONS for GVA(Balanced). In the past estimates have been produced of regional GVA separately from income and production. The balanced approach takes the strengths from both income and production and uses them to produce a single balanced measure of regional GVA. The latest data for the calendar year 2017 should have been available by December 2018 however, no figures have yet been released.

3.3.3 The graph below uses the latest available result of £28,079 per head i.e. for 2016, and demonstrates how GVA (Balanced) has changed between 2010 and 2016 across the 10 core cities. Over this period, Leeds reported the 5th greatest increase in GVA (Balanced) per head across the core cities. The largest GVA increases over the period were in Cardiff and Glasgow and with the lowest in Liverpool.

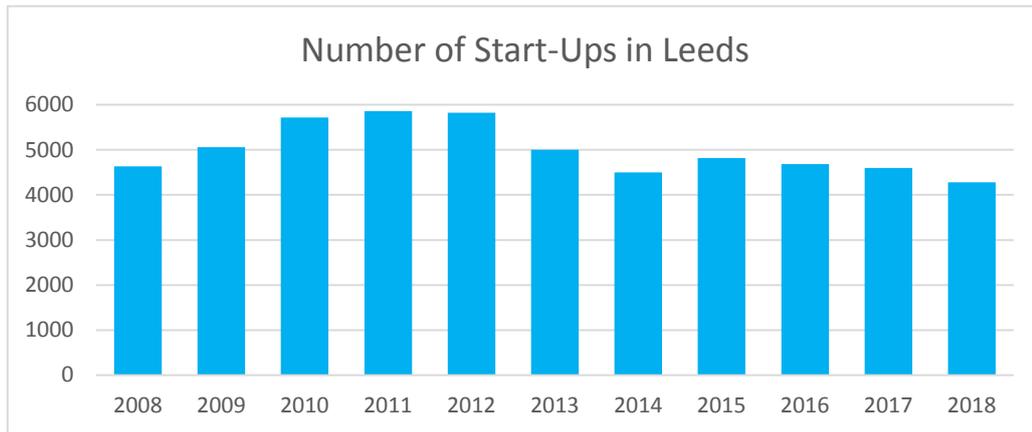


- 3.3.4 Business sales and orders both domestic and overseas, information collated via the Chamber of Commerce's Quarterly Economic Survey (QES) for West and North Yorkshire, provides an indication of business expectations in 2019.
- 3.3.5 The QES reported that the pace of growth in the service sector for both domestic sales and orders fell a little in quarter 1 2019 with the number of businesses reporting increasing sales slowing. It is possible that Brexit uncertainty influencing sales decisions may be having some influence on UK sales activities. Service sector export growth also slowed a little under its rolling one year average.
- 3.3.6 Manufacturers, however, reported increases in domestic sales and an increase in export sales in quarter 1 2019. Manufacturing sales have generally been upwards since quarter 2, 2017. Some of this growth may be explained by reshoring of supply chains, as exchange rates make UK products more competitive and companies also seek to secure supplies. Some of the domestic growth may also be due to companies actively pursuing domestic customers over foreign markets with their associated higher levels of certainty.

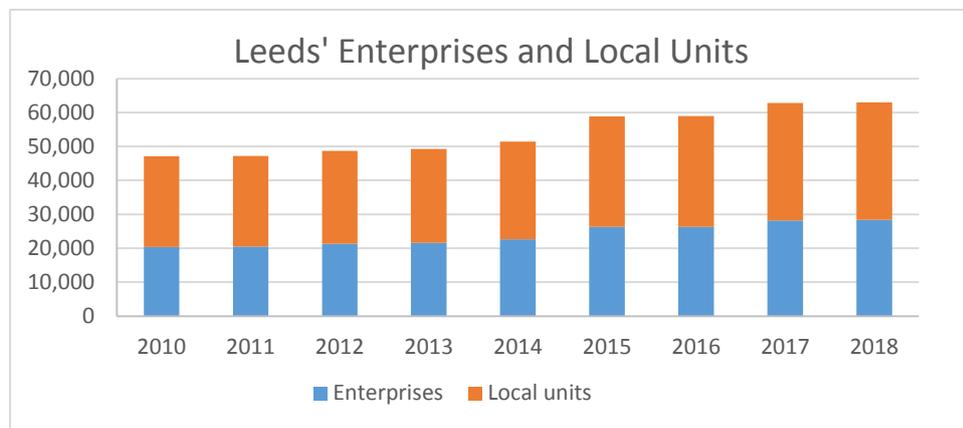
3.4 Number of New Business Start-ups

- 3.4.1 The indicator reports business start-ups using figures from BankSearch which compiles information from Companies House and High Street business bank account opening data. The data is reported in calendar years and the target for 2018/19 is an increase against the number of start-ups reported for the calendar year 2017 i.e. 4,599 start-ups.
- 3.4.2 In 2018, there were 4,277 business start-ups in Leeds, 322 and 7% fewer than in 2017 and the indicator has not met the target. Growth in the number of start-ups across England also fell, by 8.4%. This is the lowest number of start-ups in Leeds for the last 10 years and ranks Leeds at 134 out of the 326 English districts, a fall in ranking from 116 in 2017.
- 3.4.3 In 2018, the West Midlands (-3.3%), the South West (-6.7%) and Yorkshire and the Humber (-7.2%) experienced the strongest growth compared to 2017. The East Midlands (-9.6%), East of England (-10.8%) and the North West (-12.4%) had the weakest growth.
- 3.4.4 During 2018, the wards with the greatest number of start-ups were City and Hunslet (470); followed by Chapel Allerton (214); and Gipton and Harehills (185); with the fewest start-ups in Headingley (67); Crossgates and Whinmoor (77); and Temple Newsam (79).
- 3.4.5 The top 4 industries accounted for 67.3% of all start-ups in 2018, these were: real estate, professional services and support activities; wholesale and retail trade; transport, storage and communication; and recreational, personal and community service.
- 3.4.6 The Leeds City Region Ad:venture Programme offers support both for start-up businesses and also for existing small and medium sized enterprises (up to 3 years old) which wish to scale up. Examples of the type of support offered include: a seminar/workshop events programme; dedicated business adviser to develop a business plan; grant support towards investment; and signposting to other organisations such as the Chamber, Local Enterprise Partnership, various accelerator programmes and ecosystems for support; and the Council's business rates relief scheme for young businesses. In Leeds, since the Ad:venture Programme started in March 2017, 194 grant funding applications have been submitted of which 127 were successful and 21 are still being processed.

3.4.7 As seen from the graph below, the long term picture is that there has consistently been in excess of over 4,000 business start-ups each year in Leeds for the last 10 years.



3.4.8 The ONS also provides a snapshot of enterprise stock (or businesses) from the Inter-Departmental Business Register each March. The 2018 data is available for Enterprises (businesses) and also for local units (branches) for Leeds and shows an upward trend in both since 2010.



3.4.9 When comparing numbers of businesses (not local branches) below, Leeds has the largest number of businesses apart from Birmingham. For the areas shown below, Leeds had the 3rd highest growth in businesses between 2013 and 2018.

Enterprise Stock: 2013 to 2018				
	2013	2017	2018	2013-18 Change
Birmingham	25,210	37,115	34,565	9,355
Leeds	21,560	28,225	28,385	6,825
Manchester	13,855	22,490	23,845	9,990
Edinburgh	15,160	18,530	18,630	3,470
Glasgow	14,630	18,060	18,420	3,790
Bristol	11,195	18,060	18,005	6,810

3.5 Number of Business Scale Ups

3.5.1 Business scale ups data is calculated using the Mint BVD business demography product which uses the Inter-Departmental Business Register. The 2 main sources of input are the Value Added Tax (VAT) system from HMRC (Customs) and Pay As You Earn (PAYE) from HMRC (Revenue) with some additional data including from Companies House. Only limited companies with their registered addresses in Leeds (those registered elsewhere but with branches in Leeds are excluded) reporting over 20% growth in

turnover or employment annually for 3 years are included. There is a reporting lag of over a year, due to delays in businesses submitting their final accounts which is when they can be considered as part of the data.

- 3.5.2 The 2018/19 result reported here is for the 2016/17 financial year, and there were 461 businesses which had scaled up, i.e. had at least a 20% increase in turnover or employment each year for the past 3 years. This compared well with the previous year's result of 420 business scale ups at the end of the 2015/16 financial year and represented a 9.8% increase in scale ups. The number of scale ups is indicative of business confidence in the city, although the time lag in the data should be noted. Also, given that the data set is largely limited to PAYE and VAT registered business, wider economic activity in the city is not captured in these results.
- 3.5.3 As mentioned above, the Leeds City Region Ad:venture Programme offers European Regional Development Fund-funded support for start-ups and businesses in their first 3 years of trading. Similar support is provided for businesses wishing to scale up: a seminar/workshop events programme; dedicated business adviser to develop a business plan; grant support towards investment; and signposting to other organisation such as the Chamber, Local Enterprise Partnership, various accelerator programmes and ecosystems for support; and the Council's business rates relief scheme for young businesses.
- 3.5.4 The Leeds City Region Business Growth Programme also provides support for business investment and expansion, offering grants to cover up to 20% of the cost of investment in new premises, fit outs, capital equipment and machinery. The grants are available through the Leeds City Region Business Growth Programme and are linked to employment creation.
- 3.5.5 Grants are focused on small and medium sized businesses, which have been trading for at least 12 months and are primarily to support capital projects. Companies operating in a wide range of business sectors have received financial support through the programme. The grant scheme is funded through the Government's Local Growth Fund and is designed to boost investment in key growth sectors including: life sciences and related industries; digital and creative industries; low carbon and environmental industries; manufacturing; and financial and business services.

3.6 Business Rates Growth

- 3.6.1 The indicator reports the business rates i.e. National Non-Domestic Rates (NNDR) payable on the 31st March 2019 compared to the amount payable on the 1st April 2017. Business rates underwent a revaluation applicable from the 1st April 2017 and the amount of business rates payable on that date constitutes a baseline against which 2018/19 and future years' business rates can be reported. The business rates growth indicator is reported gross of appeals, discounts and reliefs, in order that it is more reflective of the change in the absolute rateable value in Leeds and is more indicative of business and economic growth in the local economy. Growth in business rates is reported cumulatively over the 3 years of the Best Council Plan 2018-21 compared with the amount of business rates payable on the 1st April 2017. On the 1st April 2017, £436.1m business rates was payable, however by the 31st March 2019 this had risen to £447.9m; an increase of £11.8m or 2.7% between the 1st April 2017 and 31st March 2019. The 2.7% growth is a reflection of the net effect of occupation of new and refurbished developments which came onto the NNDR list and the removal of others, not accounting for reductions in rateable value of existing assessments or rate reliefs. Business rates are worked out using a property's 'rateable value' i.e. a property's open market rental value on 1 April 2015, based on an estimate by the Valuation Office

Agency (VOA). Growth in business rates may have been greater in 2018/19, however the VOA, which previously took an average of 3 months to process new properties is currently taking nearer 6 months. Therefore some new developments are not included within the 2018/19 result and will be captured in the 2019/20 result. Deletions from the business rates list i.e. properties which have been demolished or converted into non-business premises however, are being processed much more quickly.

- 3.6.5 The largest new assessments which were added to the list during 2018/19 were Merrion House; Cineworld at the White Rose Shopping Centre; developments at Wellington Place and Wellington St; Units at Eastside and Belgrave Retail Parks; and a number of new properties at Kirkstall Forge. There was also a net growth of £2m in rateable value due to the splitting of existing assessments into multiple smaller assessments, mainly managed office space.
- 3.6.6 The GVA Big Nine Report for quarter 4, 2018/19, which provides quarterly updates of regional office activity, emphasised the strongest quarter of activity in the city centre market for over a year with 222,000 ft² take-up, 56% above the 10 year average. This increase was led by the letting at M&G's Central Square to Link Asset Services, a share registry and financial services provider.
- 3.6.7 There were also 5 city centre lettings above 10,000 ft², the largest of which was to WYG plc at Sovereign Square as well as Unite Union at Granary Wharf and Opera North at Gateway East. There were 2 further 5,000 ft² deals to 2 engineering companies. Out-of-town activity was more subdued but there was also a greater than average level of take-up of deals below 5,000 ft² across both markets.
- 3.6.8 A high profile deal to Channel 4 is expected to lease 3 floors of the Majestic, located opposite the train station, which along with 34 Boar Lane is currently undergoing a major refurbishment. 4 Wellington Place is also under construction and due to complete at the end of 2020.
- 3.6.9 The 2019 Deloitte Crane Survey for Leeds stated that during 2018, the second greatest amount of office space (804k ft²) and the most health and education floor space (743k ft²) (since the survey began) was under construction. Additionally, 9 out of 15 completions in 2018 were in the office sector, providing approximately 560k ft² of office space to the market, over twice the annual average.

3.7 Visitor Economic Impact for Leeds

- 3.7.1 The indicator reports the economic impact to the city of the visitor economy. The data is taken from the Economic Impact Report produced by Global Tourism Solutions (GTS), where particular local information and data is provided to GTS such as footfall; hotel occupancy and rates; events; attractions; etc. and this is input into the Economic Impact Model which provides data about the economic impact of various types of visitors in Leeds.
- 3.7.2 The 2018/19 result, for the calendar year 2017, was previously reported at the Board's meeting on 9th January 2019. Therefore, for completeness, the result and associated narrative have been reiterated here in brief.
- 3.7.3 The Leeds' Visitor Economy (day visitors and staying visitors) grew by 6.47% between 2016 and 2017, and by £106m to £1.745bn. The number of day visitors and staying visitors increased from 27.29m in 2016 to 29.01m in 2017, a 6.3% rise. There was also a rise in the number of days people stayed in the city, increasing by 6.4%, and visitor economy associated employment increased by 6% i.e. by 1,414 FTEs.
- 3.7.4 Day visitors made up the majority of visitors to Leeds accounting for 91% of visits. However, there has also been growth in staying visitors, an increase of 3.5%, and

interestingly a greater increase of 6.4% in the number of days stayed, which suggests people are staying in the city for longer. There will be a continued focus on increasing the number of overnight visitors as this visitor group have a greater spend per trip which ultimately drives a higher economic impact result.

- 3.7.5 Leeds was voted the 4th most popular UK conference destination (up from 7th the previous year) amongst the domestic, corporate and association market in the British Meeting and Events Industry Survey 2019. The reports sees the city comfortably competing with other conference destinations many of whom have dedicated, large scale conference facilities including London, Manchester and Birmingham.
- 3.7.6 Two new hotels opened, the Mecure Leeds Centre and the Easy Hotel adding a 152 rooms to the 4,350 city centre rooms already available. This to be welcomed given the 3.5% growth in visitors staying overnight and greater increase of 6.4% in the number of days that visitors stayed in 2017. The 2019 Deloitte Crane Survey for Leeds suggests there has been delivery of about 200 new hotel beds annually since 2014. However, hotel construction activity is growing, with hotel development anticipated in Vastint's South Bank proposals, and a number of new hotel planning permissions. Planning permission has been given for the redevelopment of offices at Thoresby House, Leonardo Buildings and Great George St, to provide a 173-bed premium hotel and a 166-bed standard hotel. It is expected that work will commence later in 2019 with the scheme completing in 2022.
- 3.7.7 Plans to expand the terminal at Leeds Bradford International Airport (LBIA) were announced, to both transform the customer experience and potentially increase passenger capacity. The expansion is due to complete in 2020. Work also started on the £161m re-development of Leeds Station including a new platform, the installation of a new roof in the main concourse and transformation of the area outside the main entrance on New Station Street. The work is due to complete by spring 2021.
- 3.7.8 Visit Leeds ran a successful "Make it Leeds This Christmas" campaign encouraging people outside of Yorkshire to visit and stay in Leeds in the run up to Christmas, and other collaborative campaigns included those with P&O Ferries and Ryanair targeting visitors from Ireland and Holland.
- 3.7.9 The Our Spaces Strategy and the LBIA Connectivity Consultations commenced and the Visitor Economy China Forum was developed for launch during quarter 1 2019/20. There is a strong pipeline of world class sporting events and exhibitions taking place with potential to attract visitors from across the UK and internationally in the coming quarters, including: The World Cricket Cup in May and the UCI Road Cycling Championships in September, along with a number of cultural events and exhibitions.
- 3.7.10 Using Visit Britain data for 2017, Leeds is placed third amongst the core cities for overall economic impact (spending) for tourism of both overnight and day visitors.

	Tourism Day Visits		All overnight tourism			Total tourism	
	Visits Millions	Spending Millions	Trips Millions	Nights Millions	Spending Millions	Visits Millions	Spending Millions
Manchester	31.31	£1,444	2.438	5.057	£475	33.745	£1,919
Birmingham	25.98	£1,334	2.319	4.917	£403	28.300	£1,738
Leeds	23.16	£904	1.480	3.516	£268	24.635	£1,172
Liverpool	13.73	£670	1.320	3.004	£275	15.055	£945
Nottingham	13.26	£585	0.792	1.904	£141	14.056	£726
Bristol	11.65	£571	1.501	3.259	£261	13.147	£832
Newcastle	11.68	£560	1.164	2.929	£239	12.848	£800
Sheffield	11.93	£402	0.859	1.907	£126	12.791	£528

3.8 Percentage of Working-age Leeds Residents with at Least a Level 4 Qualification

3.8.1 The indicator reports the percentage of Leeds' residents with at least a Level 4 qualification which is: a Certificate of Higher Education; Higher Apprenticeship; Higher National Certificate; Level 4 Award; Level 4 Certificate; Level 4 Diploma; or Level 4 NVQ. The indicator uses data from the ONS Annual Population Survey and reports in calendar years with the data released annually in April.

3.8.2 The latest result is for the calendar year 2018, reported here as the 2018/19 result. In 2018, 38.2% of the working age population (WAP) of Leeds had at least a Level 4 qualification which represents 197,600 residents, an increase of 1.7 percentage points compared with the 2017 result of 36.5% which represented 185,500 residents. The graph below demonstrates the continued increase in Leeds' residents with Level 4 qualifications since 2004, increasing by over 13-percentage points from 24.9% to 38.2% during this period.



3.8.3 The table below shows the results for 2018 compared to 2017 for Leeds and the core cities. Compared to the core cities, Leeds had the 5th highest proportion of WAP with a Level 4 qualification in 2018. A number of core cities had greater proportions of Level 4 residents, particularly Bristol (49.3%). The increase in Leeds of 1.7 percentage points was higher than the increases for the UK (0.8) and the Yorkshire & Humber region (0.3). The proportion educated to this level remains higher than the region (33.3%), but lower than the national figure (39.3%).

Core City	2017 Result	2018 Result	Difference
Bristol	54.2%	49.3%	-4.9
Sheffield	41.7%	44.1%	2.4
Manchester	39.9%	44.1%	4.2
Newcastle	37.3%	40.5%	3.2
Leeds	36.5%	38.2%	1.7
Liverpool	35.0%	37.5%	2.5
Birmingham	31.4%	33.2%	1.8
Nottingham	30.1%	31.2%	1.1

3.8.4 The Leeds Talent and Skills Plan 2017-2023 highlights the changing labour market and the challenges in equipping all residents with information and the key skills required, and the opportunity to access and sustain employment and encouraging employers to invest in the skills of their workforce to sustain the growth of a knowledge based economy. Work is ongoing in conjunction with West Yorkshire Combined Authority to ensure that provision of high level skills training is responsive to employer needs and that progression pathways from low and intermediate level provision is in place and has greater visibility with learners and employers.

3.9 Number of People Supported to Improve Their Skills

3.9.1 This indicator reports the number of Leeds' residents with no or low level skills who have improved their skills via accredited or non-accredited courses including work experience through the Council's commissioned employment and skills programmes. A total of 7,010 people were supported to improve their skills during 2018/19 which is reflective of the delivery programme linked to the academic year.

3.9.2 The percentage of the Leeds WAP that do not have a Level 2 qualification is 24.0% which is better than the national average at 25.1%. 6.9%% of the Leeds WAP have no qualifications which is lower than the national average at 7.8% and is concentrated in the most disadvantaged areas of the city. The targeting of provision, particularly the Adult Learning Programme, was recently reviewed by Scrutiny Board. It revealed that 75% of residents benefitting from this skills programme lived in the 20% most deprived lower super output areas on the Indices of Multiple Deprivation.

3.9.3 The Adult Learning Programme actively targets learners who are: low skilled; have no or low level qualifications; are living in poverty; unemployed, workless or vulnerable to social exclusion; and individuals facing specific and often multiple barriers and disadvantage, e.g. adults with learning difficulties and/or disabilities; mental ill health; misusing substances; and people who are vulnerably housed, etc. The Government recently announced that those working but earning less than £16k annually would be eligible to access provision at no cost. Courses are shaped by learners' needs which are identified through work with learners, and effective networking and partnership arrangements which are in place across the city.

3.9.4 The Adult Learning Programme is funded by the Department for Education from the Adult Education Budget with annual funding allocations notified and contract-managed by the Education and Skills Funding Agency (ESFA). The number of people supported (target) is dependent upon the size of the budget allocation and the contract parameters which may vary from year to year to reflect national policy objectives and learner eligibility to access publicly funded provision. The budget allocation for the 2019/20 academic year is £2.18m. The provision is quality assured by Ofsted and is delivered by the Council, the Further Education sector, the third sector and commercial training providers.

3.9.5 The Employment and Skills Service is a member of a national benchmarking club however as need, funding and provision are based on local requirements, like for like comparison is not practical. The service is required by the ESFA to produce an annual Self-Assessment Report and a Quality Improvement Plan by January each year and is subject to ESFA Audit and Ofsted inspection.

3.10 Leeds as a Destination for Higher Education Leavers

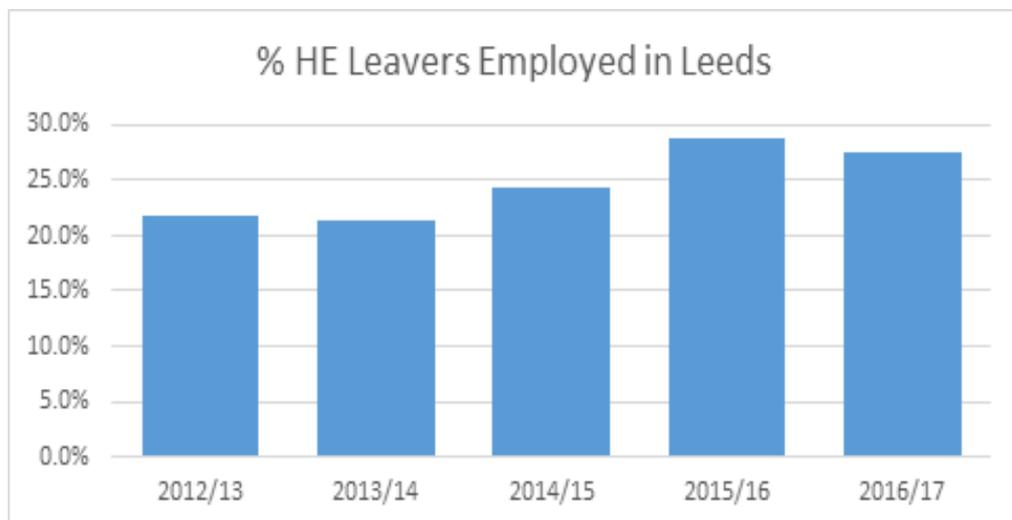
3.10.1 The annual indicator, Leeds as a Destination for Higher Education Leavers result for 2016/17 (the latest available) was previously reported at the Board's meeting on the 9th January 2019. Therefore, for completeness, the result and associated narrative have been reiterated here in brief.

3.10.2 The indicator reports the percentage of graduates (first degree) from Leeds Higher Education Institutions who lived in Leeds during term time and then remained in Leeds to work, indicating retention of those graduates in the local talent pool. It does not record whether those graduates were originally from Leeds or came here from elsewhere to study. The survey is currently carried out 6 months after graduation.

3.10.3 The data applies to the academic year 2016/2017 and is reported 12 months in arrears. Data was received from the Higher Education Statistics Agency in July 2018 for the 2016/17 academic year, during this period 27.5% of graduates who had lived in Leeds during term time remained in Leeds to work. Even though the percentage has dropped slightly by 1.3% from the previous academic year (2015/16) of 28.8%, the result has increased by 6.2% from the 2013/14 figure of 21.3%.

3.10.4 The annual #InLeeds Day held on 27th Feb 2019, promoted Leeds as a career destination to 60 undergraduates. Delivered in partnership with Ahead, the University of Leeds, Leeds Beckett and Leeds Trinity Universities, it showcased 11 Leeds based employers. Following workplace visits, students presented their findings and recommendations on attracting and retaining graduate talent and ensuring the health and wellbeing of their workforce (this year's theme). The University of Leeds supported by the Employment and Skills Service has been shortlisted in the Institute of Student Employers Awards 2019 in the category of Outstanding University Partnership with an Employer and/or Supplier.

3.10.5 The graph shows the change in percentage of Higher Education Leavers who remained in Leeds to work over the last 5 academic years from 2012/13 to 2016/17.



3.10.6 The survey is being replaced by the Student Outcome Survey which will be run 15 months after graduation rather than the current 6 months, this means that there will be no result reported in 2019/20 and the 2020/21 result will form a new baseline figure.

3.11 **Claimant Rate for Employment and Support Allowance**

3.11.1 This indicator reports the claimant rate for Employment and Support Allowance (ESA), the main out-of-work benefit for disabled people and those with a health barrier, and is taken from the Nomis website.

3.11.2 The indicator reports the number of claimants as a proportion of the Leeds WAP but is reported with a 6 month time lag, the latest available data relates to August 2018 which shows a claimant rate of 6.05% (as a proportion of the Leeds WAP), as the same as the previous year.

3.11.3 The number of ESA claimants should be seen in the context of other benefits claimants, namely Job Seekers Allowance claimants who are actively seeking employment, which has fallen to 5,561 in March 2019; at the same time the Leeds employment rate has risen to 77.6%, in excess of that for Great Britain of 76.1%.

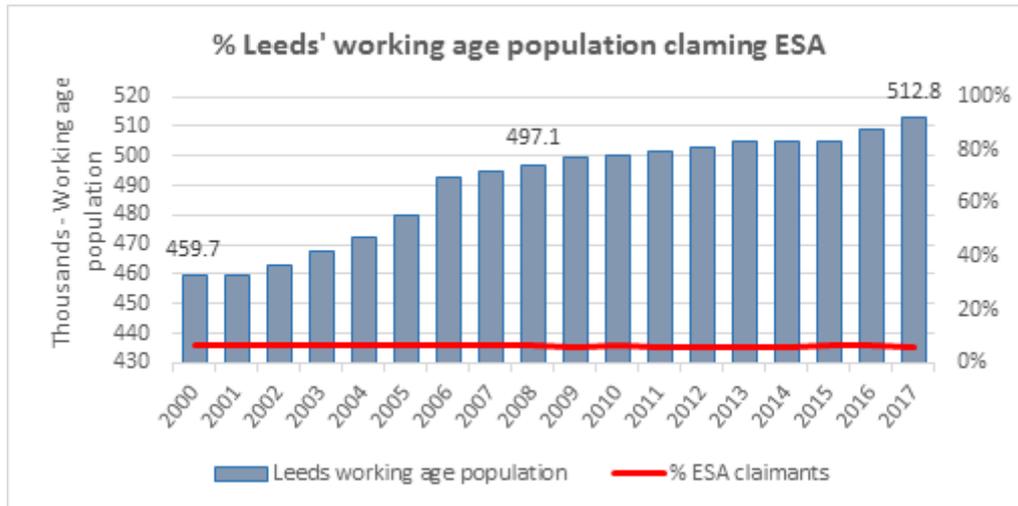
3.11.4 The Leeds ESA rate compares well with the other English core cities; although Leeds has the 3rd highest number of claimants behind Liverpool and Birmingham it also has the 3rd lowest rate of claimants as a proportion of the WAP. The table below shows the percentage and the percentage change in ESA claimants reported in February and August 2018 which are the 2 most recently available rates.

Core City	Feb 2018	Aug 2018	Difference
Newcastle	5.56%	5.23%	-0.33
Bristol	6.15%	5.96%	-0.19
Leeds	6.05%	6.05%	0
Birmingham	6.72%	6.16%	0.56
Sheffield	6.27%	6.29%	0.02
Manchester	7.57%	7.24%	-0.33
Nottingham	7.54%	7.64%	0.1
Liverpool	9.99%	9.92%	-0.07

3.11.5 In August 2018, there were 31,000 ESA claimants. This shows a small decrease of 10 claimants (0.03%) since August 2017, following a small decrease of 2.59% in the number of claimants compared to the same point in the previous year, i.e. 31,825 in August 2016. The small overall decrease of 0.03% compared with the August 2017 figure reinforces the static nature of this indicator.

3.11.6 The number of ESA claimants has remained largely static for the past 20 years. The graph below shows the percentage of claimants as a proportion of WAP, against the rise in WAP in Leeds since 2000, from when comparable data is available. This demonstrates that although there has been a steady rise in WAP, there has been a fall in the percentage of WAP making an ESA claim. In fact, the number of ESA claimants has

changed little since it was first introduced in 2008 and fully implemented in Leeds by 2011, as existing claimants were moved to ESA from the previous Incapacity Benefit.



3.11.7 Almost 5,000 of the city's ESA claimants are included in the 'Work Related Activity Group', comprising those with a time bound, mild to moderate condition that are likely to be able to return to work or training in the short term. 21,000 claimants are in the Support Group, comprising those with a longer term and/or more complex conditions requiring more support to move closer to the labour market. 5,000 are in the Assessment Phase, awaiting assignment to one of the above categories.

3.11.8 Long-term conditions are associated with social class and type of occupation, with people in the poorest communities having a 60% higher prevalence of long-term conditions than those in the richest. Mental ill-health, both a cause and consequence of unemployment, is the single largest cause of disability in the UK and is inextricably linked with deprivation. In Leeds, 53% of ESA claimants present solely with mental ill-health or in combination with a physical condition compared to only 11% of claimants that have musculoskeletal conditions. 43% of ESA claimants are under 45 years of age and 65% have a claim of more than 2 years duration.

3.11.9 The Government's Health and Work programme prioritising support to those with a disability or a long term health condition commenced delivery in the region on 15th January 2018. The Dept of Work and Pensions has published performance data but this is not available at a local level. Local provision delivered by the Council and funded through the European Structural and Investment fund (ESIF) programme has seen a further 1,242 residents supported, with 309 moving into work and an increasing focus on meeting the needs of this priority group through our wider provision, particularly as over 20% of our customers identify as disabled.

3.11.10 Connections to the Local Care Partnership network continue to be developed to explore ways of bringing employment support closer to GP interventions with those patients for whom ill health and unemployment are inextricably linked. Commissioned Employment Support Programmes will be co-located within surgeries and provide an effective signposting service on site.

3.12 Progress 8 Score for Leeds at the End of Key Stage 4 (End of Year 11)

3.12.1 The 2018/19 result for Progress 8 is not yet available, however provisional results are due in October 2019, with confirmed data to be released in January 2020. Therefore the previous result is shown below.

3.12.2 The confirmed (final) Leeds Progress 8 score for 2017/18 is -0.02. Young people in Leeds are making progress in line with their peers nationally. Progress 8 in Leeds matches national and regional performance, and is better than statistical neighbours and core cities. Whilst Leeds remains behind national on the pupils achieving a strong pass in English and maths measure, Leeds is above core cities, and saw a faster improvement rate than all comparators on the strong pass measure in 2018. Leeds is 66th out of 151 authorities.

3.12.3 The Annual Standards ([Annual Standards Report Link](#) (pp13-100)) report summarises the performance of Leeds pupils at all key stages in the 2017/18 academic year. It highlights the successes and challenges, identifying where the gaps are between groups of Leeds pupils and their national peers. Children who grow up in poverty face a range of disadvantages throughout childhood and their entire life course. Experiencing childhood poverty has severe short and long-term consequences across all indicators for success. There are statistically significant relationships evidenced in gaps for educational attainment, physical and mental health, social integration, longevity, wellbeing, housing, economic and employment outcomes.

3.13 Percentage and Number of Young People who are Not in Employment, Education or Training or Who's Status is 'Not Known'

3.13.1 An update on in year NEET figures is being considered at the Children and Families Scrutiny Board. Published results will be provided in the next report to this Board.

3.13.2 Two ESIF funded programmes commenced delivery this month with a further £3.8m available over 3 years to enable the Council to strengthen its targeted work to support vulnerable young people that are NEET (16 and 17 year olds) and the wider group of young people up to 25 years that have yet to find work. The programmes aim to support up to 3,000 young people to better connect to opportunities.

3.14 Growth in New Homes in Leeds

3.14.1 The Growth in New Homes performance indicator combines the number of newly built and converted homes together with the net reduction in long term empty homes (empty for longer than 6 months) and compares this with the current Core Strategy target of 4,700 new homes (including both newly built and converted; and empty homes).

3.14.2 Newly built and converted homes is reported by Strategic Planning within City Development Directorate and comprises: newly built homes (including student accommodation); net conversions of existing homes; C2 (extra care) elderly homes; and in-year demolitions which are taken off at the end of the financial year.

3.14.3 During quarter 3 2018/19, 627 newly built and converted homes were completed i.e. a total of 2,508 newly built and converted homes so far in 2018/19. This compares well with the cumulative quarter 3 position in 2017/18 when only 1,781 newly built and converted homes had completed, an increase of 40%. Performance in 2018/19 will show a significant uplift on last year's performance from a disappointing total of 2,357 newly built and converted homes for 2017/18.

3.14.4 A number of sites with 50 plus units are under construction including: Seacroft Hospital; Spofforth Hill; Station Rd, Allerton Bywater; Land Off Pollard Ln, Bramley; Moseley Bottom, Cookridge; Bishops Way, Seacroft; and Sandgate Drive, Kippax. 2019/20 will begin with real confidence with a number of large schemes under construction including 11 developments in the city centre and fringe which will translate into new homes commencing with Dandara at Leodis (744 units) who will be marketing units as available

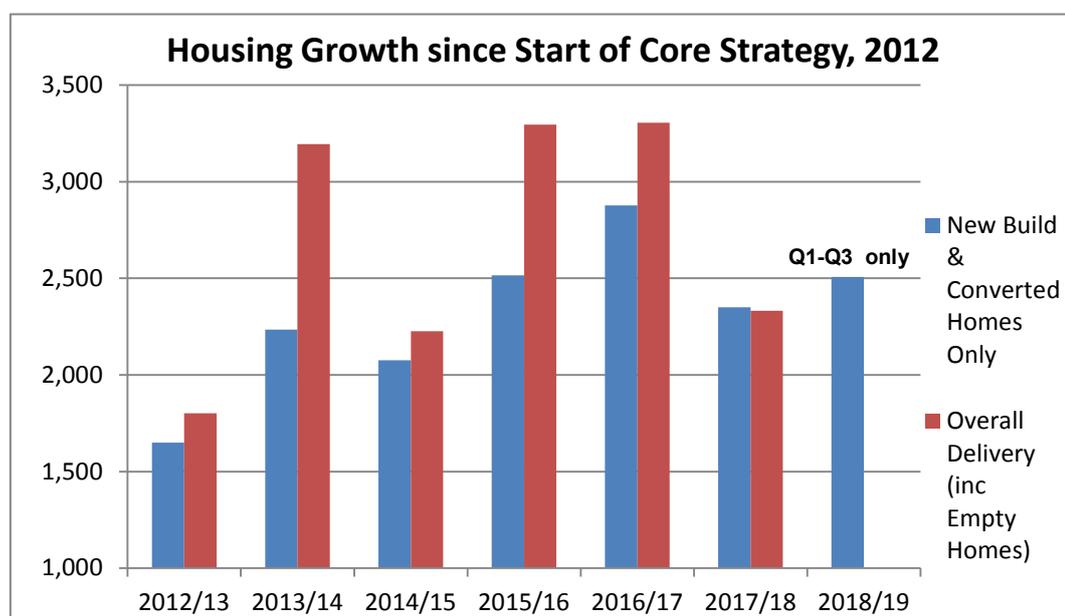
shortly and Hunslet Mill (758 units) which is currently under construction, however Phase 1 consisting of 85 apartments has already sold out.

- 3.14.5 Large sites at Kirkstall Forge (1,385 units) and City Reach, Kirkstall Road (1,010 units) are amongst those yet to start. This level of activity is consistent with the view that there will be an uplift in performance over 2018/19 with the anticipated output being around the 3,500 mark for newly built and converted homes.
- 3.14.6 The Deloitte Crane Survey 2019, highlights that despite little city centre growth for a number of years, Leeds is now seeing a resurgence of this residential market with 2,232 units under construction in 2018. This is the second highest level of residential construction recorded in the Leeds Crane Survey, topped only by the figure of 3,839 in 2007.
- 3.14.7 Continued growth in city centre residential delivery and a strong pipeline of residential units show sustained confidence for city centre living. In tandem with proposed city centre improvements to public realm and transport access, including around Leeds Railway Station and South Bank, expectations of further growth are high.
- 3.14.8 In 2018, there were 3 new starts including the Mustard Wharf development (250 units), the former Yorkshire Post development (204 residential units), and Centenary House (80 units). The city centre residential development pipeline also remains robust, with planning permissions in place for the SOYO development at Quarry Hill; Doncaster Monkbridge Phase 1 and 2; and CEG's Holbeck Portfolio, with expectations of a number of new tall buildings which will add to the city centre skyline.
- 3.14.9 The Deloitte Crane Survey 2019 also mentions 2,768 student accommodation bedspaces under construction at the end of 2018, almost 4 times the annual average of 704 (since 2007). Two of the tallest building schemes with over 750 units are under construction: Unite's White Rose View development (up to 27 storeys) and Olympian's Hume House (36 storeys), demonstrating continued confidence in investment in the Leeds student housing market.
- 3.14.10 Net Reduction in Long Term Empty Homes is delivered by the Private Sector Housing Team and reported by Resources and Housing directorate. Net reduction is reported as the difference in the number of long term empty homes at the end of 2018/19 compared with the number at the end of 2017/18, since long term empty homes can increase or decrease over time.
- 3.14.11 At the end of 2018/19, there were 307 more long term empty homes (3,647) relative to the end of 2017/18 and there seems to have been a levelling off in reduction of long term empty homes over the past few years. This could partly be due to an anticipated plateauing of empty homes around 3,000/3,500, especially in the context of an 8% increase in the total number of properties in Leeds. The Empty Homes Strategy included a target to reduce empty homes by 2,000 between 2012 and 2017 and this was achieved in March 2017 with a reduction of 2,437 to 3,776 empty homes in the city.
- 3.14.12 Since April 2017, the Empty Homes Strategy's aim has been to ensure empty homes do not increase above the 3,776 figure, and this has been maintained at the end of 2018/19. The new Empty Homes Strategy 2019/22 will be considered at Executive Board in the summer requesting a continuation of funding for the Empty Homes Doctor and proposals for a new buyback programme using the Housing Revenue Account to purchase empty homes for use as affordable social homes.
- 3.14.13 The usual reporting of this indicator would be to add together newly built and converted homes to the net reduction in long term empty homes figure to report the New Homes

indicator overall result. However, as only the quarter 3 result for newly built and converted homes is available, this can only be done when the full year 2018/19 figure is known. The 307 increase in long term empty homes will need to be 'netted off' the newly built and converted units reported and compared with the current Core Strategy target of 4,700 new homes per annum.

3.14.14 However, the Core Strategy Selective Review (CSSR) proposes updates to the Core Strategy (2014), in particular a new annual housing requirement of 3,247 homes between 2017 and 2033. Following recent public hearings, the Planning Inspector identified that there is a need for Main Modifications to make the CSSR sound. The 6 week public consultation on these Main Modifications commenced on the 17th May 2019 and publication of the Inspector's Report is anticipated thereafter with adoption due in the autumn.

3.14.15 The graph below shows the delivery of New Homes since the adoption of the Core Strategy in April 2012, demonstrating that, by and large, the newly built and converted homes element has been increasing steadily since 2012/13. The quarter 3, 2018/19 figure for newly built and converted homes is also included and although quarter 4 is yet to be added, the uplift in newly built and developed homes compared to 2017/18 can clearly be seen.



3.14.16 The supply of planning permissions is healthy and continues to increase with a large number of schemes approved in the city centre where greater build out rates could be achieved. The Housing Land Monitor for September 2018 reveals that 20,142 units have planning permission with a further 12,693 units available to gain planning permission on allocated land including nearly 6,000 on new allocations in the Aire Valley. Of the 20,142 units, 16,981 have detailed planning permission. Considering that 4,255 units are under construction, this leaves 12,726 units with detailed planning permission that have not yet started.

3.15 Number of Affordable Homes Delivered

3.15.1 The indicator includes completed homes which are ready for habitation and is calculated from a number of sources:

- via the Planning system:
 - delivered as a condition of planning, i.e. via a Section 106 agreement.
- Affordable Housing Providers:

- delivered by Registered Providers from Homes England (HE) grant funding utilised for new build, acquisition and refurbishment schemes
- delivered through Providers programmes with no grant funding input
- delivered with support from the Right to Buy (RtB) Replacement Programme by affordable housing providers for new build, acquisition and refurbishment schemes
- Leeds City Council:
 - delivered through the Housing Revenue Account (HRA) new build programme
 - delivered through Homes England (HE) grant funding used for new build, acquisition and refurbishment schemes
 - delivered by the council via RtB grant funding and used for new build, acquisition and refurbishment schemes

3.15.2 The in-year need annual target for affordable homes (AH) is 438 with an additional annual requirement of 720 AH to contribute towards historical under-provision. The combined target of 1,158 pa is reflected in the current Core Strategy. The AH target will increase to 1,230 AH when the Core Strategy Selective Review completes and is formally adopted by the Council.

3.15.3 The 2018/19 result is not currently available and will be reported in late May/early June. By quarter 3, 2018/19, 327 AH had been delivered, far in excess of the 174 AH delivered during the same period in 2017/18. By quarter 3 2018/19, the number of AH units delivered by type were: 140 s106 units compared to 69 for the same period in 2017/18; 98 units via registered providers (RP) again in excess of the same period in 2017/18 (77) and 89 units via the council's delivery programme, well in excess of the same period in 2017/18 (28). The indicator is on track to meet the in-year need part of the target i.e. 438 AH and in excess of the 2017/18 annual delivery of 238 AH.

3.15.4 Given the cyclical nature of the Homes England (HE) grant programme (ends 2021) and new procurement routes, there are a significant number of pipeline schemes and start on sites taking place across the city which will result in completions of new units primarily in late 2020/early 2021. AH delivery is closely linked to the Comprehensive Spending Review cycle, i.e. 2018-21 via the AH Programme; government funding to support commercial delivery; and the RP's delivery programmes. AH tends to be back loaded with the majority completed at the end of the 3 year cycle, and therefore the best assessment of AH delivery is cumulatively over the period of the BCP 2018-21, consistent with RP's funding and delivery cycles. However, the indicator will be monitored annually to provide an indication of progress.

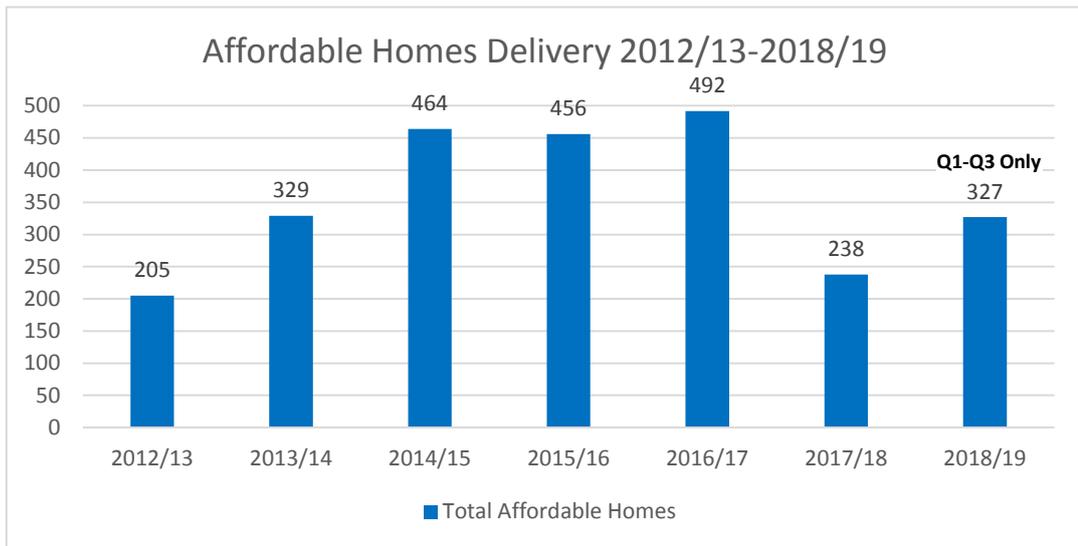
3.15.5 In October 2018, the borrowing limit on Housing Revenue Accounts was abolished enabling access to further borrowing to build AH at a scale and pace not previously possible. There are a number of schemes in design/feasibility including Beeches (27 units)/Nevilles (32 units), with the construction contract awarded in February 2019 and start on site due in May. A planning application for Meynells (28 units) was submitted in February with determination anticipated in late May.

3.15.6 The next phase of the Council Housing New Build programme will deliver a further c358 general needs units over the period 2019-2022 across 6 sites with a capital investment of around £55 million and with the ambition to deliver circa 300 AH per annum.

3.15.7 With regards to future delivery through RPs, a number of organisations are negotiating with/have entered into strategic partnerships with HE enabling greater flexibility in grant allocations, contingent upon exceeding their Business Plan delivery targets by 20%. The benefits for Leeds are already being evidenced as RPs are submitting planning applications for significant developments or acquiring large sites from private sources.

This upscale in delivery will provide increased supply of a range of AH products and contribute towards meeting the Core Strategy target.

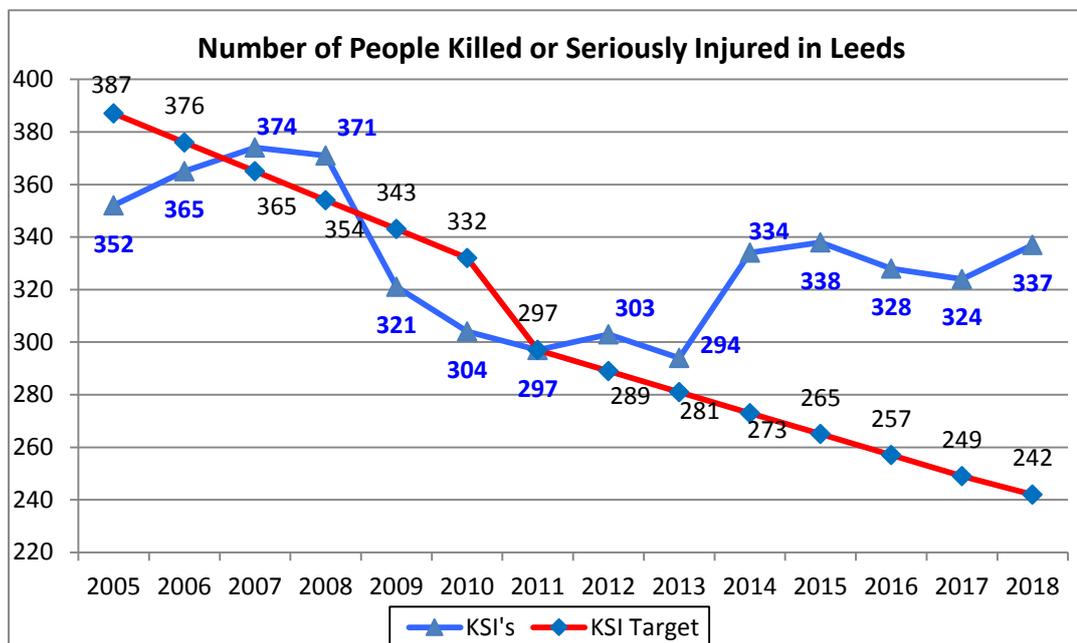
3.15.8 The graph below shows the delivery of AH since the introduction of the Core Strategy in April 2012, and demonstrates a steady rise in delivery to 2016/17. The larger number of homes delivered during 2016/17 was partly as a result of the delivery of the Little London, Beeston Hill & Holbeck Housing PFI project. There were challenges in bringing forward other AH schemes in 2016/17 which resulted in a reduced number of schemes being built and completed during 2017/18, however, the quarter 3 2018/19 delivery shown on the graph already demonstrates an uplift in AH completions compared with the previous year, with a further quarter of completions to be added shortly.



3.16 Number of People Killed or Seriously Injured (KSI) in Road Traffic Accidents

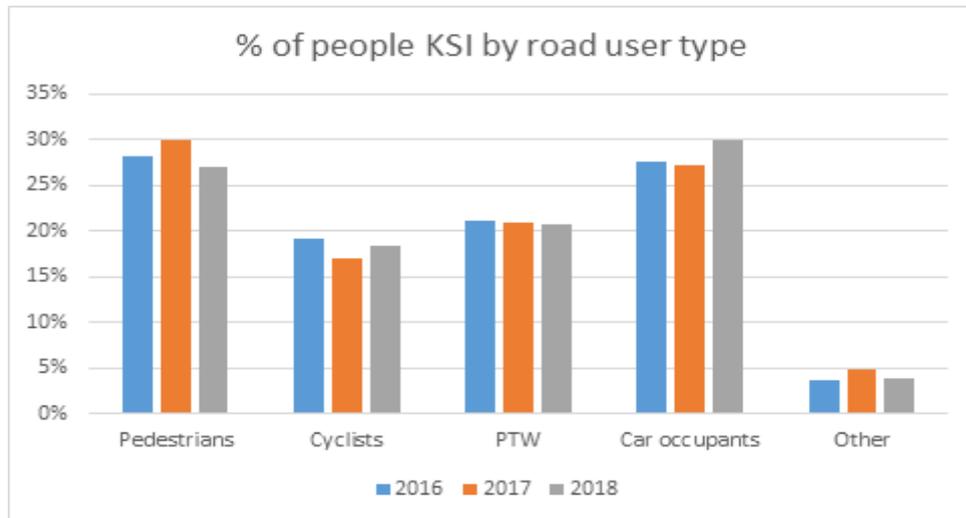
3.16.1 This indicator reports the number of people who have been killed or seriously injured (KSI) in road traffic accidents in Leeds during 2018 and the indicator reports by calendar year. The 2018/19 target of no more than 242 people is derived from the Local Transport Plan i.e. a reduction by 50% in the number of people killed or seriously injured relative to the average for 2005-09 to be delivered between 2011 and 2026.

3.16.2 The graph below shows the number of people KSI since 2005 compared to the KSI target.



3.16.3 There was a total of 337 people KSI during 2018 compared to 324 during the previous year, an increase of 4%. Of the 337 people KSI, 91 were pedestrians (98 in 2017), 62 were pedal cyclists (55 in 2017), 70 were powered 2 wheeled (PTW) motor cyclists (68 in 2017) and 101 were car occupants (88 in 2017); there were also an additional 13 people in other categories (15 in 2017). Of the 337 people KSI, 223 (66.2%) were vulnerable road users (pedestrians, cyclists and motorbike riders).

3.16.4 The graph below shows the percentage distribution of people KSI across these main transport groups over the last 3 years 2016-2018.



3.16.5 During 2018, 26 road users were killed in Leeds, 11 more than in 2017, and greater than the last 6 year average of 15 per year. Of these 26 fatalities, 15 were pedestrians (7 in 2017), 8 were car occupants (6 in 2017), 2 were motorcycle riders (2 in 2017) and 1 was a cyclist (none in 2017): 23 were adults and 3 were children. Four car occupant fatalities occurred in one single incident. In 2016, Leeds recorded the lowest number of fatalities since records began, however in 2018 fatalities had increased again back to the level in 2011. This clearly demonstrates the significant variations in the number of fatalities and that they can widely fluctuate from year to year, however a full analysis is always undertaken and action taken where interventions can reasonably be carried out.

3.16.6 In 2018/19 a more comprehensive review of road collisions in Leeds has been undertaken, beyond the standard Lengths and Sites for Concerns review documents. As a result, additional lower order sites where lower cost interventions will provide greater casualty benefits have been identified.

3.16.7 A 2 year programme of works has been developed at targeted KSI collision sites and lengths. Leeds is currently working through the 1st year programme of works and has undertaken feasibility design works for more complex schemes targeted to be delivered in the 2nd year of the plan.

3.16.8 The West Yorkshire Casualty Reduction Partnership (with Senior Officer representatives from all 5 West Yorkshire Districts, including the Police, Highways England and Fire Service) are working to deliver an interactive web based system where the general public can upload dashcam footage of anti-social and dangerous driving direct to the Police for potential prosecution. This scheme is currently being trialled across West Yorkshire.

3.16.9 The West Yorkshire Safer Roads Executive Group, involving Chief Officers from all 5 West Yorkshire districts as well as the Police and Fire Service, continues to meet on a regular basis and works in conjunction with the West Yorkshire Safer Roads Working Group and The West Yorkshire Safer Roads Delivery Group which additionally includes

Highways England and senior officers from across the region, as well as other local steering groups, to identify issues and work towards the delivery of suitable schemes. One such scheme currently being trialled is the monitoring of car drivers from buses to identify drivers using their mobile phones.

- 3.16.10 Work continues to develop District Centre Safety Schemes and a programme has been proposed for 2019/20 which following approval is due to be published shortly. Of the recent schemes, Dewsbury Rd Phase 3 has now been finalised with all snagging works completed on the site and is awaiting the final safety review. The Harehills Road Safety Scheme is currently paused pending a review of local opposition to the scheme.
- 3.16.11 The Kirkstall Rd Cycle Safety Improvement Scheme which completed in autumn 2017 has had a dramatic impact on the number of accidents. The scheme addressed the very high ratio of pedal cycle related accidents at junctions and was influenced by the Copenhagen style cycle treatment, giving priority to pedal cyclists and pedestrians over vehicles entering and exiting side roads. In the 5 years between 2013 and 2017, there were an average of 12 accidents a year, however a 12 month post-implementation review indicates only 1 recorded collision.
- 3.16.12 Although each of the schemes focus on local issues, the underlying concern of reducing casualties is the primary focus and includes interventions that improve cycling and pedestrian safety through dedicated cycle lanes, pedestrian facilities and speed reduction measures. A number of future interventions are planned and are at feasibility assessment stage or undergoing consultation.
- 3.16.13 Additional work focussing on road users' behaviour is regularly undertaken to identify issues and implement actions or interventions:
- Speeding
All of the A and B route network has been reviewed in line with the latest 'Setting Local Speed Limits' published by the Department for Transport. Reviews are also undertaken of individual sections where speed was a contributing factor to a road traffic collision. In addition, the delivery of 20mph zones continues, in order to complete the ambition to make all residential streets 20mph by 2020.
 - Drinking and Alcohol
Continuation of collaborative work with partnerships such as the Police and Fire Service to promote the message that drink or drug driving is not acceptable and makes our roads unsafe.
 - Rat-Running
The council will investigate any reports of rat-running if it causes a road safety hazard.
 - General Anti-Social Behaviour
All partners continue to address anti-social driving behaviour through the 3 E's: Education, Engineering and Enforcement.
 - Complaints
The Traffic Section receives over 5,000 items of correspondence annually and each one of these is investigated and receives a formal reply. Responses include objective reasoning behind any decisions.
- 3.16.14 Work continues on a new scheme with the West Yorkshire Camera Partnership, the Random Road Watch Initiative, to enable local authorities to react to concerns relating to speeding by requesting mobile speed camera vehicles to be deployed to any road within the city. This will enable the council to be more responsive in addressing speeding along particular routes or within estates to combat anti-social driving and help improve driver behaviour. It is hoped that this initiative will be rolled out during 2019/20 subject to all the legislative requirements being met.

3.16.15 Ongoing analysis of road collisions has identified the top 3 categories which require targeted intervention: road collisions involving the elderly; road collisions involving young drivers; and road collisions involving powered two wheeler motorcycles. A programme targeted at these groups and other vulnerable road users is planned involving social media, radio advertising and bus back advertising. Additional work focussing on road users' behaviour is regularly undertaken to identify issues and implement actions or interventions.

3.16.16 With the expansion of the 20mph programme around residential areas and schools, an Education Pack has been produced for schools in the affected areas along with continuing bus back advertising. Radio advertising is also being prepared, leaflets and postcards have been designed and are being distributed, to promote and raise awareness of the zones. Leeds Safer Roads Steering and Liaison Groups continue to meet regularly and are working on a programme of education, community engagement and the city-wide publicity of road safety schemes. Progress continues to be made using the digital platform with the continuing use of @SaferRoadsLeeds which now has almost 700 followers, and the development and use of websites such as the Connecting Leeds brand. Delivery of the Close Pass Initiative has now passed to the Neighbourhood Police Teams.

3.17 Number of Children & Young People (CYP) killed or seriously injured

3.17.1 40 Children and Young People (C&YP) were Killed or Seriously Injured (KSI) during 2018, compared with 39 during 2017, an increase of 1. During the period there were 3 fatalities which included 2 pedestrians and 1 cyclist, this compares to 4 fatalities in 2017 (3 car occupants and 1 pedestrian). Although, there is no specific target for C&YP KSI, the 2018/19 target is to achieve a reduction compared to 2017 and an overall downward trend.

3.17.2 Road safety education continues to be a priority, Bikeability Training levels 1, 2 and 3 have been delivered to 10,904 pupils and Pedestrian Skills Training has been delivered to 10,971 children during 2018/19. Delivery of the Scooter Training Programme, targeted to deliver training across 30 schools has commenced. It is recognised that the main influence upon vulnerable road users is through education and enforcement and whilst the Educational Programme continues to be rolled out successfully, the enforcement aspect is currently being impacted upon by reduced Police resources.

3.17.3 Delivery of the 20mph zones around schools continues to be implemented and the promotion of road safety messages continues in line with the structured campaign calendar. Social media continues to be popular and the School Gate Parking blog was particularly well received with an upsurge in requests for school gate parking packs indicating that schools and parents are becoming more engaged. @SaferRoadsLeeds has also been used to promote a number of campaigns during the year including deterring the use of mobile phones when driving; a focus on getting outside; cycling and City Connect; and walking and planning your journey.

3.18 Satisfaction with a Range of Transport Services

3.18.1 Data for this indicator is provided by the West Yorkshire Combined Authority (WYCA) from the annual Tracker Survey. The survey is collected from around 1,500 participants across West Yorkshire, split equally across the 5 districts, and the reported result is from Leeds' residents. As this performance indicator is being used as a Leeds Public Transport Investment Programme (LPTIP) measure, an additional sample of 300 respondents per year has been commissioned. The 2017/18 data for the main survey was collected during August 2017, however the additional 300 surveys were collected

during November and December 2017. The 2011 survey was the last one carried out as a face-to face survey, involving circa 400 respondents, whilst all the subsequent surveys have been telephone based.

- 3.18.2 During 2018, WYCA reviewed whether to continue with the current in-house survey or to commission an alternative provider. The final decision was to retain the current survey provider, however no sampling has been undertaken in 2018. Therefore, there will be no result reported in 2018/19 and the next available result will be for the 2019/20 reporting period.
- 3.18.3 The previous result, the combined satisfaction result for 2017 was 6.3 out of 10, compared to 6.4 out of 10 in 2016 and 6.5 out of 10 in the 2011 baseline year, representing a small downward trend overall.
- 3.18.4 The specific objectives of the annual tracker survey are:
- To build on and continue with the work already established to track user and non-user perceptions, attitudes and satisfaction relating to local transport and travel;
 - To measure satisfaction with a range of individual transport provision;
 - To identify major issues and/or trends;
 - To track changing travel behaviours;
 - To identify areas for service improvement and satisfaction within the different service areas.
- 3.18.5 The indicator provides the result of the Customer Satisfaction aspect of the Tracker Survey and is represented as a score 'out of 10' against a selection of 14 questions concerning attitudes about travel provision and travel infrastructure, where customers provide both a 'rating' out of 10 and an 'importance score out of 10. These responses are combined and weighted to provide a single overall score.
- 3.18.6 Since the survey was first conducted in its current form in 2011, there has been an overall increase or no change in satisfaction levels in 5 of the indicators, and a fall in satisfaction levels in 8 of the indicators as shown in the table below.

Indicator	2011 Rating	2016 Rating	2017 Rating	2011-2017 Difference
Affordability of Public Transport	4.9	6.0	5.6	1.5
Local Rail Services	5.8	6.6	6.7	0.9
Local Bus Services	5.5	6.5	6.1	0.6
Affordability of Motoring	5.2	5.7	5.5	0.3
Condition of Roads	5.0	5.2	5.0	0.0
Local Bus Station	7.2	7.2	7.0	-0.2
Local Rail Station	7.1	7.2	6.9	-0.2
Local Taxi Services	7.8	7.3	7.5	-0.3
Street Lighting	7.8	7.9	7.4	-0.4
Pavements & Footpaths	6.3	5.7	5.8	-0.5
Community Transport	6.8	5.9	5.8	-1.0
Cycle Routes & Facilities	6.3	5.2	5.3	-1.0
Levels of Congestion	6.9	4.9	5.2	-1.7

- 3.18.7 A rating score of 7 or above is considered by WYCA to be good, a score of 6 is seen as acceptable and a score of 5 or below is an area of concern. However it is worth noting that the 300 additional respondents included in the 2017 survey were surveyed during the winter period (Nov/Dec) when customer's responses may be influenced by the

weather and the associated traffic issues, whilst the 2016 and previous surveys were carried out during the summer.

3.18.8 The Leeds Public Transport Investment Programme (LPTIP), consisting of £270m from the DfT, LCC, WYCA, bus operators and developers will deliver significant investment in public transport up to 2021. It is anticipated that as schemes are completed and begin to deliver benefits, this will be reflected in the public's satisfaction rating. The main areas of focus for the LPTIP are:

- Implementing a new high frequency bus network with over 90% of core bus services running every 10 minutes between 7am and 8pm;
- Bus Priority Corridors;
- Improved real time information at 1,000 more bus stops;
- City Centre Gateways;
- Providing improved connectivity across areas;
- New Park & Ride (P&R) sites and expansion of existing bus and rail P&R sites;
- Improved accessibility at existing stations;
- Complementary investment in bus services and low emission vehicles;
- Bring forward proposals to develop 3 new rail stations.

3.18.1 There is an unprecedented level of investment in the Leeds' transport infrastructure in schemes that are both currently underway or planned, including significant projects funded by the LPTIP, West Yorkshire Plus Transport Fund, Highways England as well as the proposed HS2 development. Whilst these will ultimately deliver benefits for the residents of Leeds, there will inevitably be a short/medium term impact on the city whilst the schemes are being delivered, and these are likely to influence customer satisfaction ratings.

3.19 Number of Passengers Boarding Buses in the Leeds District

3.19.1 Data for this indicator is based upon ticket machine data provided by the bus operators to WYCA and represents the number of passengers boarding buses within the Leeds district. The number of passengers during 2017 is reported here as the 2018/19 annual result. The 2018 bus passenger numbers will be available in 2019 and the target is an improvement compared with the 2017 result, i.e. greater than 67m bus passengers.

Total Leeds Bus Patronage				
	2016	2017	Change	% change
Leeds	67,043,429	66,394,452	-648,977	-0.97%

3.19.2 The Leeds Public Transport Investment Programme (LPTIP) target is to double bus patronage from 2016 levels within 10 years, and work is underway as part of the LPTIP programme to introduce measures to improve bus transit times and reliability.

3.19.3 A number of bus related schemes form a part of the LPTIP which aims to improve both bus reliability and bus journey times, such as over 90% of core bus services running every 10 minutes between 7am and 8pm. Improvements are therefore needed along the main bus corridors into the city and also within the city itself. It is however anticipated that significant increases in bus patronage may not be seen until the LPTIP projects begin to be delivered.

3.19.4 To determine the optimum improvements in street infrastructure all of the relevant baseline data along the key corridors and city centre has been analysed such as, traffic speeds and flows of public and private transport, bus patronage, general bus routing information, accident details, junction hotspots, land ownership, site allocations plans,

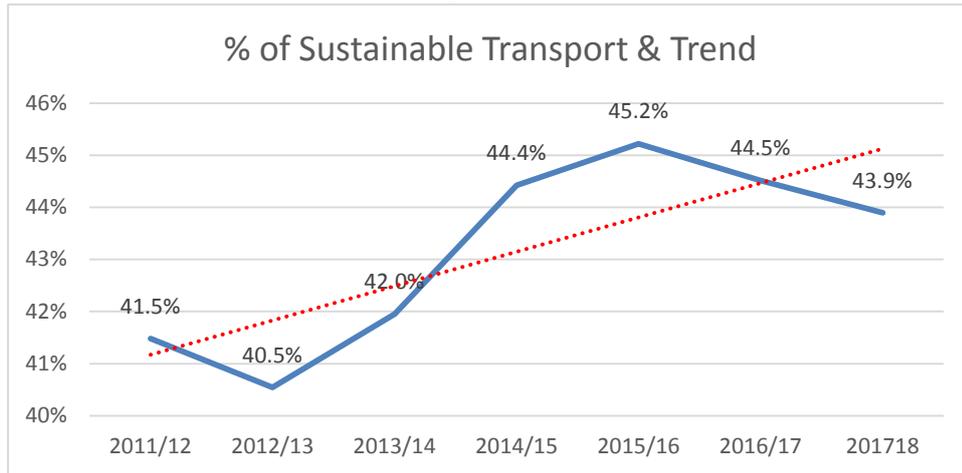
non-motorised user facilities and usage, parking etc. Together with site observations and discussion with stakeholders, schematic plans have been prepared on a number of potential interventions that will address existing issues and enable improvements to be made for bus passengers; principally more reliable and quicker bus journey times and better waiting facilities.

- 3.19.5 Approval was received at the July 2018 Executive Board to carry out detailed design and construction for the bus priority corridor measures on a number of routes: A61 south between Stourton and Hunslet Rd (due to commence spring 2019); A647 Bradford to Leeds; A61 north Alwoodley to Leeds; A58 Oakwood to Leeds; and A660 Adel to Leeds.
- 3.19.6 Delivery partners have been appointed for bus corridors, and for City Centre Gateways, and they are now developing the initial high level delivery programmes. Executive Board approval for the Headrow City Centre Gateway has been obtained and work is due to commence shortly, approval was also obtained for the A647 Leeds to Bradford corridor improvements. Planning permission has been obtained for Stourton Park & Ride and detailed design work has begun on the A61 south bus corridor.
- 3.19.7 The outline business case for LPTIP also proposed 1,000 more bus stops with real time information. Consultation continues on a number of bus corridor routes through the Connecting Leeds website, and analysis of the public feedback from those consultations which have already closed is currently underway.
- 3.19.8 First Bus is continuing to introduce new low emission buses on key routes as part of their commitment to introduce 284 high quality buses which meet the latest emission standards. First Bus are also hoping to bid for Ultra Low Emission Vehicle funding for additional electric buses for delivery in 2019/20. All buses operated by Transdev in Leeds have been purchased as new within the past 2 years or extensively refurbished to an 'as new' standard including next stop information, USB power and Wifi. There are 3 buses that have not already been replaced (Coastliner vehicles) which will be replaced with 3 new high-spec buses (including the above features, tables and to Euro VI standard) this year. Arriva Yorkshire received 37 new buses last year.

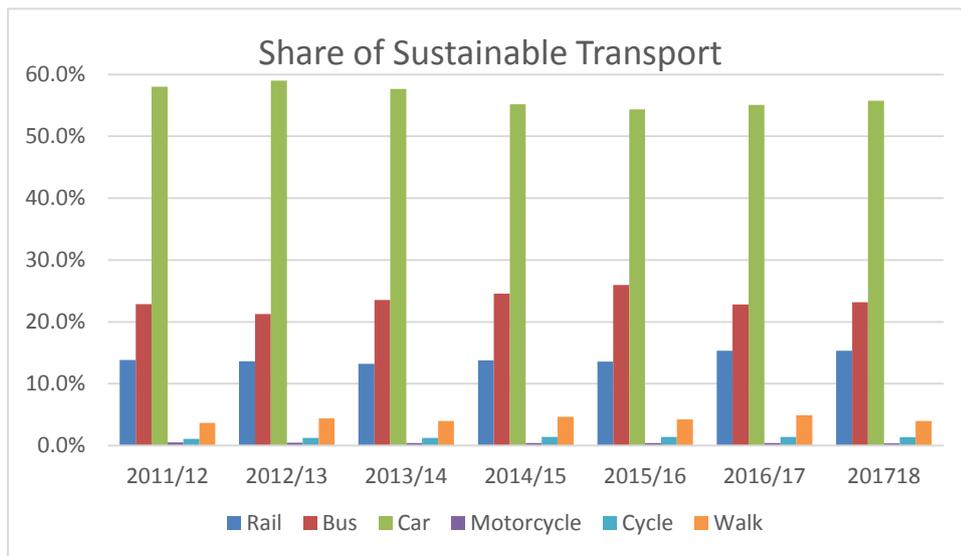
3.20 Increase in City Centre Travel by Sustainable Transport (Bus, Train, Cycling, Walking)

- 3.20.1 The Increase in City Centre Travel by Sustainable Transport indicator is collected via an annual roadside count at various points on a cordon around the city centre over 4 days each spring, and then combined with train data provided by WYCA, which is collected and averaged over a 6 month period. Data for the 2018/19 result was collected via the cordon count during spring 2018 and the rail data from WYCA is expected imminently, when the annual 2018/19 result will be calculated and reported
- 3.20.2 As an indication of changes, analysis of the other modes of transport from the 2018/19 cordon survey reveal a notable growth in both walking and cycling in 2018/19. The average number of people observed cycling per day was up 12% to 2,108, from 1,881 in 2017/18; while the number walking was up a substantial 53% to 8,435, from 5,531. These results will have been influenced by the good weather last year, nevertheless it is hoped that this growth will carry through as commuters get used to the benefits of travelling by these sustainable modes.
- 3.20.3 In the previous year, 2017/18, 43.9% of all journeys into the city centre used sustainable transport methods i.e. bus, train, walking and cycling. This figure was previously reported to the Board as 46%, but was amended following receipt of adjusted data.

3.20.4 As the graph below shows, the small dip in sustainable travel during 2016/17 following 3 successive years of increases, has fallen again during 2017/18 (by 0.6%), however the overall trend since 2011/12 remains positive.



3.20.5 The graph below shows the share of sustainable travel split across the different types of transport and how their relative percentage shares have changed since 2011/12. The latest survey shows an increase in bus usage, no change in rail or cycle usage, and a decline in walking in 2017/18 mirrored by a rise in car usage. It is worth noting that a significant proportion of the car usage counted during the cordon count is making use of the Inner Ring Road as a way to cross Leeds and not accessing the city centre.



3.20.6 The table below shows the actual distribution change between 2016/17 and 2017/18. Although it is difficult to read any real meaning into any year on year change, it is encouraging that the longer term trend is a sustained increase in bus, rail and cycle usage. As with any snapshot, data is a sample and therefore subject to local circumstances at the time, however it is consistent enough to provide a reliable trend.

Mode	2016/17	2017/18	Change
Rail	15.3%	15.3%	0%
Bus	22.8%	23.2%	0.4%
Car	55.1%	55.7%	0.6%
Motorcycle	0.4%	0.4%	0%
Cycle	1.4%	1.4%	0%
Walk	4.9%	4.0%	-0.9%
Total	100.0%	100.0%	

- 3.20.7 The 1,000 space Temple Green Park & Ride (P&R) which opened on 19th June 2017 is nearing capacity and usage now regularly exceeds 900 cars parked each weekday. The recently installed barrier is so far proving successful in preventing further trespass by travellers on the site. Work on the second extension at the Elland Rd P&R site has now commenced and this will add a further 550 parking spaces to the existing 800, established by the first and second phases of development in 2014 and 2017.
- 3.20.8 Feasibility and design work for the proposed 1,200 space Stourton P&R has been concluded and the planning application was submitted in July 2018. A further P&R site north of the city at Alwoodley Gates is being proposed with forecasting work and a feasibility study currently underway, and a planning application is expected in autumn 2019.
- 3.20.9 The Council continues to maintain and promote sustainable travel through the expansion and promotion of the use of the CityConnect Cycle Superhighway (CCCSH) which is showing an increase in use relative to the 2014 baseline year. Work continues on the city centre section of the CCCSH by Colas, funded by the Department for Transport. The works are being carried out in 3 sections: York St, Marsh Ln, Duke St, Kirkgate and Crown Point Rd; Wellington St; and Queen St and Park Square East. It is anticipated that all works will be completed by the end of June 2019. Evidence from CityConnect reveals that the growth in cycling usage during the summer of 2018 continued, with usage up 9% in the autumn and 14% in winter, relative to the previous year.
- 3.20.10 The anticipated increase in rolling stock by Northern Rail is now expected by December 2019, the delay is partially due to various over-runs in the electrification of some north-west routes around Greater Manchester. Once complete, new electric trains will be introduced on these routes and the existing rolling stock will be redistributed to other parts of the Northern Rail network.
- 3.20.11 An additional benefit of the greater use of sustainable transport will be a consequent improvement in air quality. The existing P&R sites demonstrate that they are successful in encouraging people away from car usage to sustainable transport. In the longer term, the introduction of new cleaner buses and conversion of older buses to cleaner technology, supporting increased bus usage, will supplement this.

3.21 Number of Residential and Commercial Properties Moved to a Lower Level of Flood Risk

- 3.21.1 The annual result for the Number of Residential and Commercial Properties Moved to a Lower Level of Flood Risk indicator (covering the period April 2017 – September 2018) was previously reported at the Board's meeting on the 9th January 2019. Therefore, for completeness, the result and associated narrative have been reiterated here in brief.
- 3.21.2 This indicator reports the number of commercial and residential properties moved to a lower level of flood risk and the target is to assess and cumulatively report the number of properties which have been moved to a lower level of risk during the implementation of the Flood Alleviation Schemes (FAS) and local delivery programmes. The methodology used to calculate the number is that used by the Environment Agency (EA) for the purposes of funding bids and post-project reporting. The number of properties moved to a lower level of flood risk between April 2017 and September 2018 was 3,134 residential and 501 commercial properties.
- 3.21.3 For non-FAS schemes, data is not routinely collected in connection with commercial properties, however some of the schemes may provide additional benefit to commercial properties but overall reported numbers will be low.

- 3.21.4 The 134 non-FAS residential properties which have moved to a lower flood risk are situated at the following locations:
- Westfields, Allerton Bywater 40 properties;
 - Glebelands, Garforth – 10 Properties;
 - Hawthorne Terrace, Garforth – 10 properties;
 - Ramsden Street, Kippax – 32 properties;
 - Lowther Road, Garforth – 9 properties;
 - Barley Hill, Garforth – 33 properties.
 - In addition, the school at Glebelands also benefitted from being moved to a lower level of flood risk.
- 3.21.5 The FAS related properties are those moved to a lower level of flooding as a result of the Leeds FAS Phase 1 which was officially opened in October 2017. The £50m FAS Phase 1 Scheme is made up of 3 main elements: movable weirs (inflatable barriers which can be raised or lowered); merging of the river and canal; and flood walls (glazed panels and embankments stretching more than 4.5km upstream to Leeds Station). The weirs can be lowered in flood conditions to reduce river levels and the threat of flooding and is the first scheme in the UK with moveable weirs.
- 3.21.6 FAS Phase 2 is progressing with a two-step approach, step 1 delivers 100yr Standard of Protection (SoP) scheme, whilst step 2 (not yet fully funded) will upgrade the scheme to 200yr SoP scheme. The application has been re-submitted to 'decouple' step 1 from 2 through planning in order to facilitate delivery. Planning approval and contract award for design and construction for step 1 is expected over the summer, with construction potentially starting in the autumn. However the council still wants to deliver a much higher SoP (1 in 200yr) scheme and a funding discussion with the Secretary of State for the Environment will be taking place.
- 3.21.7 The Phase 2 measures have a strong focus on intervention north of the city centre including a Natural Flood Management approach which includes planting new woodland in the River Aire catchment area which would double canopy cover and reduce surface run-off at times of high rainfall, water storage areas will be created and developed operated by a gate control system to regulate the flow of water in the river channel; removal of existing obstructions in the channel to prevent build-up of debris which restricts channel capacity; and the lowering of the river in places to improve channel capacity and flow.
- 3.21.8 Local schemes are also progressing well: Otley FAS modelling work is now complete and the preferred options are being put through outline design work, the Outline Business Case is being drafted for a £3m+ scheme due to complete by 2020, with an Executive Board report anticipated in June 2019 to highlight a potential funding gap and to gain approval to submit the Outline Business Case to the Environment Agency. The £4.6m Wyke Beck programme is now well underway, initial work on Arthurs Rein is complete and this scheme won an award at the CECA awards recently for best Civil Engineering project under £1m. Work is due at Halton Moor, and work at Killingbeck Meadows has started to construct a reservoir and improved green space.

3.22 City Region Functions

LEP Review

- 3.22.1 Scrutiny Board was previously updated on the Government's desire to strengthen LEPs, including requiring changes to their leadership, accountability and geography. The LEP Review resulted in Government publishing a paper on 'Strengthened Local Enterprise Partnerships' on 24th July and was clear about the opportunities available for those LEPs that are able to move forward in line with its recommendations.

- 3.22.2 The position of both Leeds City Region (LCR) and York, North Yorkshire and East Riding (YNYER) LEPs is to work collaboratively to establish a new LEP covering all of the area of West Yorkshire, North Yorkshire and York, coming into operation in April 2020.
- 3.22.3 There is a joint Transition Subgroup made up of private and public sector members of both LEP Boards who are working on the details of the new LEP, learning from current arrangements.
- 3.22.4 The LCR LEP Board has taken the initiative to ensure that the LEP arrangements in the City Region will continue to meet Government's requirements and thereby not have an impact on vital future investment.

Devolution

- 3.22.5 Members have previously been updated on developments regarding Devolution including at the most recent Full Council meeting on 27 March 2019.
- 3.22.6 On 12th February 2019, the Secretary of State wrote to One Yorkshire Leaders and Mayor in response to the One Yorkshire proposals (letter attached at Appendix 2). The Secretary of state offered to "begin discussions about a different, localist approach to devolution in Yorkshire" whilst also stating the completion of the Sheffield City Region deal "is essential for talks to progress". Following the letter from the Secretary of State, Hambleton District Council withdrew its support for a One Yorkshire deal.
- 3.22.7 The remaining 18 One Yorkshire Leaders and Mayors were subsequently invited to a meeting with the Secretary of State on 1st March 2019 in order to discuss the following agenda items: devolution criteria; why One Yorkshire still has local support; interim arrangements; and next steps.
- 3.22.8 As a result of the discussion, One Yorkshire Leaders and Mayor issued a statement on 1st March 2019 which highlighted they remained committed to the One Yorkshire approach to devolution, while recognising that further work is required to make progress, including on interim arrangements. There was also an agreement with the Secretary of State that Chief Executives from One Yorkshire authorities will begin work immediately with senior officials from the Ministry of Housing Communities and Local Government and Treasury on interim arrangements and the points raised in the One Yorkshire submission; and an agreement to meet with the Secretary of State again later in the year.
- 3.22.9 On Friday 8 March 2019, the One Yorkshire Conference was held in Leeds bringing together leading national and regional figures including the Northern Powerhouse Minister, Jake Berry MP, which explored Yorkshire's place in a post-Brexit economy and how devolution to the region can ensure it plays its full part in driving future prosperity for the North and the UK.
- 3.22.10 On the 7th May 2019, the Secretary of State for Communities and Local Government, responded to the 25th March 2019 letter from the SCR Mayor Dan Jarvis and the 4 council Leaders of Sheffield, Rotherham, Barnsley and Doncaster councils, to accept their latest proposals to unlock the SCR devolution deal.
- 3.22.11 One Yorkshire Leaders which represent the majority of councils in Yorkshire, welcome the Government's response and progress to the SCR devolution deal and state they will continue to work with ministers to further progress One Yorkshire devolution discussions.

3.23 Best Council Plan Performance Indicators 2019/20

- 3.23.1 The attached Best Council Plan (BCP) Performance Indicators for 2019/20 within Appendix 3, reflects the new BCP 2019-21 and replaces the previous BCP 2018-21. The

BCP Performance Indicators 2019/20, shows the key performance indicators arising from the Best Council Plan 2019-21 which will be reported during 2019/20, although they will be subject to an annual review. Some of these are existing performance indicators carried over from 2018/19, however new indicators are marked as such.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 This is an information report and as such does not need to be consulted on with the public. It is noted that performance information such as the BCP key performance indicator results are available to the public.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 This is an information, rather than a decision-making, report so demonstrating due regard is not necessary.

4.3 Council Policies and Best Council Plan

4.3.1 This report provides an update on progress in delivering the council objectives in line with the council's performance management framework.

4.4 Resources and value for money

4.4.1 There are no specific resource implications from this report.

4.5 Legal Implications, Access to Information and Call In

4.5.1 All performance information is publicly available and is published on the council website. This report is an information update providing Scrutiny with a summary of performance for the objectives within its remit and as such is not subject to call in.

4.6 Risk Management

4.6.1 There is a comprehensive risk management process in the Council to monitor and manage key risks. This links closely with performance management.

5 Conclusions

5.1 This report provides a summary of performance against the BCP objectives for the council related to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth).

6 Recommendations

6.1 Members are recommended to:

- Note the Best Council Plan 2018/19 performance information and to consider if they wish to undertake further scrutiny work to support improvement work in any of these areas.

- Note the narrative update provided on City Region functions and to consider if they wish to undertake further scrutiny work to support improvement work in this area.
- Note the new Best Council Plan Key Performance Indicators to be reported during 2019/20.

7 Background documents¹

7.1 Best Council Plan 2018-21

7.2 Best Council Plan 2019-21

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.

Report of: Director of City Development and Director of Communities and Environment

Report to: Scrutiny Board (Environment, Housing and Communities & Infrastructure, Investment and Inclusive Growth)

Date: 25 February 2019

Subject: ROAD CASUALTY REDUCTION AND INTIATIVES

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible 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 of main issues

1. The Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives.
2. This report provides the latest update on road casualty figures and trends for the year 2018 and the programmes interventions and being followed to improve conditions as outlined in the original report submitted to the Infrastructure, Investment and Inclusive Growth Scrutiny Board in September 2015 and the subsequent update reports presented in October 2016 and January 2018. This Board last considered Killed and Seriously Injured data as part of the City Development performance review in January 2019, where members expressed their interest in continued focus on Road Safety. Members of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) were further advised of the opportunity to work jointly with the Scrutiny Board (Environment, Housing and Communities) to consider traffic anti-social behaviour and road safety issues as scheduled into the work programme, and are invited to today's meeting. The provisional road casualty results for the year 2018 have indicated that the slight improvements in 2016 (-4%) and in 2017 (-14%), have improved again in 2018 (-9%) for all casualties. Whereas the number of people killed or seriously injured from road traffic collisions in the district has remained static between 2014 and 2017, before increasing by 4% in 2018.

3. This report also provides specific information in relation to police action being taken to address anti-social driving behaviour as requested by the most recent Environment, Housing and Communities Scrutiny Board.
4. The report then emphasises that a partnership approach between the Council and key partner agencies is a key requirement to ensure a continual cohesive programme involving; physical changes to the road layout, appropriate speed reduction and a wide range of education, training, promotion and enforcement activities.
5. The Leeds Safer Roads Action Plan 2018-19 is a published document on the LCC website and an overview of the road safety related communications, events and engagement calendar for the coming year is attached as Appendix 1.

Recommendations

6. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

- 1.1 This report concerns the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes with the emphasis on reducing casualties for vulnerable road users. The report provides an update on road safety initiatives, including road safety engineering schemes, education, training and promotional campaigns delivered since the previous scrutiny board reports of September 2015, October 2016 and January 2018.
- 1.2 The report also provides an update on police related activities to address anti-social driving behaviour across the district as requested by the Housing, Environment and Communities Scrutiny Board.

2 Background information

- 2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth). In September 2015, a comprehensive report was presented to the Board on current casualties and longer term trends, focusing on the district of Leeds but referencing county-wide and national trends.
- 2.2 This update report provides the provisional 2018 KSI total for the district and provides details of the various interventions that have been delivered throughout the year.

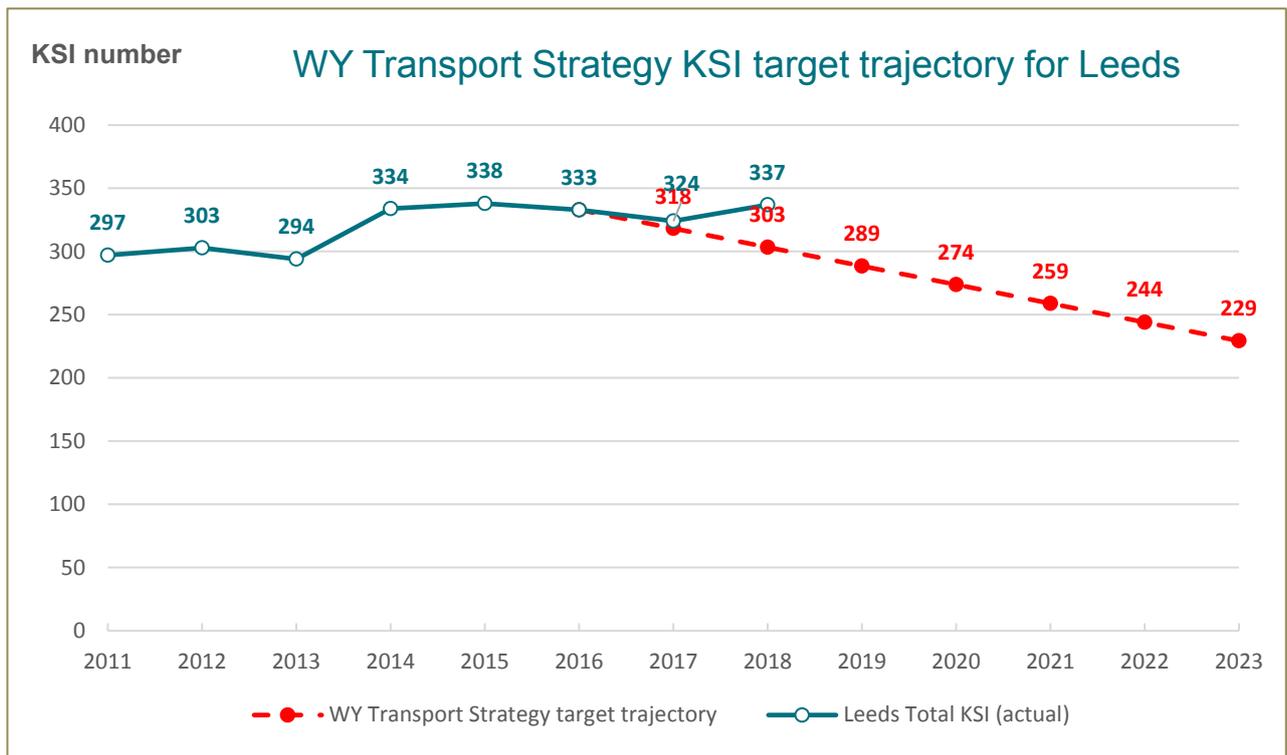


Figure 1 – Killed and Seriously Injured casualties in Leeds District 2011-2018.

- 2.3 The number of people Killed or Seriously Injured (KSI) in Leeds had increased in 2014 (334) and 2015 (338) and it was pleasing to see the small descending trend with (-2%) reductions in 2016 (332) and continued (-2%) into 2017 (324), mainly due to fewer serious injuries amongst vulnerable road users (pedestrian, cyclists, motorbike riders and children) and car occupants. The increase seen in 2018 (+4%)

is essentially down to the unusually high number of road deaths in the district this year which had jumped from 15 (2017) to 26 in 2018.

- 2.4 Provisionally for 2018, road deaths have totalled 26, including a late night incident which caused deaths to four car passengers, all aged between 18 and 21 years. Amongst the road users killed in 2018 were 15 pedestrians (2 children), eight car occupants (three drivers and five passengers), two motorcycle riders and one child cyclist. The number of road death in Leeds fell from 26 (in 2011) to the lowest ever total (9 in 2016), before increasing to 15 (2017) and rising again in 2018 (26).
- 2.5 The total number of all casualties continues to fall in the district; in 2016 there were 2,550 casualties on roads in Leeds, a 4% reduction on the previous year (2,664). That reduction had continued in 2017 with a total of 2,203 casualties, (-4%) and again in 2018 to 2,000 casualties (-9%) recorded in the district. As in previous years, the reduction in 2018 is essentially down to the large reduction for slight injuries.
- 2.6 The reducing KSI numbers seen across Leeds in 2016 and 2017 was also reflected in the overall national figures, which had also shown a slight reduction against the previous year. The KSI increase in Leeds for 2018 is however reflected in West Yorkshire as a whole with KSI's in the county having gone up by 2% to 870. This increase is the result of more KSI casualties recorded in Calderdale (+6%), Leeds (+4%) and Wakefield (+25%). However, the 2018 provisional KSI total for West Yorkshire (870) which shows a 2% increase over the previous year (851), still compares favourably against the 2005-09 baseline figure of 1,084 and against the average of the previous three years 2015-17 (-2%).

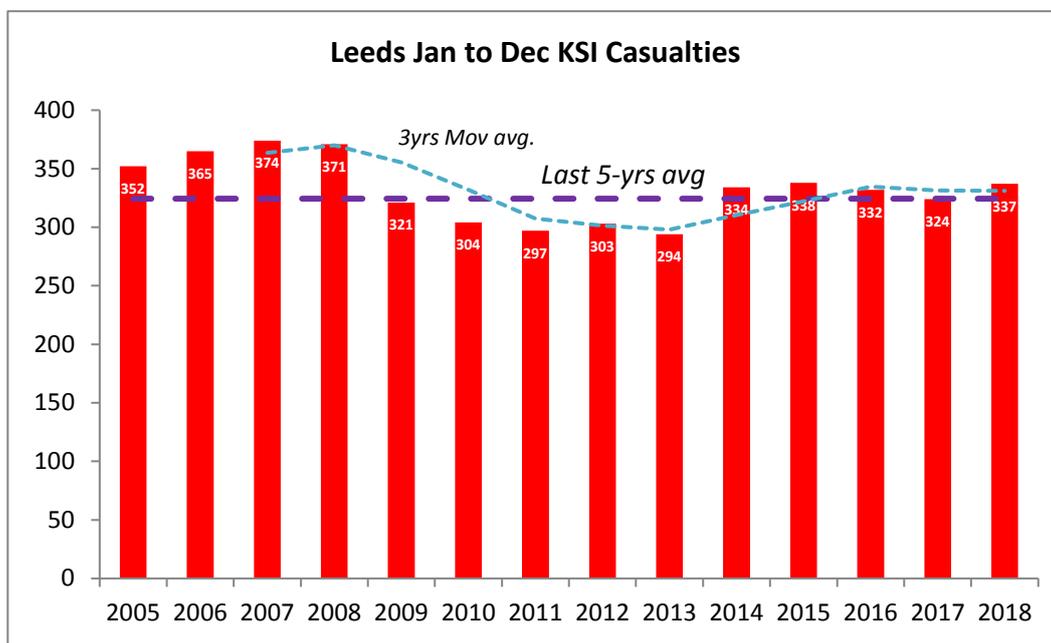


Figure 2 – Killed and Seriously Injured casualties in Leeds District 2005-2018.

3 Main issues

- 3.1 As reported previously, in order to achieve casualty reductions, road casualty data is analysed to identify the most vulnerable road user groups (for example child and elderly pedestrians, cyclists, motorcyclists) and / or key areas of the district (areas of deprivation) where road traffic collisions are higher or specific locations and types of collisions are happening. The causation factors attributed to each collision are

also analysed and a variety of measures are then considered for implementation to reduce those that are most prominent. These measures range from physical changes to the road layout and enforcement activity, to education, training and publicity campaigns, in line with national policy, with resources targeted at those areas.

- 3.2 To assist in the delivery of targeted road safety improvements in Leeds a new Safer Roads Action Plan was adopted in 2017 which set out the rationale and implementation plan for delivery of casualty reduction initiatives has been updated for 2018-19.

4 Infrastructure Improvements

- 4.1 The methodology used to identify interventions, adopts the approach developed by the West Yorkshire authorities for Implementation Plan 2. This looks to concentrate resources on the following type of road collision occurrence :-

- Head-on collisions
- Collisions with road side objects (run off)
- Collisions at Junctions
- Collisions involving Vulnerable Road Users

- 4.2 The package of measures developed or completed since the previous Scrutiny Board report in January 2018 are as follows.

5 District Centre Issues

- 5.1 Spatial analysis of pedestrian KSI casualties in Leeds has identified that 25% occur in Town and District Centres. Typically, these may involve a local high street which may be part of a distributor road but which at the same time performs a broader function and is a local destination in its own right. Studies show an increased risk of collisions in areas with high pedestrian footfall, in particular on A class roads with slower moving traffic, or in areas of high vehicular flows on B class roads; these tend to be typical conditions for the Town and District Centres.

- 5.2 Recent interventions to address these include the provision of a 20mph area into a district centre, combined with zebra crossings, and the rationalisation of parking, coupled with reducing conflicts at junctions (point's closure, traffic calming, central reservation). Successful schemes included Garforth Town Centre and Harehills Lane. The early indications point to the success of the Harehills Lane scheme, which, at the time of writing, has had just one collision since the scheme was introduced in 2015. A similar comprehensive scheme, which provides segregated cycle facilities and parking betterment, has recently been completed. A further scheme has commenced on Harehills Road, which is the No 1 'Length for Concern' within the City, to provide a central reservation to aid pedestrian movement and formalise driver behaviour. This scheme is currently under review and work has now commenced to develop a further scheme on Chapeltown Road.

6 20mph Schemes

- 6.1 Since 2012, Leeds has made a step change in the provision of 20 mph speed limits. The programme of provision of 20 mph speed limits associated with schools will be completed by 2020 and has now been expanded to cover more of the densely

populated residential areas across the city. In the past, schemes delivered in high casualty areas, which involved traffic calming, produced up to 50% casualty savings (greatest among pedestrians and children), which are then sustained in the following years. The 20 mph programme implemented in 2013-14 has now been evaluated over a 3 –year period) and are delivering an average injury reduction of 10 per year. It is expected that the current approach to traffic calming in 20 mph schemes will continue to produce speed reductions where required, and thus produce real improvements in road safety, however schemes now being progressed have fewer casualties in them so the overall impact on figures will be proportionately less than hitherto, although they do have beneficial effects on cycling and walking.

- 6.2 This year the City Council looks to complete the rollout of 20 mph speed schemes to the remaining residential areas where there is no school, which again will be prioritised on the basis of casualty prevention as well as geographical coherence. A 20 mph speed is also in development and approved for the City Centre, where casualties among vulnerable users continue to be a concern. This will be delivered in early 2019.

7 Cycling Issues

- 7.1 Last year's report noted that, against a slight decrease in the number of all casualties, cyclist casualties continued to increase. That pattern has been repeated again this year.
- 7.2 A total of 286 cyclist casualties have been recorded in 2018, up 2% from the 281 recorded last year. The increase is also reflected in the number of KSI which rose by 13% to 62 (from 55 the previous year).
- 7.3 The Core Cycle Network and the City Connect cycle superhighway are examples of new infrastructure which seeks to overcome some of the severance and risks posed by busy road corridors and provide comprehensive safe routes. These schemes are being closely monitored.
- 7.4 The changes to physical infrastructure are supported by information and promotional campaigns, social media messages and led rides. Cycle events have been targeted with specific road safety education; road safety equipment and promotional messages have been distributed to the general public including, bike bells, high visibility rucksack covers, cycle lights and cycle route maps. 'Give cyclists room' car stickers have also been developed to distribute at events to help raise awareness of safe passing distances.
- 7.5 The previous scrutiny report (January 2018) contained a range of proposals for road safety improvements for 2018 and beyond, which were subsequently actioned. The following summarises the progress made in delivering these and our plans going forward.
- 7.6 This year sees the further evolution of the assessment and identification to road casualties looking beyond the traditional 'lengths' and 'sites' for concern documents. Leeds City Council has this year taken the a more initiative holistic review of 'lower order' sites and lengths using a lower intervention criteria and a thorough cluster analysis to identify and address underlying causes of road casualties through small to medium scale intervention.

- 7.7 In order to make the process as efficient as possible, the council has adopted a two year programme where future schemes identified in this programme, will have feasibility, initial design and consultation undertaken in year one, with a target that these are ready for issue in April 2020 and are delivered in early in year two.
- 7.8 This year a full and comprehensive injury collision analysis was conducted for the following criteria:-
- Sites for Concern (between 10 and 14 recorded injury collisions within a 5 year period).
 - Length for Concern (between 10 to 14 recorded injury collisions within a 5 year period).
- 7.9 In addition to the conventional length and site assessments, cluster analysis was also conducted this year which included the following:-
- KSI cluster site (3 or more KSI collisions within a 100m radius).
 - KSI cluster site (3 or more pedestrian collisions within a 30m radius).
 - KSI cluster site (3 or more pedal cycle collision within a 30m radius)
 - KSI cluster site (3 or more collisions within 100m of a bend)
 - KSI cluster site (3 or more child collisions within 50m)
 - KSI cluster site (4 or more collisions in the dark within 30m)
 - KSI cluster site (3 or more KSI involving vulnerable road users within 30m radius)
- 7.10 Each identified location has been assessed for their deliverability and for their general value for money in terms of being able to deliver realistic casualty reduction improvement. The schemes were also compared against the general aims of the overarching LTP transport themes in order to enable comparison to be made of the range of benefits of each scheme. (These themes are Road Safety, Economic Growth, Sustainable Travel Choices, Congestion Issues and Equality of Accessibility).
- 7.11 The outcome of this comprehensive review is a justifiable and evidenced based approach to the identification and listing of a casualty reduction programme that is aimed at reducing recorded injury collisions into the future within Leeds.
- 7.12 This year's Local Transport Programme – casualty reduction programme will aim to address 16 sites within this financial year where 335 injury road collisions have been recorded (including 167 classified as KSI's). The 22 other locations and lengths where in-depth injury collision analysis and feasibility is proposed will aim to address 346 injury road collisions (including 143 classified as KSI casualties).

- 7.13 Delivery of minor site specific measures are ongoing, such as changes to signing and lining, traffic calming, surface treatment etc. to improve safety of sites identified as part of the Mass Action Programme which are not monitored but have a high proportion of accidents occurring under similar circumstances.
- 7.14 The Leeds Public Transport Investment Programme (LPTIP) – to be delivered by 2021 – continues being an opportunity to significantly change the environment along several key corridors and to improve the provision for pedestrians and cyclists, which hopefully will have a positive impact on casualty figures in the future.

8 Accident Analysis and Traffic Engineering Initiatives

- 8.1 As reported previously, the success of the interventions delivered at locations previously identified as Sites and Lengths for Concern means that these documents, whilst still invaluable, provide less in the way of potential engineering interventions and a more diverse approach is now being used for identifying and targeting sites.
- 8.2 The wider approach continues to give greater attention to:
- Lower Order Sites; with collision totals between 10 and 14 during a 5 year period
 - A review of the monitored lengths of road to assist maintenance programmes to gain positive results through these budget areas
 - Significance testing on all monitored sites and lengths of road to check any significant in year statistical rises in accidents and drive appropriate review
 - Cluster Site Analysis to identify any non-monitored sites (low accident totals) that have a high proportion of accidents with similar circumstances and determine appropriate remedial measures.
- 8.3 Cluster site Analysis will also be used to identify interventions to reduce the number of KSI accidents to meet the requirements of IP2.

9 Education Training and Publicity (ET&P) Initiatives

- 9.1 The Influencing Travel Behaviour (ITB) team within the Highways and Transportation service continues to prepare and delivers a programme of road safety education, training and publicity initiatives to communities and road users. The team works together with partners in West Yorkshire Combined Authority (e.g. City Connect) and other stakeholders such as West Yorkshire Police and West Yorkshire, Fire & Rescue. Work streams are informed by the analysis and interpretation of the casualty data to identify and target key road user groups, recent examples being adult commuter cyclists, child cyclists and pedestrians.
- 9.2 Each year the team prepares a communications / events / engagement calendar that sets out the main themes and focuses for the forthcoming year. This calendar underpins the wider work of the team and an overview of the calendar can be found in Appendix 1.
- 9.3 As reported previously, the team continues to utilise both digital communication (via web posts, blogs and social media) and traditional print and audio media alongside

face to face engagement depending upon the message and target audience. This approach means that we are able to reach our target audiences in the most effective manner whilst ensuring that we spend money wisely.

9.4 A dedicated twitter account @SaferRoadsLeeds was launched in December 2017, which now has 526 followers with over five and a half thousand profile visits, more than a thousand tweets and nearly three thousand retweets. Similarly a road safety blog, which has a more conversational style than our formal web pages, was launched in January 2018 and has had nearly two thousand visitors. Blog posts cover a wide range of topics.

9.5 As part of the Community Speed Awareness Scheme, we continue to loan Speed Indication Devices (SIDs) to community groups to help local residents address anti-social driving behaviours and inappropriate speed on residential streets.

In 2018 SID training has been provided to:

- Bramhope & Carlton Parish Council
- Cllr Wadsworth (Guiseley & Rawdon Ward)
- Community Groups in LS14

Other groups who continue to make use of the equipment include:

- Otley Town Council
- Otley & Yeadon Ward Councillors
- Leeds Metropolitan University
- LCC Fleet Services

9.6 Additionally, the Influencing Travel Behaviour team are now working much more closely with Neighbourhood Policing Teams (NPT's) across the district to provide a consistent approach to how we deal with residents' complaints about inappropriate speed on local and residential roads and to deploy available resource proportionately. NPTs make regular use of our Speed Indicating Devices (some teams have their own SID equipment) and, in cases where drivers are observed exceeding the speed limit, a letter from the Neighbourhoods Policing Inspector can now be issued to the registered keeper of the vehicle. In addition, in some areas funding has been provided to train NPT officers in the use of evidential Pro-Laser speed detection equipment.

9.7 A dedicated NPT inspector also attends the Leeds Safer Roads Steering Group along with a Roads Policing and Safer Leeds representative. Going forward the aim is to expand the Community Speed Awareness Scheme and provide additional resources for use by residents and local road safety champions.

9.8 In 2018, an ArcGIS web application database was created which is updated regularly and visually presents road traffic collisions on a map. This application has been shared with Neighbourhood Policing Teams who are now able to use it when dealing with queries from members of the public and councillors.

9.9 Work around the promotion of 20mph limits across many local and residential streets in Leeds is also intended to address inappropriate speed as an element of anti-social driving behaviour. This is done by challenging existing ideas about appropriate driving behaviour and encouraging a culture where 20mph is the new normal for local and residential streets, walking, scootering and cycling are

encouraged as normal modes of transport for utility journeys and motorists begin to expect to share the road with other road users. This will not be an easy transition and will not occur over night as for many road users, this concept will challenge their own existing norms and perceptions about how roads should be used and the hierarchy of road user rights.

- 9.10 Congestion, obstructive and inappropriate parking continues to be an issue outside many schools, particularly at pick up and drop off time. Mode of travel data is collected annually via the school census and is then analysed to identify overall mode of travel patterns and schools with the highest car use. Through the travel planning process The ITB team then works closely with schools to help them implement initiatives aimed at encouraging parents to leave their car at home and promoting active and sustainable travel to school. Every Primary School also has an allocated PCSO to support with School Gate Operations and educational input.
- 9.11 In addition to working directly with schools, School Gate Parking resource packs containing further ideas to address inappropriate parking and encouraging more sustainable modes are available for schools along with the provision of regular content which schools can put on their website or include in newsletters and / or letters parents.
- 9.12 In many schools, the majority of parents and carers are making a real effort to choose more sustainable modes or park further away from school, but often there remains a residual core of drivers who continue to park inappropriately. In these circumstances we work closely with colleagues in parking services and the police in order to deploy enforcement officers where they are most needed.

10 Education and Training

- 10.1 The programme of education & training continues in a similar vein to previous years. Target schools or cohorts are identified through analysis of casualty data. Information about numbers of pupils receiving training and number of schools engaged with can be viewed in Appendix 1.
- 10.2 In addition to our standard programme of education and training, in 2018 a bespoke educational package was offered and delivered to schools where 20mph limits had recently been or were due to be installed.
- 10.3 The West Yorkshire Safer Roads Delivery Group also funded the provision of a transition magazine resource for every pupil in Y6 and Theatre in Education performances for Y7 pupils in 10 of our secondary schools.
- 10.4 In July 2017, we were awarded £5000 of funding from the Police and Crime Commissioner's 'Safer Communities Fund'. This funding was to run a RoSCARS (Road Safety Oscars) Project with secondary schools, where pupils would develop a short film about road safety and sustainable travel to be shown to new pupils starting at their school. A number of schools initially expressed interest and committed to taking part, but throughout the course of the project a number dropped out, citing internal school pressures meaning they were unable to commit the time required. Two schools completed the project, but the high dropout rate lead us to re think our approach and in autumn 2018 we launched a revised project. Four schools & 1 community based arts project are now taking place in the project, which will complete by March 2019.

- 10.5 West Yorkshire Police continue to deliver the One Life Lost Presentation to pupils in Years 12&13 where it is requested by the school. Lack of dedicated staffing resource means that they are unable to promote the service more widely or in the same way they did previously. As such, and in light of more recent learning around behaviour change, and effective engagement techniques for that age group, we are currently rethinking our approach in terms of delivery. We continue to look for other stakeholders to support the dissemination of effective road safety messages within secondary school environs.

11 Moving Forward

- 11.1 The focus for 2019 will be to monitor the casualty profile to establish any emerging trends. Data will continue to be interrogate to inform the development of interventions and messages aimed at improving safety for vulnerable road users (VRUs). These interventions may focus around messaging for the VRUs themselves, or may be aimed at other motorists and road users who have been identified as most likely to be involved in collisions with VRUs.
- 11.2 There will be continued use of the digital communications strategy and 'on the ground' community engagement work. This will continue to mean working closely with colleagues in Traffic to embed effective communications to members of the public as an integral part of all road safety engineering schemes.
- 11.3 Continued encouragement of other stakeholders and partners to promote messaging around safe road user behaviour and to deliver interventions where capacity allows.
- 11.4 Building better links and partnerships with NPTs to ensure complaints around inappropriate speed and anti-social driving are addressed in a consistent and fair manner and in line with available resources.
- 11.5 Embed behaviour change techniques and robust evaluation into work streams to ensure effectiveness over the longer term

12 Motor Vehicle – Anti-Social Behaviour

- 12.6 Anti-Social use of a vehicle, such as street racing, street cruising or off-road vehicle nuisance can have long-term effect on a neighbourhood. Common types of vehicle nuisance include but are not restricted to the following.

13 Street Racing

- 13.1 Street racing is the illegal racing of any kind of vehicle on a public road.
- Street racing is extremely dangerous as it can involve high speeds, weaving through traffic and ignoring traffic signals like red lights. This obviously puts other road users and members of the public in an extremely dangerous position.

- 13.2 The only time street racing is permitted is when the organiser has obtained prior permission from the police as part of an organised event.

14 Street Cruising

- 14.1 Street cruising is when a group of vehicle owners form a convoy drive up and down a street or around a neighbourhood – usually to show off their cars or bikes.

They'll often drive slowly and may even take up both sides of the road. This can hold up traffic behind and make things really difficult for other road users.

15 Riding unlicensed powered vehicles

- 15.1 It's against the law in the UK to ride hover boards, minibikes (or 'mini motos'), motorised scooters such as GoPeds and hover boards on both public roads and pavements. The same applies to 'trail' bikes, three-wheeled bikes and quads unless they are displaying valid number plates. These kind of vehicles may only be used on private roads or land with the road or land-owner's permission.

16 Misusing vehicles off-road

- 16.1 While quad bikes, three-wheeled bikes, trail bikes and some other two-wheeled vehicles are built for off-road use, it is against the law to ride them in public parks or on publicly-owned land without permission from the local authority.
- 16.2 As with unlicensed powered vehicles, these can only be used on private roads or land with the road or land-owner's permission.

17 Performing stunts and tricks

- 17.1 Performing stunts and tricks such as doughnuts and wheelies, whether on public roads or in car parks, can be dangerous to both the driver or rider and bystanders. It can also cause noise nuisance, especially if taking place at night in residential areas.
- 17.2 For this reason, this kind of behaviour is not permitted unless as part of an organised event with prior permission from the local authority.

18 What is the impact?

- 18.1 Some people regard this kind of vehicle use as harmless fun. However, regular antisocial vehicle use can have a wider impact on a neighbourhood or community than simply nuisance noise.
- 18.2 The effect of dangerous or reckless use of a vehicle can lead to criminal damage of roads, other vehicles and surrounding property.
- 18.3 Drivers and riders also risk injuring themselves, other road users, cyclists and pedestrians as they do not have full control of their vehicle and their full attention on their surroundings.
- 18.4 Driving or riding in this way can also be used as a form of intimidation, either to other road users or the community. Loud noise from engines and music, and deliberately creating large amounts of exhaust or tyre smoke can also be seen as an aggressive act.
- 18.5 Finally the use of motorbikes and mopeds to rob (or 'snatch') mobile phones and valuables from pedestrians on pavements is a key concern to the police. So anyone acting recklessly on this kind of vehicle is likely to draw police attention.

19 Police action on anti-social use of motor vehicles

- 19.1 The police have wide ranging powers to deal with people who use their vehicles in an anti-social manner. Apart from prosecuting offenders for motoring offences that could lead to being disqualified from driving, the police can also rely on a power to seize motor vehicles using Sec 59 of the Police Reform Act 2002.
- 19.2 The keeper of the vehicle will be liable to recovery/storage costs when they eventually get the vehicle back. This law applies to vehicles driven carelessly or without reasonable consideration on roads - and that includes car parks and other public areas - in a manner likely to cause alarm, distress or annoyance to members of the public. Sec 59 also covers any such use of a motor vehicle off-road, such as common land, moorland, bridlepaths, footpaths, tracks and fields.
- 19.3 An official complaint does not even have to be received by the police for them to enforce the law.

20 Leeds Picture

- 20.1 There is an issue, in some parts of Leeds, related to nuisance motorcycles and more specifically young people driving motorcycles in a dangerous and sometimes illegal manner.
- 20.2 Nuisance motorcycles are a concern in terms of both driver / rider safety, and the impact upon those living nearby.
- 20.3 The Police and Crime Commissioner survey tells us that 71% of people in Leeds (3,390 people responding between October 2017 and September 2018) were concerned about bad driving in their local area.
- 20.4 Over 2,335 incidents reported to West Yorkshire Police in the Leeds District were classed as nuisance motorcycle /quad bike in 12 months (1st Jan 2018 to 31st December 2018) these reports frequently involved young people.
- 20.5 The use of nuisance motorcycles impacts upon service demand and delivery within West Yorkshire Police, Leeds City Council, and West Yorkshire Fire and Rescue Service.
- 20.6 There have been localised reductions in calls for service within high volume wards, and this is a reflection of a commitment to respond to concerns.
- 20.7 Analysis has identified emerging issues within further Leeds communities, and work is ongoing to respond effectively.

21 ASB Injunction

- 21.1 Leeds was successful in obtaining an injunction in 2016 for a period of 5 years. The wording of the injunction is clear in that it prohibits only anti-social driving; in a different way to the road traffic legislation.
- 21.2 During the last year Police Officers working within the Leeds Anti-Social Behaviour Team (LASBT) framework have participated in a number of investigations with their Neighbourhood Police Team colleagues in tackling motorbike related ASB, crime and road safety. This includes supporting West Yorkshire Police in bespoke operations such as Operation Dice and Operation Badgellan.

- 21.3 Example: In the summer of 2018 a number of motorbikes drove through Leeds City Centre and returned home to the Middleton area of Leeds. Following joint working between Leeds Watch, ASB team and NPT they were identified, tracked across the City and consequently a number of search warrants were executed and ultimately a number of offenders charged with conspiracy to cause public nuisance, combined with a number of stolen motor vehicles recovered as well as a significant amount of class A drugs.
- 21.4 Example: ASB officers worked with the Strategic Road Network team (Traffic Police Officers) in investigating matters of ASB where a serious road traffic collision (RTC) occurred. Noticeably, intelligence suggested that the motorbike rider was carrying class A drugs during the RTC. This joint working extended to involving the LASBT offender manager in taking tenancy and civil action to support the Local Authority stance on tackling drug use /dealing and to sustain community confidence in the joint working between West Yorkshire Police and Leeds City Council.
- 21.5 Initial work has begun working with Councillors who have brought to our attention ASB and consequent offending and road safety issues in their wards. In order to shape improvements that could benefit Leeds as a whole. This work involves both refining community intelligence work flows accompanied by pro-actively acquiring sites for motorbike enthusiasts – thus providing opportunities for tackling offending behaviour but equally as important, diverting inappropriate use of motorbikes onto regulated sites and thereby increasing the safety of the areas' roads.

22 West Yorkshire Police and the Leeds Safer Roads Action Plan

22.1 A Safer Roads Action plan has been developed with key partners. Eight key areas of work have been identified and the action plan is in place.

22.2 Key Areas

Reduce the number of Killed or Seriously Injured by enforcement of the Fatal 5 offences:-

- Excess Speed
- Drink Driving
- Drug Driving
- Use of Mobile Phones
- No Seatbelt

Respond to speeding complaints, deploy SID and Pro-laser when possible, with additional focus around schools. Continued enforcement and use of Breath and FIT tests.

22.3 Use District Information and Intelligence to focus on

- Collision Hotspots
- Vulnerable Road Users
- Anti-Social Behaviour
- Vehicle Pursuits

Use available data in partnership and tasking reports to allow for the effective deployment of resources to tackle these issues.

22.4 Identify Vulnerable Road Users

- Pedestrians (especially children)
- Cyclists
- Motorcyclists (PTW)

Engage and raise awareness with Vulnerable groups Use technology wisely to identify and deal with complaints i.e. headcam footage. Actively engage with campaigns. Problem solving with partners. Media campaigns – hard hitting messages.

22.5 Road Safety and ASB

- Tackle ASB hot spots
- Motorcycles
- Obstructions and illegal parking
- Noise Nuisance
- Cruise events

Engage with educational establishments to educate. Continue school patrols to relieve parking issues. Make greater use of S.59 powers. Work with partnership organisations (LCC & Schools) to ensure problem solving approach.

22.6 No Insurance & Construction and Use Offences

- To tackle uninsured vehicles on the roads and remove them
- NPT Days of action

Using a Multi-Agency approach working with partners (VOSA) to remove uninsured / unsafe vehicles.

22.7 Use of Media / Social Media

- Education and awareness
- Promotion of campaigns and local priorities

Delivery of local & national campaigns to the public, maximising social media where possible.

22.8 Use of technology e.g. ANPR

- Use of ANPR to embed in daily policing and investigation

Use suitable ANPR technology to identify uninsured or stolen vehicles, or vehicles linked to criminal activity.

22.9 Road Traffic Collision

- Investigation of low level collisions
- Analysis of Collision data to identify high risk areas/hotspots

Use of Mobile data devices and Body Worn Video for better recording of scenes and evidence gathering.

22.10 Anti-Social Behaviour Silver Board

The ASB Silver Board will drive the work of the Motor Vehicle ASB plan through the strategic partnership to ensure effective delivery of the plan. As outlined in the Safer Leeds, Community Safety Strategy 2018-2021, Safer Leeds will work with, and support other partnership boards and delivery groups to ensure there are clear links between this and the West Yorkshire Safer Roads Executive Group.

23 Corporate Considerations

23.1 Consultation and Engagement

- 23.1.1 Road traffic collisions and road safety continues to be a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community.
- 23.1.2 Leeds City Council continues to welcome and facilitates positive community engagement on road safety issues as reported previously.
- 23.1.3 The opportunities and initiatives outlined in this report will further strengthen links between internal and external partners and communities.

23.2 Equality and Diversity / Cohesion and Integration

- 23.2.1 Road safety interventions continue to be developed and implemented by taking account of the road casualty data analysis to ensure that they provide best value, not just in monetary terms but in casualty reduction terms all round.
- 23.2.2 Areas of deprivation regularly show higher than average numbers of road casualties and children from disadvantaged backgrounds tend to be more exposed to road safety risks resulting in much of the education and training continuing to be targeted in those 'priority areas'.
- 23.2.3 The Equality, Diversity Cohesion and Integration Impact Assessment for 20 mph speed reduction schemes around schools and residential areas was reported upon previously.

23.3 Council policies and the Best Council Plan

- 23.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.
- 23.3.2 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

23.4 Resources and value for money

- 23.4.1 The delivery of data led road safety initiatives continues to show high value for money both for the direct benefits to road casualty reduction and their indirect benefits for encouraging active travel and improving health.

23.5 Legal Implications, Access to Information and Call In

23.5.1 There are no legal implications. The report is not eligible for Call-In.

23.6 Risk Management

23.6.1 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging road casualty figures and trends.

23.6.2 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

24 Conclusions

24.1 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners, particularly West Yorkshire Police. Provision data for 2018 shows a slight increase (+4%) in the number of Killed and Seriously Injured on Leeds roads compared to the previous year and this is of concern. The significant increase in the number of fatalities in 2018 compared to most recent years is also of concern but this may be a statistical anomaly due to the very small numbers involved and close attention is being paid to the trends going forward.

24.2 The Leeds Safer Roads Action Plan 2018-19 has been approved for publication and is available on the LCC website.

24.3 The work in progress on further developing and implementing schemes highlighted by innovative accident assessment and analysis techniques, with particular emphasis on KSI clusters and VRUs, should pay dividends moving forward.

24.4 Work continues being progressed locally through the partnership work of the Leeds Safer Roads Steering Group and across West Yorkshire through the West Yorkshire Safer Roads Executive Group to improve the co-ordination of resources.

25 Recommendations

25.1 Scrutiny Board members are requested to note and comment on this report.

26 Background documents¹

26.1 There are no specific background document relating to this report.

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 Chief Highways officer, City Development

Report to Road Safety Officers, Leeds District

Date: 12 August 2019

Subject: Reported Road Casualties in Leeds District: January to June 2019

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<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
Is the decision eligible 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: Table 1 to 7 at the end of the report (7 pages)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Purpose of this report

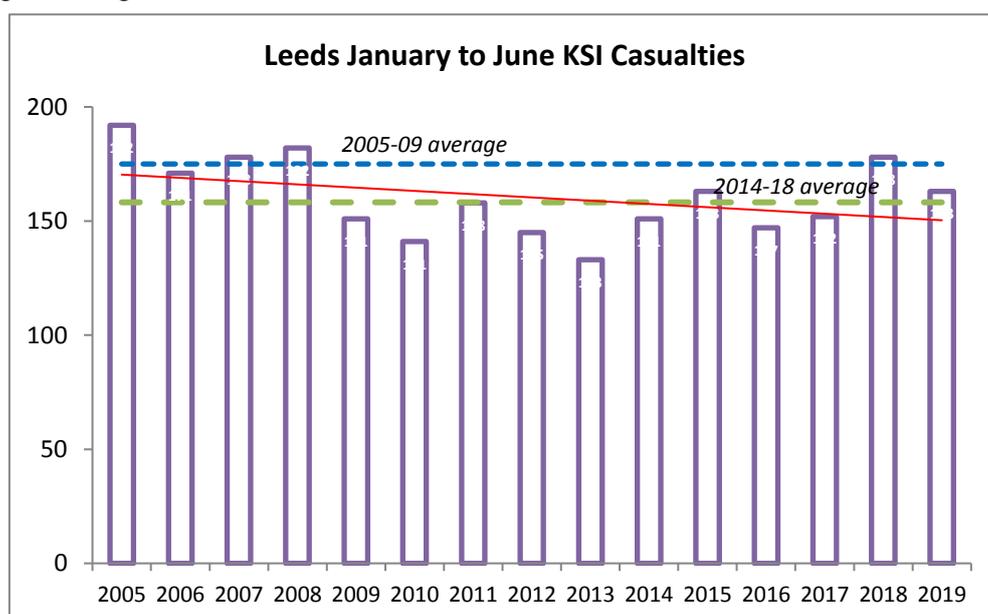
This publication presents statistics on personal-injury collisions and casualties during the first six months of 2019 on public roads (including footways) in Leeds, as known to the police.

The data collection from the West Yorkshire Police between January and June has largely been completed. These **provisional statistics for 2019** have been compared with the January to June totals from previous years to indicate the long-term trend.

Leeds District - January to June 2019: At a glance

- So far in 2019, a total of 15 road users were killed in Leeds, one less than in 2018 (16) and nine more than the total reported in 2017 (6). Amongst those killed were five PTW riders, five car occupants (one of which was a driver), three pedestrians and two cyclists.
- The combined number of fatal and serious injuries (KSI) fell by 8% from 178 (2018) to 163, reflecting the reduction reported in all the major road user categories.
- The number of casualties of all severities has decreased by 15% from 1,059 in 2018 to 896 in 2019.
- There has been an overall reduction in the number of all child casualties, including those KSI and it's pleasing to report no fatality among children so far in the year.
- All pedestrian casualties and those KSI decreased this year after rising substantially in 2018. Three pedestrians were killed so far in 2019, against nine in the same period last year.
- Both all cyclist casualties and those KSI have fallen in 2019, reversing the increase recorded in the first six months of 2018.
- The numbers of all powered two-wheeler (PTW) casualties continue to fluctuate in the district; but the number of those KSI has not changed significantly in the last five years. Five motorbike riders were killed in the first six months of 2019 against none in 2018.
- Numbers of car occupants KSI and all severity fell slightly in 2019 consolidating the long term downward trend.

Leeds KSI in 2019		
	 -9.1%	% share 31% 50
	 -9.3%	% share 30% 49
	 -6.5%	% share 18% 29
	 -9.7%	% share 17% 28
Other	 0.0%	% share 4% 7
ALL KSI	 -8.4%	163



Leeds District	Casualties	Leeds District All Casualties (January-June)										End of year target *		
		2014	2015	2016	2017	2018	2019	2019 vs last year	2019 vs Avg of last 3 years	2018 (full year)	Total req.*			
All	KSI	151	163	147	152	178	163	-8.4%	↓	159.0	2.5%	↑	324	160
	All Cas.	1,193	1,241	1,229	1,032	1,059	896	-15.4%	↓	1106.7	-19.0%	↓	2203	1306
Child	KSI	19	16	17	22	21	16	-23.8%	↓	20.0	-20.0%	↓	39	22
	All Cas.	131	114	149	116	107	100	-6.5%	↓	124.0	-19.4%	↓	239	138
Pedestrian	KSI	54	48	41	48	54	49	-9.3%	↓	47.7	2.8%	↑	97	47
	All Cas.	200	185	187	148	168	142	-15.5%	↓	167.7	-15.3%	↓	321	178
Cyclist	KSI	23	22	27	21	31	28	-9.7%	↓	26.3	6.3%	↑	55	26
	All Cas.	172	152	161	123	141	112	-20.6%	↓	141.7	-20.9%	↓	281	168
PTW	KSI	30	27	34	34	31	29	-6.5%	↓	33.0	-12.1%	↓	68	38
	All Cas.	88	80	93	85	72	71	-1.4%	↓	83.3	-14.8%	↓	170	98
Car Occupant	KSI	36	54	37	45	55	50	-9.1%	↓	45.7	9.5%	↑	88	37
	All Cas.	631	705	714	596	558	523	-6.3%	↓	622.7	-16.0%	↓	1,253	729
Vulnerable Road Users (VRU)**	KSI	107	97	102	103	116	106	-8.6%	↓	107.0	-0.9%	↓	220	113
	All Cas.	460	417	441	356	381	325	-14.7%	↓	392.7	-17.2%	↓	772	446

* Total required in the second semester to better last year's results

** VRU = cyclist, PTW, pedestrian

- In the first six months, the total number of casualties recorded in the district is below the average of the last three years, confirming the downward trend, but the results contrast with the number of those KSI which hasn't improved in the same period.
- Despite the slight reduction in 2019, the number of casualties of high severities have not improved in the most recent three years for pedestrians, cyclists and car occupants; hopefully the trend will be reversed in the second half of the year.
- The number of road fatal casualties in 2019 is nearly three times the total recorded in the same period in 2017 (6). A total of 15 road users were killed including two in a single collision this year. This is particularly worrying and hopefully this year will not see another surge in road fatalities in Leeds.

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KSI in Leeds wards between 2013 and 2019 (2019 records are highly provisional).

Row Labels	2013	2014	2015	2016	2017	2018	2019
Adel & Wharfedale	6	8	3	9	7	8	5
Alwoodley	6	6	9	11	5	4	
Ardsley & Robin Hood	14	5	13	14	5	14	2
Armley	9	10	7	15	6	9	6
Beeston & Holbeck	6	19	15	19	13	19	6
Bramley & Stanningley	11	4	10	10	3	9	2
Burmantofts & Richmond Hill	7	19	11	9	9	13	3
Calverley & Farsley	11	5	5	4	4	6	4
Chapel Allerton	14	12	7	6	11	9	1
Cross Gates & Whinmoor	9	6	6	5	6	9	2
Farnley & Wortley	9	8	8	16	18	18	11
Garforth & Swillington	6	16	10	10	6	6	4
Gipton & Harehills	16	9	13	18	16	13	6
Guiseley & Rawdon	3	5	5	7	7	6	4
Harewood	11	15	15	14	11	18	7
Headingley & Hyde Park	6	10	6	10	13	4	6
Horsforth	8	9	10	4	6	14	1
Hunslet & Riverside	14	31	11	17	20	22	10
Killingbeck & Seacroft	5	7	12	7	7	11	4
Kippax & Methley	5	3	12	7	7	5	7
Kirkstall	8	13	14	12	7	6	3
Little London & Woodhouse	27	35	36	29	33	28	12
Middleton Park	8	8	11	8	10	12	5
Moortown	5	6	8	6	12	6	1
Morley North	10	5	12	8	11	11	7
Morley South	6	5	15	7	7	8	4
Otley & Yeadon	7	11	11	6	14	16	4
Pudsey	10	2	13	9	5	8	3
Rothwell	6	10	6	12	13	2	
Roundhay	2	11	4	5	9	2	2
Temple Newsam	8	6	5	7	10	9	4
Weetwood	12	9	12	6	9	6	1
Wetherby	9	6	3	5	4	6	3
Grand Total	294	334	338	332	324	337	140

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Child KSI in Leeds wards between 2013 and 2019 (2019 records are highly provisional).

Ward Names	2013	2014	2015	2016	2017	2018	2019
Alwoodley			2	2	1		
Ardsley & Robin Hood		1	1	2	1		
Armley		2			1	1	
Beeston & Holbeck		2	3	3		3	
Bramley & Stanningley	1		2				1
Burmantofts & Richmond Hill	2	5	2	2	2	6	
Calverley & Farsley	1	1	2	1		1	1
Chapel Allerton	3	2		1	2	1	
Cross Gates & Whinmoor	3	1	1	1		2	
Farnley & Wortley		2			1	5	1
Garforth & Swillington		1		1			
Gipton & Harehills	5	4	2	7	2	3	1
Guiseley & Rawdon							1
Harewood Ward				1			
Headingley & Hyde Park		2	1		2		
Horsforth	1		1				
Hunslet & Riverside	3		1	1	3	4	2
Killingbeck & Seacroft	1	1	2	1	3	1	1
Kippax & Methley	1		3	1			2
Kirkstall			1	2		2	
Little London & Woodhouse				1	1		1
Middleton Park	2	3	3	2	1	1	1
Moortown		1		1	5		
Morley North	1		4	4	4		
Morley South	1		2	1	3	4	
Otley & Yeadon		1			1		
Pudsey	1		3	2		2	
Rothwell				2	2		
Roundhay			1	1	2		1
Temple Newsam		2		1		2	
Weetwood			1	2	2		
Wetherby Ward						2	
Grand Total	26	31	38	43	39	40	13

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Report of Head of Democratic Services

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

Date: 9 October 2019

Subject: Climate Emergency Advisory Committee – 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 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 provide the Scrutiny Board with a further update surrounding the function and work priorities of the Council’s Climate Emergency Advisory Committee as they relate to the remit of the Infrastructure, Investment and Inclusive Growth Scrutiny Board.

2. Background information

2.1 In March 2019, Full Council passed a resolution declaring a Climate Emergency; Executive Board in April also considered the implications of this resolution. In May 2019, the Leader of Council reviewed the Executive arrangements for the authority to reflect the Council’s policy objectives in this area, and thus the Climate Change Advisory Committee was established.

2.2 The membership of this Committee includes Councillors B Anderson, J Bentley, D Blackburn, N Buckley, A Garthwaite, K Groves, J Illingworth, M Midgley, L Mulherin, M Shahzad, P Wadsworth, N Walshaw (Chair) and P Wray.

2.3 The first meeting of the Climate Change Advisory Committee was held on 2 July 2019 with a subsequent meeting on 25 September. The terms of reference relating to the function of the Committee were approved during the initial meeting (see Appendix 1). A decision was also made during this meeting to change the name of the Committee to the ‘Climate Emergency Advisory Committee’.

3. Main issues

- 3.1 In recognition of the fact that the Council's response to the declared Climate Emergency impacts upon a wide range of priority areas of activity for the organisation, and therefore the remits of different Scrutiny Boards, the Chair of the Climate Emergency Advisory Committee has also attended a meeting of the Environment, Housing and Communities Scrutiny Board.
- 3.2 During its first meeting on 2 July 2019, the Climate Emergency Advisory Committee approved a forward plan of the content of its forthcoming meetings as follows:

Meeting Date	Proposed Topic	Cabinet Member
25 September	Transport/ Active Travel Fleet/ Grey Fleet	Cllr Mulherin/ Cllr Charlwood Cllr Lewis
23 October	Planning Buildings, including corporate buildings and housing Presentation on December's Executive Board report	Cllr Mulherin Cllr Coupar/ Cllr Lewis
13 January	Biodiversity Food	
10 March	Annual Report for Full Council	

- 3.3 The Committee also agreed to hold a number of working groups outside of the formal meetings in relation to the following areas:

Transport

This group will focus on the challenges facing active transport in the city and consider how the vision for the city should develop. It is intended that the group will look at areas of the city where connectivity by active travel could be improved as well as looking at good practise.

Planning (including buildings and energy)

This group will initially focus on Planning. Specifically, the group aims to:

1. Identify short term opportunities to maximise carbon reductions and improve environmental sustainability via existing planning policies (i.e. core strategy, site allocation plan, etc).
2. Identify short term priorities to strengthen planning policies within the existing regional/national policy framework.

3. Identify priorities which can only be achieved by influencing regional/national policies and develop specific asks of the region/national government.

Biodiversity and Food

This working group will consider current operational practises that are in place across the council and their impact on biodiversity, with the aim of identifying immediate opportunities to improve the biodiversity within the district. This group will also start to look at the longer term vision for the city in terms of biodiversity.

- 3.4 An invitation has been extended to the Chair of the Climate Emergency Advisory Committee; Executive Board Member for Climate Change, Transport and Sustainable Development and relevant senior officers to attend today's meeting to address any further queries from Board Members.

4. Consultation and engagement

- 4.1.1 This report provides the opportunity to engage with the Scrutiny Board in relation to the function and work priorities of the Climate Emergency Advisory Committee.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 There are no equality and diversity, or cohesion and integration implications as a result of this report.

4.3 Council policies and the Best Council Plan

- 4.3.1 In March 2019, Full Council passed a resolution declaring a Climate Emergency and the Climate Emergency Advisory Committee was established to reflect the Council's policy objectives in this area.

Climate Emergency

- 4.3.2 The role and priorities of the Climate Emergency Advisory Committee will support the work that the council needs to undertake to meet its targets as part of the Climate Emergency declaration.

4.4 Resources, procurement and value for money

- 4.4.1 There are no specific implications as a result of this report.

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

- 4.5.1 There are no specific legal implications as a result of this report.

4.6 Risk management

- 4.6.1 This report has no specific risk management implications.

5 Conclusions

- 5.1 At the request of the Scrutiny Board, this report provides a further update surrounding the function and work priorities of the Council's Climate Emergency Advisory Committee.

6 Recommendations

- 6.1 Members are asked to note the content of this 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.

ADVISORY COMMITTEE ON CLIMATE CHANGE

An advisory Committee¹ authorised to consider and make recommendations regarding climate change and sustainability and in particular

1.) To advise the Council in relation to functions which are²

- specified as being non executive functions or
- being local choice functions, are reserved to the Council; and

and to report annually to full council; and

2.) *To advise the Executive in relation to functions which are²*

- *specified as being executive functions, or*
- *being local choice functions, are not reserved to the Council, or*
- *are functions which are not specified as being either non executive functions or local choice functions and by default are executive functions*

¹ Appointed by the Council in accordance with Section 102(4) of the Local Government Act 1972.

² In accordance with the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 as from time to time amended.

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Report of Head of Democratic Services

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

Date: 9 October 2019

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 The work programme was updated to reflect the Board initial discussions in June 2019 and is routinely considered by the Scrutiny Board at each formal board meeting.

3.3 Traditional items of Scrutiny work have been incorporated into the work schedule, which involve recommendation tracking of work previously undertaken by the

Scrutiny Board; performance monitoring reports and any Budget and Policy Framework items.

- 3.4 Draft Executive Board minutes from the meeting held on 18 September 2019 are attached as Appendix 2. The Scrutiny Board is asked to consider and note the Executive Board minutes, insofar as they relate to the remit of the Scrutiny Board; and identify any matter where specific scrutiny activity may be warranted, and therefore subsequently incorporated into the work schedule.

Developing the work schedule

- 3.5 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.
- 3.6 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

- 3.7 At the request of the Chair of the Board, the work programme has been updated to include a Smart Cities update for February 2020. This has been requested ahead of the item then being taken to Executive Board.

Scrutiny Board meeting – 31 July 2019

- 3.8 At the meeting in July 2019, the Board also agreed to the request for scrutiny associated with the development of a short-stay car park at Leeds Kirkgate Market. However, Board members agreed to await the outcome of a ballot of market traders before determining when this should be scheduled for scrutiny.
- 3.9 The Ballot has now taken place with traders voting in favour of the car park going ahead. Further information is now being sought as to next steps and associated timescales with a view to this item being appropriately scheduled in the Scrutiny Board’s work programme.
- 3.10 As the precise timing of this aspect of work is yet to be determined it is currently presented as unscheduled. Councillor Dobson – who submitted the request for scrutiny – has been advised of the Board’s decision to include this within its work schedule, and that the timing is yet to be confirmed.

Scrutiny Board meeting – 4 September

- 3.11 Further to the Board's discussion on 4 September, it was agreed that the Director of City Development will submit a further report detailing the planned consultation activity in relation to future options for the A660 Lawnswood junction proposals to the Scrutiny Board in due course.
- 3.12 The Board also made a series of recommendations to the Director of City Development about Powered Two Wheeler Access to with Flow Bus Lanes. The Directorate has advised that they anticipate reporting back to the Scrutiny Board in the New Year with their response to the Board's recommendations.

Full Council – 10 July 2019

- 3.13 At its meeting on 10 July 2019, Full Council passed the following resolution in relation to supporting residents with a learning disability into employment, which was discussed by the Board at its meeting on 4 September.
- 3.14 The Board agreed that an update on employment support to residents with all forms of disability should be included as part of the Inclusive Growth Inquiry recommendation tracking that is due to be considered by the Board in January.
- 3.15 Further consideration may be given to an additional update on progress against the 'Being Me' strategy that is due to be developed and presented to Executive Board.

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 2019/20.

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.

June	July	August
Meeting Agenda for 19 June at 10.30 am.	Meeting Agenda for 31 July at 10.30 am.	No Scrutiny Board meeting scheduled.
Consider potential areas of review (including public request for Scrutiny) Performance Report (PM)	Directors Response – Inclusive Growth Inquiry (Including CLES report and Inclusive Growth Strategy, One Year on) (All IGS big Ideas) Finance – Outturn 2018/19 (PM)	
Working Group Meetings		
Site Visits		

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**

September	October	November
Meeting Agenda for 4 September at 10.30 am	Meeting Agenda for 9 October at 10.30 am	Meeting Agenda for 20 November at 10.30 am
Leeds Transport Strategy including Progress on the Leeds Public Transport Investment Programme A660 – Lawnswood Junction Proposals (Big Idea 6,7 & 8) Policy Review – Motorcycle use of bus lanes	Climate Emergency – Themed discussion (invite Cllr Walshaw and Cllr Mulherin) Casualty Reduction and KSI (Including Road Traffic ASB) (PM)	Advancing Bus Service Provision Inquiry – comprehensive progress review (RT) (Big Idea 6,7 & 8)
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

December	January	February
No Meeting	Meeting Agenda for 8 Jan at 10.30 am	Meeting Agenda for 19 Feb at 10.30 am
	Performance report (PM) Financial Health Monitoring (PSR) 2019/20 Initial Budget Proposals (PDS) Best Council Plan (PM – BPF) Recommendation tracking – Inclusive Growth Inquiry (RT) (All IGS big Ideas) <i>To include an update on employment support to residents with all forms of disability as per discussions 4/9/19.</i>	Housing Mix Inquiry – Recommendation Tracking and Update (see minutes) (RT) (Big Idea 5 & 8) Digital Inclusion – Recommendation Tracking (RT) (Big Idea 9) Recommendation Tracking – Information Advice and Guidance Provision in Leeds (Big Idea 3) Smart Cities Update Powered Two Wheeler Access to with Flow Bus Lanes –response to September recommendations
Working Group Meetings		
Site Visits		

Scrutiny Work Items Key:

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

March	April	May	Unscheduled
No Scrutiny Board meeting scheduled.	Meeting Agenda for 8 April at 10.30 am	No Scrutiny Board meeting scheduled.	
	<p>Inquiry – Agree Final Report(s) if any</p> <p>Sustainable Development Inquiry (RT and update on specific recommendations) (Big Idea 5 & 8)</p> <p>Local Flood Risk Management Strategy – Annual Review (PM) (Big Idea 8)</p>		<p>Kirkgate Market Car Park Development (Request for Scrutiny).</p> <p>EB report on the progress of 'Being Me' strategy along with the recommendations of how the Council's ambitions can be achieved. Due at EB in October.</p> <p>Planned consultation activity in relation to future options for the A660 Lawnswood junction proposals.</p>
Working Group Meetings			
Site Visits			

Scrutiny Work Items Key:

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

EXECUTIVE BOARD

WEDNESDAY, 18TH SEPTEMBER, 2019

PRESENT: Councillor J Blake in the Chair

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

58 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, 'Disposal of Land located on Westerton Walk, Ardsley and Robin Hood, for Extra Care Housing Delivery and Final Terms of Delivery Agreement', referred to in Minute No. 78 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 the appendix contains information relating to the financial or business affairs of a particular person (including the authority holding that information). It is considered that since this information was obtained through one to one negotiations for the property/land then it is not in the public interest to disclose this information at this point in time as this could affect the integrity of the disposal of the property/land. It is considered that the public interest in maintaining the content of the Appendix 1 as being exempt from publication outweighs the public interest in disclosing the information, as doing so would prejudice the Council's commercial position and that of third parties, should they be disclosed at this stage;
- (b) That Appendix 1 to the report entitled, 'Disposal of Site of Former Matthew Murray School', referred to in Minute No. 79 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 the appendix contains information which relates to the financial or business affairs of a particular person, and of the Council. This information is not publicly available from the statutory registers of information kept in respect of certain companies and charities. It is considered that since this information was obtained through one to one negotiations for the property/land then it is not in the public interest to disclose this information at this point in time as this could affect the

Draft minutes to be approved at the meeting
to be held on Wednesday, 16th October, 2019

integrity of the disposal of the property/land. Also, it is considered that the release of such information would, or would be likely to prejudice the Council's commercial interests in relation to other similar transactions in that prospective purchasers of other similar properties would have access to information about the nature and level of offers which may prove acceptable to the Council. It is considered that whilst there may be a public interest in disclosure, much of this information will be publicly available from the Land Registry following completion of this transaction and consequently the public interest in maintaining the exemption outweighs the public interest in disclosing this information at this point in time.

59 Late Items

There were no late items of business for consideration at this meeting.

60 Declaration of Disclosable Pecuniary Interests

With regard to agenda item 23 (Disposal of Site of Former Matthew Murray School), Councillor Lewis drew the Board's attention to the fact the he was a season ticket holder at Leeds United Football Club (Minute No. 79 refers).

61 Minutes

RESOLVED – That the minutes of the meeting held on 4th September 2019 be approved as a correct record, and that the minutes of the meeting held on 24th July 2019 be approved as a correct record, subject to the correction of a typographical error in the first paragraph of Minute No. 40, 24th July 2019 (Council Housing Growth – Property Acquisitions Programme), to replace 'up to 180 property acquisitions' with 'circa 150-200 property acquisitions'.

CLIMATE CHANGE, TRANSPORT AND SUSTAINABLE DEVELOPMENT

62 Cookridge Street Public Realm Proposals and Design Cost Report

The Director of City Development submitted a report which presented proposals regarding the redevelopment of Cookridge Street as a new area of public realm, being brought forward through the opportunity provided by The Leeds Public Transport Investment Programme (LPTIP) Headrow Gateway scheme, and which was in line with the vision and ambition set out within the 'Our Spaces' Strategy.

RESOLVED –

- (a) That the progress which has been made regarding the development of the public realm schemes for Cookridge Street, linked to the delivery of the LPTIP Programme for the Headrow Gateway, be noted;
- (b) That the proposed injection of the S106 contributions of £94,197 be approved, and that approval also be given for the authority to spend of up to £1.7m from the LPTIP programme, S106 and existing public realm feasibility fund within the existing Capital Programme;
- (c) That subject to ongoing consultation with relevant Executive Members as appropriate, it be noted that the Chief Officer for Highways and

Draft minutes to be approved at the meeting
to be held on Wednesday, 16th October, 2019

Transportation will be responsible for the implementation of the resolutions arising from the submitted report.

COMMUNITIES

63 Financial Inclusion Update

Further to Minute No. 130, 19th December 2018, the Director of Communities and Environment submitted a report providing an update on the current financial inclusion projects which were taking place across the city, whilst the report also outlined the significant amount of work which was ongoing in Leeds to both reduce poverty and mitigate its impact on people's lives.

Responding to a Member's enquiry, the Board received further information on the actions being taken to ensure that the accessibility of the service provision in this area was being maximised for all who needed it. Members also noted that 100% of the income received from the Social Inclusion Fund was being invested into this area, with some of it being utilised to support projects which looked to mitigate against the possible harmful effects of gambling.

In conclusion, the Board paid tribute to the officers who continued to undertake the valuable work in this area.

RESOLVED –

- (a) That the significant progress being made and the projects being developed through the partnerships between the Council and the third sector, as outlined in the submitted report, which has helped in the delivery of the Council's strategic objectives on financial inclusion and poverty alleviation, be noted and welcomed;
- (b) That it be noted that future reports regarding the progress of the Illegal Money Lending Team will be included as part of the annual report to the Executive Board which provides an update on progress regarding financial inclusion and poverty alleviation, rather than as a free standing item;
- (c) That the Board's agreement be given that the future reporting on the Social Inclusion Fund will be considered by the Executive Member for Communities.

64 Domestic Violence and Abuse Progress Report 2018/19

Further to Minute No. 117, 13th December 2017, the Director of Communities and Environment submitted a report which provided details of the work being undertaken and the progress being made across the city in response to domestic violence and abuse, with details of some of the ongoing challenges being highlighted.

Responding to a Member's enquiry, the Board received further detail on the provisions in place regarding the re-housing of victims of domestic violence and abuse, and in which cases victims would qualify for 'statutory homeless'

status. It was noted that the Council also offered a 'sanctuary scheme' which enabled victims and children to stay put if they consider it safe to do so.

In noting the significant increase from 2017 to 2018 in the number of victims being supported who were at high risk of harm from domestic violence, it was acknowledged that although there was a range of socio-economic factors contributing towards this increase, it was highlighted how actions had been taken to reduce underreporting and raise the profile of this agenda.

Responding to a Member's comments regarding the level of criminal prosecutions which had been taken in this area, officers undertook to provide the Member in question with further information on this.

The effectiveness of the Front Door Safeguarding Hub initiative was also highlighted, and the multi-agency approach it took towards addressing this issue.

RESOLVED –

- (a) That the progress made in this area, as detailed within the submitted report, be noted, and that in considering the continued challenges, as highlighted in the submitted report, specifically those detailed at paragraph 5.3, the comments made by the Board during discussion on such matters, be noted;
- (b) That it be noted that the Director of Communities and Environment is responsible for the implementation of the resolutions arising from the submitted report.

ENVIRONMENT AND ACTIVE LIFESTYLES

65 Adapting Parks and Green Spaces for Climate Change

The Director of Communities and Environment submitted a report which outlined the proposed approach being taken in Parks and Countryside for the adaptation of parks and green spaces across the city to help address the effects of climate change and make contributions towards the corporate targets to make Leeds carbon neutral by 2030.

Members highlighted the need to ensure that an effective communications strategy accompanied this initiative, to ensure that the public were made aware of the reasons for taking the proposed actions.

Responding to a Member's enquiry regarding the resource implications of this proposal, it was noted that where appropriate, funding may need to be sought in order to deliver specific improvement projects. A Member also highlighted the importance of the Authority looking to maximise any potential funding opportunities which may be available in this area.

Also in response to a Member's enquiry regarding the provision of staffing resource in this area, it was highlighted that the submitted report was the beginning of the process to set out the Council's ambitions, and specifically, it

was emphasised that appropriate training for officers would be provided where required to ensure the delivery of the new approach.

In acknowledging the importance of Ward Member engagement as part of this process, it was noted that in addition to any liaison with Community Committee sub groups and 'Champions', officers would look to schedule a Member seminar on this issue.

RESOLVED –

- (a) That the approach, as outlined within the submitted report, which looks to adapt and improve parks and green spaces so as to contribute towards the Council's commitment to make Leeds carbon neutral by 2030, be approved;
- (b) That it be noted that the Chief Officer, Parks and Countryside is responsible for the implementation of the resolutions arising from the submitted report;
- (c) That a Member seminar to inform Councillors of the proposals in this area be scheduled.

66 Approval for the design and construction of a scheme to reduce flood risk to properties in Mickletown

The Director of City Development submitted a report which provided an update of the work that had already been undertaken in respect of the scheme to reduce flood risk in Mickletown and which specifically highlighted the flooding issues within the area. Also, the report sought authority to incur expenditure which was required to take the scheme through to completion.

The Board noted a Member's comment that the proposals would be welcomed by the local Flood Group who had been engaged throughout the process.

RESOLVED –

- (a) That authority be provided to incur expenditure of £1,159,000 for a capital scheme to develop a design for a flood alleviation scheme at Mickletown and for the construction of the scheme;
- (b) That the authority required to drawdown the Section 106 contribution to fund the delivery of this scheme, be approved;
- (c) That the necessary authority be delegated to the Director of City Development, to enable the Director to agree authority to spend (ATS) approvals for the scheme, subject to agreement with the Executive Member for Environment and Active Lifestyles.

67 'Get Set Leeds – Local' – Physical Activity Localities project

Further to Minute No. 68, 19th September 2018, the Director of City Development submitted a report which provided an update on the development of the new physical activity ambition as well as presenting an

overview of the Active Leeds, 'Get Set Leeds – Local' project application to Sport England, with the report also seeking support to accept the funding, should the submission be successful.

As part of the introduction to the submitted report, the Board viewed a video which accompanied the initiative, and which looked to promote a conversation about making Leeds a more active city.

A Member highlighted the importance of linking the initiative to the appropriate planning and highways processes in order to look to maximise the delivery of related infrastructure and facilities. Responding to this, emphasis was placed upon the actions which were being taken in this area, with the promotion of the 'Active Travel' agenda being highlighted.

Responding to an enquiry regarding the outcomes which were envisaged, it was noted that the aim of the submitted report, the video and other actions such as liaison with Community Committees was to consult with local communities and Members in order to gain a better understanding of the issues involved and the needs of specific communities so that the initiative could look to respond to them.

Regarding timescales, the Board was advised that it was envisaged that a response from Sport England in relation to the Council's bid would be received by the end of October 2019, with the Chair inviting that the matter be brought back to the Board when the outcome was known.

RESOLVED –

- (a) That the overview of the Sport England project application, as detailed within the submitted report, be noted;
- (b) That the Board's support be provided for the submission of a bid to Sport England for £475k, to develop understanding of locality based approaches to improving levels of Physical Activity;
- (c) That the Board's agreement be given to the delivery of the project commencing before the end of 2019, with the project being delivered over a three year period up until the end of 2022;
- (d) That it be noted that the Head of Active Leeds is the officer responsible for this project.

- 68 All-Weather Pitch Provision in Leeds and Parklife Programme Update**
Further to Minute No. 111, 13th December 2017, the Director of City Development submitted a report providing an update on the progress made regarding the delivery of the proposed Parklife Programme, particularly with regards to the Fullerton Park project, and which noted the interdependency of this scheme with the proposed disposal of land at Brown Lane East (former Matthew Murray school site) to Leeds United Football Club, which is subject to a separate report submitted to this Executive Board (Minute No. 79 refers).

With regard to the proposals for the Woodhall Lane site, emphasis was placed upon the need to ensure that a consultation exercise with the local community was undertaken.

In response to an enquiry regarding the proposals for the Fullerton Park site, assurance was provided in terms of the sufficient levels of car parking provision which would remain on the site, with it also being highlighted that Leeds United FC were currently working on an updated travel plan, which would look to establish a range of more sustainable match day travel arrangements.

RESOLVED –

- (a) That the progress made with the development of the Parklife Programme to date, be noted;
- (b) That the selection of the four shortlisted Parklife sites, as contained within the submitted report, be approved;
- (c) That approval be given to the principle that the funding for the City Council's financial contribution for Fullerton Park will be funded as part of the Capital Programme, to be agreed in February 2020, with approval also being given to the proposal that a detailed Design and Cost Report will be presented to Executive Board in due course;
- (d) That approval be given to authorise the ongoing design progression at the Woodhall Lane and Green Park Parklife projects, with it being noted that the match funding for the City Council's contribution for the Parklife projects at these sites will be considered as a pressure as part of the Capital Programme report in February 2020;
- (e) That the Director of City Development, in discussion with the Executive Member, be authorised to support the submission of planning applications for Fullerton Park and Woodhall Lane Parklife projects, based upon the facilities mix, as contained within the submitted report;
- (f) That it be noted that the Director of City Development and the Director of Communities and Environment are responsible for the delivery of the programme.

HEALTH, WELLBEING AND ADULTS

69 Leeds Drug & Alcohol Strategy & Action Plan 2019-2024

The Director of Public Health submitted a report which presented the updated Leeds Drug & Alcohol Strategy and Action Plan 2019 – 2024 for the purposes of the Board's approval.

As part of the introduction to the report, the Executive Member for Health, Wellbeing and Adults extended her thanks to organisations such as 'Forward Leeds' and others for the key role that they played in supporting those with drug and alcohol issues across the city.

Members considered the proposed main outcomes from the 2019-2024 Action Plan and Strategy when compared with its predecessor, with it being highlighted that although the focus of the refreshed outcomes remain similar, the delivery of provision was constantly being reviewed to ensure that the most effective intervention was provided. The positive recovery rates which had been achieved in this area were also highlighted.

With regard to a Member's enquiry regarding drug related crime and disorder, officers undertook to provide the Member in question with further data in this.

RESOLVED –

- (a) That the Leeds Drug and Alcohol Strategy and Action Plan 2019-2024, as appended to the submitted report, be approved;
- (b) That the proposed governance arrangements for the strategy, as detailed within the submitted report, be noted, with the Board specifically noting the connections made to key partnerships, including Safer Leeds and the Children and Families Trust Board;
- (c) That it be noted that the officer responsible for the implementation of such matters is the Chief Officer/Consultant Public Health, Adults and Health.

CHILDREN AND FAMILIES

70 The Leeds – Kirklees Children's Services Improvement Partnership and next steps in sector led improvement

The Director of Children and Families submitted a report providing an update on the Kirklees – Leeds Improvement Partnership, and which set out the current position in respect of Leeds' continued role in the area of sector led improvement.

In response to a Member's enquiry, officers undertook to provide the Member in question with information on the other Local Authorities judged as 'requiring improvement' by Ofsted that Leeds was to support.

Responding to a Member's comment and in reviewing the performance of the Children and Families directorate in Leeds during the period of the improvement partnership with Kirklees, it was highlighted that during this time Ofsted reviewed its rating of Leeds from 'Good' to 'Outstanding'.

With regard to the peer led process generally, emphasis was placed upon the value for money it could provide, and how potentially this model could be more widely utilised across the public sector, with reference being made to the NHS.

In terms of the lessons learned from this exercise, the Board noted that further consideration would need to be given to ensuring that robust arrangements were in place to mitigate against any associated risks, with specific reference

being made to ensuring sufficient capacity always remained at a leadership level, so as to continue to ensure that any involvement in such partnerships was not at the detriment to the services provided in Leeds.

In conclusion, it was requested that Leeds' experiences in this area be relayed to the Local Government Association in support of the sector led approach, in order to contribute towards related reviews and so that it could be used as a case study to demonstrate the benefits of the model.

RESOLVED –

- (a) That the contents of the submitted report, be noted;
- (b) That Leeds' experiences in this area be relayed to the Local Government Association in support of the sector led approach, in order to contribute towards related reviews and so that it can be used as a case study to demonstrate the benefits of the model.

LEARNING, SKILLS AND EMPLOYMENT

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

The Director of Children and Families submitted a report which provided the outcomes arising from a recent Local Government and Social Care Ombudsman report and which also provided the Board with assurances regarding the actions which had been taken by the Council in response to this matter.

In presenting the submitted report, it was highlighted by the Executive Member for Learning, Skills and Employment that the matter was scheduled to be considered by the Scrutiny Board (Children and Families) at its next meeting, however, it was suggested by the Executive Member that it returns to the Scrutiny Board in the new year to provide Scrutiny with an opportunity to review the progress being made on the recommendations for improvement. It was also requested that details of the actions taken in response to the associated recommendations be submitted to Executive Board in due course.

RESOLVED –

- (a) That the report of the Local Government and Social Care Ombudsman, together with the recommendations for improvement, as appended to the submitted report, be noted;
- (b) That it be noted that the Deputy Director for Learning, Children and Families, is responsible for ensuring that all actions agreed in response to this matter are completed;
- (c) That in noting that the matter is scheduled to be considered by the Scrutiny Board (Children and Families) at its next meeting, it be recommended that the matter returns to the Scrutiny Board in the new year in order to provide Scrutiny with the opportunity to review the progress being made on the recommendations for improvement, and

that details of the actions being taken in response to the associated recommendations be submitted to Executive Board also, in due course.

72 Exclusions, Elective Home Education and Off-rolling

The Director of Children and Families submitted a report which presented data regarding patterns of exclusions and elective home education in Leeds over the past three years, and the progress being made in this area, with particular reference to permanent exclusions. The report also outlined the work that would be undertaken through the '3A's Strategy' to work with schools to reduce exclusions and to improve outcomes for children and young people.

In presenting the report, the Executive Member for Learning, Skills and Employment proposed that in addition to sharing the data contained within the submitted report with both the Department for Education and the Children's Commissioner, all schools be contacted with the aim of the Council working in partnership with them to protect the most vulnerable children and young people.

Members welcomed the submitted report and the approach being taken to bring the fact based information to the Board's attention, to enable the Council to provide challenge in this area.

Responding to a Member's specific enquiry, officers undertook to provide the Member in question with further information regarding the issue of elective home education.

Members highlighted the statutory responsibilities of the Local Authority in this area, and the need to ensure that the Council continued to fulfil its role as required. As such, it was requested that further reports be submitted to the Board on such matters, as appropriate.

Responding to Members' comments, the Board received further details of the range of ongoing actions being taken by the directorate to monitor and address the issues highlighted within the report.

RESOLVED –

- (a) That the information contained within the submitted report, together with the recommendations in the Timpson Review (as detailed at Appendix 2) and the issues raised by the Children's Commissioner in her report "Skipping School: Invisible Children - How children disappear from England's schools", as referenced in the submitted report, be noted;
- (b) That it be noted that the Children and Families directorate will produce an annual report on the issue of exclusions and elective home education;
- (c) That it be noted that the remit for monitoring exclusions and elective home education falls under the Head of Learning Inclusion;

- (d) That the Board's support be provided to the Children and Families directorate as it seeks to drive down the rate of fixed term exclusions across the city and to reduce the average length of time pupils are excluded for;
- (e) That the Board confirms its ambitious expectations towards ensuring that the city's most vulnerable children and young people are not prevented from accessing a full education through any of the methodologies listed in the submitted report;
- (f) That agreement be given for the data contained within the submitted report to be shared with both the Department for Education and the Children's Commissioner, as they both have a clear interest in this issue, and that all schools also be contacted with the aim of the Council working in partnership with them to protect the most vulnerable children and young people;
- (g) That further update reports be submitted to the Board on this matter, as appropriate.

73 Leeds City Council vote in the Leeds Business Improvement District 2020-2025 renewal ballot

Further to Minute No. 10, 26th June 2019, the Director of City Development submitted a report that presented the completed business plan from LeedsBID (Business Improvement District), as appended, for the consideration of Executive Board, in order to inform the recommendation that the Council vote in favour of the renewal of LeedsBID in the upcoming ballot.

RESOLVED –

- (a) That LeedsBID business plan (2020-2025), as appended to the submitted report, which sets out the organisation's plan of delivery in its second term, be noted;
- (b) That approval be given for Leeds City Council, as a BID levy payer, to vote in favour of the renewal of LeedsBID for its second term (2020-2025), based upon the business plan appended to the submitted report, thereby enabling the opportunity for significant investment of circa £15m in Leeds city centre through the activities and themes of LeedsBID;
- (c) That the responsibility for the vote be delegated to the Director of City Development;
- (d) That the Director of City Development be requested to write to LeedsBID to ask for a greater emphasis on supporting the city's 'Leeds 2023' programme as part of their planned activities.

74 Outcome of consultation to establish a new secondary School in East Leeds from September 2021

Further to Minute No. 177, 20th March 2019, the Director of Children and Families submitted a report presenting the outcome of the consultation undertaken regarding a proposal to establish a new 8 form entry secondary free school (1,200 places – 240 pupils per year group) for learners aged 11-16, including a Resourced Provision for young people with Autism Spectrum Condition and Moderate Learning Difficulties. In addition, the report sought permission to launch the competition stage of the free school presumption process in order to identify a preferred sponsor to run the new school. Finally, the report sought a decision to fund delivery of a scheme to create the additional learning places required.

In response to a Member's enquiries, and having noted that the proposals did not include sixth form provision, the Board received details of the current position regarding such provision in the area. Also, the Board received information relating to the ongoing negotiations with relevant parties regarding the potential purchase of the site, with Members requesting that should there be any problems experienced in this area then Board Members be informed as appropriate.

With regard to the development of education provision to accommodate demand arising from the East Leeds Extension, officers undertook to provide the Member in question with a briefing on the actions being taken in this area, with a request being made that a further report be submitted to the Board on such matters in due course.

RESOLVED –

- (a) That the outcome of the consultation undertaken on the proposal to establish a new 8 form entry (1,200 place – 240 pupils per year group) secondary free school for pupils aged 11-16, including a Resourced Provision for young people with Autism Spectrum Condition and Moderate Learning Difficulties, within the boundary of a 2.7 hectare parcel of unused land close to Torre Road and Trent Road, from September 2021, be noted;
- (b) That the commencement of a free school presumption process, be approved, under the terms set out in the Education and Inspections Act 2006 (section 6a), allowing the Local Authority to launch a competition seeking to identify a preferred sponsor to run the new free school;
- (c) That provisional approval be granted for authority to spend (ATS) £25-30m in order to deliver the proposed new free school;
- (d) That it be noted that the implementation of the proposal is subject to funding being agreed, based on the outcome of further detailed design work and planning applications, as indicated in section 4.4.2 of the submitted report, and that the proposal has been brought forward in time for places to be delivered for 2021;

- (e) That it be noted that the responsible officer for the implementation of such matters is the Head of Learning Systems;
- (f) That a further report be submitted to the Board in due course regarding the work being undertaken to develop education provision to accommodate demand from the East Leeds Extension.

75 Outcome of consultation on the expansion of East SILC onto two additional sites

The Director of Children and Families submitted a report presenting the outcome of a consultation exercise undertaken regarding a proposal to expand generic specialist school provision at East SILC (Specialist Inclusive Learning Centre) – John Jamieson at two new additional sites, creating an additional 150 places, with a proposal of 50 primary places at the Oakwood building and 100 secondary places at the former Shakespeare site.

RESOLVED –

- (a) That the publication of a Statutory Notice on a proposal to permanently expand specialist provision at East SILC – John Jamieson by a combined total of 150 additional places, accommodated across two new additional sites, with effect from January 2020, be approved;
- (b) That it be noted that the implementation of such proposals is subject to funding being agreed based upon the outcome of further detailed design work, as indicated at section 4.4.1 of the submitted report;
- (c) That it be noted that the responsible officer for the implementation of such matters is the Head of Learning Systems.

76 Approval to Spend for the Learning Places Programme 1FE Permanent Expansion at Cockburn John Charles Academy

The Director of Children and Families and the Director of City Development submitted a joint report presenting details of a proposed expansion at Cockburn John Charles Academy. Also the report sought provisional ‘Approval to Spend’ for the high level budget, in order to undertake the related works, as detailed.

In noting that the school was currently operating under a PFI contract, and in response to a Member’s enquiry, officers undertook to provide the Member in question with details of any fees which would be incurred as a result of the proposals.

RESOLVED –

- (a) That capital expenditure be authorised for the ‘provisional sum’ of £2,278,732 from Capital Scheme number 33178/JCA/000 for the construction work and associated fees to facilitate a permanent increase of the Published Admission Number by 30 pupils at Cockburn John Charles Academy, with the ‘provisional sum’ including the value for the main hall expansion as detailed within the submitted report, the interim solution as approved via a previous Design and Cost Report,

legal costs for all parties, ICT related costs and a client held contingency commensurate with a project of this complexity;

- (b) That it be noted that a subsequent Design and Cost Report / Tender Acceptance Report will be submitted following the design freeze and final confirmation of budget requirements;
- (c) That the implementation of a City Council Change under the PFI contract with Investors in the Community (Leeds Schools) Limited for the works at the Cockburn John Charles Academy School PFI building, be noted, together with the requirement to approve the entering in to of any associated documentation including without limitation a deed of variation (if required), with the relevant authority being provided to the Head of Service, Learning Systems to enable the Head of Service to review and approve any such documentation;
- (d) That the programme dates, as identified in section 3.2 of the submitted report in relation to the implementation of the Board's resolutions, be noted;
- (e) That it be noted that the lifecycle and maintenance allowance, under the Unitary Charge, will increase as a consequence of the works detailed within the submitted report, with it also being noted that the increase will reflect the changes in additional catering / cleaning staff and the associated 'life cycling', as identified in the terms of the existing PFI contract. This value however will be the responsibility of the academy and is a 'straight through charge' that will not burden the authority;
- (f) That it be noted that the officer responsible for the implementation of such matters is the Head of Projects and Programmes.

RESOURCES

77 Improving Air Quality in the City (Clean Air Zone update)

Further to Minute No. 15, 26th June 2019, the Director of Resources and Housing and the Director of City Development submitted a joint report which presented the outcomes from the recent Statutory Consultation exercise undertaken on several areas regarding the Clean Air Zone (CAZ) and as a result, sought approval of specific consequential amendments which were required for certain elements of the CAZ Charging Order. The report also provided a progress report on both the implementation of the CAZ, including an update on the 'go-live' date, confirmed progress on the distribution of financial support to affected sectors and provided an update on other air quality measures which continued to be progressed.

Members discussed the proposed road signage which was to be used for the Clean Air Zone (CAZ). It was noted that although there was no flexibility around the signage given that it was provided by the Department for Transport, it was emphasised that a communications campaign needed to be

put in place, especially with the most affected industries, to raise awareness of the CAZ and its associated branding.

RESOLVED –

- (a) That the outcome of the Statutory Consultation exercise, as detailed within the submitted report, be noted, and that the resulting amendments to the Charging Order as detailed within the submitted report and as follows, be approved:-
- The creation of a local Specialist Heavy Goods Vehicle exemption and “qualifying criteria”;
 - The widening the scope of sunset periods in the taxi and private hire sector, to include out-of-town vehicles;
 - The extension of the Wheelchair Accessible Vehicle (WAV) sunset period to 2028; and
 - The making of formal amendments to the Leeds Clean Air Zone Charging Order arising from the outcome of the consultation process.
- (b) That the implementation progress update, as detailed within the submitted report, and the revised ‘go-live’ date of no earlier than 1 July 2020, be noted;
- (c) That regarding the consultation feedback in relation to setting the future emissions standard at zero in 2028, it be noted that it is the intention to consider this matter at the first CAZ annual review.

78 Disposal of land located on Westerton Walk, Ardsley and Robin Hood, for Extra Care Housing delivery and final terms of Development Agreement

Further to Minute No. 131, 19th December 2018, the Director of City Development, the Director of Adults and Health and the Director of Resources and Housing submitted a joint report seeking approval to dispose of a Council owned site on Westerton Walk in Ardsley and Robin Hood Ward, to facilitate the development of new Extra Care Housing in support of the ‘Better Lives Programme’. Specifically, approval was sought to sell the land to the recommended Consortium at the less than best purchase price, as identified in Appendix 1 to the submitted report, which had been designated as being exempt from publication under the provisions of Access to Information Procedure Rule 10.4(3).

In her capacity as a local Ward Member for Ardsley and Robin Hood Ward, the Executive Member for Climate Change, Transport and Sustainable Development welcomed the proposal.

Following the 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 meeting, it was

RESOLVED –

- (a) That the sale of the subject land to the Consortium, as identified within exempt Appendix 1 to the submitted report, at a less than best purchase price and on the terms as detailed, be approved;
- (b) That it be noted that the Director of City Development, in consultation with the Executive Member for Resources, will progress with the disposal of the subject land;
- (c) That in principle approval be given to the final terms of the Development Agreement for use on all Package One sites, as detailed in exempt Appendix 1 to the submitted report;
- (d) That approval be granted to enter into the Development Agreement with the Consortium;
- (e) That agreement be given for any subsequent amendments to the terms of the disposal to be delegated to the Director of City Development, to enable the Director to approve such matters under the scheme of officer delegation, in consultation with the Executive Member for Resources;
- (f) That it be noted that following a successful procurement exercise, the Director of Resources and Housing has entered into an agreement with the Consortium, under the necessary delegated authority, in respect of delivering Package One: *Extra Care Housing for Older People contract DN336766*;
- (g) That the use of s106 commuted sums, as previously allocated by Executive Board, be noted.

79 Disposal of Site of former Matthew Murray School

Further to Minute No. 80, 18th October 2017, the Director of City Development submitted a report which sought approval to the provisionally agreed Heads of Terms for the freehold disposal of the Matthew Murray site, which would facilitate Leeds United Football Club's (LUFC) proposals to relocate its training facilities and the Leeds United Foundation (LUF) and Academy facilities back into the heart of the city and the Elland Road environment.

Responding to a Member's enquiry, the Board received an update on the current position regarding the remaining term of LUFC's current lease at the Thorp Arch site and the relationship between this and the proposals regarding the use of the Matthew Murray School site.

Members discussed the current position regarding what facilities the club intended to relocate to the Matthew Murray site, with it being highlighted that further clarity was required in this area. In response, it was noted that such matters could be picked up as part of the ongoing negotiations with the club.

With regard to the commitment of the club around the support it was proposing

to provide for the benefit of the local community as part of this relocation, it was requested that further discussion be held with the club in order to enable such commitments to be confirmed in writing.

With regard to how the proposals would potentially affect the Thorp Arch site, a request was made that relevant Ward Members be kept informed of developments.

In conclusion, the Board was assured that the Executive would be kept up to date with developments on such matters, as appropriate.

Following the 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 meeting, and in taking into consideration all of the matters raised during the discussion on this item, it was

RESOLVED –

- (a) That the disposal of the Council's freehold interest in the Matthew Murray site, for use as a training facility for LUFC to Greenfield Investments (a wholly owned company of the owner of LUFC), on the draft terms as set out in exempt Appendix 1 to the submitted report, be approved;
- (b) That the approval of the final disposal boundary and terms, including that relating to part of the playing fields of the Ingram Road Primary School and any requirement by Highways England, be delegated to the Director of City Development, with the concurrence of the Executive Member for Resources and, where applicable, the Head Teacher of Ingram Road Primary School;
- (c) That it be noted that the receipt from the disposal of the Matthew Murray site has already been ring-fenced to the Consolidation Schools Programme;
- (d) That it be noted that a separate report is being presented to this Executive Board regarding the 'Parklife Project', which is proposed on Council owned land at Fullerton Park adjacent to LUFC's stadium, which provides for associated training facilities.

(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)

80 Best Council Plan Annual Performance Report - Looking Back on 2018/19

The Director of Resources and Housing submitted a report presenting a year-end review which looked back on performance during 2018/19 with regard to the delivery of the Best Council Plan.

The *'What we set out to do'* and *'How did we perform?'* commentary for each Best City Priority was welcomed.

RESOLVED – That the Best Council Plan 2018/19 Annual Performance Report, as submitted, be received, and that the progress made during 2018/19 in delivering the ambitions and priorities set out in the Best Council Plan, as detailed in the submitted report, be noted.

81 Financial Health Monitoring 2019/20 – Month 4

The Chief Officer (Financial Services) submitted a report which presented the Council's projected financial health position for 2019/20 as at Month 4 of the financial year, detailed proposals identified by the Director of Children and Families to address the projected directorate overspend and which sought approval of a proposed release from the Council's General Reserve.

In noting that Veolia had failed to meet agreed recycling targets and as such there may be an obligation on Veolia to pay a penalty to the Local Authority subject to DEFRA's agreement (Department for Environment, Food and Rural Affairs), a Member made an enquiry about how such a potential sum would be invested. In response, it was noted that discussions with relevant parties were ongoing and that once further clarity had been received, officers undertook to ensure that Executive Members would be fully briefed on such matters prior to any proposals being progressed.

RESOLVED –

- (a) That the projected financial position of the authority, as at Month 4 of the financial year, as detailed within the submitted report, be noted;
- (b) That the proposals identified by the Director of Children and Families to address the projected overspend, as reported to the Board in July 2019 and as detailed within the submitted report, be noted;
- (c) That the release of £1m from the General Reserve, be approved in order to take advantage of record low interest rates, and to create savings for the Medium Term Financial Strategy, with it being noted that the officer responsible for the implementation of this resolution is the Chief Officer (Financial Services) and that the release from the reserves will be actioned before the next reporting period.

DATE OF PUBLICATION: FRIDAY, 20TH SEPTEMBER 2019

LAST DATE FOR CALL IN OF ELIGIBLE DECISIONS: 5.00 P.M., FRIDAY, 27TH SEPTEMBER 2019