



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

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

**Date: 8<sup>th</sup> January 2020**

**Subject: Best Council Plan Performance Report Quarter 2 2019/20**

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

## Summary

This report provides a summary of performance at Quarter 2 2019/20 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 2019-21. As part of the remit of the Board, an update on City Region functions is also provided.

### 1. Main issues

- The report provides a summary of performance at Quarter 2, 2019/20 against the Best Council Plan.
- Performance against the key performance indicators relevant to the Board is included in the report as well as an update on City Region functions.

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

- The report provides an update on performance in delivering the Council's strategic ambitions, outcomes and priorities, as contained within the Best Council Plan.

### 3. Resource Implications

- There are no specific resource implications from this report, although some performance indicators relate to financial and other value for money aspects.

## **Recommendations**

- a) Note the Best Council Plan Quarter 2 2019/20 performance information and to consider if the Board wishes to undertake further scrutiny work to support improvement work in any of these areas.
- b) Note the narrative update provided on City Region functions and to consider if the Board wishes to undertake further scrutiny work to support improvement work in this area.

### **1. Purpose of this report**

- 1.1 This report presents a summary of the Best Council Plan (BCP) performance data for Quarter 2, 2019/20 in relation to progress against the delivery of the strategic outcomes and priorities contained within the BCP 2019-21 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. Background information**

2.1 This report has one appendix:

- Appendix 1: Best Council Plan Performance Summary Quarter 2 2019/20

### **3. Main issues**

#### **3.1 Best Council Plan Performance Quarter 2, 2019/20**

- 3.1.1 The attached Best Council Plan (BCP) Performance Summary for Quarter 2, 2019/20 (Appendix 1) shows progress against the strategic outcomes and priorities relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) within the BCP 2019–21.
- 3.1.2 Appendix 1, the BCP Performance Summary Quarter 2, 2019/20, shows the results of key performance indicators within the BCP 2019-21, together with red/amber/green (RAG) ratings. Appendix 1 also details annual results from 2018/19 which were not available in time for reporting to the Board's meeting on the 19<sup>th</sup> June 2019, and hence have been included here, together with the latest quarter 2 2019/20 results where available.
- 3.1.3 The Board's attention is drawn to the key performance indicators on Appendix 1 relating to:

#### **3.2 Private sector employment in Leeds**

- 3.2.1 This annual indicator reports the number of people in employment i.e. employees and working proprietors within the private sector in Leeds using the Business Register and Employment Survey (BRES). This 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 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.

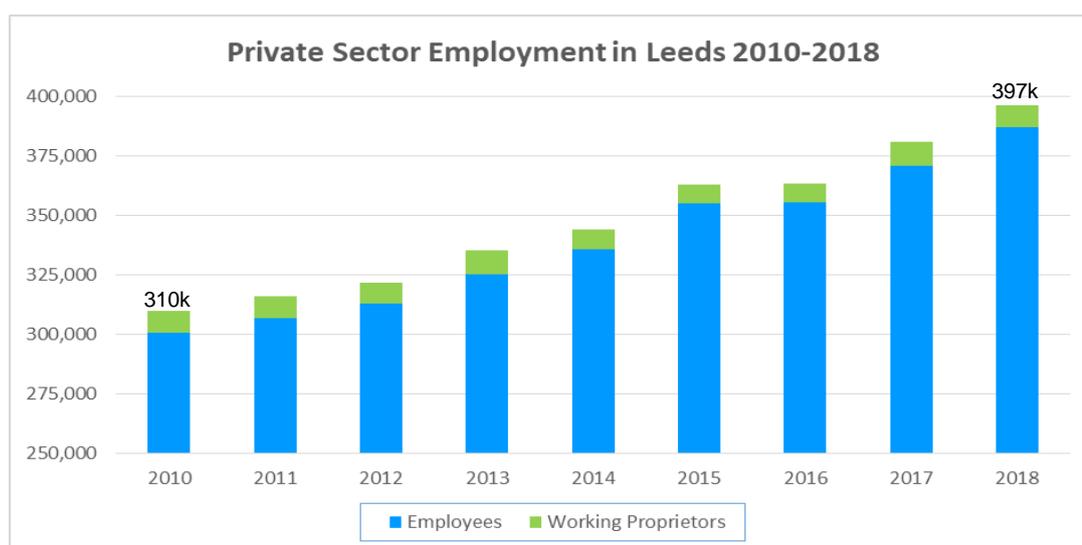
3.2.2 In September 2019 the confirmed result for the calendar year 2017 was released and this rose from the provisional 2017 result of 377,200 people in employment to 380,100 people (the 2017 confirmed result), thereby increasing the target for 2019/20 by almost 3,000 people.

3.2.3 Despite this, the provisional 2018 result (also released in September 2019) of 397,100 people demonstrated increased levels of private sector employment, showing growth of almost 4.5% compared with 2017. 70% of employees were full time, consistent with 2017, but there was a large increase in working proprietors of almost 10%.

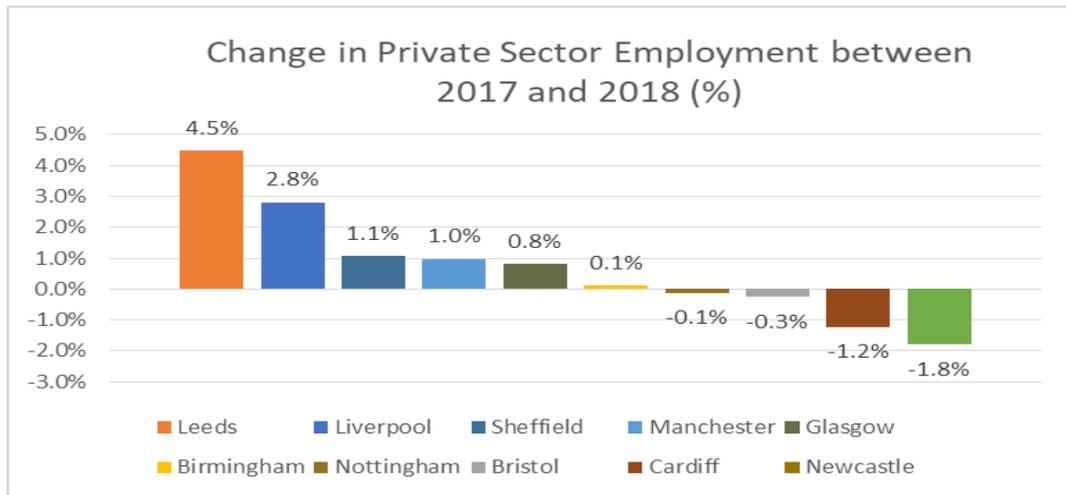
3.2.4 The total growth since 2017 in employment of 17,000 comprises: 13,000 more full time employees, (5% rise); 3,000 more part time employees (2.7% rise); and 900 more working proprietors (9.8%% rise).

	Private Sector Employment in Leeds				
	Full Time Employees	Part Time Employees	Total Employees	Working Proprietors	Total Employment
2018 (provisional)	272,400	114,500	387,000	9,200	397,100
2017	259,400	111,500	370,900	10,100	380,100
Change	13,000	3,000	16,100	900	17,000
% Change	+5%	+2.7%	+4.3%	+9.8%	+4.5%

3.2.5 The graph below shows private sector employment in Leeds over the last 8 years to provide a longer term view. Overall, between 2010 and 2018, there was over 28% growth in private sector employment in Leeds.



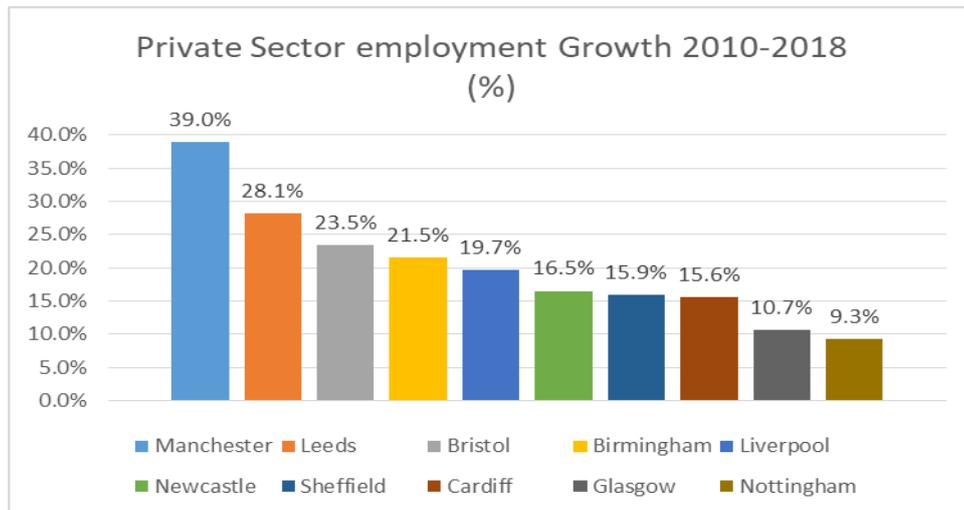
3.2.6 Private sector employment growth in Leeds outstripped all the core cities between 2017 and 2018, as shown below:



3.2.7 Considering the number of employees in both the public and private sectors outside of London, Leeds ranked first for these sectors in 2018: digital; export intensive; creative; other manufacturing; publishing and broadcasting; information and communication; software; financial and business services; other business services; professional, scientific and technical; and business administration and support.

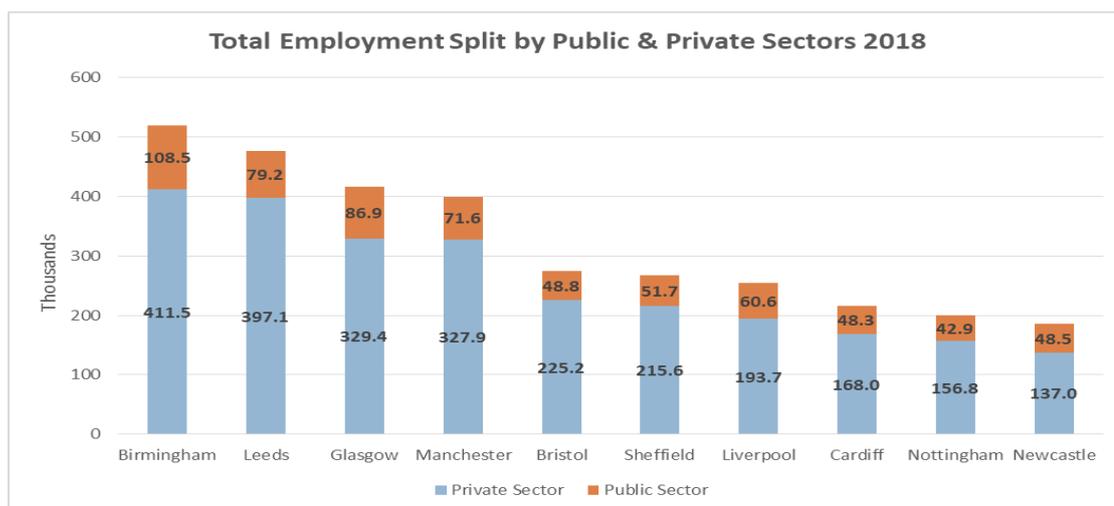
3.2.8 For employees in both the private and public sectors, between 2017 and 2018, the largest individual sector increases were for: software (52%); digital (39%); creative (35%); publishing and broadcasting (21%); and print and publishing (20%). Decreases were evident in: motor trades (16%); construction (10%); legal activities (10%); and engineering (5%). However, given the figures are survey based, changes within sectors (especially the smaller sectors) should be treated with caution.

3.2.9 Considering the longer term view of private sector employment across the core cities, the graph below highlights strong jobs growth in the private sector in Leeds between 2010 and 2018 when compared with other core cities. Overall during this period there was 28.1% growth in Leeds, with Leeds second amongst the core cities for the period with 87,000 new private sector jobs created in Leeds over these 8 years.



3.2.10 The graph below shows the total employment of all the core cities split by public and private sectors in 2018. Of note is that not only does Leeds have the second highest amount of employment by number, but it also continues to have the largest

amount of private sector employment as a proportion of total employment of all the core cities.



3.2.11 One of the principal interventions to support the growth of private sector employment has been the Business Growth Programme (BGP). This provides capital grants to support business investment which creates new jobs. Since 2015 the BGP has provided about £29m in capital grants to support £291m in private sector investment across the Leeds City Region, which in turn has created 4,365 new jobs to date. Leeds City Council originally designed the BGP and has been responsible for aspects of BGP delivery working with the Combined Authority. Since 2015, the BGP has supported 223 investment projects in Leeds which have to date created 1,043 new jobs.

### 3.3 Gross Value Added (GVA) per filled job

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 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 The Gross Value Added (GVA) per head annual indicator is included in the current BCP 2019-21, and would have been reported to the Board at its meeting on the 8<sup>th</sup> January 2020. However, the Office of National Statistics (ONS) has taken the decision to stop reporting GVA per head by local authority. GVA per head was a measure of the productivity of all residents of the local authority including those not in work.

3.3.3 Therefore, in order to provide an indicative assessment of the productivity of businesses and individuals in Leeds, GVA per head has now been replaced with GVA per filled job. GVA per filled job is a measure of the productivity of those who are actually in work, as opposed to the per head calculation which used the number of residents of the local authority to provide the result. It is still based on the balanced GVA (B) figure and GVA per filled job apportions GVA to the number of jobs in the city, whether these are residents or commuters into Leeds.

- 3.3.4 The GVA per filled job result for the calendar year 2017 was published in Feb 2019, at £49,544 per filled job. This previous result will form the target for 2019/20, i.e. to increase GVA per filled job to greater than £49,544. The result for 2018 will be available in February 2020 and will be reported to the Board later in 2020.
- 3.3.5 This measure adjusts for commuting because the number of jobs in each area is not necessarily the same as the number of residents in work. This is especially important in London and in the main regional cities where there are large net inflows of commuters. In the cities, GVA per head is inflated because it counts all the production but not all the workers. GVA per filled job also adjusts for double-jobbing i.e. when some individuals hold two or more jobs.
- 3.3.6 There are nevertheless important shortcomings in GVA per filled job as a measure of productivity. Although it documents the value of production in relation to the number of jobs it does not say anything about the efficiency with which production takes place. A high GVA per filled job does not necessarily mean that the workers in that location are any more productive or efficient than workers doing the same tasks in other locations. To comment on 'efficiency' it is necessary to adjust for the mix of industries, the mix of occupations and hours worked.

### **3.4 Number of new business start-ups**

- 3.4.1 This quarterly indicator reports business start-ups using figures from BankSearch which compiles information from Companies House and High Street business bank account openings data. The data is reported in calendar years and the target for 2019/20 is an increase against the number of start-ups reported for the calendar year 2018 i.e. greater than 4,277 start-ups.
- 3.4.2 Between January and July 2019, there were 2,726 start-up businesses in Leeds. Compared to the same period in 2018, there were 5% or 131 more business start-ups in Leeds. Growth in the number of start-ups across the whole of England rose by 2% during this period, and in Yorkshire and Humberside by 3.2%, demonstrating the strong start-ups position in Leeds of 5%. The North West (12.7%), East Midlands (5.6%) and East of England (4.6%) saw the strongest growth compared to 2018. The growth rate ranks Leeds 113<sup>th</sup> out of 326 English districts, an improvement from a ranking of 134<sup>th</sup> at the end of 2018/19.
- 3.4.3 Real estate, professional services and support activities; wholesale and retail trade; and recreational, personal and community services constituted the main types of business start-ups in the reporting period, and these three sectors accounted for 57.4% of all start-ups in Leeds.
- 3.4.4 Between January and July 2019, the wards with the greatest number of start-ups were City and Hunslet (311); followed by Gipton and Harehills (137); and Chapel Allerton (128); with the fewest start-ups in Bramley and Stanningley; and Ardsley and Robin Hood (both 44); followed by Rothwell and Kippax and Methley (both 45).
- 3.4.5 The Leeds City Region Ad:venture Programme offers support to new and young businesses trading for less than three years. Ad:venture was designed and developed by Leeds City Council working in partnership with all city region local authorities, three universities, the Chamber of Commerce and the Princes Trust. Since Ad:venture started in quarter 4 of 2016/17, the programme has delivered assistance to over 1,000 clients with 613 businesses and 846 individuals receiving intensive assistance of 12+ hours of support. To the end of quarter 2 2019/20, the

programme has supported £2.78m of business investment with £966k of grant support. This business investment is expected to create 509 new jobs of which approximately 35% are jobs created in Leeds.

- 3.4.6 Start-up rates nationally remain challenging due to the current uncertain economic climate. It is worth noting that the start-up rate is often seen as a barometer of business confidence and this has been under pressure nationally since the EU referendum of 2016.
- 3.4.7 In November 2019, according to the Lloyds Bank Commercial Banking Business Barometer Survey, (a survey of 1,200 businesses across the UK), overall UK business confidence increased to 9% and economic optimism increased to 7%, the highest level of optimism seen since January 2019. UK Companies' assessment of their trading prospects for the next year remained relatively stable at 12%.
- 3.4.8 However, the survey found that this was not the case in Yorkshire and Humberside, and found that companies in the region reported lower confidence in their business prospects at 3% and combined with their views of the economy, gave an overall confidence of -2%.
- 3.4.9 Across the region, a net balance of 5% of businesses expect to decrease staffing levels during 2020, down by 1% on the previous month and a net balance of 8% of businesses said they felt that the UK's exit from the EU was having a negative impact on their expectations for business activity, down four points.

### **3.5 Number of business scale ups**

- 3.5.1 The annual business scale ups indicator is calculated using the Mint BVD business demography product which uses the Inter-Departmental Business Register. The two 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 three 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 annual result reported in 2019/20 is that 467 businesses scaled up in Leeds in 2017/18 i.e. had 20% growth in either turnover or employment over the previous three years. Scale ups have been sustained at a similar level to that previously reported i.e. 461 businesses scaled up in 2016/17, and is indicative of business confidence in the city at that time, 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 within these results. Of the 467 businesses that scaled up in Leeds, 395 were in the main city area and 72 were in the city fringe areas of Pudsey, Wetherby and Otley.
- 3.5.3 As noted in section 3.4.6-9. above, business confidence and business investment is being significantly impacted upon by the current uncertain economic climate and the lack of clarity over the future trading arrangements with our principal trading partners in the EU.

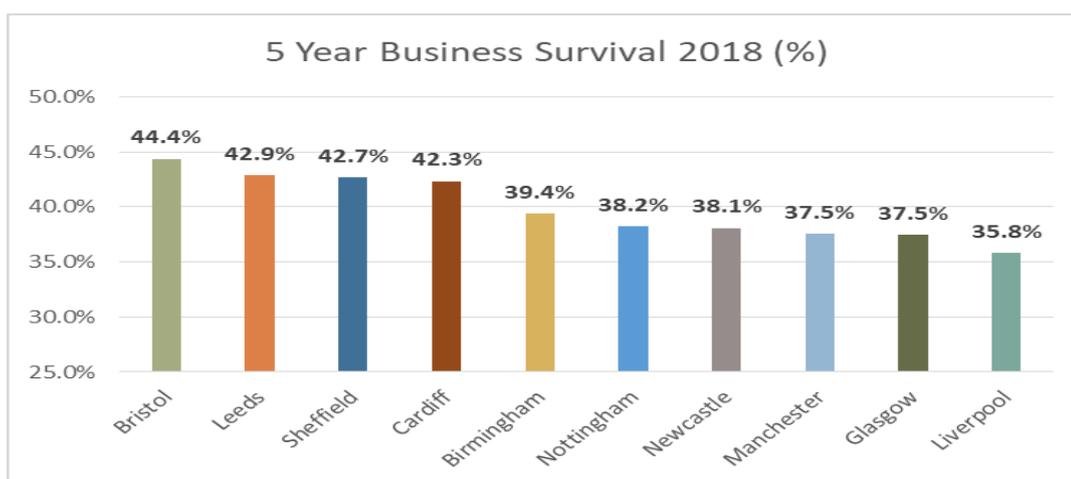
### 3.6 **Business survival rate**

3.6.1 This new annual indicator reports the number of new businesses still trading after 5 years. The data comes from Business Demography which is an annual publication produced from the Inter-Departmental Business Register (IDBR), and reported via the ONS. The publication focuses on changes to the registered business population, i.e. those businesses registered at HMRC for Value Added Tax (VAT) and/or Pay As You Earn (PAYE) and at Companies House.

3.6.2 Business demography measures businesses that were active during the reference year, therefore the latest 2018 publication measures businesses that were active between December 2017 and December 2018, i.e. that the business had either turnover or employment at any time during that period, and is reported in November of the following year, i.e. a lag of 11 months.

3.6.3 The annual result reported in 2019/20 was released in November and is the latest available covering December 2017 to December 2018, and showed that 42.9% of businesses which started up during 2013 in Leeds were still trading after 5 years. This compares well with the current target of 41.9% of businesses (the previous year's result for December 2016 to December 2017).

3.6.4 The Leeds' 5 year business survival rate is second amongst the core cities, with only Bristol's rate higher at 44.4%, as shown in the graph below:



3.6.5 Business survival rates are one indicator of the enterprise dynamics of a local economy, the most dynamic economies in the UK have high business start-up rates and high rates of businesses closing, reflecting that entrepreneurs have confidence to start up and invest. The critical issue is does a local economy have a growing business stock (a positive net balance between business births and businesses which have stopped trading) and is there evidence that a proportion of that business stock is demonstrating high growth. Overall, relative to core city comparisons, Leeds has strong entrepreneurial performance but is below that seen in London and parts of the South East of England.

3.6.6 Of the 3,895 new businesses which started in Leeds in 2013, 2,225 businesses were not trading in 2018 i.e. 57.1%. Although this constitutes more than half of business started in 2013, Leeds still had the second lowest figure for business which had ceased trading after 5 years of all the core cities, behind Bristol at 55.6%.

	<b>Births 2013 (No.)</b>	<b>Ceased Trading 5 Year (No.)</b>	<b>Ceased Trading 5 Year (%)</b>	<b>Survived 5 Year (No.)</b>	<b>Survived 5 Years (%)</b>
Bristol	2,570	1,430	55.6%	1,140	44.4%
<b>Leeds</b>	<b>3,895</b>	<b>2,225</b>	<b>57.1%</b>	<b>1,670</b>	<b>42.9%</b>
Sheffield	2,145	1,230	57.3%	915	42.7%
Cardiff	1,665	960	57.7%	705	42.3%
Birmingham	5,285	3,205	60.6%	2,080	39.4%
Nottingham	1,335	825	61.8%	510	38.2%
Newcastle	1,195	740	61.9%	455	38.1%
Manchester	3,385	2,115	62.5%	1,270	37.5%
Glasgow	2,830	1,770	62.5%	1,060	37.5%
Liverpool	2,250	1,445	64.2%	805	35.8%

### **3.7 Change in business rates payable since 2017 revaluation**

- 3.7.1 Business rates i.e. National Non-Domestic Rates (NNDR), underwent a revaluation applicable from the 1<sup>st</sup> April 2017 which means that the amount of gross NNDR payable in 2017/18 will constitute a baseline against which 2019/20 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.
- 3.7.2 As the final 2019/20 result for this annual indicator will only be available in April 2020, to provide an indication of growth in NNDR at quarter 2, 2019/20, the difference in the amount of business rates payable between the 1<sup>st</sup> April 2019 and the 30<sup>th</sup> September 2019 is reported i.e. the within year change, as stated with the impact of any decided appeals, discounts and reliefs removed. On the 1<sup>st</sup> April 2019, £457.2m (gross) NNDR was payable however by the 30<sup>th</sup> September 2019 this had risen to £461.7m an increase of £4.5m or 0.99% growth.
- 3.7.3 In the earlier part of the year, delays in the Valuation Office Agency's processing of new assessments, some of which had been outstanding for six months, translated into lower NNDR growth. However, this was rectified in quarter 2, and valuations for a number of new assessments were received in July.
- 3.7.4 The majority of growth during the period came from a number of new assessments (each with a rateable value of over £200k) largely from the new Spring Retail Park at Thorpe Park, but also from units at Wellington Place.
- 3.7.5 Leeds continues to work to attract new business investment from both indigenous and new inward investors. During 2019/20, the Combined Authority (who lead on Inward investment) are currently reporting 14 investment successes (7 of these are in Leeds). As noted in section 3.4.6-9 above, the economic climate remains challenging to attract new business investment, and the Council continues to work with other partners to attract new investment to Leeds.

### **3.8 Visitor economic impact for Leeds**

- 3.8.1 This annual 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; and this is input into

the Economic Impact Model which provides data about the economic impact of various types of visitors in Leeds.

- 3.8.2 This indicator reports the economic impact of 'Day and Night Visitors' to the Leeds economy. The latest result from the annual 2018 Economic Impact Report for the Visitor Economy was received in July and therefore the result reported here is the annual result for 2019/20.
- 3.8.3 The Economic Impact Report indicates that the economic impact of the visitor economy in Leeds (day visitors and staying visitors) grew by almost 5% between 2017 and 2018, by an additional £87m to £1.832bn. In 2018, the city welcomed 29.17m day and staying visitors who spent a total of 32.42m days in the city, supporting 20,516 people in direct and indirect employment associated with the visitor economy.
- 3.8.4 Day visitors continue to make up the majority of visitors to Leeds accounting for 92% of visitors, but the staying visitor market has once again seen stronger annual growth (with a rise of 2.4%) than that of the day visitor sector which increased by 0.4%. Looking at cumulative data over the last five years from 2013; the city has seen a 17% growth in its visitor numbers and a 32% increase in the economic impact. The number of FTE jobs supported by the sector has similarly grown by 17%.
- 3.8.5 The focus on increasing the number of overnight visitors to the city will continue as this visitor group is associated with a greater spend per trip which ultimately drives a higher economic impact result.
- 3.8.6 The city's visitor economy experienced strong performance during 2019/20 with high profile events including Ed Sheeran concerts, Ashes Test Match Cricket and UCI Road Cycling Championships all having a positive impact. It is worth noting that visits to the Visit Leeds website reached over 1m visits during the last 12 months and increased by 15% when compared with quarter 2, 2018. Hotel performance was also particularly strong in August; as evidenced by the 20% increase in the average daily rate charged for city centre hotel rooms compared to August 2018.
- 3.8.7 This year saw the launch of the Visit Leeds China Forum and the group welcomed its first group of Chinese travel trade operators. A partnership was also secured with the University of Leeds' Chinese Students and Scholars Association and a Students' Ambassador Programme was launched in early November.
- 3.8.8 A product development initiative was undertaken providing some dedicated support to local suppliers and as a result the city welcomed a number of new visitor experiences been brought to the market. This included improving the offer around local attractions and the development of new tours, for example at Kirkstall Abbey a new guided tour experience has been developed to increase appeal to both national and international visitors.

### **3.9 Percentage of working age Leeds' residents with at least a Level 4 qualification**

- 3.9.1 This annual 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.

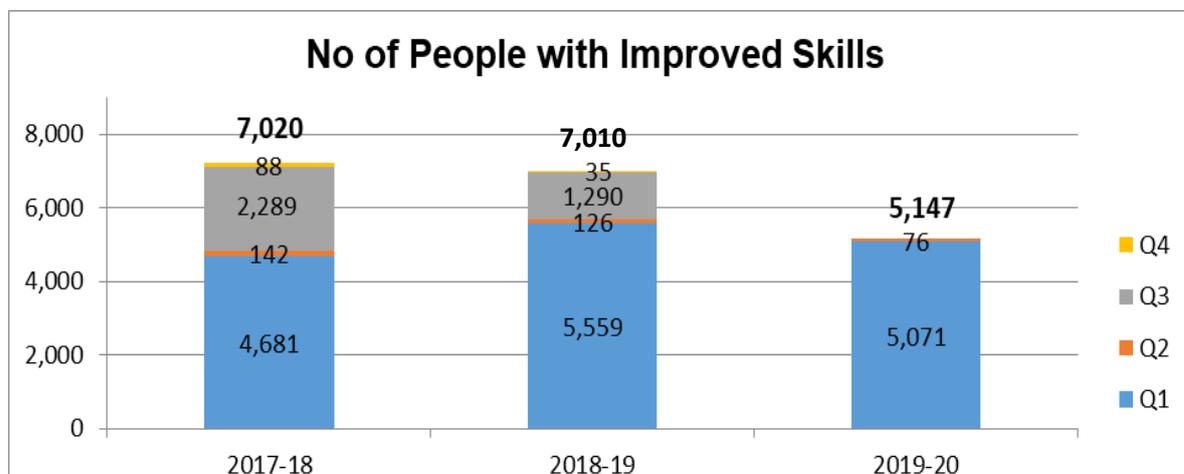
3.9.2 The ONS data for this indicator will be released in April 2020, and therefore the result will be reported to a later meeting of the Board.

### 3.10 **Number of people supported to improve their skills**

3.10.1 This indicator reports the number of people in Leeds supported by the Council to improve their skills through either accredited courses or non-accredited courses including work experience. Provision is largely through the Adult Learning Programme with the target set by the Education and Skills Funding Agency (ESFA) to reflect funding allocation levels and policy priorities.

3.10.2 The cumulative result at the end of quarter 2 is 5,147 people, achieving 69% of the annual target which reflects on-target performance at this point in time for delivery of a programme linked to the academic year. 3,116 (61%) customers improving their skills were from the 20% most deprived LSOA's on the Index of Multiple Deprivation. 2,519 (49%) were BAME, 544 (11%) had a physical disability and 738 (4%) had a mental health disability.

3.10.3 The percentage of the Leeds working age population (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.



3.10.4 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. 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.

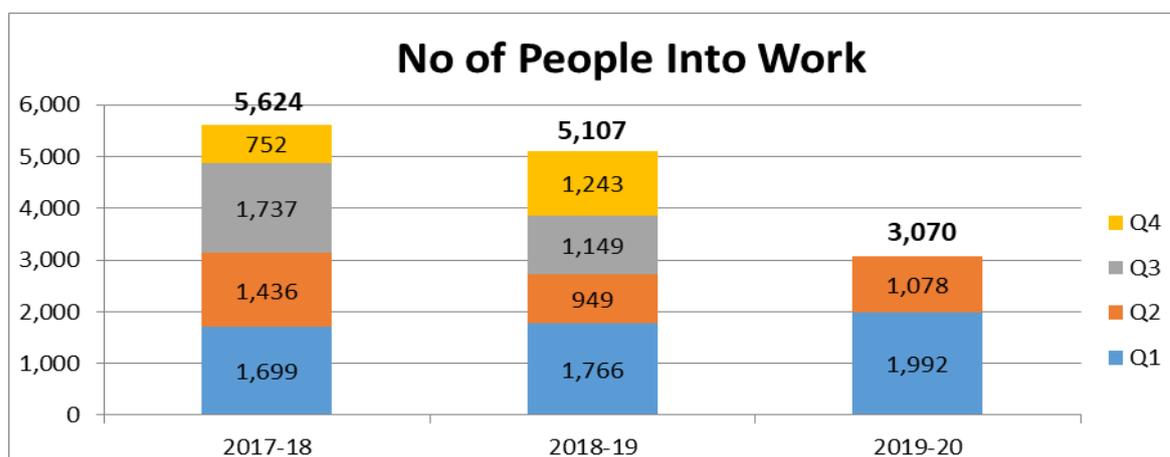
3.10.5 Adult Learning delivery for the current 2019-20 academic year includes ESOL (English as a second language), English, Maths, Employability, Health and Wellbeing programmes which provide support for targeted learners recovering from mental health issues and addiction issues. Delivery is focused on the key deprived areas within the city with particular emphasis on the six priority neighbourhoods.

3.10.6 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 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.

### 3.11 **Number of people supported into work**

3.11.1 This indicator reports the number of people in Leeds supported by the Council into work through either directly delivered or commissioned employment support services and skills provision.

3.11.2 The cumulative result at the end of quarter 2 is 3,070 people supported into work. This represents 77% of the annual service target of 4,000 and is an increase of 13% on the same period in the previous year. 63% of residents securing employment were from the 20% most deprived LSOA's on the Index of Multiple Deprivation. 37% of the residents supported into work identified as BAME and 4% had a physical disability and a further 5% had a mental health disability.



3.11.3 Up to the end of quarter 2, 1,221 residents were supported into work through Jobshops in the Community Hubs; 1,035 of the residents participating in Adult Learning moved into work; 116 residents received tailored support through European Structural and Investment Funds (ESIF) funded programmes targeted at those furthest from the labour market; 353 residents accessed work through Employment and Skills obligations placed on Council contracts and s106 Planning Agreements; with the remainder from outreach programmes.

3.11.4 The service engaged with over 200 businesses up to the end of quarter 2 to support residents to secure employment, of which 47% were large employers and 53% were SMEs. This supported recruitment across all sectors to largely entry level roles in construction and infrastructure (20%); manufacturing and engineering (19%); finance and professional business services (15%); retail, hospitality and leisure (14%); digital & ICT (12%); and health and care, including childcare (6%).

### 3.12 **Progress 8 score for Leeds at the end of Key Stage 4 (end of year 11)**

3.12.1 Provisional Key Stage 4 results were published by the DfE in October. These figures will be updated in January 2020, when the confirmed results are published.

3.12.2 Leeds' provisional Progress 8 score for the 2018/19 academic year is +0.02, continuing the strong performance seen in 2017/18. This year's result is above all comparator groups (England: -0.03, statistical neighbours: -0.16, core cities: -0.10, Yorkshire and The Humber: -0.02) and is the second highest score of the core cities. Leeds remains in the second quartile nationally and is ranked equal 52<sup>nd</sup> out of 150 local authorities. This is an improvement on the previous year where Leeds' confirmed rank was 65<sup>th</sup> of 151 local authorities.

3.12.3 A Progress 8 score of +1.0 means pupils in the group make on average a grade more progress than the national average; a score of -0.5 means they make on average half a grade less progress than average. Progress scores are a measure of how cohorts have performed in relation to pupils with similar prior attainment nationally and should not be compared between years. The local authority ranking provides a better year on year indication of performance in this area.

**3.13 Percentage and number of young people who are not in employment, education or training or whose status is 'not known' (NEET)** The reported result of 9.9% (1,573 young people) is the three month average for December 2018 to February 2019. This can be disaggregated to young people not in employment, education or training (NEET): 2.0% (318 young people) and not known: 7.9% (1,255 young people).

3.13.2 The scale of the 'not known' part of the cohort was recognised as being related to data collection systems rather than changing patterns of young people's participation in education and training. Some of the young people included in the figure had left the authority area and others were found to be in learning or employment, for example in an educational provision in the city, or undertaking an apprenticeship. That the cohort is held nationally and has to be updated at the individual level, including with the agreement of other local authorities where a young person has moved, adds complexity. Leeds is one of a minority of authorities to have tracking cohorts greater than their ONS population estimates. The table below shows Leeds reported performance for Dec 2018-Feb 2019 compared to Core Cities, Leeds ranked 7 of 8 authorities given the issues with not-known.

LA name	NEET or not known % (age 16-17)	Rank (NEET or not known)	NEET % (age 16-17)	Not Known % (age 16-17)
Sheffield	6.1%	1	3.6%	2.6%
Newcastle	6.2%	2	4.9%	1.3%
Nottingham	6.6%	3	5.0%	1.6%
Manchester	7.6%	4	3.2%	4.5%
Bristol	7.7%	5	2.9%	4.8%
Birmingham	8.5%	6	2.6%	6.0%
<b>Leeds</b>	<b>9.9%</b>	<b>7</b>	<b>2.0%</b>	<b>7.9%</b>
Liverpool	10.7%	8	5.2%	5.5%

*Source: end 2018 NEET scorecard, Department for Education*

3.13.3 Work is progressing with all relevant services who work with young people and with learning providers to resolve this issue. Immediate remedial action led to a reduction of the combined NEET figure to 6.7% by July 2019. Clearly, this is not where we want to be; in addition to immediate actions, we are concluding a wider review of our work in this area. This includes further strengthening our relationship

with schools around the exchange of information and the benefit of this has been evident in the collection of our September Guarantee figures for year 11. We will also use the partnerships we have in place with post-16 learning providers to add greater rigour to our post-16 tracking and we are reviewing our case management system.

3.13.4 The service is currently undertaking a review of the provision of youth work in the city. As part of this, the offer is being strengthened to young people who are NEET, or are at risk of becoming NEET. Leeds is part of a regional consortium and has been successful in securing ESIF for work with NEET young people.

### **3.14 Growth in new homes in Leeds**

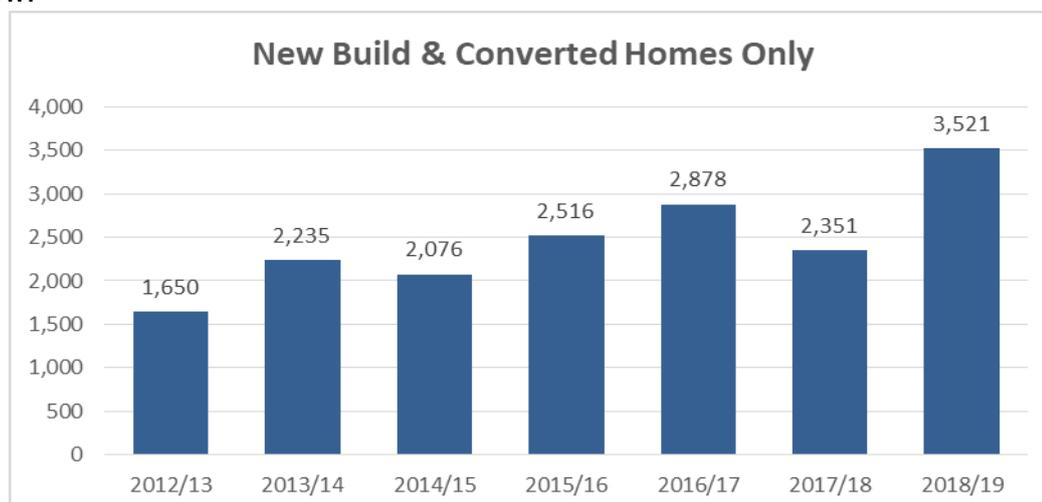
3.14.1 The annual growth in new homes performance indicator previously combined the net reduction in long term empty homes (empty for longer than 6 months) together with the number of newly built/converted homes and compared this with the Core Strategy target.

3.14.2 In July 2019, it was decided at Housing Growth Board that the net reduction in empty homes would no longer be counted within this indicator as it appeared to have become an exhausted source of supply of new homes. Therefore, only those homes in Leeds which have been newly built or converted into residential properties will now be included in this indicator.

3.14.3 Also, the Core Strategy Selective Review (CSSR) had been progressing through the plan making process, and was adopted at Full Council on the 11<sup>th</sup> September 2019. With adoption of the new CSSR, a new homes target became applicable from 1<sup>st</sup> April 2017 to the 31<sup>st</sup> March 2033. The new homes target fell from 4,700 new homes annually to 3,247 new homes, and it is this target that will be used in current and future reporting to the Board.

3.14.4 As the 2018/19 result for growth in new homes had not been available at the time of the Board's meeting on the 19<sup>th</sup> June 2019, for completeness the result has been provided on Appendix 1, i.e. there were 3,521 new homes built and converted during 2018/19. The 2018/19 result exceeded the new CSSR target of 3,247 by 274 new homes.

3.14.5 Considering the longer term view, and using only the figures for newly built and converted homes, there were more new homes developed in 2018/19 than at any time since the Core Strategy was adopted in April 2012, as shown in the graph below:



- 3.14.6 Following a strong year in 2018/19, the gross number of new homes developed up to quarter 2 2019/20 was 1,469 homes, Of these, 1,068 units were on brownfield (73%) and 401 (27%) on greenfield land.
- 3.14.7 The quarter 2 records reveal a reduction in the number of active sites since quarter 1 with 42 sites contributing to completions down from 61 sites in quarter 1. However, this is expected and consistent with seasonal construction activity shifting between summer and autumn. The largest contributor to housing growth in the period was the completion of the Vita Student Scheme for 112 studios at St Albans Place and Belgrave Gardens.
- 3.14.8 Whilst the figure of 1,469 new homes as the half-year position would suggest the target may not be met, a further 744 units that are ready for occupation at Leodis Square (Dandara) and which were anticipated in quarter 2, are now likely to be included in quarter 3 figures. These together with the 'business as usual' residential development activity, puts 2019/20 firmly on track to meet the 2019/20 target.
- 3.14.9 2019/20 has seen some of the strongest growth in new homes built and converted for the past 6 years. In addition, there were over 900 new starts recorded in both the city centre and across the city, demonstrating activity across all markets.
- 3.14.10 After many years of low activity, housing construction in the city centre is gaining renewed scale and pace with Dandara in Holbeck and the continuation of the development of Hunslet Mill. Over the past 2 years, over 20% of all new homes granted planning permission across Leeds have been in the city centre. There are over 60 schemes with planning permission in the city centre and fringe, which propose the development of over 8,000 new homes.
- 3.14.11 The outcome is awaited of the government's assessment of the bid for Leeds Living Housing Infrastructure Fund (HIF) for £55m of funding to deliver infrastructure and site enablement to unlock and accelerate development of up to 9,000 city centre homes. If successful, the Leeds Living HIF bid will target unlocking and accelerating delivery of some of these city centre and fringe permissions together with several sites that do not yet have permissions.
- 3.14.12 Through the Private Sector Acceleration Programme the service continues to make contact with landowners and development interests to broker development and site unlocking. The East of Otley funding agreement with Homes England for £6.318m of HIF grant to enable the development of 550 homes has been authorised and site investigations and other due diligence work is underway.
- 3.14.13 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 2019 highlights the greatest level of outstanding planning permissions for over a decade and reveals that 24,896 units have planning permission of which 20,211 have detailed planning permission. Considering that 4,997 units are under construction, this leaves 15,214 units with detailed planning permission that are yet to start. The total stock of houses with full permission now rests at 30,351 units with 20,211 outstanding across 386 sites.
- 3.14.14 New starts were recorded on 5,193 new plots across 101 sites in 2018/19. The Council continues to support housing development, demonstrated by the rate and

volume of planning permissions granted, but build out rates remain lower. The stock of permissions has grown around 400% since 2001, whereas completions only grew to 165% of the 2001 level. 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 8:1 in 2019.

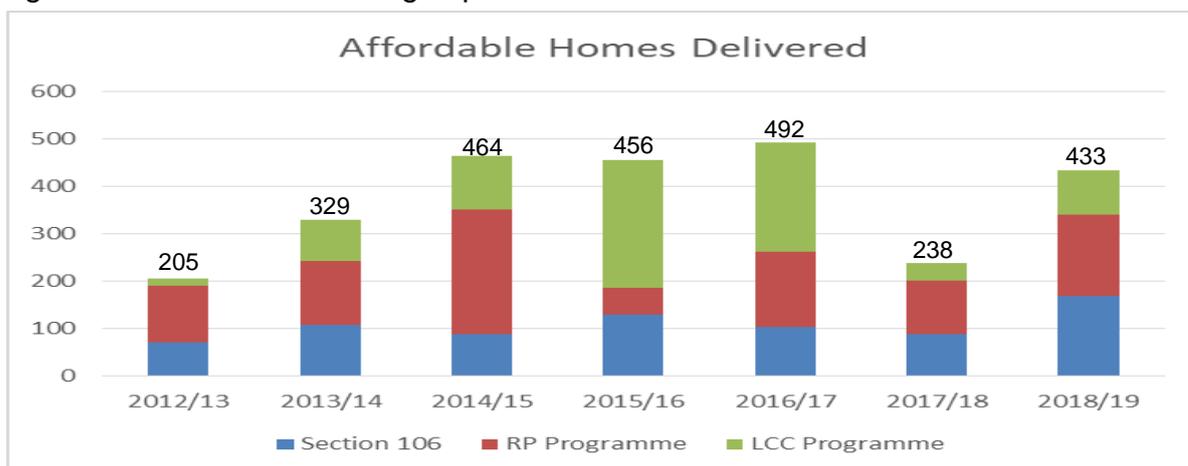
- 3.14.15 With the climate change emergency declared by the Council in March 2019, it is critical that the statutory plan-making process and the implementation of those plans contribute to the sustainable development of Leeds together with the ability to mitigate and adapt to the consequences of climate change (including the need for carbon reduction to meet agreed targets).
- 3.14.16 The Leeds Local Plan (and Supplementary Planning Documents and Guidance), including the adopted Natural Resources and Waste Plan, Core Strategy, Aire Valley Leeds Area Action Plan, Core Strategy Selective Review and the Site Allocations Plan (which is at an advanced stage), have a positive impact on reducing carbon emissions and protecting and enhancing biodiversity. A consequence of not having these plans in place and ensuring they are delivered is poorly planned, uncoordinated and ad-hoc development proposals, being determined on their merits outside an integrated planning framework.
- 3.14.17 A fundamental purpose of a plan-led approach is to plan spatial and inclusive growth in Leeds, with regard to the longer term strategic imperatives of sustainable development and climate change. Consequently, the integration of land use allocations and transport planning; the provision of renewable energy and sustainable infrastructure for new development; the protection and enhancement of green infrastructure and the management of waste flows; and the consumption of natural resources, are integral to the policy framework for influencing investment decisions and the determination of planning applications.

### **3.15 Number of affordable homes delivered**

- 3.15.1 The indicator counts completed affordable homes (AH) 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 (RP) 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 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 Similarly to the growth in new homes indicator above, with the adoption of the Core Strategy Selective Review (CSSR) at Full Council on the 11<sup>th</sup> September 2019, a new AH target became applicable from 1<sup>st</sup> April 2017 to the 31<sup>st</sup> March 2033.

3.15.3 The new AH target increased from 1,158 to 1,230 annually. This is broken down into two targets, the annual in-year need target for AH of 434 and an additional annual requirement of 776 AH to contribute towards historical under-provision.

3.15.4 Since the 2018/19 result for the number of affordable homes delivered had not been available at the time of the Board's meeting on the 19<sup>th</sup> June 2019, for completeness the result has been provided on Appendix 1, i.e. there were 433 AH delivered during 2018/19. Compared with the new CSSR target of 434 AH in-year needs target, the result fell short by only 1 AH, although no AH were delivered against the historical backlog in provision.



3.15.5 By the end of quarter 2, 2019/20, 133 AH were delivered compared with 210 by quarter 2 in 2018/19. The performance of each delivery channel was: 93 through s106 planning obligations (86 by quarter 2 2018/19); 39 through direct delivery by RPs (64 by quarter 2 2017/18); and 1 through the Council Housing New Build Programme (60 by quarter 2 2018/19).

3.15.6 Based on performance at quarter 2 and current understanding of both the RP and Council delivery programmes, it is likely that performance will continue below the requirements of the 2019/20 target to address the backlog target as well as in-year need. This is a reflection of the complex challenges around sites, procurement and planning, and work is underway to consider developing the city's capacity as a whole with new tools, funding and partners in place to increase and maximise AH delivery.

3.15.7 The Council has committed to direct delivery of at least 300 new build Council homes per annum over the next 5 years and beyond and, therefore, a substantial work programme of new build Council housing is in place. The Council currently has 765 new homes at various stages of development including 188 Extra Care homes, 561 general needs and 16 working age adult bungalows. Of the 765 AH: 59 units are on site currently; 30 are preparing for planning submissions; 227 units are in mid-procurement; and an additional 449 units are in pre-procurement. The current pipeline of 765 new Council homes represents significant progress towards the target of 1,500 new homes over the next 5 years, and additional sites are continuing to be sought to bring into the programme. All Council new build homes will be offered at rents that are genuinely affordable for tenants, and well below market rates.

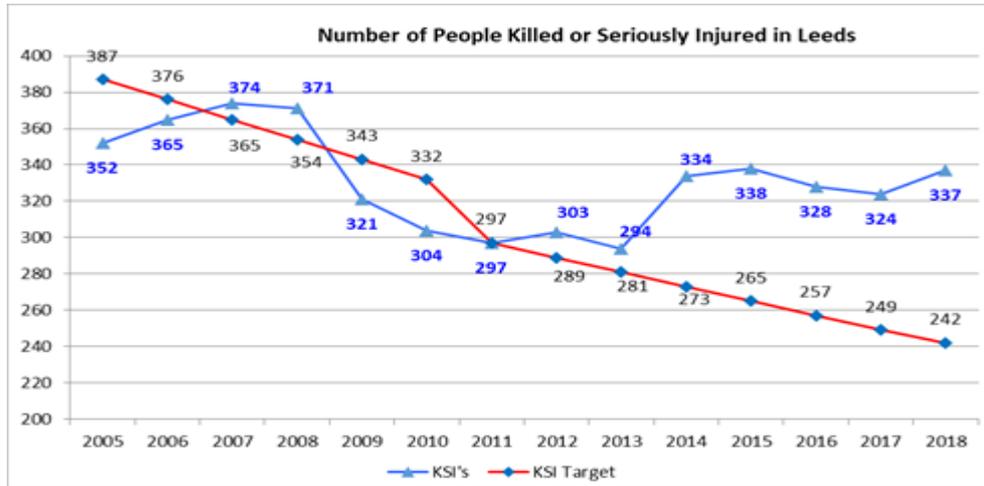
3.15.8 Full Council approved an injection of £90.9m into the Council Housing Growth Programme on 27<sup>th</sup> February 2019; £22.5m of this was set aside to support a 2-3

year property acquisitions/buyback programme, which will deliver c150-200 properties back into council stock. The initial focus of the programme has been on former council properties bought under the right to buy regime, including those to which the statutory right of first refusal regime applies. However, the programme is also considering options for potential expansion of the project to include non-council properties, identified for example by the Empty Homes Team, where these are aligned to meeting local housing need. A detailed report was provided to Executive Board in June 2019 setting out the approach and progress to date.

- 3.15.9 When the authority sells a property through RtB, a proportion of the receipt, the '1-for-1' receipt, must be spent on Housing Growth within three years, otherwise the authority must hand back the receipts to central government, plus interest. The property buyback programme is one way that the council is currently utilising its retained RtB receipts, and thereby helps mitigate the amounts at risk of handback to central government. The council is also working with RP partners via the RtB Replacement Programme which has to date committed £17.4m of RtB receipts on replacement housing, with a further £34.4m of receipts remaining available to spend.
- 3.15.10 The Council continues to lobby Government to change the rules which govern RtB receipts' usage, and an extension to 5 years for using available receipts was requested but rejected, which would have allowed funds to be applied to the Council's pipeline schemes.
- 3.15.11 With regards to future delivery through RPs, a number of organisations are negotiating with or have entered into strategic partnerships with HE enabling greater flexibility in grant allocations, contingent upon exceeding their baseline Business Plan delivery targets by 20%. The benefits for Leeds are already being evidenced as some RPs are submitting planning applications for significant developments or acquiring large sites from private sources. The most significant of these is the acquisition by the Guinness Partnership Trust of a large site in South Bank with planning permission for over 1,000 new homes, around 40% of which will be delivered as affordable rent through a Strategic Partnership with HE. Site remediation and preparation has already started for this scheme.

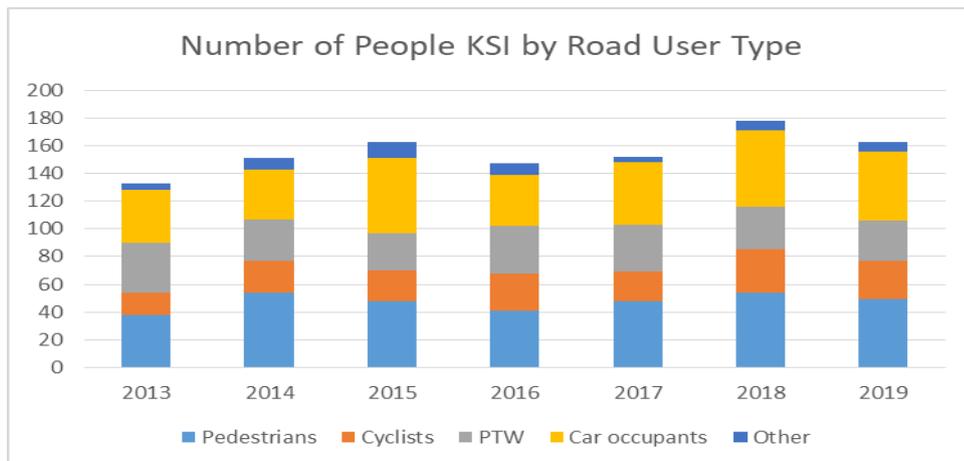
### **3.16 Number of people killed or seriously injured (KSI) in road traffic collisions**

- 3.16.1 This indicator reports the number of people who have been killed or seriously injured (KSI) in road traffic collisions (RTC) in Leeds during 2019 i.e. by calendar year. The 2019/20 target of no more than 234 people KSI is derived from the Local Transport Plan i.e. a reduction by 50% in the number of people KSI relative to the average for 2005-09 and to be delivered between 2011 and 2026. The graph below shows the number of people KSI between 2005 and 2018 compared to the KSI target, i.e. those years for which full year data is available.



3.16.2 Between January and June 2019, 163 people were KSI in Leeds, an 8% reduction compared with the same point in 2018 (178). Of the 163 people KSI, 50 were car drivers/passengers (54 in 2018), 49 were pedestrians (53 in 2018), 29 were powered 2 wheeler riders/passengers (31 in 2018) and 28 were cyclists (30 in 2018). There were 15 fatalities between January and June 2019 (16 in 2018), these were made up of 5 powered two wheelers riders/passengers, 5 car occupants (of which 1 was a driver), 3 pedestrians and 2 cyclists.

3.16.3 The graph below shows the comparative position i.e. January to June, for the last 6 years. Of note is the reduction in people KSI across all groups of travellers between 2018 and 2019 at the mid-year point.



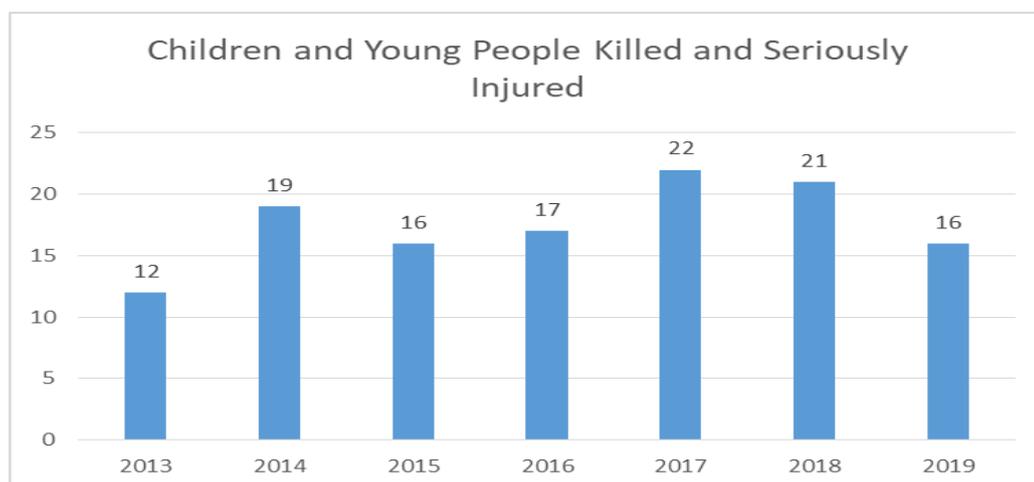
3.16.4 Vulnerable road users (pedestrians, cyclists and motorcyclists) accounted for approximately two thirds of all people KSIs so far in 2019; broadly consistent with figures for previous years. Despite this largely flat trend, pedestrian casualties as well as those KSI decreased compared with the rise reported in 2018. Three pedestrians were killed in the first 6 months of 2019, compared with 9 in the same period in 2018. Similarly cyclist casualties of all severities fell in 2019, reversing the increase recorded in January to June 2018. The KSI total for motorcyclists also fell compared with 2018, but 5 motorcyclists were killed so far in 2019, none in 2018.

3.16.5 A two year traffic management programme of engineering works (developed following analysis of RTCs and casualties) is being implemented along with targeted education, training and publicity programmes delivered by the West Yorkshire Safer Roads Delivery group and LCC officers.

- 3.16.6 The West Yorkshire Camera Partnership are commencing a review of the criteria for the location of cameras including the deployment of mobile cameras to allow them to be deployed more responsively and widely than is currently allowed.
- 3.16.7 The West Yorkshire Safer Roads Executive Group of senior officers continues to provide overall leadership to joint road safety activities. A desktop study commissioned in collaboration with the Police, into fatal collisions is nearing completion and, once completed, will be shared with the West Yorkshire Safer Roads Steering Group.
- 3.16.8 A proposal is being drawn up to run a 12 month pilot of enhanced police enforcement targeting offences most closely associated with serious and fatal injuries (speed, impairment, seat belt use and mobile phones) as well as tackling anti-social driving. Also, a study evaluating the effectiveness of a range of traffic management road safety schemes has been commissioned by West Yorkshire Combined Authority (WYCA).
- 3.16.9 A Police web-based system which will allow the public to upload footage of dangerous and anti-social driving is due to be launched in January 2020. Associated publicity and promotion will be co-ordinated through the West Yorkshire Safer Roads Delivery Group and local partners.
- 3.16.10 More locally in Leeds, multi-agency steering groups continue to lead the co-ordination and delivery of interventions including Operation Amberland (Police focusing on anti-social driving/drivers) and Close Pass (to ensure cyclists are given adequate room when being overtaken by cars) as well as inputs in educational establishments.

### **3.17 Number of children and young people (C&YP) killed and seriously injured**

- 3.17.1 This indicator reports the number of children and young people (C&YP) who have been killed or seriously injured (KSI) in road traffic collisions in Leeds during 2019 i.e. by calendar year. The 2019/20 target of no more than 40 CYP is derived from the 2018 result, in order to achieve a year on year reduction.
- 3.17.2 Between January and June 2019, 16 children and young people (C&YP) were KSI compared with 21 in 2018, a reduction of 31% at the half year point. During the January to June period, there have been no C&YP killed in road traffic collisions compared with 1 in 2018. The graph below shows the mid-year position for C&YP KSI for the last six years, and a reduction in 2019 can clearly be seen.



3.17.3 Road safety education continues to be a priority; and between April and September 2019 Bikeability Training levels 1, 2 and 3 were delivered to 3,850 pupils, whilst Pedestrian Skills Training was delivered to 2,993 children. Delivery of the Scooter Training Programme, covering both training in the playground and training on the road, was delivered to 2,079 children during this period. It is recognised that both education and enforcement (as well as many of the ongoing road engineering schemes) have a significant influence on vulnerable road users, and whilst the Educational Programme continues to be rolled out successfully, the enforcement aspect is impacted upon by the availability of Police resources.

3.17.4 The programme to deliver 20mph zones to appropriate residential streets continues this year with a number of schemes complete, on site or in the planning or consultation phase. In addition, the Council has an ambition to introduce a city centre 20 mph limit before the end of the financial year.

### **3.18 Satisfaction with a range of transport services**

3.18.1 Data for this annual indicator is provided by the WYCA from the annual Tracker Survey carried out early in 2019. The survey data is collected from around 1,500 participants across West Yorkshire, although the data reported here is only from those people who are resident in Leeds. 300 Leeds' surveys are conducted as part of the Tracker Survey, however, an additional 300 Leeds' surveys are commissioned making a total of 600 people surveyed. The result is reported as a score out of 10.

3.18.2 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.

3.18.3 During 2018, WYCA reviewed whether to continue with the current in-house survey or to commission an alternative provider. The final decision taken was to retain the current survey provider, however no sampling was undertaken in 2018, but the survey was undertaken earlier in 2019 and a result was provided by WYCA in autumn 2019.

3.18.4 As the 2018/19 result for satisfaction with a range of transport services had not been available at the time of the Board's meeting on the 19<sup>th</sup> June 2019, for completeness the result has been provided on Appendix 1, i.e. 6.7 out of 10.

3.18.5 The combined satisfaction result of 6.7 out of 10 improved when compared to 6.3 out of 10 in the previous 2017 survey and 6.5 out of 10 in the 2011 survey baseline year, representing a small overall upward trend.

3.18.6 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 then combined and weighted to provide a single overall score.

3.18.7 The following tables show the 2018 score compared to the 2017, and the 2018 score compared to the 2011 score

Indicator	2017 Rating	2018 Rating	2017-2018 Difference
Community Transport	5.8	6.8	1.0 ↑
Condition of Roads	5.0	5.9	0.9 ↑
Local Bus Services	6.1	6.8	0.7 ↑
Affordability of Motoring	5.5	6.2	0.7 ↑
Cycle Routes & Facilities	5.3	5.9	0.6 ↑
Pavements & Footpaths	5.8	6.4	0.6 ↑
Affordability of Public Transport	5.6	6.2	0.6 ↑
Local Bus Station	7.0	7.3	0.3 ↑
Street Lighting	7.4	7.7	0.3 ↑
Levels of Congestion	5.2	5.4	0.2 ↑
Local Rail Station	6.9	7.1	0.2 ↑
Local Rail Services	6.7	6.6	-0.1 ↓
Local Taxi Services	7.5	7.4	-0.1 ↓
<b>Overall Score</b>	<b>6.3</b>	<b>6.7</b>	<b>0.4 ↑</b>

3.18.8 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 9 of the indicators, and a fall in satisfaction levels in 4 of the indicators as shown in the table below:

Indicator	2011 Rating	2016 Rating	2017 Rating	2018 Rating	2011-2018 Difference
Affordability of Public Transport	4.9	6.0	5.6	6.2	1.3 ↑
Local Bus Services	5.5	6.5	6.1	6.8	1.3 ↑
Affordability of Motoring	5.2	5.7	5.5	6.2	1.0 ↑
Condition of Roads	5.0	5.2	5.0	5.9	0.9 ↑
Local Rail Services	5.8	6.6	6.7	6.6	0.8 ↑
Pavements & Footpaths	6.3	5.7	5.8	6.4	0.1 ↑
Local Bus Station	7.2	7.2	7.0	7.3	0.1 ↑
Local Rail Station	7.1	7.2	6.9	7.1	0.0 ↔
Community Transport	6.8	5.9	5.8	6.8	0.0 ↔
Street Lighting	7.8	7.9	7.4	7.7	-0.1 ↓
Local Taxi Services	7.8	7.3	7.5	7.4	-0.4 ↓
Cycle Routes & Facilities	6.3	5.2	5.3	5.9	-0.4 ↓
Levels of Congestion	6.9	4.9	5.2	5.4	-1.5 ↓
<b>Overall Score</b>	<b>6.5</b>	<b>6.4</b>	<b>6.3</b>	<b>6.7</b>	<b>0.2 ↑</b>

3.18.9 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 have been influenced by the weather and the associated traffic issues, whilst the 2016 and previous surveys were carried out during the summer.

- 3.18.10 The survey results show an increase in overall satisfaction of 0.4 since 2017, now once again above the 2011 baseline figure of 6.5. There have been increases in satisfaction levels since 2017 for all areas except Local Rail Services and Local Taxi Services. The rail result may be a reflection of the timetable problems encountered since May 2018 whilst the other area (Taxi Services) although falling this year remains among the highest scorers (alongside Street Lighting which saw a 0.3 point increase).
- 3.18.11 The improvement to affordability of motoring (arguably not a sustainable trend) suggests that people are finding it cheaper to travel by car than previously, though it also mirrors the improvement in public transport affordability both of which were rated 6.2, which is seen as 'acceptable'.
- 3.18.12 Notwithstanding the improved ratings, congestion, condition of roads and cycle routes all remain in the bottom three (as they were in 2017). It is anticipated that the ongoing construction of Leeds Public Transport Investment Programme schemes and the consequent disruption across a number of transport areas including buses, roads and rail will have a negative impact on some satisfaction levels while work is in progress.

### **3.19 Number of passengers boarding buses in the Leeds district**

- 3.19.1 The Leeds Public Transport Investment Programme (LPTIP) target is to double bus patronage from 2016 levels within 10 years i.e. from 67m in 2016 to 134m passengers by 2026. Data for this annual indicator is based upon ticket machine data provided by bus operators to WYCA, for the number of passengers boarding buses within the Leeds district. Results are provisional and are normally finalised the following year.
- 3.19.2 As the 2018/19 result for number of bus passenger had not been available at the time of the Board's meeting on the 19<sup>th</sup> June 2019, for completeness the result has been provided on Appendix 1, i.e. there were 66.5m bus passenger recorded boarding buses in Leeds in 2018 (based on provisional data). The result for 2019/20 will be reported to a later meeting of the Board in 2020.
- 3.19.3 The 2018 result fell by 0.8% below the 2016 baseline figure of 67.1m bus passengers, whilst the ambition is to double bus patronage to 134 m passengers by 2026. Given there was a decrease in bus passenger numbers of 558k between the 2016 result and the 2018 result, the indicator did not meet the target.
- 3.19.4 However, during 2018 there were 122k more passengers boarding buses than in 2017, which represents an increase of 0.2% compared with the previous year, a small annual improvement and positive direction of travel, although still below the 2016 baseline figure.
- 3.19.5 It is anticipated that an increase in bus passenger numbers may not be immediate and that any disruption caused by the construction of various LPTIP schemes may initially have a negative impact on bus passenger numbers, but that as LPTIP schemes are finalised more people will then move to bus travel as journey times reduce and services and facilities improve.
- 3.19.6 Delivery of a number of initial LPTIP schemes is underway following design, planning, consultation and approval processes and a number have started on site in 2019.

- Construction of the Elland Rd Park & Ride Phase 3 commenced in May 2019.
- Temple Green Park & Ride received approval from WYCA in October 2019. Detailed design work is underway, with a start on site planned for May 2020.
- Headrow Gateway works started on site in August 2019.
- The enabling works package for Stourton Park & Ride commenced in August 2019.
- Design work for the A61 south corridor is ongoing and enabling works began in November 2019.
- Corridor improvement works are currently underway as part of the ELOR advance works on the Outer Ring Road at Harrogate Rd at Moortown.
- Work on the Bus Corridors continues as part of the LPTIP; design of the A61(S) corridor is ongoing with a construction starting in November 2019.
- Executive Board approval was given for the A65 signals upgrade scheme and A61 North Bus Corridor improvement scheme.

3.19.7 Other work underway as part of the LPTIP programme to improve bus transit times and reliability includes significant bus company investment in new more efficient buses with improved facilities and lower emissions.

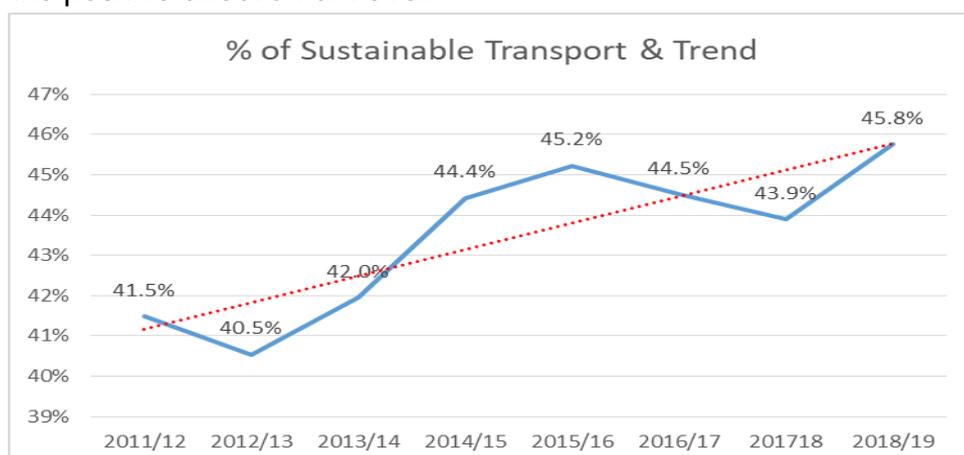
3.19.8 The service is working to identify areas where the climate emergency and effects of climate change may impact the city's transport infrastructure

### **3.20 Increase in city centre travel by sustainable transport (bus, train, cycling, walking)**

3.20.1 Data for this annual indicator is collected via annual road side counts at various points on a cordon around the city centre over four days each spring, except for train data which is collected and averaged over a longer six month period.

3.20.2 As the 2018/19 result for increase in city centre travel by sustainable transport had not been available at the time of the Board's meeting on the 19<sup>th</sup> June 2019, for completeness the result has been provided on Appendix 1, i.e. 45.8% of city centre journeys used sustainable transport methods i.e. bus, train, walking and cycling. The result for 2019/20 will be reported to a later meeting of the Board in 2020.

3.20.3 Following the last two years which showed a small reduction, sustainable travel increased during 2018/19 and is now at its highest level since the baseline year of 2011/12. The following graph reflects the annual changes in sustainable transport usage between 2011/12 and 2018/19 together with the trend line in red which reflects the positive direction of travel.

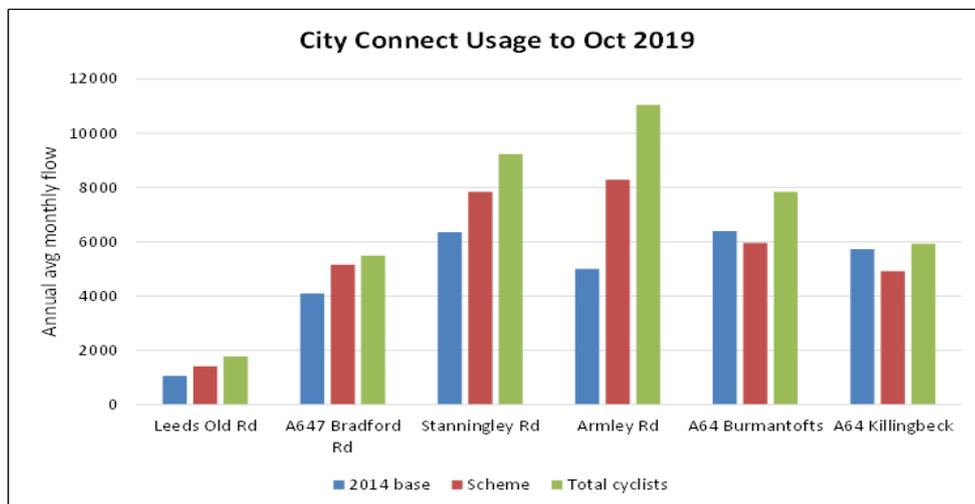


3.20.4 When compared with 2017, the number of people observed cycling increased by 12%, the number walking was up a substantial 53% and the number of people using trains increased by 4% over the same period. These results will have been influenced by the very good weather last year, nevertheless it is hoped that this growth will carry through as commuters get used to the benefits of travelling by these sustainable modes of travel. Bus and car usage, as recorded by the mode split survey, was unchanged from 2017.

3.20.5 Evidence from CityConnect reveals that the growth in cycling usage during the summer of 2018 carried through into the autumn and winter, with usage up by 9% and 14% respectively on the previous year.

3.20.6 The Council continues to maintain and promote further sustainable travel through: use of the City Connect Cycle Superhighway and Phase 2 in the city centre was completed in June 2019; a bike share scheme continues to be explored and a new partner is expected to be announced soon; new rolling stock is being introduced by the rail operators which will increase capacity at peak times; and parking capacity at Park & Ride (P&R) sites is being increased as mentioned above; as well as proposals put forward for an additional P&R at Alwoodley Gates. Other LPTIP schemes to improve bus journey times and reliability are either underway or planned as part of the LPTIP ambition to double bus patronage, support sustainable travel and contribute to the consequent improvement in air quality.

3.20.7 The graph below shows the overall increase in cycling compared to the 2014 baseline, this shows there are across-the-board increases in numbers at all sites through a combination of both superhighway and road usage. Overall usage of the superhighway was 3% higher in Aug-Oct 2019 compared with the same period in 2018, with annual average weekday cycling levels in total up by 48% since 2014 (superhighway plus road).



3.20.8 It is worth noting that a significant proportion of the car usage counted during the city centre cordon count used the Inner Ring Road as a way to cross Leeds and did not access the city centre.

3.20.9 In addition, a number of other schemes are either planned or under construction which aim to reduce use of unsustainable transport and increase sustainable transport take up.

### **3.21 Number of residential and commercial properties moved to a lower level of flood risk**

3.21.1 This annual indicator reports the number of commercial and residential properties moved to a lower level of flood risk by both the Flood Alleviation Scheme (FAS) and non-FAS local schemes. The methodology used to calculate the result is that used by the Environment Agency (EA) for the purposes of funding bids and post-project delivery evaluation.

3.21.2 The reported result for 2019/20, the cumulative number of properties moved to a lower level of flood risk between April 2017 and September 2019, was 3,171 residential and 501 commercial properties. Specific sites moved to a lower flood risk were located at:

- 1 at Rydale Ave, Garforth
- 10 at Church Hill, Thorne
- 3 at Westfield Ln, Kippax
- 1 at St. Helens Ln, Adel
- 12 at Kingsway and Alandale Cres, Garforth
- 4 at Sandways, Seacroft
- 2 at Springbank Ave, Gildersome
- 4 at Radcliffe Ln, Pudsey

3.21.3 The majority of properties reported were as a result of FAS1, the additional properties included here are as a result of ongoing local schemes.

3.21.4 FAS Phase 2 is progressing a two-step approach, with step 1 set to deliver a 1 in 100yr event scheme, and step 2 (which is not yet fully funded) will upgrade the scheme to a 1 in 200yr event scheme. Planning approval for step 1 has been given and the contract award for design is now complete with construction due to begin in December 2019. Progress on step 2 is dependent on further funding and more certainty on this is needed early in 2020 to allow further contracts to be awarded. It is expected that construction will be complete by 2025.

3.21.5 The Otley FAS scheme modelling is complete, preferred options identified, outline design work undertaken and a draft outline business case prepared for a £3m+ scheme to complete in 2020. Executive Board gave approval to submit the business case to the EA and an application for planning permission has been submitted. Work is expected to start in the Spring/Summer of 2020.

3.21.6 Another key scheme is the Killingbeck Meadows £3m FAS which is also in progress, and due to be completed in early 2020.

### **3.22 City Region and Devolution**

#### **3.22.1 Local Enterprise Partnership (LEP) Review**

The 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 the 24th July and was clear about the opportunities available to those LEPs that are able to move forward in line with its recommendations.

3.22.2 The LEP Board continues to work to ensure that the LEP arrangements in the City Region will meet Government's requirements as set out in the '*Strengthened Local*

*Enterprise Partnerships*' paper and thereby not have an impact on future investment. These requirements include the following:

- To remove geographical overlaps between LEPs
- That by spring 2020 there will be improved gender balance on boards with an aim that women make up at least one third of LEP boards, at least two thirds of members should come from the private sector and the Board should otherwise reflect the diversity of the City Region.

3.22.3 Due to the restrictions of the pre-election “purdah” period, the LEP Board was not in a position to take a decision on geography at the Board’s recent meeting on 21<sup>st</sup> November 2019, and a decision has been deferred until a future LEP Board meeting.

3.22.4 The LEP will continue to take appropriate steps to ensure that it is fully compliant with the Strengthening LEPs guidelines, with a recruitment exercise live and applications invited before the deadline of 6<sup>th</sup> January 2020.

### **3.22.5 Devolution**

Members have previously been updated on developments regarding Devolution including at the most recent Full Council Meeting on 13<sup>th</sup> November 2019.

3.22.6 Following constructive discussions between West Yorkshire Chief Executives, Ministry of Housing, Communities and Local Government and HM Treasury (HMT) officials, and West Yorkshire Leaders with the then HMT Minister, Robert Jenrick MP, One Yorkshire Leaders wrote to the Prime Minister at the end of July 2019, outlining new devolution proposals. On 29<sup>th</sup> July 2019, the proposals were published. These included that a series of interim devolution deals would be agreed across Yorkshire to run in parallel with the existing Sheffield City Region (SCR) agreement. Negotiations would continue with Government to have a One Yorkshire devolution agreement completed by 2022, the end of the current SCR Mayor’s term. At this point, any SCR authorities wishing to be part of the wider Yorkshire deal would be allowed to do so. The proposals outline how a One Yorkshire devolution deal could deliver economic benefits worth £30bn a year, or £5,400 per person.

3.22.7 The letter further states that proposals also outline how devolution in Yorkshire is critical to delivering shared objectives, which cross political divides and are about growth in a post-Brexit world. It aligns to the Government’s priorities of: more investment in much needed transport and full fibre digital infrastructure; increased inward investment and help for companies to export; the delivery of more houses to meet the acute national shortage; speeding up of the progress being made in sustainable energy generation and carbon capture; better addressing of the skills shortages in the workforce; and helping to tackle deprivation within communities.

3.22.8 At his speech at the Convention of the North in Rotherham on 13<sup>th</sup> September 2019, the Prime Minister made the following statement: “And I know there is real enthusiasm for devolution in Yorkshire and I welcome the establishment of a Yorkshire Committee as a practical step for facilitating greater collaboration on a Yorkshire-wide basis...In the meantime, we are committed to getting the Sheffield City Region done – and I also want to open up negotiations with Leeds and West Yorkshire so we can make a mayor work there too, whatever the nature of any longer term arrangements in Yorkshire.”

3.22.9 The Secretary of State for Housing, Communities and Local Government, Robert Jenrick MP, also committed to working with Leaders to bring forward plans for a devolution deal. On 26<sup>th</sup> September 2019, West Yorkshire Leaders met with Government Ministers to discuss proposals for devolution. Discussions continue to progress with Ministers and officials to explore a potential devolution deal.

## **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 the 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.

#### **4.3.2 Climate Emergency**

The Council declared a climate emergency in March 2019 with the stated ambition of working to achieve net zero carbon emissions by 2030 for the city. The delivery of the strategic ambitions, outcomes and priorities contained within the BCP 2019-21, as indicated by the performance of the key performance indicators (KPI's reported above, already incorporate consideration of climate emergency interventions. Services will continue to consider additional actions in the work they deliver to support the BCP as they further develop their approach to responding to climate change and its mitigation. Reference is made to climate emergency actions where appropriate within the KPI updates above.

### **4.4 Resources, procurement 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. The Council's most significant risks are available and can be accessed via the Council's website.

## **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 Note the Best Council Plan Quarter 2 2019/20 performance information and to consider if they wish to undertake further scrutiny work to support improvement work in any of these areas.
- 6.2 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.

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

- 7.1 The Best Council Plan 2019-21
- 7.2 Corporate Risk Map August 2019

---

<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.