

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

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

Date: 20th January 2021

Subject: Best Council Plan Performance Report Quarter 2 2020/21

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

Summary

1. Main issues

- The report provides a summary of performance at Quarter 2, 2020/21 against the Best Council Plan 2020-25.
- 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 (see 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 2020-25.

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 2020/21 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.
- c) Note the Best Council Plan 2019/20 performance information.

1. Purpose of this report

- 1.1. This report presents a summary of the Best Council Plan (BCP) performance data for Quarter 2, 2020/21 in relation to progress against the delivery of the strategic outcomes and priorities contained within the BCP 2020-2025 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 two appendices:

- Appendix 1: Best Council Plan 2020-25 Performance Summary Quarter 2 2020/21
- Appendix 2: Best Council Plan 2015-20 Performance Summary, 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, 2020/21 (Appendix 1) shows progress against the strategic outcomes and priorities relevant to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) within the BCP 2020–25.
- 3.1.2 Appendix 2, the BCP Performance Summary for 2019/20, shows the annual results of key performance indicators, 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 Economy and Housing

- 3.2.1 Best Council Plan Key Performance Indicators which relate to the Economy and Housing will be reported in the February Supplemental Performance Report.

3.3 Percentage of working age Leeds' residents with at least a Level 4 qualification

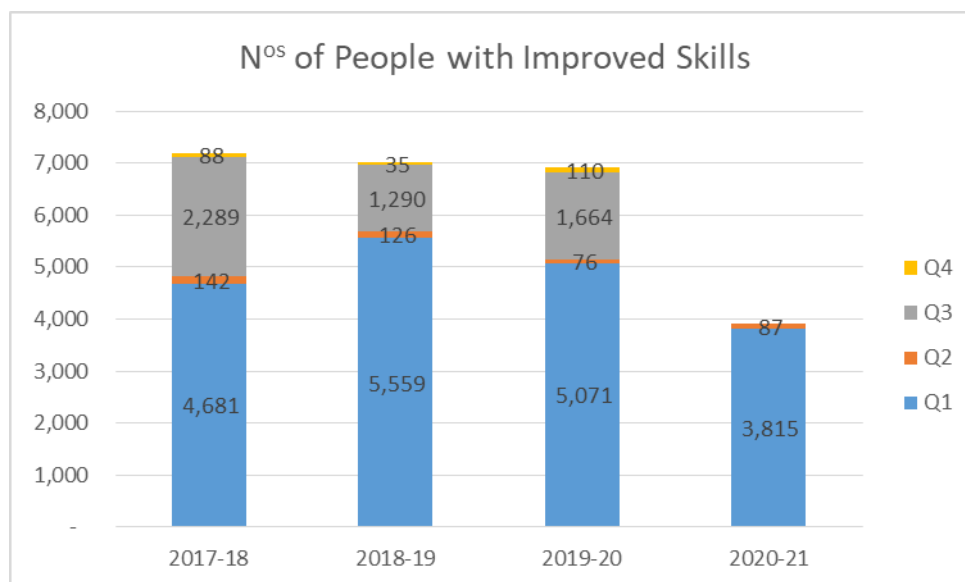
3.3.1 This annual indicator reports the percentage of Leeds' residents with at least a Level 4 qualification which is: a Certificate of Higher Education; Higher Apprenticeship; Higher National Certificate; Level 4 Award; Level 4 Certificate; Level 4 Diploma; or Level 4 NVQ. The indicator uses data from the Office for National Statistics (ONS) Annual Population Survey and reports in calendar years.

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

3.4 Number of people supported to improve their skills

3.4.1 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.

3.4.2 The cumulative result at the end of quarter 2 is 3,902 people, achieving 61% of the annual target which reflects on-target performance at this point in time for delivery of a programme linked to the academic year. 2,224 (57%) customers improving their skills were from the 20% most deprived LSOA's on the Index of Multiple Deprivation. 1,990 (51%) were BAME, 429 (11%) had a physical disability and 663 (17%) had a mental health disability.



3.4.3 The percentage of the Leeds working age population (WAP) that do not have a Level 2 qualification is 24.4% which is similar to the national average at 24.3%. 6.7% of the Leeds WAP have no qualifications which is lower than the national average at 7.5% and is concentrated in the most disadvantaged areas of the city.

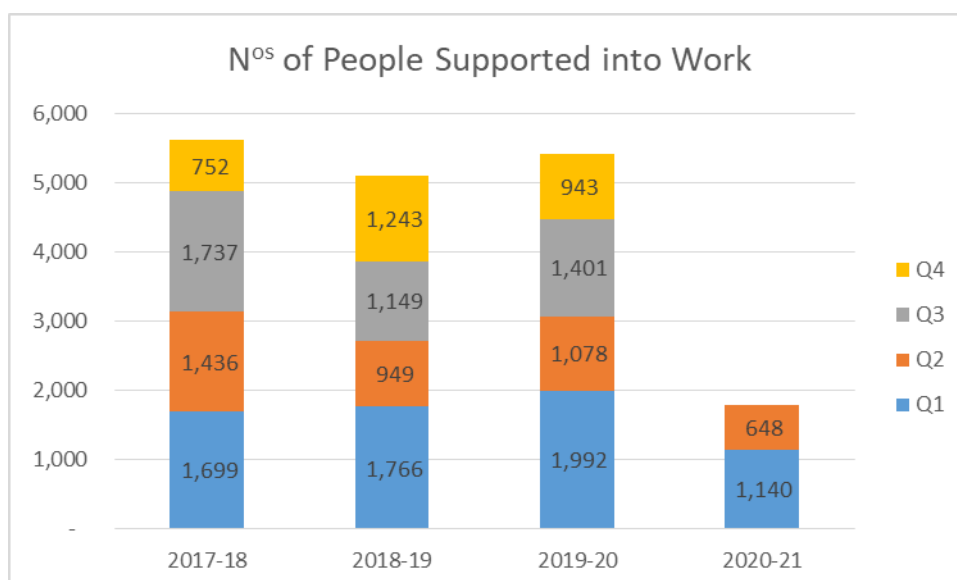
3.4.4 The Adult Learning Programme actively targets learners who are: low skilled; have no or low level qualifications; are living in poverty; unemployed, workless or vulnerable to social exclusion; and individuals facing specific and often multiple barriers and disadvantage, e.g. adults with learning 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.

- 3.4.5 Covid 19 resulted in the Adult Learning programme being pivoted from classroom to online delivery in the quarter 1, which has impacted on the number of learners improving their skills during this time. For academic year 2019/20, 3,746 learners improved their skills through the Adult Learning programme a decrease of 26% when compared with the same period last year (5,052).
- 3.4.6 Adult Learning delivery for the current 2020-21 academic year includes ESOL (English as a second language), English, Maths, Employability, Health and Wellbeing programmes which provide support for disadvantaged learners with a focus on the key deprived areas within the city with particular emphasis on the six priority neighbourhoods. Delivery will continue through the online Google Suite and remote learning, and will continue this way for the new Adult Learning academic year with the addition of blended and outdoor delivery options.
- 3.4.7 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 2020/21 academic year is £2.2m. The provision is quality assured by Ofsted and is delivered by the Council, the Further Education sector, the third sector and commercial training providers.

3.5 Number of people supported into work

- 3.5.1 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.
- 3.5.2 The cumulative result at the end of quarter 2 is 1,788 people supported into work. 56% of residents securing employment were from the 20% most deprived LSOA's on the Index of Multiple Deprivation. 36% of the residents supported into work identified as BAME and 4% had a physical disability and a further 5% had a mental health disability. This represents 42% of the annual service target of 4,250 and is a significant decrease of 42% on the same period in the previous year. During the pandemic customers have been supported remotely until face to face provision can be resumed. It has resulted in an initial reduction in the numbers participating in employability programmes with a marked increase in Q2. Progression into work is lower than normal given the reduction in vacancies and a challenging jobs market.



3.5.3 Up to the end of quarter 2, 830 residents were supported into work through Jobshops in the Community Hubs; 413 of the residents participating in Adult Learning moved into work; 140 residents received tailored support through European Structural and Investment Funds (ESIF) funded programmes targeted at those furthest from the labour market; 107 residents accessed work through Employment and Skills obligations placed on Council contracts and s106 Planning Agreements; with the remainder from outreach programmes.

3.5.4 The service engaged with 130 businesses up to the end of quarter 2 to support residents to secure employment, of which 16% were large employers and 84% were SMEs. This supported recruitment across all sectors to largely entry level roles in construction and infrastructure (12%); manufacturing and engineering (12%); retail, hospitality and leisure (8%); and health and care, including childcare (12%).

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

3.6.1 Leeds' confirmed Progress 8 score for the 2018/19 academic year is +0.03, 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). Leeds remains in the second quartile nationally and is ranked equal 48 out of 150 local authorities. This is an improvement on the previous year where Leeds' confirmed rank was 65 of 151 local authorities.

3.6.2 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.

3.6.3 Examinations were cancelled for the summer of 2020 due to the Covid-19 pandemic, and the closure of all schools to pupils (apart from children of key workers) during the March lockdown. Young people received individual results, but the DfE announced that no local authority-level or national data would be published for the 2019/20 academic year for Progress 8.

3.7 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 7.2% (1,150 young people) is the three month average for December 2019 to February 2020.

9.9% (1,573) (Dec 18 to Feb 19)	7.2% (1,150) (Dec 19 to Feb 20)
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3.7.2 Young people in school years 12 and 13 who live in Leeds are tracked to ensure they are in education, employment and training, and that where this is not the case appropriate information, support and guidance is offered. This includes connecting young people with appropriate and targeted learning provision. Tracking upward of sixteen thousand young people is its own challenge, one that impacted on Leeds results in 2018/19. During the changes in academic years thousands of young people's records require reviewing and updating to ensure that their correct EET status is recorded - this is the case for all local authorities. The national indicator measuring period is for the three months from December to February each year, accepting local authorities do report data each month. This measure includes both young people identified as NEET and those whose status is not known. For 2019/20 the Leeds combined rate was 7.2 per cent representing 1,150 young people. Of this, 382 (2.4 per cent) were identified as NEET and 768 (4.8 per cent) as status 'not known'. The latter includes some data lags in December around neighbouring authorities' sixth forms and information governance requirements for apprenticeship data. For 2020/21 a new case management system is being implemented to support monitoring and there is strong partnership commitment, reinforced by the need to mitigate the disruption to learning caused by the ongoing impact of Covid-19.

LA name	NEET or not known % (age 16-17)	Rank (NEET or not known)	NEET % (age 16-17)	Not Known % (age 16-17)
Nottingham	5.8	1	4.6	1.2
Sheffield	6.7	2	4.2	2.5
Manchester	6.9	3	3.6	3.3
Leeds	7.2	4	2.4	4.8
Birmingham	7.8	5	2.2	5.5
Liverpool	8.4	6	5.1	3.3
Newcastle	9.2	7	4.4	4.7
Bristol	15.0	8	3.1	11.9

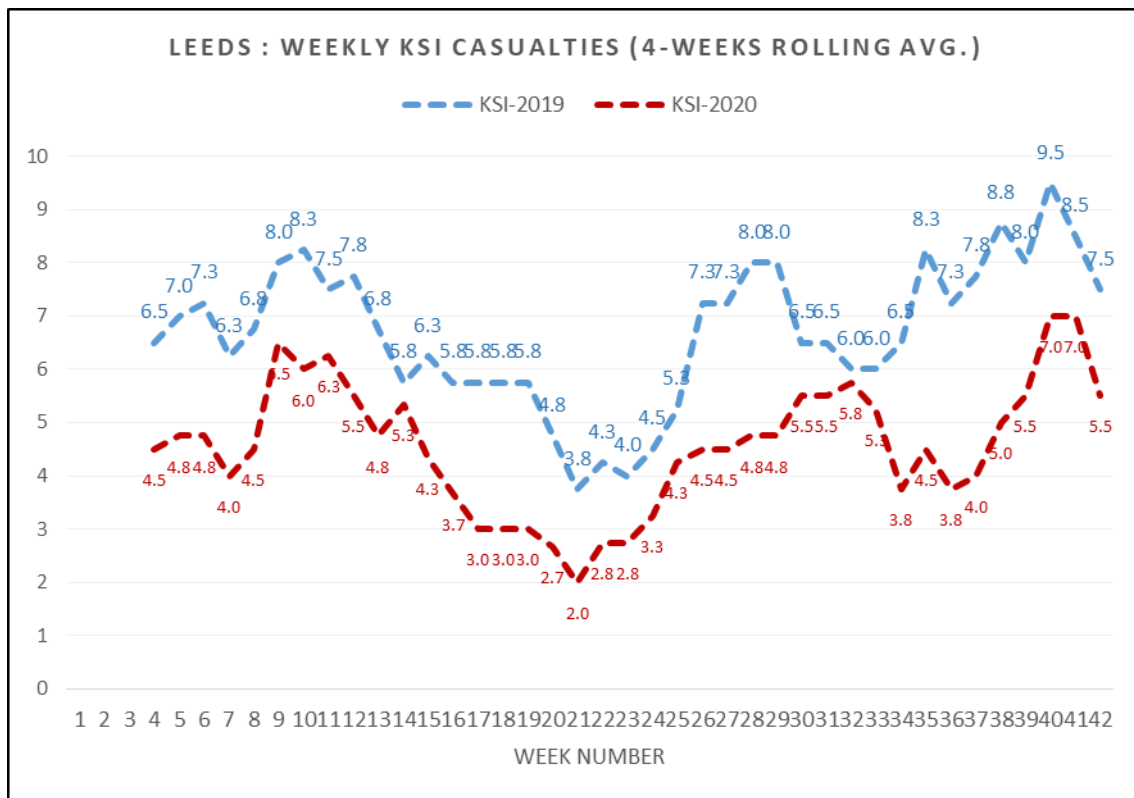
Source: end 2019 NEET scorecard, Department for Education

3.7.3 The September Guarantee was submitted to the DfE at the end of October. 93.3 per cent of young people were recorded as having an appropriate offer in education, employment and training in 2020, compared to 91.7 per cent in 2019. 97.8 per cent of young people in year 11 received an appropriate offer, compared to 88.6 per cent of young people in year 12 (an improvement in recorded offers for both year groups). The year 11 group is focused on young people in Leeds schools, year 12 is young people who live in Leeds. Focus is now centred on the next phase of tracking the EET status of young people in years 12 and 13.

- 3.7.4 It is too early to see the impact of the pandemic on young people's employment in the data (which cover those young people between the ages of 16 and 18). At the end of September, the DfE released national data covering December 2019, January 2020, and February 2020. This will be used as a baseline to compare the next national data (to be released in the summer of 2021) to assess the impact of the pandemic on young people's employment. Emphasis for 2020/21 is to use the data to support young people and to identify issues, nationally there will be less emphasis on the annual performance indicator and greater emphasis on how local authorities are responding to the challenges of Covid-19.
- 3.7.5 A factsheet issued by 'Business in the Community' in July discusses the long-term impact that Covid-19 is likely to have on young people's employment. This report examines the wider 18-24 year-old cohort, which Leeds' current year 11 and year 12 cohorts will soon fall under, and which the majority of the cohorts from 2019 and 2020 are now counted.

3.8 Number of people killed or seriously injured (KSI) in road traffic collisions

- 3.8.1 This indicator reports the number of people who have been killed or seriously injured (KSI) in road traffic collisions (RTCs) in Leeds. The Local Transport Plan requires a 50% reduction in KSI (by 2026) in the number of people KSI compared with the 2005-09 average.
- 3.8.2 Between January - September 2020, Leeds recorded its lowest ever KSI total (173) a 34.2% reduction on the figure for the equivalent period in 2019 and a 29.4% reduction on the 3 year average. It's clear that the global Covid-19 pandemic has had a significant impact on both traffic volumes and collision rates as the greatest KSI reduction (-55.8%) occurred between weeks 12-20, when the country was in the first phase of a strict lockdown. Despite the significant impact of Covid-19, it should be noted that KSI figures for the first eleven weeks of 2020 were well below those for the equivalent period in 2019 (54 compared with 74 in 2019) and have remained lower than the 2019 figures for the remainder of the year despite increases in traffic volumes as restrictions have eased. The graph below shows weekly KSI casualties (4week rolling av) for 2020 & 2019.



3.8.3 The KSI reduction this year is reflected across all the major road user groups (see table below) but vulnerable road users (pedestrians, cyclists and motorcyclists) continue to account for approximately two thirds (65%) of all people Killed or seriously injured. This proportion is broadly consistent with figures for previous years. 7 road users were killed between January and September, a significant reduction on the figure for 2019 which was 22 (26 in 2018).

Number of People Killed or Seriously Injured (January – September)									
	2015	2016	2017	2018	2019	2020	2020 vs last year	2020 vs 3yr average	
								3yr av	2020
All	256	251	224	248	263	173	-34.2%	245.0	-29.4%
Child	29	31	25	28	21	17	-19.0%	24.7	-31.1%
Ped	66	65	62	67	63	40	-36.5%	64.0	-37.5%
Cyclist	45	50	39	42	51	42	-17.6%	44.0	-4.5%
PTW	46	57	54	50	52	30	-42.3%	52.0	-42.3%
Car Occ	79	69	62	77	88	54	-38.6%	75.7	-28.6%

3.8.4 A two year traffic management programme of engineering works (developed following analysis of RTCs and casualties) continues to be implemented. The programme to deliver 20mph zones to appropriate residential streets is continuing and a city centre 20mph limit has now been introduced. A review into the performance of 20mph schemes has been undertaken and where required traffic calming measures will be introduced to reduce mean speeds.

3.8.5 A study commissioned by the West Yorkshire Combined Authority is underway to evaluate the impact and effectiveness of safer roads interventions implemented using Integrated Transport Block funding.

- 3.8.6 The Leeds Safer Roads Partnership continues to provide co-ordination for all teams, departments and agencies associated with road casualty prevention and safer roads activities in Leeds. The membership has been reviewed with relevant officers from West Yorkshire Police, West Yorkshire Fire & Rescue, Yorkshire Ambulance Service & Highways England attending as well as representation from relevant teams across the council. The ambition of the group is to work collaboratively and innovatively to ensure that by 2040 no one is killed or seriously injured on the roads in Leeds. This is vision zero for Leeds. With this aim, the group is in the process of writing the new Safer Roads Strategy which embeds 'Vision Zero' and adopts a safe systems framework with six key pillars - 'Safer Speeds', 'Safer Streets', 'Safer Vehicles', 'Safer Behaviours', 'Safer People' & 'Post Collision Response'.
- 3.8.7 Although the impact of the global pandemic has meant that the usual delivery programme of engagement events and initiatives has not been possible this year, five close pass deployments took place between July and September with 19 drivers receiving roadside education about their driving behaviour.
- 3.8.8 Amberland Deployments - the Neighbourhood Policing Team's operational name for road safety activities - have also continued in 2020 with 1471 drivers being dealt with since June. The table below shows Amberland results. Despite a lack of events, road safety messaging has continued across digital platforms.

Amberland June-Dec 2020	
TOR (ticket)	431
Warning letter	417
Advice	258
Stop check	98
Fixed Penalty Notice	83
Over Prescribed Limit	65
Seizure	53
Summons	35
Section 59	30
NIP sent	1

- 3.8.9 SPARC (Supporting Partnership Action to Reduce Road Casualties) a pilot project funding additional police deployments targeting uninsured drivers and the offences most closely associated with serious and fatal injuries (speed, impairment, seat belt use and mobile phones), launched in July. To date 575 drivers have been dealt with via this project which provides additional targeted enforcement. The table below shows SPARC results to date. This pilot project also attempts to address the fact that between the 1st January 2018 & November 2019 33% of fatal collisions in Leeds were as a result of speed, aggression, the driver being over the prescribed limit or involved a stolen vehicle. As well as tackling the most dangerous and high risk driving behaviours, the pilot project will also fund additional deployments of the Off Road Bike Team and Neighbourhood Police Team Officers, working closely with the Leeds Anti-Social Behaviour Team (LASBT). Targeted deployments will tackle nuisance vehicle use and low level anti-social driving behaviour which often create perceptions of road danger and act as a barrier to encouraging more active and sustainable journeys within local neighbourhoods.

Operation SPARC results to 7/12/2020

Tickets Issued (TORs)	
Type of Offence	Amount
Speeding TORs	162
Seatbelt TORs	174
Mobile Phone TORs	27
Dangerous Parts (VDRs)	63
Due care/Dangerous Driving	15
Total TORs issued	441

Vehicles Seized	37
Other disposals*	44
Advice only	52

Total Drivers Dealt with	574
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**Other disposals are usually an arrest of a summons to court due to speeds being too high to issue a ticket*

3.8.10 The West Yorkshire Safer Roads Delivery Group have recently commissioned a market research company to undertake some qualitative testing of concepts / road safety messages. A report is due in early 2021 and will be presented to the steering group and report findings will be implemented at a county and local level. The group have also recently funded the use of a digital Ivan to deliver drink / drug drive messages across the district.

3.8.11 In July 2020 West Yorkshire police launched an online submissions portal (Op Snap) allowing people to upload footage relating to driving offences. Data shows that by there had been 1010 submissions (av 6.23 per day) with 377 (33%) coming from people in Leeds. Approximately 59% of submissions have resulted in further action with 423 driver retraining course referrals, 104 fines & licence endorsements and 46 court appearances. The West Yorkshire Delivery Group supported the launch of Op Snap by funding radio advertising to promote awareness and locally the portal has been promoted across a range digital platforms. Ongoing promotion of this important submissions tool will continue into 2021.

3.8.12 Highways and Transportation has also responded to two recent Government consultations - a review of the Highway Code designed to improve safety for pedestrians, cyclists and horse riders and a pavement parking, options for change consultation.

3.8.13 Two pilot Active Travel Neighbourhoods, with a range of measures designed to make the areas more child, pedestrian and cycle friendly have been introduced in Hyde Park and Chapeltown this year (with a scheme in Beeston soon to follow) and in July 2020, the council launched its School Streets initiative using temporary traffic regulation orders to restrict traffic movement on key streets near schools at drop off and pick up times. The initiative currently involves 14 schools.

3.8.14 A 12 month pilot scheme allowing motorcyclists to use the bus lane on the A65 at Kirkstall will be introduced by the end of this financial year. A consultation is currently underway.

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

3.9.1 This indicator reports the number of children and young people (C&YP) who have been killed or seriously injured (KSI) in road traffic collisions.

3.9.2 Between January to September, 17 children and young people (C&YP) were KSI compared with 25 in 2019.

3.9.3 The global covid-19 pandemic and associated 6 month school closure has had a severe impact on the delivery of road safety education and training during 2020. Between January & March 2769 pupils received Pedestrian Skills Training, 230 pupils received Scooter Training and 3068 Bikeability places were delivered. At the start of lockdown however all face to face training and education ceased as schools closed. To combat this resources were reviewed and a series of lesson plans and materials were made available to schools on the Leeds for Learning platform. During the summer work took place to review our face to face training offer and risk assessments to ensure it could be delivered in a covid secure way. Pedestrian Skills Training and Bikeability resumed in the new academic year with 953 pupils receiving pedestrian training and 2520 pupils receiving Bikeability this term. Zoom licences have now been acquired for the team of Road Safety Trainers and online road safety sessions will be offered to schools from early in the Spring term.

3.9.4 The previously commissioned live Theatre in Education tour for Y7/8 pupils (Funded by the West Yorkshire Safer Roads Delivery Group) which was due to take place this academic year has been cancelled. The production will now be pre-recorded and delivered to schools using virtual platforms with actor facilitated workshops delivered afterwards. A similar product for Y12/13 pupils will also be made available.

3.10 **Satisfaction with a range of transport services**

3.10.1 The 2020/21 annual result from the West Yorkshire Combined Authority Annual Tracker Survey is due to be reported in Q3 and will be reported to the Board at a later meeting.

3.11 **Number of passengers boarding buses in the Leeds district**

3.11.1 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.

3.11.2 The 2020/21 result for the number of passengers boarding buses is reported here as 67.4m and this represents the number of passengers boarding buses during 2019.

3.11.3 The 2019 figure is an increase on the 2018 figure (66.5M) of 0.9m which represents an increase of 1.35%. The 2019 numbers are also slightly above the 2016 baseline figure of 67.1m and represents an increase of 0.3m, equivalent to an increase of 0.45%

- 3.11.4 Although the figure of 67.4m is an increase on the baseline and does represent a positive result in turning the curve, it is still substantially short of making a significant impact into the ambition to double bus patronage to 134 m passengers by 2026. Given there was an increase in bus passenger numbers of 900k between the 2016 result and the 2019 result, the indicator has met the in-year target.
- 3.11.5 It was anticipated that maintaining patronage levels during significant LPTIP construction projects would be very challenging as disruption caused by the construction of various LPTIP schemes may initially have a negative impact on bus passenger numbers. It is still however hoped that as LPTIP schemes are finalised more people will then move to bus travel as journey times reduce and services and facilities improve.
- 3.11.6 The lockdown measures introduced during the COVID pandemic clearly mean that bus patronage during 2020 at least will be significantly lower than 2019. Discussions have been opened with the DfT about revising or rebasing the target given COVID19 and the range of national restrictions which, included in the initial phase discouragement of the use of public transport.
- 3.11.7 Delivery of a number of LPTIP bus related schemes is underway following design, planning, consultation and approval processes and a number started on site in 2019 and 2020. Additional details can be found in the Leeds Public Transport Investment Programme report which was delivered to the September Infrastructure, Investment and Inclusive Growth Scrutiny Board meeting, however some of the main bus related schemes are listed here. It should be noted that although there are a number of schemes under construction or planned, the level of intervention and cost varies significantly across each of the individual projects.
- **Bus Priority Corridors**
 - A660 signals – Improved highway works including bus priority signal improvements – under construction, completion due March 2021
 - A65 signals – Signal equipment upgrades including installation of adaptive signal technology – under construction, completion due March 2021
 - A61 North Eastern Arm – Improved highways works including bus priority, signal and junction improvements and segregated cycle provision – under construction, completion due 2020
 - A647 corridor – Improved highway works including bus priority and signal improvements – construction due 2021, completion due 2022
 - A61 South corridor – Improved highway works including bus priority, signal improvements and segregated cycle provision – under construction, completion due May 2021.
 - Early interventions – Local junction improvement schemes at Moortown Corner, Holt Lane and Gloucester Terrace – all largely complete.
 - **Park & Rides**
 - Stourton Park & Ride, new 1,200 space site – under construction – completion due August 2021
 - Elland Rd Park & Ride – 500 space expansion – completed June 2020 – Bus service commenced August 2020.

- **City Centre Gateways**

- Infirmary St/ Park Row Gateway – Public realm, bus, cycle and pedestrian infrastructure improvements – under construction – completion due January 2021.
- Corn Exchange Gateway – Public realm, bus, cycle and pedestrian improvements – under construction – completion due January 2022.
- Headrow Gateway – Public realm, bus, cycle and pedestrian infrastructure improvements – under construction – completion due December 2021.

3.11.8 There are a number of further schemes which fall outside the LPTIP programme, some already have agreed funding from other sources and some are unfunded but remain as pipeline schemes ready for final development and delivery, pending funding streams becoming available. Further details of these schemes can be found in the LPTIP report to Scrutiny in September 2020.

3.11.9 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.

3.11.10 The service continues to work to identify areas where the climate emergency and effects of climate change may impact the city's transport infrastructure.

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

3.12.1 The 2020/21 annual City Centre Travel Survey result will be reported to the Board at a later meeting.

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

3.13.1 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.

3.13.2 The reported result for 2020/21, the cumulative number of properties moved to a lower level of flood risk between April 2017 and September 2020, was 3,208 residential and 501 commercial properties. The majority of the 37 sites moved to a lower flood risk in the last year were all protected from flooding as a result of the £4.75m Wyke Beck Scheme. In addition to protecting these 37 properties, the scheme has also enhanced biodiversity with additional tree planting and landscaping, and has enabled future housing growth to take place.

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

3.13.4 FAS Phase 2 is progressing a two-step approach, with step 1 set to deliver a 1 in 100yr event scheme, construction of step one commenced in December 2019 and includes the stretch of the River Aire upstream from Leeds Station, and step 2, which is now fully funded and has received HMT Business Case approval, will

upgrade the scheme to a 1 in 200yr event scheme which will include the creation of a flood storage area at Calverley. The whole of FAS 2 is using natural flood management techniques, which will be implemented across the catchment and will help to reduce and control the flow of rainwater into the river. It is anticipated that the FAS phase 2 will reduce the flood risk and provide better protection for 1,048 homes and 474 businesses. Planning for step 2 is due to be submitted during 2021.

3.13.5 The Otley FAS scheme is due to commence on site during winter 2020/21 with initial vegetation management and clearance; the main construction is due to commence in March 2021 with an anticipated benefit to affected properties of reducing the chances of flooding from 25% to 4% in any given year.

3.13.6 A report outlining the current Local Flood Risk Management Strategy was considered by the Board at the November 2020 Infrastructure, Investment & Inclusive Growth Scrutiny Board meeting. The report included details of recently completed schemes in 2019/20, namely the Hawthorn Terrace Flood Alleviation Scheme phases 2 & 3, and the Wyke Beck Phase 1 scheme referred to in section 3.21.2 above. Capital works currently under construction or proposed to commence in 2021 include the Mickletown Flood Embankment, the Otley FAS and the Leeds FAS Phase 2.

3.13.7 The future Flood Risk Management Programme shows 10 current schemes and 11 future schemes with a total budget requirement of £22m, this does not include FAS 2.

3.14 **City Region and Devolution**

3.14.1 **Local Enterprise Partnership (LEP) Review**

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

Geography

A report was taken to the LEP Board on 16th January 2020 which set out proposals to meet the geographical requirements of the LEP review. The Board agreed to change its geography so that from 31st March 2020 onwards, the LEP will formally cover the districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield. The LEP will continue to be known as Leeds City Region Enterprise Partnership, and in taking this decision, the Board agreed to seek strong partnership arrangements with neighbouring LEPs and partner authorities (namely Barnsley, Craven, Harrogate, Selby and York) to ensure that the region's economic priorities continue to be delivered and future investment is aligned to create the greatest possible benefits for all.

Improve Gender Balance

Both the National Assurance Framework (NAF) and the Government's 'Strengthened Local Enterprise Partnerships' (Strengthened LEPs) review, stipulate that LEPs must comply with the following requirements:

- a maximum of 20 members (plus up to 5 co-optees),
- a minimum of 2/3 private sector representatives,
- at least 1/3 women members.

The LEP board appointed from 31st March 2020 meets and exceeds the above criteria, with 50% of the board membership now being women.

3.14.2 Devolution

Members have previously been updated on developments regarding Devolution including at the most recent Full Council Meeting on 26th November 2020. The Yorkshire Leaders Board has continued to meet in 2020 facilitating greater collaboration on a Yorkshire-wide basis.”

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 2020-25, 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 2020/21 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 documents¹

7.1 The Best Council Plan 2020-25

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