

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

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

**Date: 19<sup>th</sup> June 2019**

**Subject: Best Council Plan Performance Report 2018/19**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

## Summary of main issues

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

## Recommendations

Members are recommended to:

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

## **1.0 Purpose of this report**

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

## **2.0 Background information**

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

## **3.0 Main issues**

### **3.1 Best Council Plan Performance 2018/19**

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

### **3.2 Jobs Change in the Leeds' Economy**

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

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

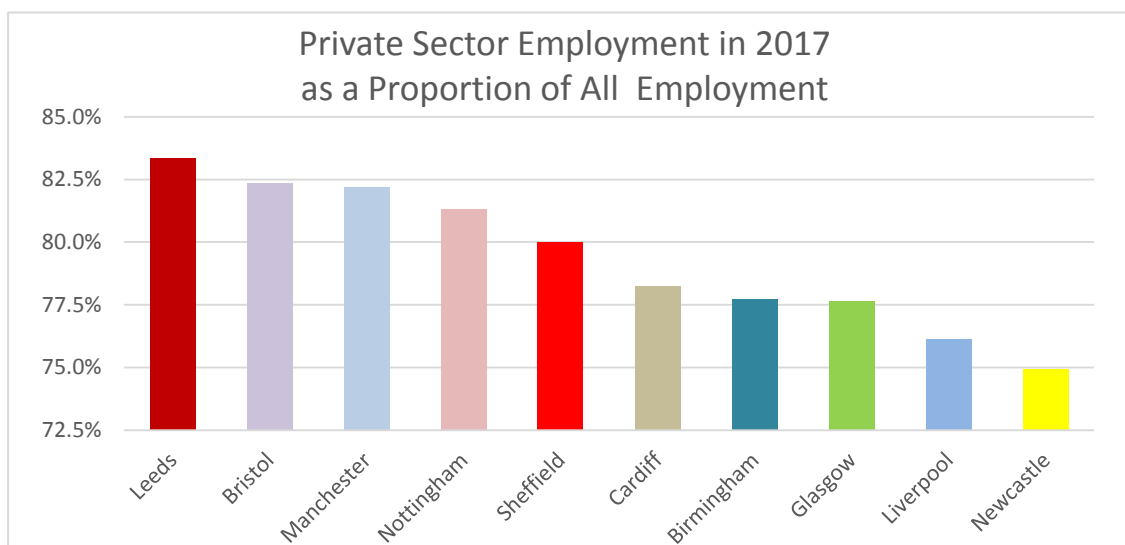
3.2.5 The total growth in employment of 13,800 people comprises: almost 11,000 more full time employees, (4.3% rise); 1,700 more part time employees (1.6% rise); and 1,300 more working proprietors (16.7% rise).

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

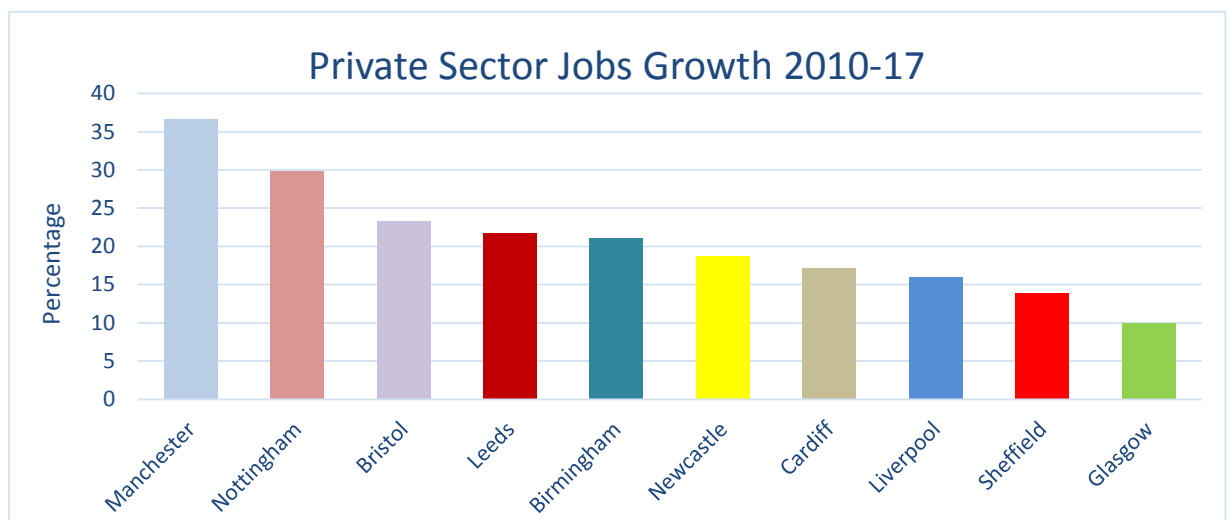
3.2.6 The table below shows private sector employment in Leeds over the last 7 years to provide a longer term view. Overall, between 2010 and 2017, there was 21.7% growth in jobs in Leeds.

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

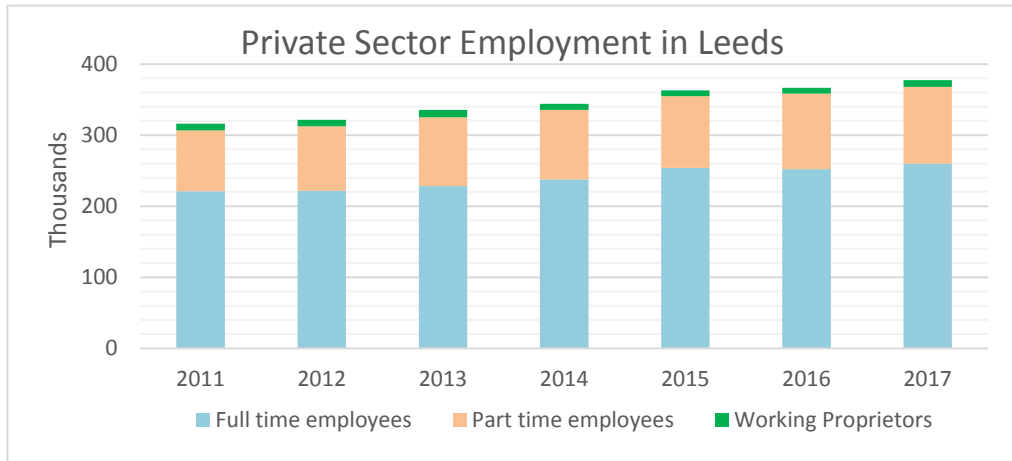
3.2.7 When considering private sector employment as a proportion of all employment (including public sector) for each core city, Leeds has the highest percentage of private sector employment as a proportion of all employment, of all the core cities as shown below:



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



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

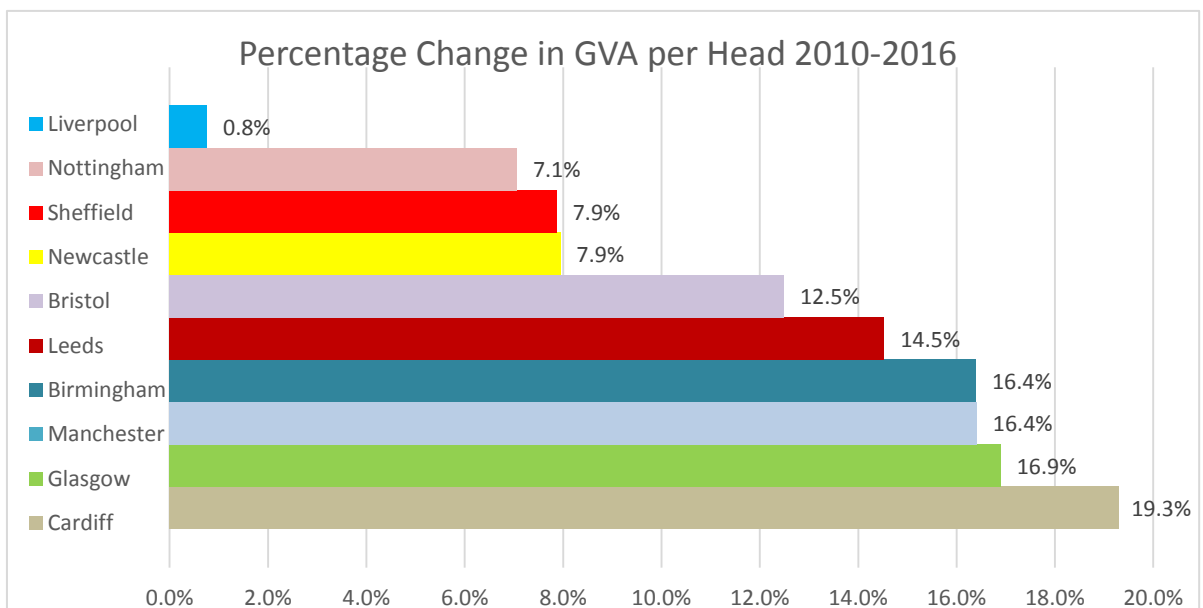


### 3.3 Productivity – GVA per Head

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

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

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

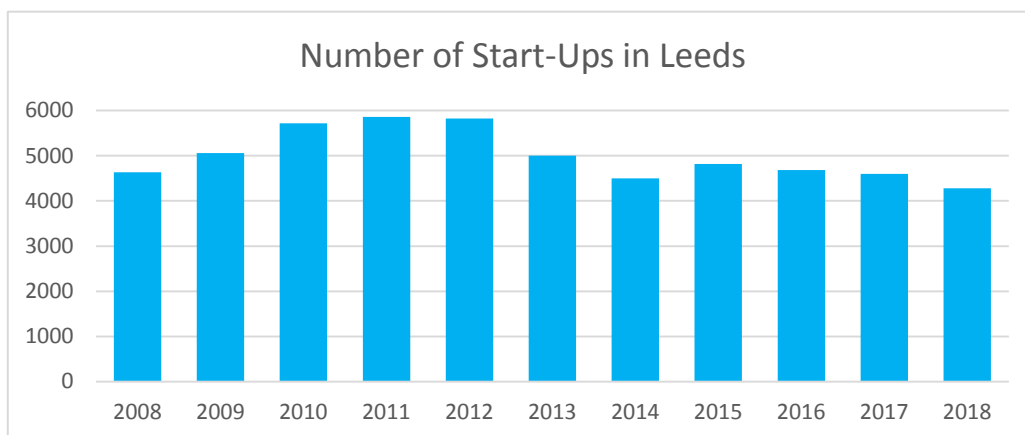


- 3.3.4 Business sales and orders both domestic and overseas, information collated via the Chamber of Commerce's Quarterly Economic Survey (QES) for West and North Yorkshire, provides an indication of business expectations in 2019.
- 3.3.5 The QES reported that the pace of growth in the service sector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

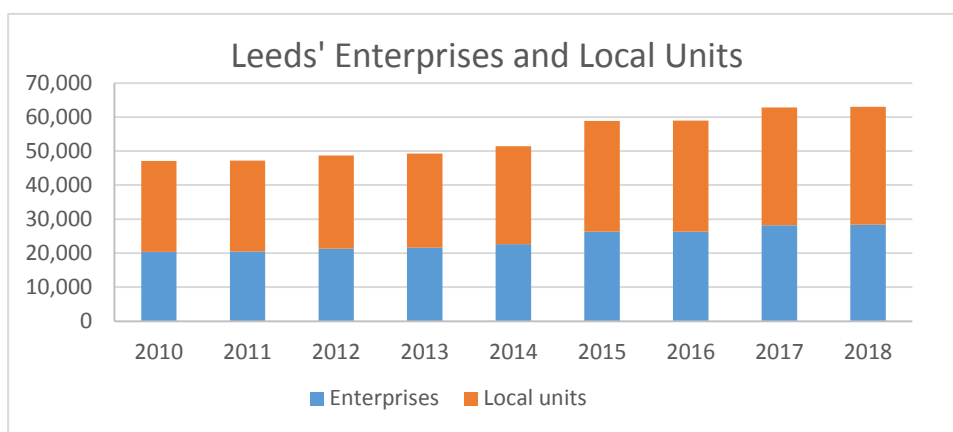
#### **3.4 Number of New Business Start-ups**

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

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



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



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

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

### 3.5 Number of Business Scale Ups

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

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

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

### **3.6 Business Rates Growth**

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



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

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

### **3.7 Visitor Economic Impact for Leeds**

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

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

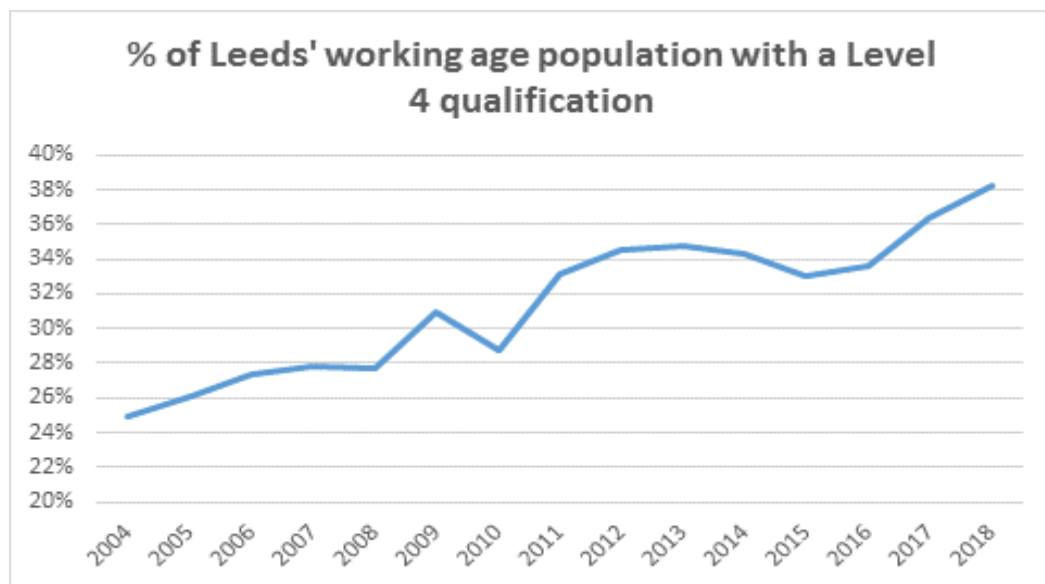
- 3.7.5 Leeds was voted the 4th most popular UK conference destination (up from 7th the previous year) amongst the domestic, corporate and association market in the British Meeting and Events Industry Survey 2019. The reports sees the city comfortably competing with other conference destinations many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

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

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

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

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



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

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

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

### **3.9 Number of People Supported to Improve Their Skills**

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

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

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

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

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

### **3.10 Leeds as a Destination for Higher Education Leavers**

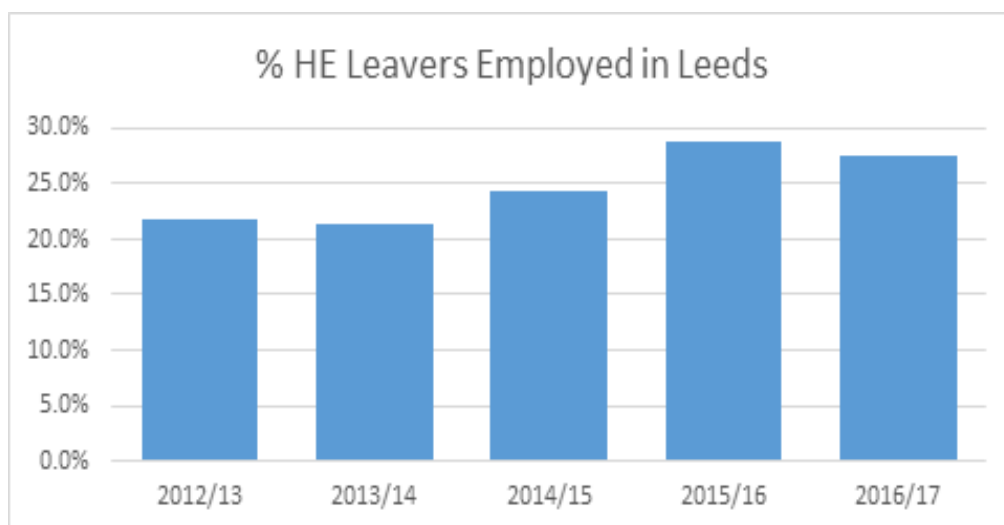
3.10.1 The annual indicator, Leeds as a Destination for Higher Education Leavers result for 2016/17 (the latest available) was previously reported at the Board's meeting on the 9<sup>th</sup> January 2019. Therefore, for completeness, the result and associated narrative have been reiterated here in brief.

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

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

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

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



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

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

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

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

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

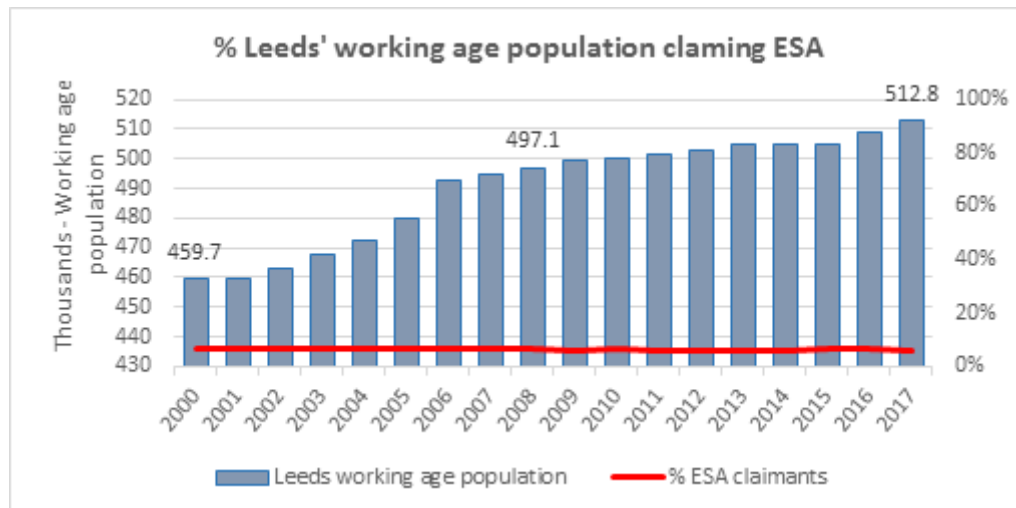
3.11.4 The Leeds ESA rate compares well with the other English core cities; although Leeds has the 3<sup>rd</sup> highest number of claimants behind Liverpool and Birmingham it also has the 3<sup>rd</sup> lowest rate of claimants as a proportion of the WAP. The table below shows the percentage and the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

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

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

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

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



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

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

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

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

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

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

- 3.12.2 The confirmed (final) Leeds Progress 8 score for 2017/18 is -0.02. Young people in Leeds are making progress in line with their peers nationally. Progress 8 in Leeds matches national and regional performance, and is better than statistical neighbours and core cities. Whilst Leeds remains behind national on the pupils achieving a strong pass in English and maths measure, Leeds is above core cities, and saw a faster improvement rate than all comparators on the strong pass measure in 2018. Leeds is 66<sup>th</sup> out of 151 authorities.
- 3.12.3 The Annual Standards ([Annual Standards Report Link](#) (pp13-100)) report summarises the performance of Leeds pupils at all key stages in the 2017/18 academic year. It highlights the successes and challenges, identifying where the gaps are between groups of Leeds pupils and their national peers. Children who grow up in poverty face a range of disadvantages throughout childhood and their entire life course. Experiencing childhood poverty has severe short and long-term consequences across all indicators for success. There are statistically significant relationships evidenced in gaps for educational attainment, physical and mental health, social integration, longevity, wellbeing, housing, economic and employment outcomes.

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

- 3.13.1 An update on in year NEET figures is being considered at the Children and Families Scrutiny Board. Published results will be provided in the next report to this Board.
- 3.13.2 Two ESIF funded programmes commenced delivery this month with a further £3.8m available over 3 years to enable the Council to strengthen its targeted work to support vulnerable young people that are NEET (16 and 17 year olds) and the wider group of young people up to 25 years that have yet to find work. The programmes aim to support up to 3,000 young people to better connect to opportunities.

### **3.14 Growth in New Homes in Leeds**

- 3.14.1 The Growth in New Homes performance indicator combines the number of newly built and converted homes together with the net reduction in long term empty homes (empty for longer than 6 months) and compares this with the current Core Strategy target of 4,700 new homes (including both newly built and converted; and empty homes).
- 3.14.2 Newly built and converted homes is reported by Strategic Planning within City Development Directorate and comprises: newly built homes (including student accommodation); net conversions of existing homes; C2 (extra care) elderly homes; and in-year demolitions which are taken off at the end of the financial year.
- 3.14.3 During quarter 3 2018/19, 627 newly built and converted homes were completed i.e. a total of 2,508 newly built and converted homes so far in 2018/19. This compares well with the cumulative quarter 3 position in 2017/18 when only 1,781 newly built and converted homes had completed, an increase of 40%. Performance in 2018/19 will show a significant uplift on last year's performance from a disappointing total of 2,357 newly built and converted homes for 2017/18.
- 3.14.4 A number of sites with 50 plus units are under construction including: Seacroft Hospital; Spofforth Hill; Station Rd, Allerton Bywater; Land Off Pollard Ln, Bramley; Moseley Bottom, Cookridge; Bishops Way, Seacroft; and Sandgate Drive, Kippax. 2019/20 will begin with real confidence with a number of large schemes under construction including 11 developments in the city centre and fringe which will translate into new homes commencing with Dandara at Leodis (744 units) who will be marketing units as available



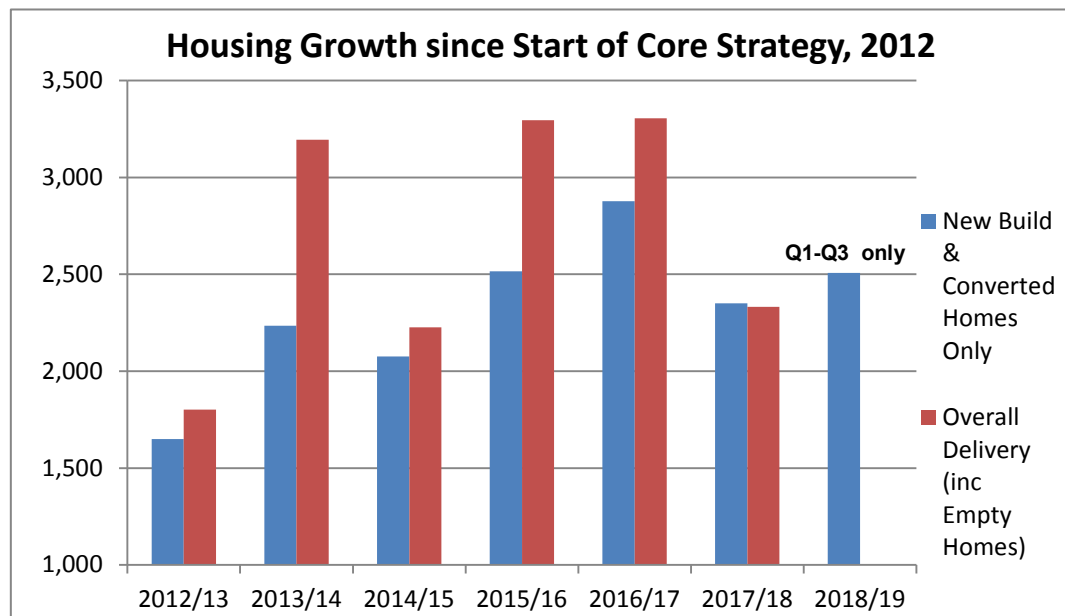
shortly and Hunslet Mill (758 units) which is currently under construction, however Phase 1 consisting of 85 apartments has already sold out.

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

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

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

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



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

### 3.15 Number of Affordable Homes Delivered

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

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

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

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

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

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

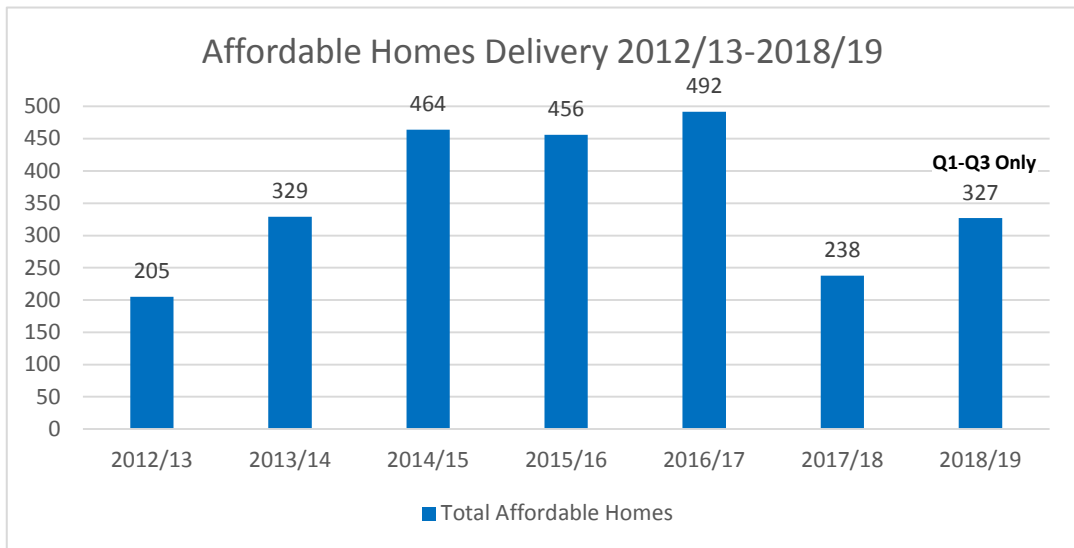
3.15.5 In October 2018, the borrowing limit on Housing Revenue Accounts was abolished enabling access to further borrowing to build AH at a scale and pace not previously possible. There are a number of schemes in design/feasibility including Beeches (27 units)/Nevilles (32 units), with the construction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

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

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

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

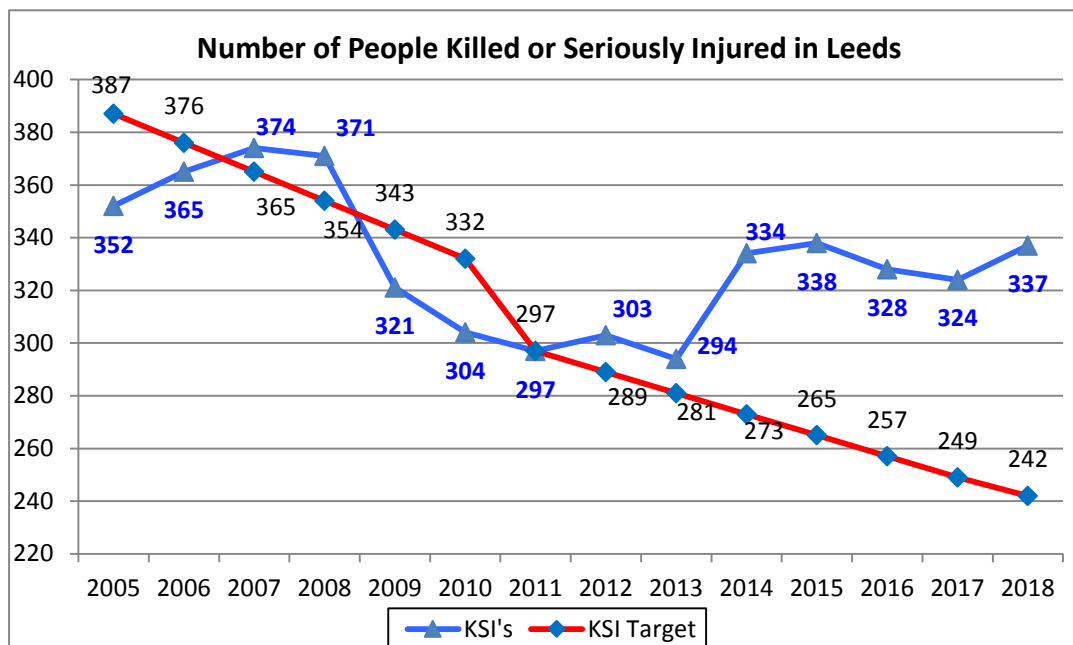
3.15.8 The graph below shows the delivery of AH since the introduction of the Core Strategy in April 2012, and demonstrates a steady rise in delivery to 2016/17. The larger number of homes delivered during 2016/17 was partly as a result of the delivery of the Little London, Beeston Hill & Holbeck Housing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



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

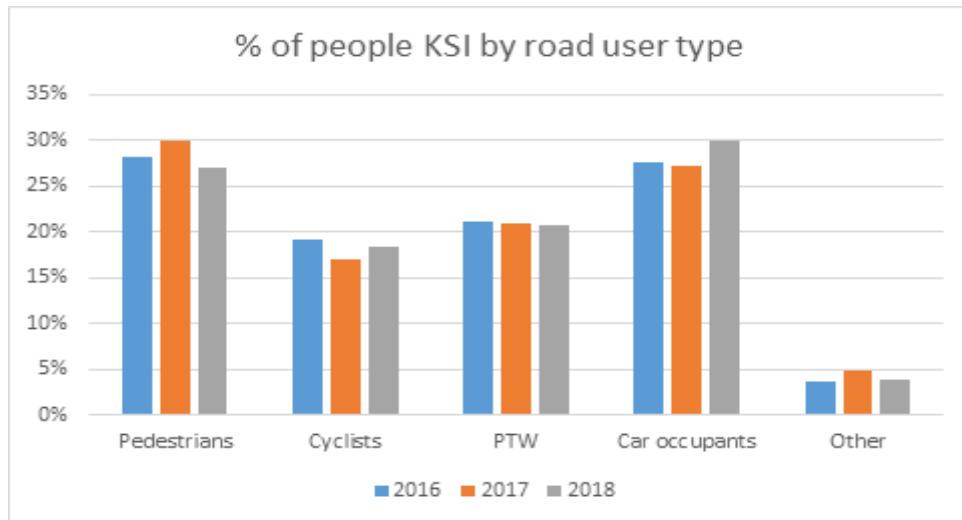
3.16.1 This indicator reports the number of people who have been killed or seriously injured (KSI) in road traffic accidents in Leeds during 2018 and the indicator reports by calendar year. The 2018/19 target of no more than 242 people is derived from the Local Transport Plan i.e. a reduction by 50%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

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



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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

### **3.18 Satisfaction with a Range of Transport Services**

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

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

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

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

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



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

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

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

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

### **3.19 Number of Passengers Boarding Buses in the Leeds District**

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

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

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

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

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

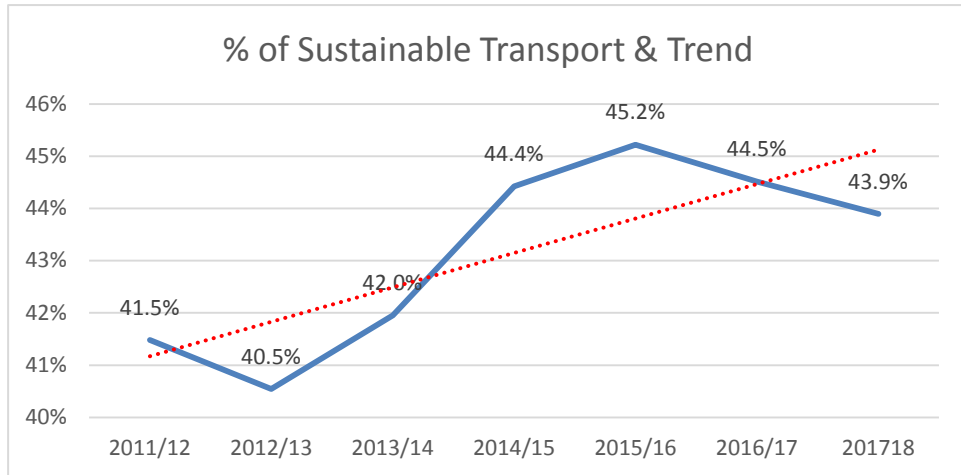
non-motorised user facilities and usage, parking etc. Together with site observations and discussion with stakeholders, schematic plans have been prepared on a number of potential interventions that will address existing issues and enable improvements to be made for bus passengers; principally more reliable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

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

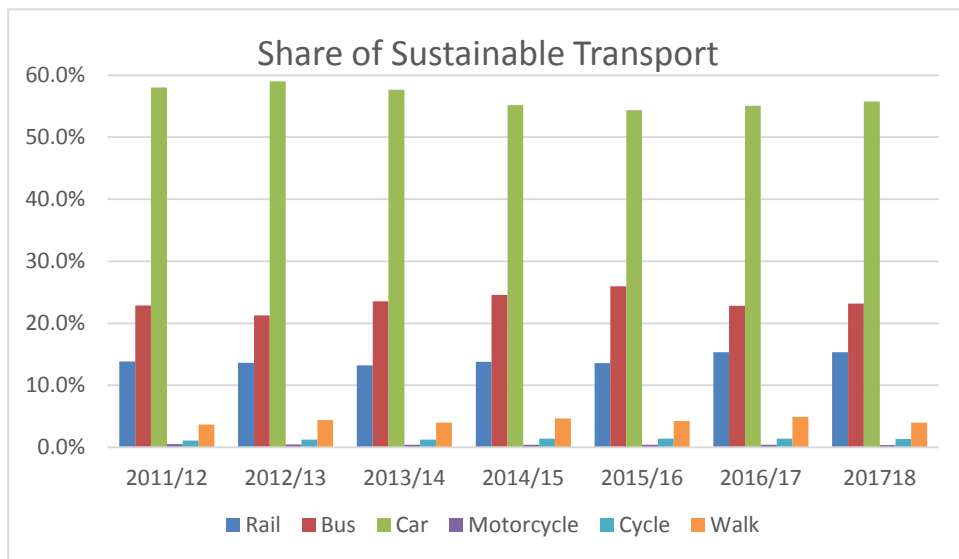
### **3.20 Increase in City Centre Travel by Sustainable Transport (Bus, Train, Cycling, Walking)**

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

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



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



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

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

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

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

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

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

## **3.22 City Region Functions**

### LEP Review

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

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

#### Devolution

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

### **3.23 Best Council Plan Performance Indicators 2019/20**

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

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

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

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

### **4.2 Equality and Diversity / Cohesion and Integration**

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

### **4.3 Council Policies and Best Council Plan**

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

### **4.4 Resources and value for money**

4.4.1 There are no specific resource implications from this report.

### **4.5 Legal Implications, Access to Information and Call In**

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

### **4.6 Risk Management**

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

## **5 Conclusions**

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

## **6 Recommendations**

6.1 Members are recommended to:

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

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

## **7 Background documents<sup>1</sup>**

7.1 Best Council Plan 2018-21

7.2 Best Council Plan 2019-21

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<sup>1</sup> 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.