

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

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

Date: 9th January 2019

Subject: Best Council Plan Performance Report Quarter 2, 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 Quarter 2, 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. Updates on car parking and City Region functions are also provided.

Recommendations

Members are recommended to:

- Note the Best Council Plan Quarter 2, 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 updates provided on car parking and City Region functions and to consider if they wish to undertake further scrutiny work to support improvement work in either of these areas.

1.0 Purpose of this report

- 1.1 This report presents a summary of the Best Council Plan (BCP) performance data for Quarter 2, 2018/19 in relation to progress against the delivery of the ambitions, outcomes and priorities contained within the BCP 2018–21 relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth).
- 1.2 Also included are narrative updates on car parking and 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 two appendices:
 - Appendix 1: Best Council Plan Performance Summary Quarter 2, 2018/19
 - Appendix 2: One Yorkshire Devolution: Executive Summary, October 2018

3.0 Main issues

3.1 Best Council Plan Performance Quarter 2, 2018/19

- 3.1.1 The attached Best Council Plan (BCP) Performance Summary for Quarter 2, 2018/19 (Appendix 1) shows progress against the ambitions, 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 Quarter 2 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 Performance Indicators on Appendix 1 relating to:

3.2 Jobs Change in the Leeds' Economy

- 3.2.1 The Growth in Jobs in the Leeds Economy indicator reports the number of people in employment using the Business Register and Employment Survey (BRES), which is 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 that they operate. This allows the ONS to produce employee and employment estimates by detailed geography and industry split by full-time/part-time workers and public or private sectors.
- 3.2.2 The indicator reports the number of people in employment, i.e. employees and working proprietors within the private sector in Leeds. The annual result, released in October, was the provisional result for 2017, together with the final confirmed result for 2016. The result previously reported for 2016 of 366,400 has now been revised to 363,400 people in Leeds in employment in the private sector.
- 3.2.3 The annual BRES result reported for 2018/19, i.e. the provisional BRES 2017 result, is 377,200 people in employment in the private sector in Leeds. This constitutes an increase of 13,800 employees and working proprietors in Leeds in 2017 i.e. a 3.8% increase compared with the previous year.

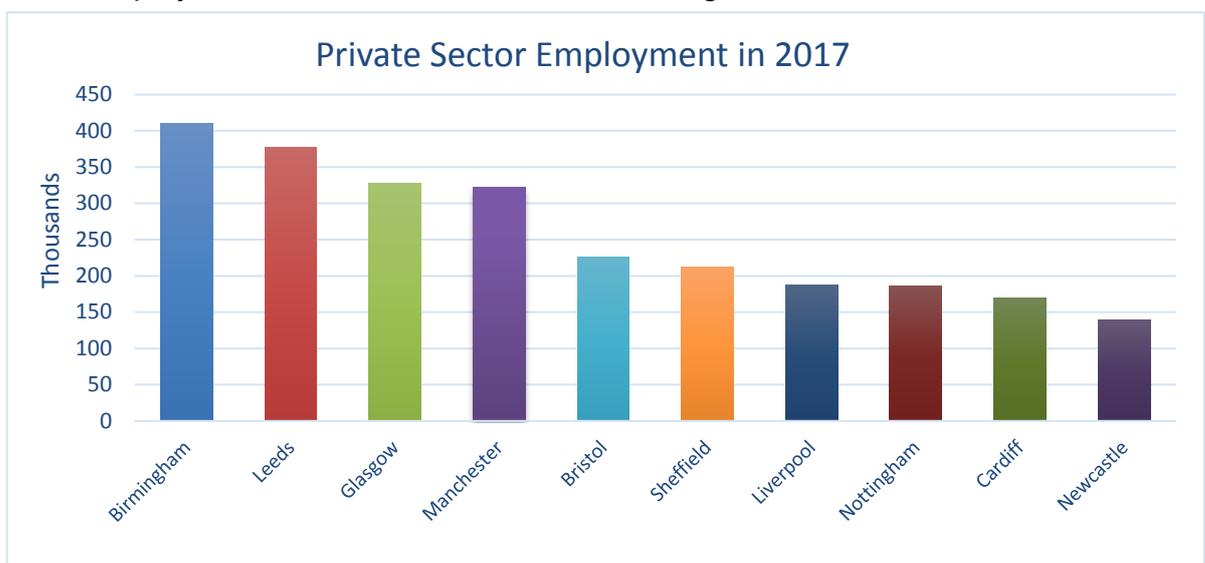
3.2.4 In 2017, private sector employment in Leeds was made up of 368,100 employees and 9,100 working proprietors. 70% of employees were full time, consistent with figures in 2016, however there was a relatively large increase in working proprietors. The total growth in employment of 13,800 comprises: an increase of almost 11,000 in full time employees, a rise of 4.3%; an increase of 1,700 in part time employees, a rise of 1.6%; and an increase of 1,300 working proprietors, a significant rise of 16.7%.

	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%

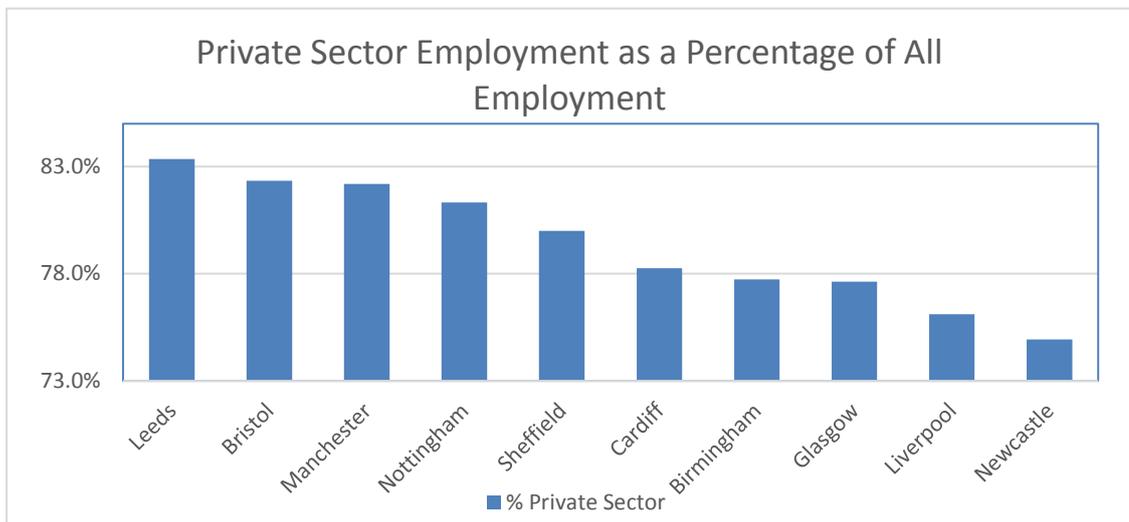
3.2.5 The table below shows private sector employment in Leeds over the last 7 years with employees and working proprietors shown separately, to provide a longer term view of how employment has increased in Leeds:

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	-

3.2.6 When compared with the core cities, Leeds had the second greatest amount of private sector employment outside of London after Birmingham.



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

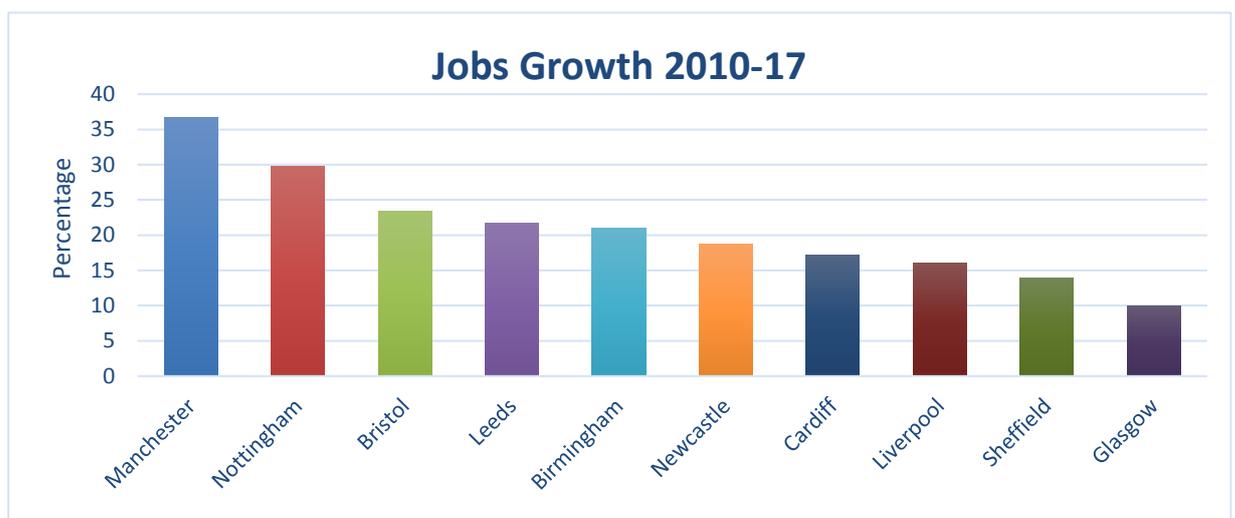


3.2.8 Considering the number of employees in both the public and private sectors outside of London in terms of the number of employees, Leeds ranked first for these sectors: Digital; Export Intensive; Creative; Construction; Information and Communication; Finance and Business Services; and Business Administration 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%); professional, scientific and technical services (9.8%).

3.2.10 There were however, decreases in some sectors: low carbon e.g. (11.1%); creative (7.7%); environmental technologies (10.5%); print and publishing (46.8%); motor trades (7.1%); scientific technology services (5.7%); wholesale (5.6%); and the culture, recreational and personal sector (12.1%).

3.2.11 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 seven years.



3.2.12 According to the provisional BRES 2017 figures, all the core and major cities reported jobs' growth in their private sector employment between 2016 and 2017. Leeds reported a 3.8% increase in private sector employment, the second largest of all the core cities behind Bristol.

BRES Employment (Employees & Working Proprietors)			
City	2016	2017	% Change
Bristol	216.2k	225.6k	4.3%
Leeds	363.4k	377.2k	3.8%
Newcastle	134.6k	139.6k	3.7%
Cardiff	165.0k	170.2k	3.2%
Sheffield	206.5k	211.9k	2.6%
Manchester	314.6k	322.5k	2.5%
Birmingham	400.6k	409.9k	2.3%
Nottingham	182.8k	186.3k	1.9%
Liverpool	186.5k	187.7k	0.6%
Glasgow	325.9k	327.2k	0.4%

3.2.13 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:



3.2.14 The Annual Survey of Hours and Earnings (ASHE) from the ONS provides information about the levels, distribution and make-up of earnings and paid hours worked for employees in all industries and occupations. The 2018 ASHE results shows that residents of Leeds saw an increase in median wage levels relative to 2017, from £447.30 to £458.00 per week, i.e. 2.4% and consistent with the 2018 UK median wage of £460.00 and the UK increase of 2.6%.

3.2.15 The Leeds' residents median weekly pay for full time employees rose by 2.2% in 2018 from £536.60 to £548.30, a little lower than the 2018 median wage for UK full-time workers of £569.00; and Leeds's part-time employees median wages increased by 7.4%, from £173.8 to £186.6 per week, almost as much as the 2018 UK part-time median wage of £187.30.

3.2.16 In 2018, low pay continued to be an issue for large numbers of both residents and workers in Leeds. The estimates below use the ASHE survey 2018 sample of job count data which is based on survey data within a standard variance level of +/-5%. The ONS state that these are intended to provide a broad idea of the numbers of employee jobs but should not be considered accurate estimates and caution should be applied when using these numbers.

3.2.17 It is estimated that in 2018, 20.5% of all working Leeds' residents earned less than the Real Living Wage (RLW) of £8.75 per hour, affecting 67,035 full-time equivalent (FTE) residents. This constituted 11.6% of full time working residents (27,427) and 43.6% of part time working residents (40,133) earning below the RLW.

3.2.18 Estimates suggest that 9.8% or 32,206 FTE working residents in Leeds earned less than the government's National Living Wage (NLW) of £7.50 per hour in 2018. When this figure is broken down, 9.1% of full time working residents (21,562) and 10% of part time working residents (9,200) earned below the NLW in Leeds.

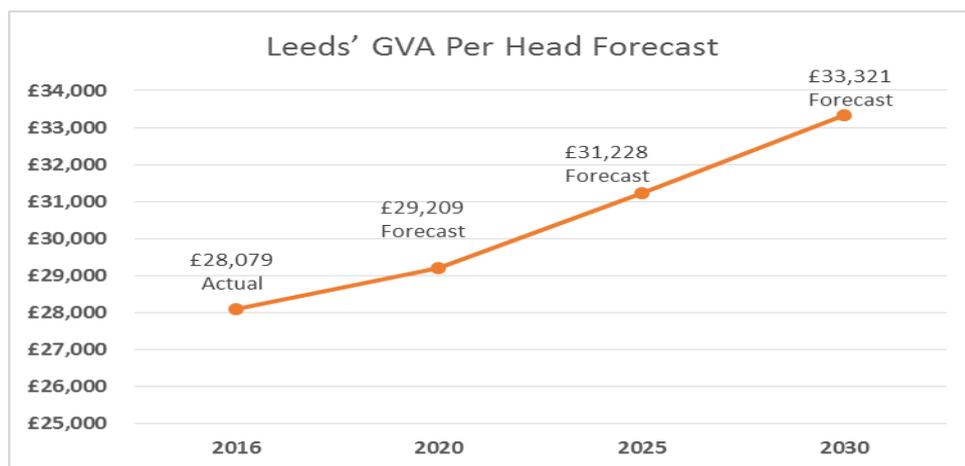
3.3 **Productivity Forecast – GVA per Head**

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.

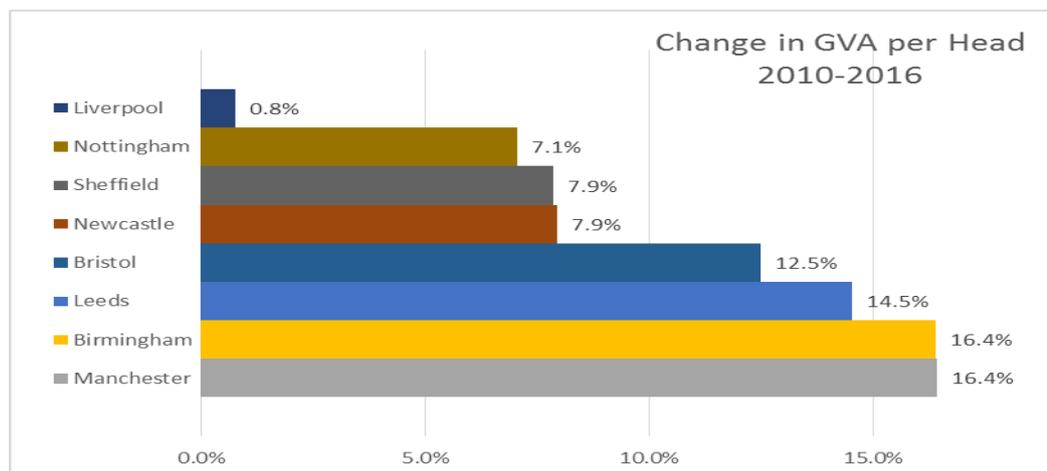
3.3.2 GVA per head is reported using data provided by the Office of National Statistics (ONS) for Gross Value Added (Balanced). The latest data for the calendar year 2017 will be available in late December/early January 2019. Therefore, considered here is the GVA per head forecast.

3.3.3 The Regional Economic Intelligence Unit provides the forecasts of GVA per head based on the Regional Econometric Model (REM) data provided by Experian; which includes big projects, employment changes, new housing, etc. This GVA forecast is matched against a population forecast provided by the ONS to create a forecast GVA per head for Leeds. These are indicative figures, and are used here to provide an idea of trend only.

3.3.4 The reported result for 2017/18 for GVA per head for Leeds i.e. for the period 2016, was £28,079 per head. The target for 2018/19, (i.e. an improvement on the result reported for 2017/18) is >£28,079. The GVA per head forecasts produced using the REM are shown on the graph below. The current forecasts indicate a 4% increase in 2020 in GVA per head compared with the actual 2016 figure, with increases forecasted of 7% for 2020-25 and for 2025-30.



3.3.5 The graph below shows how GVA (Balanced) has changed between 2010 and 2016 across the core cities. Over this period, Leeds reported the third greatest increase in GVA per head across the core cities. The largest GVA increases over the period were in Manchester and Birmingham (both 16.4%) followed by Leeds (14.5%) and then Bristol (12.5%) with the lowest in Liverpool (0.8%).



3.3.6 Considering current business sales and orders both domestic and overseas, information collated via the Chamber of Commerce's Quarterly Economic Survey (QES), provides an indication of business expectations in 2018/19. The QES reported that the manufacturing sector's domestic sales continued its upward trend from its low point in quarter 3, 2016 with the vote to leave the EU and suggested that sales away from more expensive imports to UK products may be part of the reason for this. It reported that manufacturing orders continued to grow consistent with the trend in UK sales and further sales growth was anticipated in succeeding quarters as a consequence. Manufacturing exports were reported to be close to their 5 year peak, again upwards since the EU referendum in 2016, and overseas forward orders remained solid, upwards since 2015.

3.3.7 The QES reported that the service sector also continued to perform well domestically, consistent with sales levels last reported in quarter 4, 2015, although orders showed a slowing in the pace of growth. Service sector exports sales also reported a slowing in the rate of growth, perhaps due to concerns over future EU trading relations and export orders fell dramatically.

3.4 Number of New Business Start-ups and Scale ups

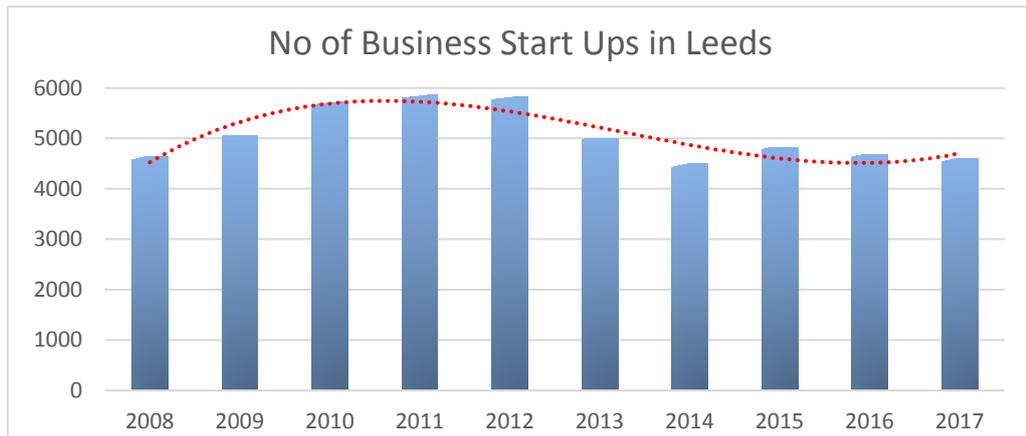
3.4.1 The indicator reports business start-ups using information from BankSearch which uses figures from Companies House and High Street business bank account opening data. The data is reported in calendar years and the target for 2018/19 is >4,599 Start Ups i.e. the result reported for the calendar year 2017.

3.4.2 Between January and June 2018, there were 2,226 business start-ups in Leeds, 7% fewer than the same period in 2017 (2,399 start ups). This is the lowest number of start-ups between January and June for the last 10 years and ranks Leeds at 105 out of the 326 English districts.

3.4.3 However, growth in start-ups has fallen across England to -11.2%, with the West Midlands (-4.0%), North East (-7.9%) and South West (-8.2%) having seen the strongest growth compared to the corresponding period in 2017. East Midlands (-12.6%). The East of England (-14.0%) and the North West (-18.3%) have had the weakest growth.

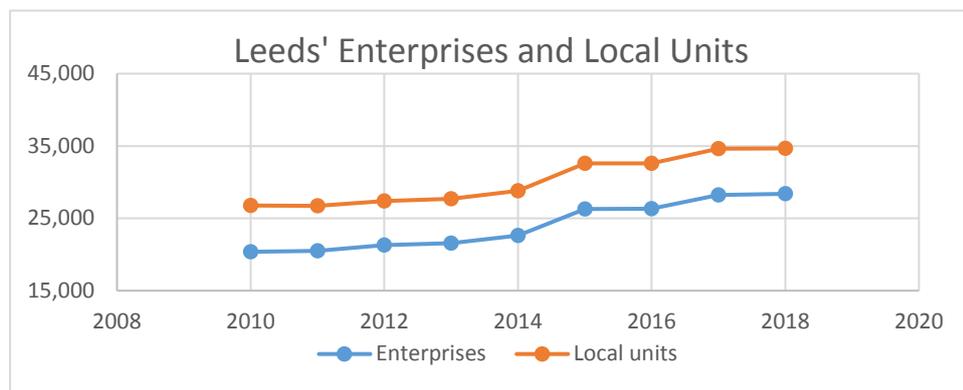
3.4.4 Leeds accounted for 16.2% of all start-ups across Yorkshire and The Humber despite accounting for only 15.4% of the working age population of Yorkshire and The Humber.

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



3.4.6 In Leeds in 2017, Real Estate, Professional Services and Support Activities accounted for 32% of start-ups (721), followed by Wholesale and Retail Trade at 15% (335) and Recreational, Personal and Community Service at 11% (236).

3.4.7 The ONS also provides a snapshot of enterprise stock (or businesses) from the Inter-Departmental Business Register (IDBR) each March. The data is available for Enterprises i.e. businesses and also for local units i.e. branches. The 2018 data for Leeds is shown on the graph below. As can be seen, there has been an upward trend in both businesses and local branches since 2010.



3.4.8 When comparing numbers of businesses (not local branches) below, Leeds has the largest number of businesses apart from Birmingham, and also the third highest growth in businesses between 2013 and 2018.

Enterprise Stock: 2013 to 2018			
	2013	2017	2018
Birmingham	25,210	37,115	34,565
Leeds	21,560	28,225	28,385
Manchester	13,855	22,490	23,845
Edinburgh	15,160	18,530	18,630
Glasgow	14,630	18,060	18,420
Bristol	11,195	18,060	18,005

3.4.9 Business scale ups is a new annual indicator for 2018/19. The data for this performance indicator is calculated using the Mint BVD business demography product. Mint BVD Data uses Inter-Departmental Business Register data from the ONS, HM Revenue and Customs information and Companies House data. Only limited companies with their registered addresses in Leeds are included, those registered elsewhere but with branches in Leeds are not included.

3.4.10 Leeds' companies reporting over 20% growth in turnover or employment annually over the past 3 years are included in the reported figures. However, there is a lag in reporting of about a year, as there is often a delay in businesses submitting their accounts which is when they can be considered in the data.

3.4.11 The 2018/19 result for this indicator is available, and at the end of the 2016/17 financial year, there were 461 business which had scaled up, i.e. had at least a 20% increase in turnover or employment. This compares well with the previously available result of 420 business scale ups at the end of the 2015/16 financial year.

3.5 **Business Rates Growth**

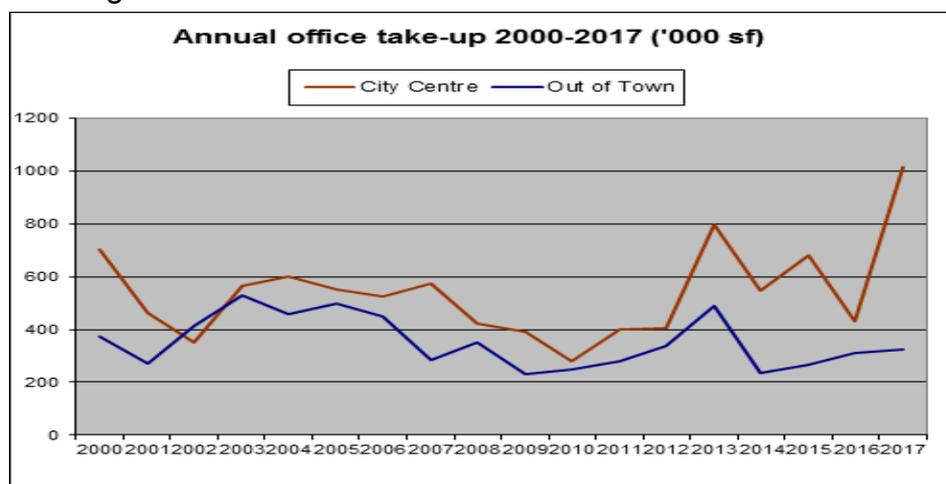
3.5.1 Business rates i.e. National Non-Domestic Rates (NNDR), underwent a revaluation applicable from the 1st April 2017 which means that the amount of NNDR payable in 2017/18 will constitute a baseline against which 2018/19 and future years' NNDR can be reported. The business rates growth indicator 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.

3.5.2 As the final 2018/19 result will only be available in April 2019, to provide an indication of growth in NNDR at quarter 2, 2018/19, the difference in the amount of business rates payable between the 1st April 2018 and the 30th September 2018 is reported here i.e. the within year change, as stated with the impact of any decided appeals, discounts and reliefs removed.

3.5.3 On the 1st April 2018, £442m NNDR was payable, however by the 30th Sept 2018 this had risen to £449m; an increase of £7.4m or 1.67%. The 1.67% growth is a reflection of the net effect of occupation of new/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 relief.

3.5.4 The largest single new assessment in the period was Merrion House with a rateable value of £1.57m, however other new additions to the list included: Cineworld at the White Rose Centre; the Arium, Whinmoor; units at Wellington Place; the Platform Building; 1 Gt Exhibition Way, Kirkstall; the Premier Inn, Headingley; and units at Eastside and Belgrave Retail Parks. 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.

3.5.5 Data in the graph below shows there has been a trend of increase in both city centre and out of town lettings in Leeds since 2010.



- 3.5.6 The GVA Big Nine Report for quarter 3, 2018/19, which provides quarterly updates of regional office activity, emphasises a strong quarter in both the city centre and out-of-town markets in Leeds, bringing the total after only three quarters in line with the long term annual average. It states that activity was headlined by a 60,000 ft² deal to HMRC at 3 Wellington Place and a further 13,000 ft² deal to accountants Mazars. Further lettings included in the out-of-town market were BUPA signing up for 23,700 ft² at Kirkstall Forge and Wates signed for 10,275 ft² at Thorpe Park, where there were three further deals totalling 10,000 ft². The table below details all lettings, both city centre and out of town, that are over 10,000 ft²

Office lettings (over 10,000 ft ²): Q1 & Q2 2018/19		
	Ft ²	Let to
City Centre		
3 Wellington Place	60,000	HMRC
3 Wellington Place	13,000	Mazars
6 Queen Street	12,194	Murray Harcourt
Pinnacle	10,142	Regus
5 Wellington Place	25,938	MOJ
3 Wellington Place	20,402	Investec
Apsley House	12,642	Infinity Works
1 Park Row	19,838	Gilbanks
Out of town		
Kirkstall Forge	23,715	BUPA
Leeds Valley Park	16,617	Lowell
3175 Century Way	12,575	Pure Retirement
Green Lane, Yeadon	10,558	LCC
Thorpe Park	10,275	Wates
Meadow Court, Millshaw	10,000	HiSens
Source: LOAF		

3.6 Visitor Economic Impact for Leeds

- 3.6.1 This is a new indicator for 2018/19 and 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; and this is input into the Economic Impact Model which provides data about the economic impact of various types of visitors in Leeds.
- 3.6.2 This indicator reports the economic impact of "Day and Night Visitors" to the Leeds economy. The latest result from the annual 2017 Economic Impact Report for the Visitor Economy was received in July and therefore the result reported here is the annual result for 2018/19.
- 3.6.3 The economic impact of the visitor economy in the city (day visitors and staying visitors) grew by 6.4% between 2016 and 2017, and by £106m to £1.745bn. The number of day 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 that people stayed in the city, increasing by 6.4%. Consequently, direct and indirect employment associated with the visitor economy also increased by 6% i.e. by 1,141 full time equivalents (FTEs) to 20,030 FTEs in 2017.
- 3.6.4 Day visitors make 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,

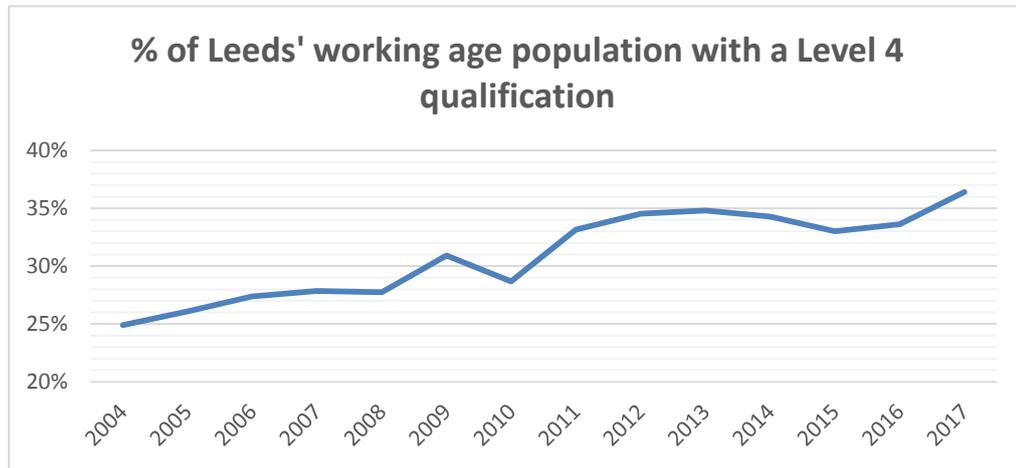
interestingly, a greater increase of 6.4% in the number of days stayed which suggests that when people stay in the city, they are staying for longer. There will be a continued focus on increasing the number of overnight visitors as this visitor group have a greater spend per trip which ultimately drives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

- 3.6.5 In quarter 2, two new hotels opened in Leeds, specifically: Mercure Leeds Centre (formally the New Ellington); and the Easy Hotel located in the retail district opposite The Core, adding a further 152 rooms to the 4,350 rooms already available across the city centre. This to be welcomed given the 3.5% annual growth in visitors staying overnight and the even greater increase of 6.4% in the number of days that visitors stayed.
- 3.6.6 Also welcome is the news of plans to expand the terminal at Leeds Bradford Airport, primarily to transform the customer experience, but potentially to increase passenger capacity also. The expansion is due to complete in 2020.
- 3.6.7 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

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

- 3.7.1 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 Office for National Statistics (ONS) Annual Population Survey and reports in calendar years with the data released in April.
- 3.7.2 The latest result is for the calendar year 2017, as the annual 2018/19 (calendar year 2018) result will be available in March/April 2019. In 2017, 36.4% of the working age population (WAP) of Leeds had at least a Level 4 qualification which represents 185,300 individuals, an increase of 2.8 percentage points compared with the 2016 result of 33.6% representing 170,000 individuals. The graph below demonstrates the continued increase in Leeds' residents with Level 4 qualifications since 2004, increasing by over 11 percentage points from 24.9% to 36.4% during this period.



3.7.3 The table below shows the results for 2017 compared to 2016 for Leeds and the core cities. Compared to the core cities, Leeds had the fifth highest proportion of WAP with a Level 4 qualification in 2017. A number of core cities had greater proportions of Level 4 residents, particularly Bristol (54.2%). However, Leeds reported the third largest increase, of 2.8%, of all the core cities when compared to 2016.

Core City	2017 Result	2016 Result	Difference
Bristol	54.2%	48.5%	+5.7%
Sheffield	41.7%	38.2%	+3.5%
Manchester	39.9%	39.0%	+0.9%
Newcastle	37.3%	39.1%	-1.8%
Leeds	36.4%	33.6%	+2.8%
Liverpool	35.0%	35.0%	-
Birmingham	31.4%	32.3%	-0.9%
Nottingham	30.1%	29.5%	+0.6%

3.7.4 The Leeds Talent and Skills Plan 2017-2023 highlights the changing labour market and the key 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.

3.8 Number of People Supported to Improve Their Skills

3.8.1 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 5,596 people were supported to improve their skills during quarter 1 and quarter 2 of 2018/19 which is reflective of a delivery programme linked to the academic year.

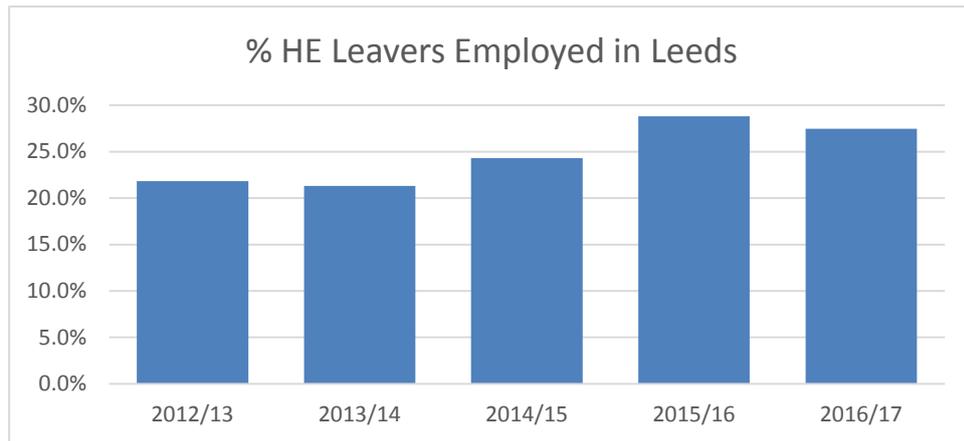
3.8.2 The percentage of the Leeds working age population that do not have a Level 2 qualification is 28.0% which lags the national average at 25.3%. 11.2% of the Leeds working age population have no qualifications which is higher than the national average at 7.7% and is concentrated in the most disadvantaged 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.

- 3.8.3 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 £15,736 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.
- 3.8.4 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 2018/19 academic year is £2,191k. The provision is quality assured by Ofsted and is delivered by the Council, the Further Education sector, third sector and commercial training providers.
- 3.8.5 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.

3.9 Leeds as a Destination for Higher Education Leavers

- 3.9.1 This 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.
- 3.9.2 The data applies to the academic year between 1st August 2016 and 31st July 2017 and is reported 12 months in arrears as the 2017/18 result. 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 year (2015/16) of 28.8%, the result has increased by 6.2% from the 2013/14 figure of 21.3%.
- 3.9.3 The 2016/17 result is the last year that this survey is being run in the current format. The survey is being replaced by the Student Outcome Survey which will be run 15 months after graduation rather than the current 6 months, and this means that there will be no result in 2018/19 and the 2019/20 result will form a new baseline figure.

3.9.4 The graph shows the change in percentage of Higher Education Leavers who remained in Leeds to work over the five academic year 2012/13 to 2016/17.



3.10 Claimant Rate for Employment and Support Allowance

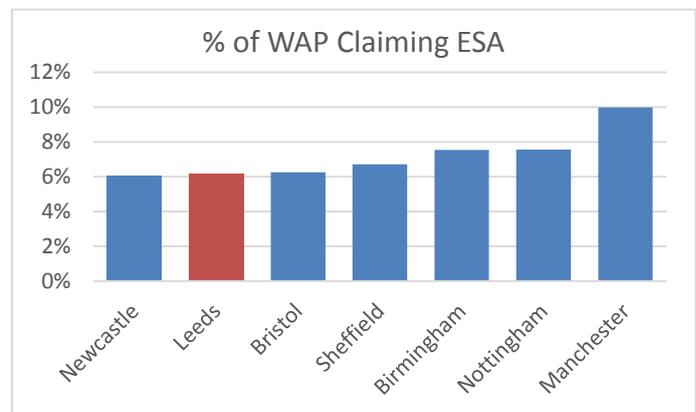
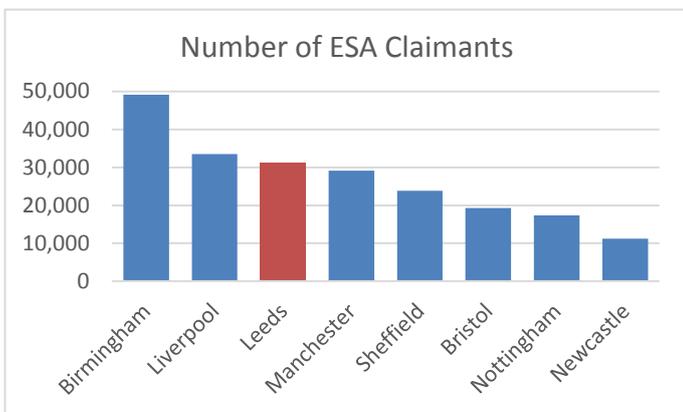
3.10.1 This indicator reports the claimant rate for Employment and Support Allowance (ESA), the main out-of-work benefit for disabled people and those with a health barrier, and is taken from the Nomis website.

3.10.2 The indicator reports the number of claimants as a proportion of the Leeds working age population (WAP) but is reported with a 6 month time lag, the latest available data relates to February 2018.

3.10.3 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 7,900 in November 2018; at the same time the Leeds employment rate has risen to 77.1%, in excess of that for Great Britain of 75%.

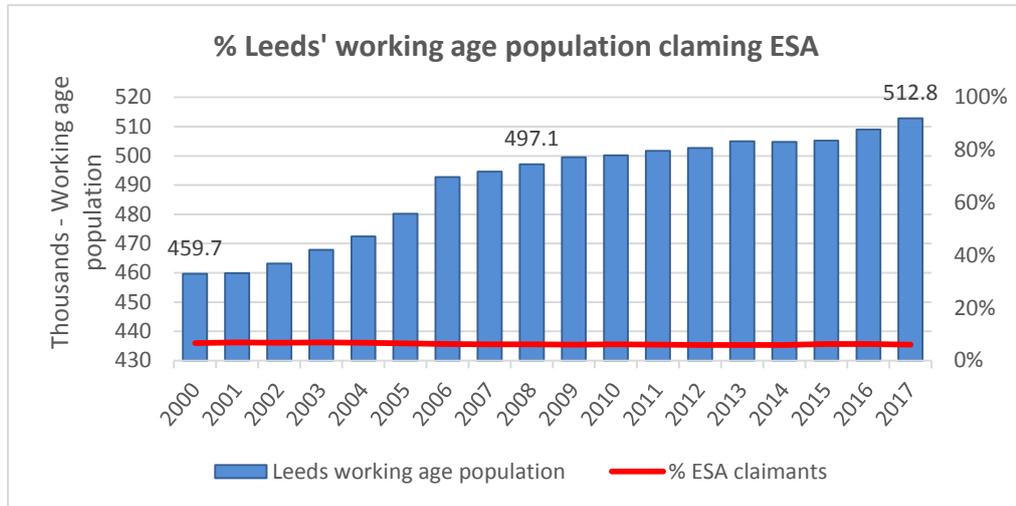
3.10.4 As at February 2018 the Leeds' rate of 6.06% compares well with the core cities: Newcastle 5.56%; Bristol 6.15%; Sheffield 6.27%; Birmingham 6.72%; Nottingham 7.54%; Manchester 7.57%; and Liverpool 9.99%.

3.10.5 As can be seen on the graphs below, in February 2018 Leeds had the third highest number of claimants behind Birmingham and Liverpool, but the second lowest rate of claimants as a proportion of the WAP.



3.10.6 In February 2018, there were 31,070 ESA claimants. This shows a small increase of 60 claimants (0.19%) since August 2017 but a small decrease of 1.04% in the number of claimants compared to the same point in the previous year, i.e. 31,395 in February 2017. The small overall decrease of 0.03% compared with the August 2017 figure reinforces the static nature of this indicator.

3.10.7 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 rise in population, 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.



3.10.8 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.

3.10.9 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.

3.10.10 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, and has been requested from the contract provider. Local provision delivered by the Council and funded through the ESIF programme has seen a further 916 residents supported, with 223 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 Progress 8 Score for Leeds at the End of Key Stage 4 (End of Year 11)

3.11.1 Leeds’ Progress 8 result for 2017/18 is -0.02. Performance in Leeds is better than for core cities (-0.13) and statistical neighbours (-0.12) and is in line with both national and Yorkshire and The Humber scores.

3.11.2 Leeds is ranked equal 66 out of 151 local authorities and is in the second quartile nationally. Leeds’ position nationally last year was 37th (second quartile). Progress 8

scores should not be compared year-on-year, although it is appropriate to compare rankings. Leeds remains in the second quartile nationally, although it has dropped by 29 places. The 2018 result is positive and demonstrates that young people are making progress in line with their peers at state funded schools nationally.

- 3.11.3 Nationally, the percentage of pupils achieving a strong pass in English and maths in 2017/18 is 43.2 per cent, compared to 40.4 per cent in Leeds. The gap to the national rate has narrowed in 2018 to 2.8 percentage points. Leeds' performance is above core cities (38.0 per cent), in line with Yorkshire and The Humber (40.7 per cent) and below statistical neighbours (41.8 per cent). The 2017/18 Leeds result is 1.1 percentage points higher than the 2016/17 result.
- 3.11.4 Leeds is in the third quartile nationally for achieving a strong pass, with an improved rank of 90 out of 151 local authorities.
- 3.11.5 Nationally, the percentage of pupils achieving a standard pass in English and maths is 64.2%, compared to Leeds' performance of 61.8 per cent. Leeds' performance is above core cities (58.6%), in line with Yorkshire and The Humber (62.1%) and below statistical neighbours (62.9%). The 2017/18 Leeds result is 1.3 percentage points higher than the 2016/17 result.
- 3.11.6 Leeds is in the third quartile nationally for achieving a standard pass, with an improved rank of equal 92 out of 151 local authorities.
- 3.11.7 Provisional 2017/18 Key Stage 4 data for Leeds were published on 15th October 2018. The confirmed (final) data will be released in early 2019. More detail will be available in January, when the confirmed data is released. This will include an analysis of performance by different cohorts, for example pupils who speak English as an additional language.
- 3.11.8 Greater detail of attainment at all key stages is provided to Children and Families Scrutiny Board as part of its remit. This will include the annual standards report (next due in 2019), when all the confirmed key stage results are available.

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

- 3.12.1 The Dept. of Education's headline performance measure from 2016 combines each local authority's NEET rate with their not known rate. It is based on a three-month average of December, January and February. The latest national data is for 2017, and was published in October 2018.
- 3.12.2 The combined percentage of 16-17 year olds in Leeds who are NEET or whose activity is not known increased from 6% in 2016 to 7% cent in 2017. The combined 7% breaks down to 2.7% NEET and 4.3% whose activity is not known. The percentage of 16-17 year olds who were NEET decreased by one percentage point between 2016 and 2017 and is now in line with national rates; however, the not known rate has increased by 1.2 percentage points since 2016. This is above national (3.3%) but below core cities rates (4.9%). Leeds is in the third quartile nationally, with a ranking of 115 out of 151 local authorities. Last year's ranking was 98. The table below shows how Leeds compares with other core cities and the national rate based on an average of December 2017, January 2018 and February 2018.

	Total number NEET (inc not known)	% NEET (inc not known)	of which known to be NEET	of which activity not known
Birmingham	2,420	9.2%	2.2%	7.0%
Bristol	710	8.8%	3.9%	4.9%
Leeds	1,020	7.0%	2.7%	4.3%
Liverpool	1,210	12.7%	5.9%	6.8%
Manchester	940	8.8%	3.4%	5.3%
Newcastle	370	6.6%	4.6%	2.1%
Nottingham	450	7.0%	5.5%	1.5%
Sheffield	690	6.1%	4.3%	1.8%
<i>England</i>	<i>68,070</i>	<i>6.0%</i>	<i>2.7%</i>	<i>3.3%</i>

3.12.3 Figures for the end of the 2017/18 academic year show Leeds' combined NEET and not known rate was 5.9 per cent (881 young people; 3.5% NEET, 2.4% not known). This is 0.7 percentage points higher than the July 2017 result of 5.2% (782 young people; 3.3% NEET, 1.9% not known). The measure follows an annual cycle and spikes at the start of the academic year. November is the earliest month from which reasonable information can be taken, however at this time the data is not yet currently available.

3.12.4 As part of a regional consortium bid, Leeds has been successful in applying to the European Structural and Investment Funds with a bid to work with NEET young people. This will see a significant increase in the resources available for this work in 2018/19.

3.13 Growth in New Homes in Leeds

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

3.13.2 Net reduction is reported as the difference in the number of long term empty homes at quarter end compared with the number at the end of the last financial year, since long term empty homes can increase or decrease over time.

3.13.3 Newly built/converted homes includes 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.

3.13.4 The quarter 2 result for new homes built and converted is currently unavailable. It is expected in early January and therefore the quarter 1 result has been used here. For net reduction in long term empty homes the quarter 2 result is available and reported.

3.13.5 At quarter 2 2018/19, the number of long term empty homes had reduced by 36 relative to the 31st March 2018 and there has been a levelling off in reduction of long term empty homes. The Empty Homes Strategy included a target to reduce the level of empty homes by 2,000 between 2012 and 2017. This was achieved in March 2017 with a reduction of 2,437 to 3,777 empty homes in the city. From April 2017 the Empty Homes Strategy's aim has been to ensure empty homes do not increase above the 3,777 figure.

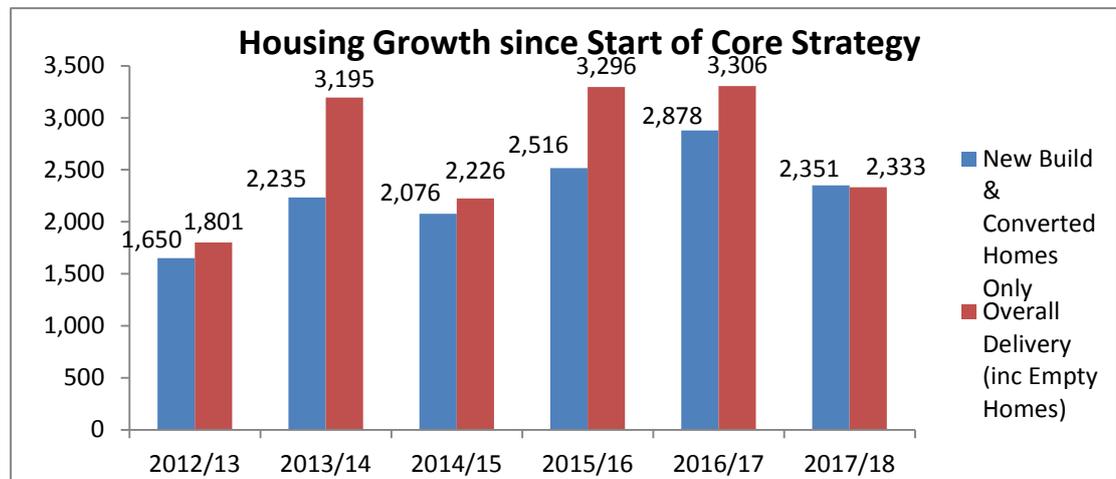
3.13.6 Whilst there has been significant reduction over the last 5 years, at the Core Strategy Planning Inspector's enquiry it was anticipated that any further reductions were unlikely as the actual numbers were so low (at around 1.5% of the stock). The Inspector approved

the approach to seek to ensure that empty homes did not further increase and were maintained at the March 2017 level of 3,777.

- 3.13.7 Overall in quarter 1, 1,108 newly built and converted homes were delivered in total. Quarter 1 2018/19 has seen the strongest growth in new homes built and converted for the past 6 years. In addition, there were over 900 new starts recorded in quarter 1 both in the city centre and across the city, demonstrating activity across all markets.
- 3.13.8 Quarter 1 saw completions on over 50 separate developments on a range of sites across the district with a focus on the city centre fringe: including 459 homes at the former Police Garages and St Michael's College on Belle Vue Road, Woodhouse; and over 70 at both Servia Road, Woodhouse and Cavendish Street.
- 3.13.9 A healthy build out continues at Land at Seacroft Hospital, York Road; Spofforth Hill, Wetherby; Sandgate Drive, Kippax; and Garnet Grove, Beeston. Over 900 new quarter 1 starts were recorded including: 94 new homes at Land off Asket Drive (South), Seacroft; and over 32 at Park Lane, Allerton Bywater (Station Road); and 18 at Land at Towcester Avenue, Throstle Road, Middleton. Commencements continue at Bodington Hall, Otley Road; Sandbeck Lane, Wetherby; and Royds Lane, Lower Wortley demonstrating activity across all markets.
- 3.13.10 Large sites at Kirkstall Forge (1,385 units) and City Reach, Kirkstall Road (1,010 units) are amongst those yet to start. There remains a number of large schemes under construction including 11 developments in the city centre and fringe including over 700 at both Dandarra on Sweet Street and Hunslet Mill in the Aire Valley. This level of activity is consistent with the view that there will be an uplift in performance over 2018/19 with the expected output being around 3,500 new homes in total.
- 3.13.11 The Deloitte Crane Survey 2018 for Leeds recognised that there has been renewed developer confidence in residential development in the city centre, with the highest number of residential units under construction since 2008. Five city centre residential schemes with 619 units were completed in 2017, the highest number since 2008.
- 3.13.12 When compared with the adopted Core Strategy (CS) target of 4,700 New Homes for 2018/19, delivery is unlikely to meet the target. However, compared to the proposed Core Strategy Selective Review's (CSSR) lower annual requirement (target) of 3,247 dwellings, current rates of delivery would exceed the 3,247 homes target.
- 3.13.13 The weight to be attached to the CSSR as it progresses through the plan making process increases. The CSSR was submitted in August and hearing dates are being considered from early December 2018 through to February 2019. The latest household projections point to 25% lower household growth nationally, further evidence that the Adopted CS is not now an appropriate basis on which to measure performance and that the CSSR is more in line with latest evidence.
- 3.13.14 Implications of new 2016-based projections on the CSSR target are being considered, with potential for it to be lower still. Whilst an uplift in newly built/converted homes performance was forecast, the total figure in quarter 1 is greater than expected as it includes a number of units identified as complete following a comprehensive update to sites undertaken as part of the recent Examination of the Site Allocations Plan.
- 3.13.15 A government consultation suggested Leeds' base housing need was 2,649 pa or 42k for a 16 year plan period, which may be achievable at current delivery levels. On 5th March 2018, the government confirmed in reply to the consultation responses that "...the proposed approach to assessing local housing need is the most appropriate method that meets the three key principles of being simple, realistic and based on publicly available

data”. Therefore, it is likely, that the 2,649 homes pa target will be used by government as the minimum required for Leeds.

3.13.16 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/converted homes element has been increasing steadily since 2012/13:



3.13.17 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 Spring 2018 reveals that 21,618 units have planning permission with a further 12,711 units available to gain planning permission on allocated land including nearly 6,000 on new allocations in the Aire Valley. Of the 21,618 units, 17,019 have detailed planning permission. Considering that 4,104 units are under construction, this leaves 12,915 units with detailed planning permission that have not yet started.

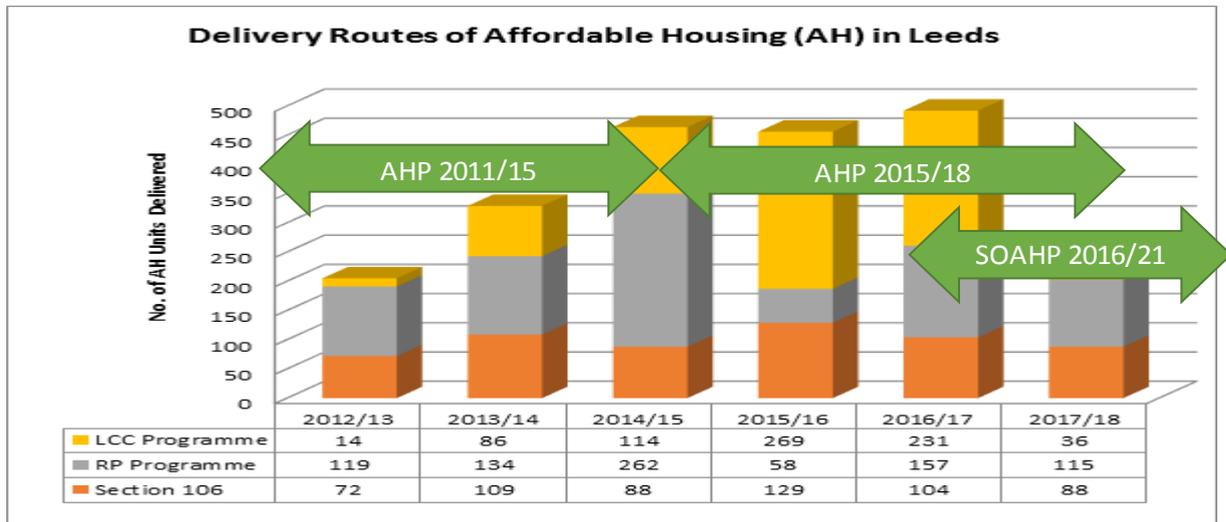
3.13.18 Over 26,000 units were granted planning permission in the last five years. During 2017/18 alone, planning permission was granted on 7,660 homes across 123 schemes with over 5 units. The Council continues to support housing development, demonstrated by the rate and volume of planning permissions granted, but build out rates remain lower. The ratio of permissions to completions has expanded from 3:1 or less in the 1990s to approximately 6:1 in 2008 and now stands at 9:1 in March 2018.

3.13.19 The findings of the Letwin Review, which has investigated the reasons behind the significant gap between housing completions and the amount of land allocated or permissioned in high housing demand areas, were released in October 2018. There have been a number of recommendations to government from the Review including: the need for diversification of housing offerings on large (over 1,500 unit) sites and changes to the associated planning rules; establishment of an National Expert Committee to arbitrate on appeals arising from disagreements over new diversity requirements; the provision of incentives to diversify existing large sites including a small fund to support site viability; and planning powers to designate areas within local plans as land to be developed as single sites with the associated master plans and design codes to create diversity.

3.13.20 For local authorities the Letwin Review recommendations include: giving local authorities statutory powers to purchase large sites compulsorily at prices reflective of their value with planning permission and master planning that reflects new diversity requirements; and to give local authorities statutory powers to control the development of these designated large sites.

3.14 Number of Affordable Homes Delivered

- 3.14.1 This is a new BCP indicator to be reported from 2018/19 and refers to delivery of all Affordable Housing units that are compliant with planning policy definitions. 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
- 3.14.2 The in-year need annual target for affordable homes (AH) is 438. However, there is an additional annual requirement of 720 affordable homes to contribute to historical under-provision. The combined target of 1,158 pa is reflected in the Core Strategy. The current AH target will increase to 1,230 once the Core Strategy Selective Review recommendations are approved, with the inspection process commencing in early 2019.
- 3.14.3 By the end of quarter 2 2018/19, 210 AH had been delivered. These comprised of 86 s106 units, in excess of the same point in 2017/18 (53), 64 completions through registered providers consistent with last year (59) and 60 units via the council's delivery programme, well in excess of last year (17). Currently the indicator seems on track to meet the in-year need part of the target i.e. 438 AH and in excess of the annual performance during 2017/18 of 239 AH. Quarter 2 performance also compares well with the equivalent quarter in 2017/18 when 129 AH had completed.
- 3.14.4 It is to be noted, that given the cyclical nature of the HE grant programme which currently runs until March 2021, 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.
- 3.14.5 The graph below shows the delivery of AH since the introduction of the 1,158 Core Strategy Affordable Housing target in April 2012, and demonstrates a steady rise in delivery to 2016/17. The arrows on the graph show the cyclical three year nature of Affordable Housing funding and delivery programmes discussed further below.



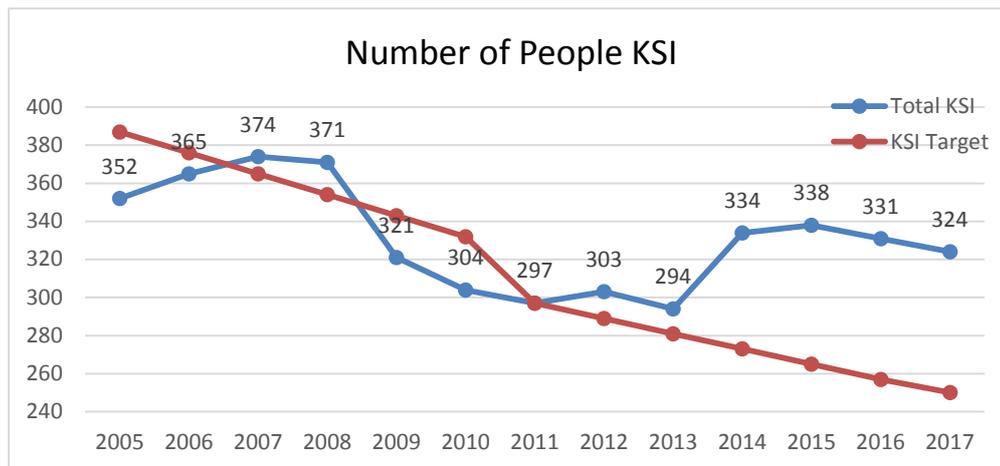
- 3.14.6 With regards to Leeds City Council delivery, the larger number of homes were delivered during 2016/17 partly as a result of the delivery of the Little London, Beeston Hill & Holbeck housing PFI project. There were challenges in bringing forward other AH schemes in 2016/17 which resulted in a reduced number of schemes being built and completed during 2017/18. However, new procurement routes were identified which have now assisted with the development of a healthy forward pipeline of activity from 2019/20 and beyond. In 2017/18, there were only the Beeches and Nevilles and the Meynell Approach schemes in the pipeline and these were at procurement phase. It is anticipated that these schemes will deliver around 87 new homes during 2019/20.
- 3.14.7 AH delivery is closely linked to the government's Comprehensive Spending Review cycle, i.e. 2018/19-2020/21 via the Affordable Homes Programme; government funding to support commercial delivery; and the registered providers' (RP) delivery programmes. AH developments tend to be back loaded with the majority completed towards the end of the three year funding cycle. Therefore, the best assessment of this indicator is delivery of AH cumulatively over the 3 year period of the Best Council Plan 2018-21, as this is consistent with Providers funding and delivery cycles. The indicator will continue to be monitored quarterly and annually to provide an indication of progress, however it can only really be fully assessed at the end of the Best Council Plan period.
- 3.14.8 Recent changes in funding regulations should have a positive impact on the delivery of AH. In October 2018, the borrowing limit on Local Authority Housing Revenue Accounts was lifted providing a significant opportunity for councils to access further borrowing to fund the building of new affordable homes at a scale and pace which would not have previously been possible. The council is well positioned to drive delivery through this route having already identified 7 new general housing schemes which were to be submitted as part of a bid for discretionary additional borrowing powers prior to the general lifting of the HRA limits. This will initially enable the council to deliver circa 358 new general needs homes with a capital investment of around £55 million, and with completion due in December 2021, but also to move forward with an ambition to deliver 300 affordable homes per annum in this way.
- 3.14.9 With regards to future delivery through Registered Providers, a number of organisations are negotiating with/have entered into strategic partnerships with Homes England enabling greater flexibility in grant allocations i.e. per housing unit rates, contingent upon the affordable housing providers exceeding their Business Plan delivery targets by 20%. The benefits for Leeds are already being evidenced as Providers are submitting planning applications for significant developments or acquiring large sites from private sources.

Through this upscale in delivery, this will provide increased supply of a range of affordable housing products and ultimately contribute to the Core Strategy target.

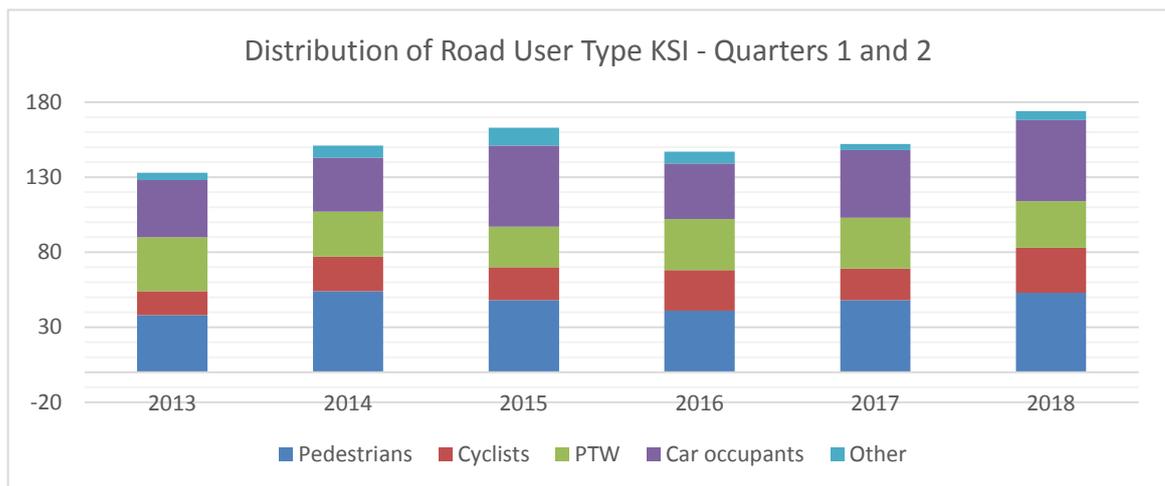
3.15 Number of People Killed or Seriously Injured (KSI) in Road Traffic Accidents – Total Number

3.15.1 This indicator reports the number of people who have been killed or seriously injured (KSI) in road traffic accidents in Leeds for the first two quarters of 2018, January to June. This 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.

3.15.2 The graph below shows the annual change in the number of people KSI since 2005.

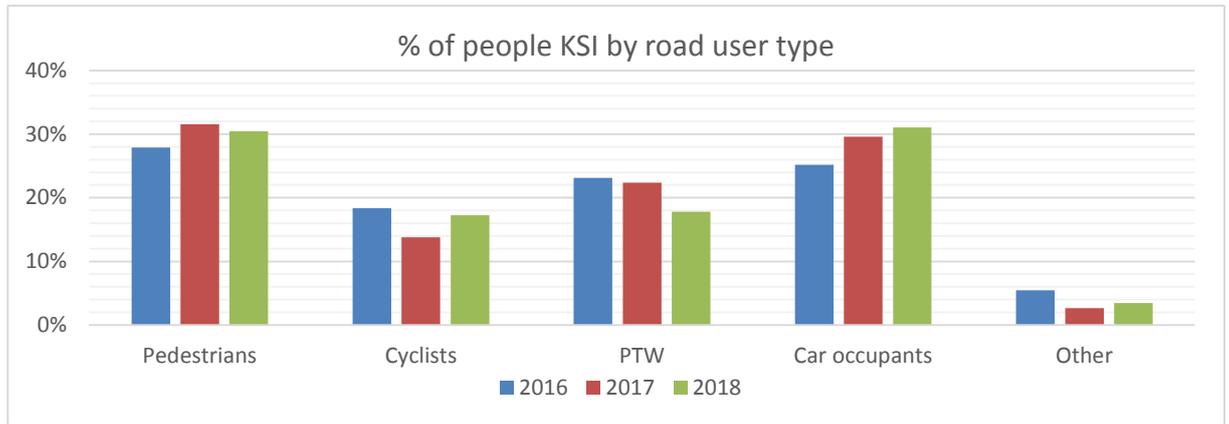


3.15.3 There has been a total of 174 people KSI between January and June 2018 compared to 152 during the same period in 2017, an increase of 13%. The graph below shows the total number of people KSI between January and June for the years 2013 to 2018 together with the proportions of the different road user types.



3.15.4 Of the 174 people KSI, 53 were pedestrians (48 in 2017), 30 were pedal cyclists (21 in 2017), 31 were powered two wheeled (PTW) motor cyclists (34 in 2017) and 54 were car occupants (45 in 2017). Of the 174 people KSI, 114 (65.5%) were vulnerable road users (pedestrians, cyclists and motorbike riders).

3.15.5 The graph below show the percentage distribution of people KSI across these main transport groups for the period January to June over the last 3 years 2016-2018.



- 3.15.6 In the first six months of 2018, 16 road users were killed in Leeds, 10 more than the total recorded in the same period in 2017, and greater than the last six year average of 5 per year. Of these 16 fatalities, 9 were pedestrians and 7 were car occupants: 15 were adults and 1 was a child. Six fatalities were recorded in June alone, which included 4 from a single incident.
- 3.15.7 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 intervention will provide greater casualty benefits have been identified
- 3.15.8 A 2 year programme of works has been developed at targeted KSI collisions 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.
- 3.15.9 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. If the scheme can be implemented and developed, it could also be rolled out to bus partnership operators to capture anti-social driving which may collectively ensure safer driving practices.
- 3.15.10 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.
- 3.15.11 Of the main District Centre Schemes: safety measures for Harehills Road are complete bar some outstanding snagging and initial analysis shows significant reductions in road traffic collisions; and Dewsbury Rd Phase 3 has recently completed on site.
- 3.15.12 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 one recorded injury collision.

- 3.15.13 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.
- 3.15.14 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 recently 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 over 90 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.
- 3.15.15 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.
- 3.15.16 Ongoing analysis of road collisions has identified the top three categories which require targeted intervention: road collisions involving the elderly; road collisions involving young drivers; and road collisions involving powered two wheeler motorcycles.
- 3.15.17 With the expansion of the 20mph programme around residential areas and schools, an Education Pack is being prepared for schools in the affected areas along with continuing bus back advertising. Radio advertising is also being prepared and leaflets and postcards are being designed 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 500 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 Team.

3.16 Number of People Killed or Seriously Injured (KSI) in Road Traffic Accidents – Number of Children and Young People

- 3.16.1 21 Children and Young People (C&YP) were Killed or Seriously Injured (KSI) between January to June 2018, compared with 22 during the same period in 2017, a reduction of 4.5%. Although, there is no specific target for C&YP KSI, the 2018/19 target is to achieve a reduction compared to the previous year and an overall downward trend.

- 3.16.2 Of the C&YP KSI, 14 were pedestrians, including 1 fatality (aged between 5 & 15), 3 were cyclists and 2 were car passengers, the remaining 2 were on powered two wheeled vehicles, one rider and one pillion passenger.
- 3.16.3 Bikeability Training levels 1, 2 and 3 have been delivered to 3,593 pupils whilst Pedestrian Skills Training has been delivered to 3,323 children between April and September 2018. Plans are being made to deliver scooter training to at least 60 pupils per school across a total of 30 Leeds' schools. 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.
- 3.16.4 A social media site has been developed, @SaferRoadsLeeds, which is actively being used to promote current campaigns, recent examples include: deterring the use of mobile phones when driving; a focus on getting outside; cycling and City Connect; and walking and planning your journey.

3.17 Satisfaction with a Range of Transport Services

- 3.17.1 Data for this new indicator is provided by the West Yorkshire Combined Authority (WYCA) from the annual Tracker Survey. The annual survey is collected from around 1,500 participants across all of West Yorkshire, split equally across the five districts, and the result reported here 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, 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.
- 3.17.2 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 however, no sampling has been undertaken in 2018. Therefore, there will be no result reported in 2018/19 and the next result will be available for the 2019/20 reporting period.
- 3.17.3 The combined satisfaction result for 2017 was 6.3 out of 10, this compares 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.
- 3.17.4 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.
- 3.17.5 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.

3.17.6 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 five of the indicators, and a fall in satisfaction levels in eight of the indicators as shown in the table below.

Indicator	2011 Rating	2016 Rating	2017 Rating	2011/17 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 

3.17.7 A rating score of seven or above is considered by WYCA to be good, a score of six is seen as acceptable and a score of five or below is an area of concern. However it is worth noting that the latest survey was carried out during the winter period (Nov/ Dec) when customer's responses may be influenced by the weather and associated traffic issues, whilst the 2016 and previous surveys were carried out during the summer.

3.17.8 The LPTIP, consisting of £270m from the DfT, LCC, the 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;
- New rail stations;
- Improved accessibility at existing stations:
- Complementary investment in bus services and low emission vehicles

3.17.9 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 an impact on the city whilst the schemes are being delivered, and in the short/medium term these are likely to influence customer satisfaction ratings.

3.18 Number of Passengers Boarding Buses in the Leeds District

3.18.1 Data for this new indicator is based upon ticket machine data provided by the bus operators to the WYCA and represents the number of passengers boarding buses within the Leeds district. The number of passengers during 2017 is reported here as the

2017/18 annual result. The 2018 bus passenger numbers will be available in early 2019 and the target is an improvement compared with the 2017/18 result, i.e. greater than 66.4m bus passengers.

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

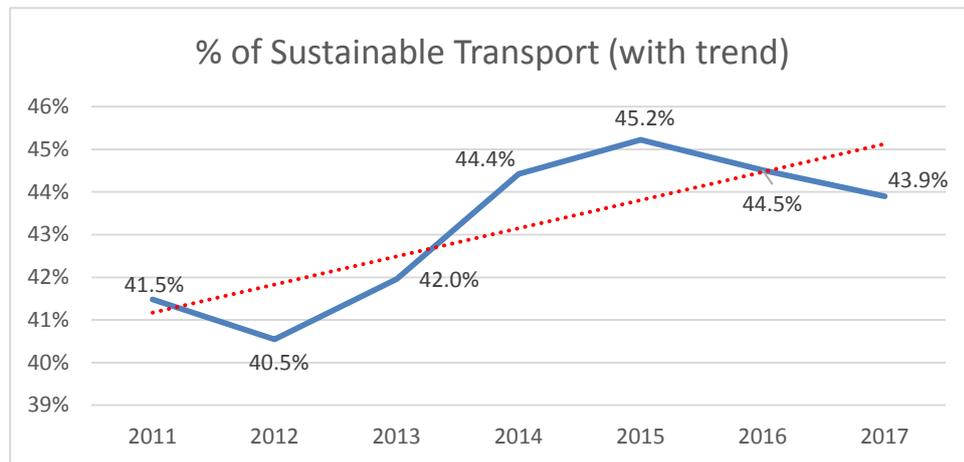
- 3.18.2 The Leeds Public Transport Investment Programme (LPTIP) target is to double bus patronage from 2016 levels within 10 years, and work is underway as part of the LPTIP programme to introduce measures to improve bus transit times and reliability.
- 3.18.3 A number of bus related schemes form a 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.
- 3.18.4 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.
- 3.18.5 Approval was received at the July 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.
- 3.18.6 Delivery partners have now been appointed for the Bus Corridors (BAM Nuttall), and for the City Centre Gateways (John Sisk). The delivery partners will now develop the initial high level delivery programme. The Outline Business Case has been submitted for the Headrow Gateway and start on site is planned for summer 2019 subject to Executive Board approval.
- 3.18.7 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 web site, and analysis of the public feedback from those consultations (which have already closed) is currently underway.
- 3.18.8 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 two years or extensively refurbished to an 'as new' standard including next stop information, USB power and Wifi. There are three buses that have not already been replaced (Coastliner vehicles) which will be replaced with three new high-spec buses (including the above features, tables and to Euro VI standard) this year. Arriva Yorkshire received 37 new buses last year.

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

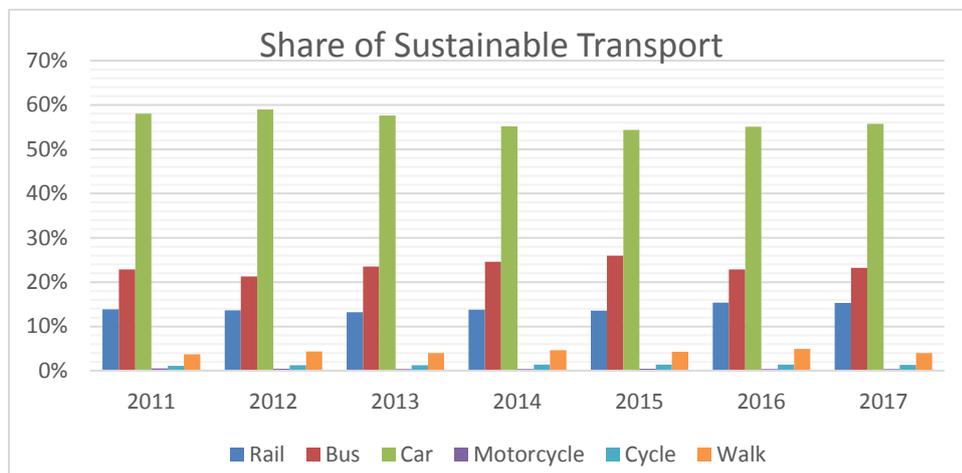
3.19.1 The Increase in City Centre Travel by Sustainable Transport indicator is collected via an annual roadside count at various points on a cordon around the city centre over 4 days each spring, together with train data which is collected and averaged over a 6 month period. Data for the 2018/19 result was collected via the cordon count during spring 2018 whilst the rail data is expected imminently, and once received the overall result will be calculated and will be reported in quarter 4. Therefore, Park & Ride (P&R) usage is reported here as an in-year indicator of sustainable travel usage.

3.19.2 In 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%, however following further analysis of the data it was identified that there was a miscalculation in the spreadsheet of bus patronage figures which affected the overall result. This has now been corrected.

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



3.19.4 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. The latest survey shows an increase in bus usage, no change in rail or cycle usage, and a decline in walking in 2017 reflected 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.



3.19.5 The table below shows the actual distribution change between 2016 and 2017. 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	2017
Rail	15.3%	15.3%
Bus	22.8%	23.2%
Car	55.1%	55.7%
Motorcycle	0.4%	0.4%
Cycle	1.4%	1.4%
Walk	4.9%	4.0%
Total	100.0%	100.0%

3.19.5 P&R use continues to show an upward trend and is included here since it is an indication of a shift in the mode of transport used, and also has the consequential benefits of both reduced congestion (on the roads and in the city centre), and on reducing emissions and hence improving air quality. Cars are counted at Temple Green P&R by an automated counter and at Elland Rd P&R manually by the attendants, an automated counter is due to be installed at Elland Rd shortly.

3.19.6 During the 12 months to September 2018, the number of 2 way trips has increased by 28% at the P&R at Elland Rd, compared to the same period in 2016/17. The P&R opened in June 2014 and was at almost full capacity by March 2015. Phase 2 opened in October 2016 and has been at capacity since the end of August 2017 with the overflow section used daily. Executive Board approval was obtained in July, and the Outline Business Case submitted for Phase 3 to provide an additional 550 spaces, with work due to start in early 2019.

3.19.7 The 1,000 space Temple Green P&R opened on 19th June 2017, and since October 2017 has had an average usage of in excess of 550 cars per day. The recently installed barrier is so far proving successful in preventing further unlawful camping on the site.

3.19.8 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 expected in autumn 2019.

3.19.9 The Council continues to maintain and promote sustainable travel through the expansion and promotion of the use of the City Connect Cycle Superhighway (CCCSH) which is showing an increase in use relative to the 2014 baseline year, particularly on the Western Section, although similar results are expected on the Eastern Section now it is fully open. Both the Council and WYCA continue to promote and encourage use of the CCCSH through advertising and at public events.

3.19.10 There have been significant usage increases of the canal towpath, the monthly average (based on the last 12 months usage to Sept) is a 64% increase at Kirkstall Forge and 81% at Armley Mills, i.e. 10,000 and 17,700 monthly trips respectively. At Bradford Rd and Stanningley Rd there have been increases of 16% and 13% respectively (4,700 and 7,200 monthly trips), and at Armley Rd a monthly average of 8,000 cyclists, a 61% increase.

- 3.19.11 The September count for the eastern section of the CCCSH shows a 20% reduction in the rolling monthly average (based on the last 12 months usage) at Burmantofts compared with the 2014 baseline, an average of almost 5,100 monthly trips. Usage at Killingbeck has fallen by 18%. Although usage remains below baseline at these sites, Burmantofts is showing a steady monthly increase, though growth at Killingbeck appears to have stalled.
- 3.19.12 The 2014 baseline survey was conducted manually over 7 days and there remains a level of uncertainty about the baseline data. The automated counters now used only count cyclists using the CCCSH but recent observations show a number of cyclists continue to use the main highway.
- 3.19.13 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 three 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 May 2019.
- 3.19.14 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.
- 3.19.15 The anticipated increase in the numbers of 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, projects due for completion in December 2016 will now complete at the end of 2018. 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 Number of Residential and Commercial Properties Moved to a Lower Level of Flood Risk

- 3.20.1 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.
- 3.20.2 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.
- 3.20.3 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.

- 3.20.4 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.
- 3.20.5 Phase 2 of the Leeds FAS considers the entire River Aire catchment area to help reduce flood risk including areas such as Kirkstall and Stourton. This approach will adopt a combination of Natural Flood Management (NFM) and engineered measures to slow the flow and catch water further up the catchment so that flood peaks are reduced downstream. FAS Phase 2 outline business case for the main scheme is being resubmitted to the EA in line with the 1 in 75yr standard of protection (SoP), 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.
- 3.20.6 The Phase 2 measures have a strong focus on a NFM 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.
- 3.20.7 Local schemes are also progressing: Otley FAS modelling work is largely complete and the preferred options are being put through outline design work, the Outline Business Case is being drafted for a £2m+ scheme due to complete by 2020, with an Executive Board report anticipated in 2019. The legal agreement with WYCA for £2.6m of funding, from the flood resilience growth deal for the Wyke Beck programme is being finalised as part of the overall £4.2m programme. Initial work on Arthurs Rein is largely complete and advance works at Killingbeck Meadows has started with the main works package programme due to be delivered between October 2018 and August 2019.

3.21 Decriminalised Parking Functions including:

Issuing of Parking Contravention Notices

- 3.21.1 The number of penalty charge notices issued by traditional foot patrol is projected to be 95,903 for 2018/19 which is almost exactly the same as the previous year's total of 95,688. The CCTV enforcement vehicle is projected to issue an additional 4,342 tickets this year which represents a 53% reduction in offences from 2017/18, indicating a significant improvement in driver behaviour. There are legal restrictions on the use of the vehicle and it can only be used for red routes (there are none in Leeds), bus stops and school zig zag markings. The main reduction in offences is at bus stops during the night time economy where issued tickets have dropped by 58%. The main reason for this is improved observance of traffic regulations by private hire drivers which was a main policy driver for the purchase of the vehicle. As a result night time congestion has reduced, meaning better access for night bus services and emergency vehicles.
- 3.21.2 The number of tickets issued by the car outside schools is much smaller, representing about 10% of the overall total. It has had a strong deterrent effect in many areas but there remains a small number of schools where offence levels remain high. Just 4 schools represent 85% of the tickets issued by the car. Many schools are not suitable

for vehicle enforcement due to the layout of the roads so we continue to use foot patrols in these areas. Tickets have been issued at 83 different schools up to quarter 2.

Camera Operated Bus Lanes

- 3.21.3 The Council currently enforces 29 bus lanes using cameras. The reduction in offences is a continuing trend and the offence levels are projected to be 14% down on estimates. Again this represents a significant improvement in the observance of traffic regulations by the motorist.

Provision of Commercial and Residential Parking Permits

- 3.21.4 There are currently about 30,000 permits in existence, mostly resident's permits which last for 3 years. There are also permit schemes for health professionals, businesses and Ultra Low Emission Vehicles (ULEV). The ULEV scheme gives free parking for qualifying vehicles and is becoming increasingly popular with the number of permits rising from 530 to 730 so far this year.

Monitoring and Enforcement of Disabled 'Blue Badge' Parking Use

- 3.21.5 The team have been operating a zero tolerance policy on blue badge abuse for the past three years. We carry out more prosecutions than any other local authority and have been commended by the Dept. for Transport for our approach. So far in 2018/19, 48 cases have been sent for prosecution which is in line with last year's total of 85. We have also successfully prosecuted somebody for forging pay and display tickets.

3.22 City Region Functions

Devolution

- 3.22.1 Work has been undertaken over the summer to further progress the proposals. This includes developing detailed governance arrangements and the economic case for One Yorkshire devolution.
- 3.22.2 Recent progress - On 10th October 2018, Leaders and representatives of the 18 local authorities and the Sheffield City Region (SCR) Mayor, Dan Jarvis sent the latest submission to the Secretary of State (Ministry of Housing Communities and Local Government) with the findings of an independent study on the economic rationale for devolving to Yorkshire and further developments in relation to the governance proposals – based on a single One Yorkshire Combined Authority which would be overseen by a directly elected Mayor from May 2020. A proposed route map agreed by One Yorkshire Leaders was also included as part of the latest submission, which sets out the timings of key steps including statutory processes, which would enable the election of a One Yorkshire Mayor in 2020. Delivery of the route map will be dependent on the Government's response. A summary of the recent One Yorkshire submission to the Government is attached at Appendix 2.
- 3.22.3 Independent economic study findings - The study highlights that whilst the Yorkshire region is geographically diverse encompassing cities, towns, countryside and coast, it is a coherent economic area, with strong interconnections, shared issues and opportunities for the region. One Yorkshire devolution seeks to identify and unlock the shared economic opportunities in the region, building on the distinctive strengths in key economic sectors like manufacturing, energy, distribution, transport, food, tourism, health, public administration and education and a competitive location at the geographic centre of the country with national and international connectivity by rail, road, air and sea. The study further highlights that One Yorkshire devolution has strong local support from residents, businesses, 18 local councils and the SCR Mayor. According to the study, 75% of people in the region identify with Yorkshire, supported by business, who overwhelmingly see the Yorkshire brand as an important benefit especially when trading internationally.

3.22.4 Governance arrangements - The latest developments of the One Yorkshire governance proposals which respond to the Government's requirement that appropriate governance arrangements are in place that reflect Yorkshire's scale and diversity, were also included in the 10th October 2018's submission to the Secretary of State. New powers and funding for Yorkshire would be overseen by a directly elected One Yorkshire Mayor providing strong visible leadership. The only additional elected person would be the Mayor supported by a single inclusive One Yorkshire Combined Authority recognising political plurality and diverse geography, with all leaders round the table with a say. This proposed model will enable collective agreement on strategic direction and decisions that can promote balanced growth across Yorkshire. As part of their consideration of Government's stated position that the SCR deal must be fully implemented before progressing the One Yorkshire proposal, Leaders have been advised this would be unlikely to allow sufficient time to deliver the ambition of a One Yorkshire Mayor by May 2020. Leaders have therefore proposed that the implementation of the SCR deal and a One Yorkshire deal could pragmatically be progressed in parallel instead of entirely sequentially.

3.22.5 A response from the Secretary of State to the latest One Yorkshire submission is expected soon and whilst there is not an agreed timetable with central government for further devolution to Leeds, it is hoped detailed discussions with relevant Ministers can take place regularly, in order to progress the proposal for a One Yorkshire devolution deal. A recent meeting between the Minister for the Northern Powerhouse, Jake Berry MP, and a number of One Yorkshire Leaders including West Yorkshire Leaders to discuss devolution represents a positive step forward with One Yorkshire Leaders remaining committed to continue further engagement.

Local Enterprise Partnership (LEP) Review

3.22.6 A Review of LEPs was announced in the Industrial Strategy White Paper in November 2017. The LEP Review resulted in Government publishing a paper on 'Strengthened Local Enterprise Partnerships' on 24th July. The Review makes clear the opportunities available for those LEPs that are able to move forward in line with its recommendations, in conjunction with strong local political leadership. As well as additional direct capacity funding to implement improvements, the Review makes clear that the further roll-out of Local Industrial Strategies and access to the UK Shared Prosperity Fund rest on LEPs operating appropriately. The Review proposes a number of changes to boost the performance of LEPs, requiring improvements across three areas:

- Geography, and the removal of overlaps
- Leadership and capacity
- Performance and accountability

3.22.7 On 11th October 2018, the West Yorkshire Combined Authority endorsed the proposal from the Leeds City Region Enterprise Partnership Board to initiate a new LEP covering the whole of West and North Yorkshire. While this fulfilled the Government's policy positions in *Strengthened Local Enterprise Partnerships* it was noted that the York, North Yorkshire and East Riding (YNYER LEP) wished to retain the current configuration including with overlaps in geography.

3.22.8 Following Ministerial discussions with LEP Chairs, the YNYER LEP decided on 16th November to submit an alternative proposal that supports a West and North Yorkshire LEP. The Leeds City Region Enterprise Partnership Board reaffirmed its proposal on 22nd November for this geography, which was outlined in a letter to the Secretary of State. The proposed new West and North Yorkshire LEP would have a population of 3.1 million people and an annual economic output of £70.3 billion. The rich diversity of places within the new geography means that coastal, rural and urban areas can combine to be

stronger together, more effectively delivering inclusive growth, and be more influential with national and international partners. This is also seen as an opportunity to further strengthen the region's ability to attract investment and influence Government policy, such as securing a significant share of the UK Shared Prosperity Fund (UKSPF). The Government has been clear that LEPs that do not resolve overlaps will not have access to the UKSPF.

- 3.22.9 The *Strengthened Local Enterprise Partnerships* publication announcement included a reference that up to £200,000 would be made available in 2018/19 to each LEP to fund a timely and effective implementation of the LEP review. On 30th October 2018, the Leeds City Region Enterprise Partnership submitted an implementation plan setting out how it will meet Government's requirements on leadership, accountability and performance, whilst also additionally requesting £200,000 for additional capacity to support its implementation of the review.
- 3.22.10 A response from the Secretary of State, James Brokenshire MP, to Roger Marsh (Leeds City Region Enterprise Partnership Chair) was received on 4th December 2018, welcoming the Leeds City Region Enterprise Partnership positively addressing the recommendations from the LEP review and, specifically, in providing the geography proposal. It also confirmed that confirmation of the Leeds City Region Enterprise Partnership's allocation of funding to ensure a timely and effective implementation of the LEP review, and the development of an evidence base for Local Industrial Strategies, will be confirmed shortly.
- 3.22.11 Both LEPs have agreed to form a joint Transition Subgroup that will set the initial, high-level direction towards implementing a new LEP. Comprising Board Members from each LEP, the Transition Subgroup will make recommendations to both LEP Boards in March 2019. This will ensure there is a clear routemap to a new LEP for West and North Yorkshire becoming operational in April 2020. The Combined Authority is the accountable body for the LEP, and it has set out the intention to Government that it will be the single accountable body for the new LEP.

Channel 4

- 3.22.12 In March 2018, Channel 4 launched its '4 All the UK' Strategy, a major new plan to boost investment, jobs and Channel 4's impact in the Nations and Regions. In addition to significantly increasing Nations and Regions commissioning spend, the Strategy outlined plans to open a new National Headquarters and Creative Hubs in the Nations and Regions in 2019. On 31st October 2018, Channel 4's Chief Executive, Alex Mahon and the Channel 4 Board confirmed that Leeds will be the location of its new National HQ. It was also announced, following discussions between Channel 4 and ITN, that a major new Channel 4 News hub will be established in Leeds, following the decision for Channel 4 to be located there in a new building, including a studio with the capability to regularly co-anchor the programme. The specific location of the National HQ will be announced at a future date.
- 3.22.13 Channel 4's announcement follows an extensive pitch process of two years of discussions with the broadcaster, with Tom Riordan, Chief Executive of Leeds City Council jointly leading the direct negotiations with the Leeds City Region Enterprise Partnership. The Leeds City Region bid also had cross party support, a strong partnership with local authority partners especially Bradford and York, Screen Yorkshire, the creative and digital agencies via the "All in Leeds" initiative, the education sector and many others. The Channel 4 decision to relocate outside London will ultimately provide for 300 Channel 4 jobs across the Nations and Regions, with up to 250 jobs being based in the Leeds National Headquarters. This landmark decision is a sign of confidence in the city and early estimates from the Combined Authority suggest Channel 4's decision

could contribute to the creation of more than 1,200 jobs and a cumulative impact of £1.2bn over the next decade across the Leeds City Region economy.

3.22.14 The new National HQ is also seen as a key opportunity to build on a fast growing independent production sector, the strong diverse, creative and digital sectors underpinned by world-leading universities in the city region, will rebalance the UK broadcasting sector and better help represent the North and East of England in the national conversation.

3.22.15 On 21st November 2018, the Council's Executive Board was presented with a report with details of the proposed steps to support the growth of the film and TV sector in the city. Whilst on the back of Channel 4's recent decision to locate a new National Headquarters in Leeds, the report also presented proposals which sought to realise the potential of the sector in the city. Executive Board welcomed the decision of Channel 4 to locate its National Headquarters in Leeds and noted the economic benefits that this will bring to the city and the city region. The Board also agreed a series of recommendations including that citywide engagement takes place with partners in the TV and Film sector to shape proposals that will facilitate growth of the sector; of existing businesses in the city; and for a more detailed report to be brought to a future Executive Board meeting with updates on the matters contained within the November 2018 report.

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 Quarter 2, 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 updates provided on car parking and City Region functions and to consider if they wish to undertake further scrutiny work to support improvement work in either of these areas.

7 Background documents¹

7.1 Best Council Plan 2018-21

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.