



Leicester  
City Council

**MEETING OF THE ECONOMIC DEVELOPMENT, TRANSPORT AND  
CLIMATE EMERGENCY SCRUTINY COMMISSION**

**DATE: WEDNESDAY, 7 DECEMBER 2022**

**TIME: 5:30 pm**

**PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles  
Street, Leicester, LE1 1FZ**

**Members of the Committee**

Councillor Joel (Chair)

Councillor Fonseca (Vice-Chair)

Councillors Porter, Rae Bhatia, Sandhu, Valand, Waddington and Whittle

One unallocated Labour group place

One unallocated non group place

Members of the Committee are invited to attend the above meeting to consider the items of business listed overleaf.

For Monitoring Officer

**Officer contacts:**

**Aqil Sarang (Democratic Support Officer),**

Tel: 0116 4546350, e-mail: [aqil.sarang@leicester.gov.uk](mailto:aqil.sarang@leicester.gov.uk)

Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

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# **PUBLIC SESSION**

## **AGENDA**

### **FIRE / EMERGENCY EVACUATION**

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#### **1. APOLOGIES FOR ABSENCE**

#### **2. DECLARATIONS OF INTEREST**

Members are asked to declare any interests they may have in the business to be discussed on the agenda.

#### **3. MINUTES OF THE PREVIOUS MEETING**

**Appendix A**

The minutes of the meeting of the Commission held on 12 October 2022 are attached and Members are asked to confirm them as correct record.

#### **4. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE**

The Monitoring Officer to report on any questions, representations and statements of case received in accordance with Council procedures.

#### **5. PETITIONS**

The Monitoring Officer to report on any petitions received in accordance with Council procedures.

#### **6. TRAFFIC REGULATION ORDER - LUTTERWORTH ROAD BUS LANE EXTENSION**

**Appendix B**

The Director of Planning Development and Transportation submits a report on the Lutterworth Road Bus Lane Extension Traffic Regulation Order.

Members of the Commission are recommended to note the report and pass any comments to the Director of Planning Development and Transportation to consider.

#### **7. LLEP ANNUAL REPORT**

**Appendix C**

The Director of Planning Development and Transportation submits a report to

provide the Scrutiny Commission a summary of the LLEP activity over the past 12 months.

Members of the Commission are recommended to note the report and pass any comments to the Director for Planning Development and Transportation.

**8. LEVELLING UP 1/2 UPDATE** **Appendix D**

The Director for Planning development and Transportation submits a presentation providing the Commission with an update.

Members of the Commission are recommended to note the presentation and pass and comments to the director for Planning Development and transportation.

**9. FINDINGS AND ANALYSIS OF WORKPLACE PARKING LEVY CONSULTATION** **Appendix E**

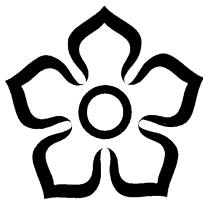
The Director of Planning Development and Transportation submits a report on the findings and analysis of the Workplace Parking Levy Consultation.

Members of the Commission are recommended to note the report and pass any comments to the Director of Planning Development and Transportation.

**10. WORK PROGRAMME** **Appendix F**

For Members' consideration, the work programme for the Commission is attached.

**11. ANY OTHER BUSINESS**



Leicester  
City Council

Minutes of the Meeting of the  
ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY  
SCRUTINY COMMISSION

Held: WEDNESDAY, 12 OCTOBER 2022 at 5:30 pm

P R E S E N T :

Councillor Joel (Chair)

Councillor Porter  
Councillor Rae Bhatia

Councillor Sandhu  
Councillor Valand

Councillor Waddington  
Councillor Whittle

\* \* \* \* \*

**105. APOLOGIES FOR ABSENCE**

Councillor Joel as Chair of the Commission led on introductions and welcomed Members to the Commission.

The Monitoring Officer noted that apologies of absence had been received from Councillor Fonseca.

**106. DECLARATIONS OF INTEREST**

Councillor Sandhu declared that in relation to the Item on Leicester Labour Market Annual Report and Textiles Community Renewal Fund Projects, his wife owned a textile business in the city and would be participating in the discussions of the item with an open mind.

There were no other declarations of interest.

**107. MINUTES OF THE PREVIOUS MEETING**

Councillor Waddington raised points around minute item 100 on the Leicester Enhanced Bus Partnership and the points raised around the route of the Hopper which was discussed at the last meeting which was to be introduced and it was suggested to include the train station on its route as it would be beneficial.

The Director of Planning, Development and Transportation noted that the renovation works would commence with demolitions scheduled following March 2023. It was further noted that the pilot scheme of the Hopper would not include the train station as it would not help people using the service to familiarise themselves with the route. However, it was noted that the initial introduction was a trial and if the opportunity to connect to the train station in the future arose, this would be supported.

Councillor Waddington also noted that during the discussion at minute 99 of the minutes on the Traffic Regulation Order (TRO) at the 5 ways Junction that the Director of Planning, Development and Transportation agreed to take into considerations comments raised by Members of the Commission on the knock-on implications for residents in the area.

The Director of Planning, Development and Transportation noted that the team were in the process of drawing the information that was collected together and that the Information would be shared with the Member once available.

The Chair requested that she be included in any response that is provided to the Member.

AGREED:

That the minutes of the meeting of the Economic Development, Transportation and Climate Emergency 31 August 2022 be confirmed as a correct record.

## **108. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE**

The Chair invited Nicola Royale to address the Commission with the two questions that had been submitted.

Nicola Royale took the opportunity to note that, she submits the questions as a representation of Climate Action Leicester and Leicestershire.

*Does the Council have plans to ensure the electricity grid is upgraded so there is more capacity for increased electricity demand, for example to heat homes and power cars?*

The Deputy City Mayor for Transport, Clean Air and Climate Emergency provided a response to the question. It was noted that The Deputy City Mayor was pleased that Climate Action Leicester and Leicestershire were engaging with the Carbon Neutral Road Map.

Leicester City Council were working with others who share the responsibility particularly the government to try and ensure that the efforts were made to support the City Council to meet the ambitions set out. The responsibility of the forecasting and the development of the infrastructure was with Western Power and National grid and engagement with both companies were ongoing over the local plan process.

The Deputy City mayor further noted that although the local authority did not

have full control of the organisations, whenever the authority came into contact with the organisations, the Carbon Neutral Road Map was part of the conversation and that the organisations worked with the authority to meet its ambitions.

In the response to the follow up question on capacity, it was noted that the capacity was available to support the on-going projects and data was available to indicate this.

*Is the Council developing an action plan, with the County, to reduce and/or consolidate use of HGVs and shift freight onto trains? If so what is the plan?*  
It was noted that there was a joint rail strategy with the County Council which includes a number of actions to reduce and consolidate the use of HGVs. The strategy can be found on the City Council website and that most of the developments outlined in the strategy require both authorities to facilitate and lobby rather than any direct relationship in terms of the authority funding or promoting particular schemes.

Freight movements moved through many council areas. The Local Authority worked with the regional body Midlands Connect to have an over-arching strategy for the region, and they were developing a freight study working with all the other authorities within the Midlands Connect area and that this study should be published next year.

Additionally, a further study was being commissioned as part of the Air Quality Action Plan to reduce nitrogen dioxide through various initiatives as part of the local plan and the adoption of the Eco-Stars Scheme.

In response to the follow up question with moving freight onto trains, the Deputy City Mayor for Transport, Clean Air and Climate Emergency noted that the governments approach was building more roads which he did not agree with.

## **109. PETITIONS**

The Monitoring Officer noted that none had been received.

## **110. WORKPLACE PARKING LEVY - VERBAL UPDATE**

The Chair invited the Deputy City Mayor to give a verbal update on the Workplace Parking Levy as requested by Members of the public.

The Deputy City Mayor for Transport, Clean Air and Climate Emergency noted that as a result of the team working on a government initiative the consultation report had been delayed. however, the report was set to be published in the first week in November 2022.

In response to Commission Members query on the decision following the

consultation, it was noted that any decision would require to go through Full Council.

The Chair thanked the Deputy City Mayor for the update and requested that the report, once published come to the Commission.

#### **111. LEICESTER LABOUR MARKET ANNUAL REPORT AND TEXTILES COMMUNITY RENEWAL FUND PROJECTS**

The Deputy City Mayor for Transport, Clean Air and Climate Emergency introduced the item.

The Head of Economic Regeneration provided an overview of the report.

As part of the discussions, it was noted that:

- The former Chair of the Commission thanked and congratulated those involved in the partnership
- Hope for Justice be commended for their contributions
- A pipeline of courses for people to move onto following the completion of a course were available through ESOL with work underway to make this sustainable through potential funding from the Shared Prosperity Fund to help support the introduction of higher level courses for the medium and long term sustainability of the projects
- Businesses had also been enthusiastic to provide training to existing staff to deliver higher value work to develop their businesses further
- Fashion Enter Academy an experienced training provider, was a community resource to help develop local skills and provide employment for young people and have been delivering programmes with schools with the aim to build on this to encourage young people

In further discussions, concerns were raised with the unsustainable business model and pulling away from the industry. In response to the concerns raised, it was noted that:

- Companies in the industry were working on making changes towards sustainability with new innovative developments to move away from disposable fashion
- The overriding issue was the lack of regulation in this sector and the manufacturing sector and the authority could not let the sector within the city decline which provides employment for many in the city, but rather develop partnerships to improve the sector

Members of the Commission were pleased to see that the local authority were playing an active role in supporting the textiles industry, but suggested that this was not the only industry in the city that needed the support and what learning from this process could be taken to improve other sectors. It was noted that although the current focus was on the textiles industry, questions have been raised from partner agencies on other industries and that the Home Office were currently running a pilot in the city and that this methodology could be used and broadened further into other industries.

Members of the Commission suggested whether the introduction of certification or the good manufacturing certificate for good processes would help monitor



the industry. The Head of Economic Regeneration noted that the fashion industry was already highly audited, and that each retailer had an auditing process as they were responsible for policing their supply chain and they invested in this area heavily. Following the independent compliance reviews, it was noted that 90% were performing very well and that areas such as environmental sustainability and management were areas that companies were aware that needed improving and that in the second round of support this could be implemented.

In response to the Chairs queries it was noted that:

- The Shared Prosperity fund had been submitted and response notification from this would be sent in October 2022 from the government.
- The environmental management of companies had been carried out through independent compliance reviews where companies had scored highly and following this, the information would be reviewed to see where there was opportunity to support on this further.
- National data was available for employment levels with access for local levels with the DWP. The issue for the local economy was that there were lots of vacancies in the economy so that the key intervention was developing skills where Fashion Enterprise had been focussed on developing skills within the sector
- Work was underway with wider community organisations providing engagement with locals through work with Justice in Fashion who had provided local surgery sessions
- A family fund pilot project was being developed to scope how there could be further support provided for the communities
- Fab L who were partially funded by TUC and other unions, based at the Highfields Centre had been building strong links with those who worked in the textiles industry and provided an element of representation to the workers and support workers on understanding their rights
- Both organisations had a wide audience and provided in depth details
- Primary Partnerships in the local schools provided local information and intel to co-produce solutions.

The Director for Tourism, Culture and Inward Investment took the opportunity to note that the labour market was currently in an unusual state. Although, low unemployment rates suggest this was good, but actually suggested that a number of people had taken themselves out of employment altogether and the number of people who were economically inactive had risen.

Areas of employment that had low pay were losing staff to industries where the jobs provided better pay and were more appealing, the labour force had reduced, the number of people economically inactive had increased and the number of vacancies not being filled had also increased in all sectors. The report indicated that work was underway to engage with those who were economically inactive to potentially bring them back to being active, so there was capacity and opportunity there.

In response to the Members query on the 17 reports to UnseenUK it was noted that during Operation Tassit there had been 0 prosecutions under the Modern Slavery Act and further inquiries into subsequent reports could be requested.

AGREED:

- 1) The Chair thanked those involved in the extensive work carried out
- 2) That the report be noted; and
- 3) That a request for a follow up report come to the Commission for a future update.

## **112. INWARD INVESTMENT AND PLACE MARKETING**

The Assistant City Mayor for Policy Delivery, Communications and Levelling Up introduced the item and took the opportunity to introduce Mike Denby the Director for Inward Investment.

The Director for Inward Investment and Place Marketing delivered a presentation on progress with the Inward Investment and place marketing elements of the economic recovery plan.

As part of the presentation an overview of the key points of the report and the role of the Place Marketing Team in attracting visitors, tourist and businesses to the city.

As part of the discussions, it was noted that

- Data and intelligence inform business decisions to relocate and that the data used to make decisions was already available the team were working on determining businesses that this is where they want to relocate to and rather than being a sales pitch, this was an effort to meet conditions for the growth of businesses by providing a service and retaining the businesses in Leicester
- Group Leisure and Travel was a publication that promotes visits to the city where exhibited venues are compiled, and groups visit

The Director for Culture, Tourism and Inward Investment took the opportunity to highlight that the King Richard III Visitor Centre had recently won the best museum award at the Group Leisure Travel Awards.

The Chair took the opportunity to thank Officers for the production of the report and queried on the Local Visitor Economy Partnership's criteria announced in September. It was noted that the team had put forward an expression of interest and a response is expected at the end of the month on whether we had been successful as a pilot. It was further noted that the key criteria for the LVEP was to ensure the business model was sustainable and to ensure close working partnerships with the private sector. It was suggested that Leicester were in a good starting position to meet the criteria and deliver along with partners.

The Chair suggested that any subsequent comments or questions that may arise from Commission Members, be passed on to the Officers involved.

AGREED:

- 1) That the report be noted
- 2) That the Director for Culture, Tourism and Inward Investment and team be thanked for the comprehensive report: and
- 3) That the team be congratulated on the recognition and major award.

**113. WORK PROGRAMME**

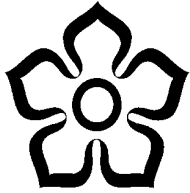
The Work Programme was noted and the Chair suggested that any additional items for consideration be forwarded on to the Scrutiny Policy Officers.

**114. ANY OTHER BUSINESS**

There being no other items of business the meeting closed at 7:21pm.



**WARDS AFFECTED:-  
Aylestone**



**Leicester  
City Council**

**Report for consideration by the Economic  
Development, Transport and Climate Emergency  
Scrutiny Commission**

**7<sup>th</sup> December  
2022**

**THE LEICESTER TRAFFIC REGULATION (BUS LANE AND BUS GATE) ORDER  
2018  
LEICESTER CITY COUNCIL (LUTTERWORTH ROAD, LEICESTER) (24 HOUR  
BUS LANE EXTENSION) (AMENDMENT NO....) TRAFFIC REGULATION ORDER  
2022**

**1 Purpose of Report**

- 1.1 To enable the Commission to give their views to the Director of Planning, Development and Transportation who will take them into account when considering whether or not to make the proposed Traffic Regulation Order.

**2. Summary**

- 2.1 The Council plans to introduce an extension to the current inbound bus lane on Lutterworth Road approaching Aylestone Road. It is proposed to extend the bus lane by 127.5 metres following the creation of a new access road, Morcom Drive, from Lutterworth Road that serves the new Franklyn Fields housing estate.
- 2.2 The objective of the bus lane extension is to avoid the potential for conflicting vehicle manoeuvres at the new junction with Morcom Drive which is positioned immediately prior to the commencement of the existing bus lane where drivers will be merging into a single lane. The proposed arrangement will ensure a safer layout which will be clearer for drivers.
- 2.3 It is therefore proposed that a Traffic Regulation Order should be implemented on the following grounds:
1. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
  2. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

3. for preserving or improving the amenities of the area through which the road runs
- 2.4 The proposed Order was advertised from Thursday 29<sup>th</sup> September 2022 to Friday 21<sup>st</sup> October 2022. Thirty-four objections were received within the objection period. One objection was received after the deadline, therefore has been rejected from the formal process although the objectors' points have been included in this report. One resident has confirmed no objection but raised concerns about congestion at the outer Ring Road. This has also been included within this report for reference.

### 3. Recommendation

- 3.1 It is recommended that:

- (1) the members of the Scrutiny Commission give their views for the Director of Planning, Development and Transportation to consider when considering whether or not to make the proposed Traffic Regulation Order.

### 4. Background

- 4.1 The bus lane subject to this report is being extended due to the construction of a new junction (Morcom Drive) on to Lutterworth Road. A new junction has been constructed with Lutterworth Road to enable houses to be built on the "Franklyn Fields" site in Aylestone. The junction is at the start of the existing bus lane markings on Lutterworth Road and at the point where drivers are expected to change lane to avoid driving in the bus lane.
- 4.2 The proposal showing the bus lane extension can be seen on the plan in **Appendix A – TRO Plan**.
- 4.3 The proposed TRO is to amend the existing (Bus Lane and Bus Gate) Order 2018 and the proposed schedule is shown in **Appendix B**.
- 4.4 The effect of the Order will be to extend the bus lane by 127.5 metres and therefore the bus lane will start 96.5 metres north from Buckingham Drive. This is intended to avoid the potential for conflicting vehicle manoeuvres at the new junction with Morcom Drive and will ensure a safer layout which will be clearer for drivers, thereby reducing the likelihood of them entering the bus lane.
- 4.5 34 valid objections have been received to the extension of the bus lane and a range of points made about the perceived effects of the bus lane. Not all of the points raised in each objection relate to this TRO. The objections are summarised and commented upon below. The bus lane was introduced in 2013 as part of the Aylestone Bus Corridor project and the intention of the lane was to enable buses to bypass the extensive queues of inbound traffic which develop from the outer ring road up to the junction of Middleton Street and

Aylestone Road. The bus lane, and the project, had the benefit of improving conditions for bus passengers, improving patronage, significantly reducing bus journey times, and reducing accidents. The following issues were the common points of concern raised;

- 16 points regarding pollution
- 14 points regarding congestion
- 11 asking why the bus lane is 24 hours
- 7 asking the bus lane is not peak time
- 6 requests for a pedestrian crossing
- 5 requests for yellow box junctions
- 4 concerns of incurring/ having incurred asthma due to pollution

4.6 The Council will be responding directly to objectors concerning the issues raised. This includes written communication and offers of meeting as far as possible. None of the objections have so far been withdrawn and therefore unresolved objections remain. The main points of objections, with summary responses are listed below to each point raised. The letters of objections are presented in full in **Appendix C**.

## 5 Consideration of Objections

| Issue raised                                       | Objector No.   | Response summary   |
|--|--|--|
| That the bus lane causes/will increase pollution   | 3, 5, 6, 10, 11, 15, 16, 17, 24, 26, 28,30, 31,32, 33 and 34 | <ul style="list-style-type: none"> <li>• By supporting bus services and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce pollution.</li> </ul>   |
| That the bus lane causes /will increase Congestion | 1, 3, 4, 5, 9, 10, 11,14, 21, 26,28, 30,32, 33 and 34        | <ul style="list-style-type: none"> <li>• Congestion inbound on Lutterworth Road up to Middleton Street results from the complex and busy junction of Middleton Street/Wigston Lane/Aylestone Road/Lutterworth Road and extensive queues build on all approaches to this junction at peak times. This scheme will not worsen this existing situation but if we are able to encourage more people to travel by bus this will reduce traffic levels.</li> </ul> |
| Why does the bus lane                              | 2, 4, 6, 7, 8,9, 12, 16, 23, 27, 29                          | <ul style="list-style-type: none"> <li>• The Council's policy is that bus lanes operate 24hrs a day, 7 days a week. This is to provide the clearest possible guidance to motorists, to ensure that</li> </ul>  |

|   |                      |   |
|---|----------------------|---|
| operate for 24 hrs each day   |                      | the safety benefits provided by bus lanes are provided at all times. In off peak periods when roads are less busy there is no benefit to traffic flow from providing additional capacity by providing two lanes of traffic as these are not needed. By exception, peak hour operation is applied on Welford Road where local shops and businesses benefit from on street parking off peak.  |
| Requests for a pedestrian crossing in the vicinity of Monsell Drive and Buckingham Drive          | 5,12, 16, 29, 32, 34 | <ul style="list-style-type: none"> <li>This matter is not within the scope of this TRO and cannot be considered within this TRO process. It should be noted however that a pedestrian crossing facility is provided at the junction of Soar Valley Way and Lutterworth Road. Furthermore, a financial contribution has been secured from Morris Homes, linked to the Franklyn Fields development for a potential pedestrian crossing, and officers are looking into the feasibility of providing a pedestrian crossing in this vicinity.</li> </ul> |
| Request for Yellow box junction to aid turning right in and out of Buckingham Drive/Morcom Drive/ | 7,12, 29, 32 and 34  | <ul style="list-style-type: none"> <li>This matter is not within the scope of this TRO and cannot be considered within this TRO process.</li> <li>It should be noted that often a dual carriageway is segregated by a central reserve to either prevent right turns or to accommodate a protected space to wait for a gap in traffic. There is no central reserve in the vicinity of Monsell Drive and Buckingham Drive. Note that a yellow box is provided at Monsell Drive and keep clear markings at Buckingham Drive.</li> </ul>                |

## 6. Officers comments

- 6.1 Officers are engaging with the objectors to explain the purposes of the order and to resolve their concerns.



- 6.2 Objectors are mostly concerned about congestion, pollution, and the effects of those factors on their amenity and their health in regard to asthma and pollution. A number of objectors are concerned about bus lane policy and the hours of operation.

By supporting bus services and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce pollution.

The purpose of this short extension to the existing bus lane is to improve safety at the new junction at Morcom Drive with Lutterworth Road that serves the new housing estate. The new arrangement will allow drivers to safely position themselves to avoid the bus lane prior to the new junction.

- 6.3 Members of the commission are requested to give their views to the Director of Planning, Development and Transportation to consider when considering whether or not to make the proposed Traffic Regulation Order. Commission members should note the proposed order is intended to manage traffic at a new junction that the Council has approved and has been constructed. The formal purpose of the order is to facilitate the flow of traffic, preserve amenity and help ensure road safety.

## **7. Financial Implications**

- 7.1 The cost of processing the Traffic Regulation Order and amending the signing and lining is estimated to be in the region of £7.5k. The cost will be met from existing revenue budgets within Transport Strategy.

*Stuart McAvoy, Acting Head of Finance - Finance*

## **8. Legal Implications**

- 8.1 The Council can introduce Traffic Regulation Orders under the Road Traffic Regulations Act 1984. In introducing these, the Council should comply with the provisions of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. Officers should have taken due regard to the requirements under Section 122 of the 1984 Act to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway, and to undertake the appropriate consultation with the appropriate statutory bodies.
- 8.2 Officers need to be satisfied that for avoiding danger to persons or other traffic using the road to which the Order relates or any other road it is requisite that subsection 3(1) of the Act shall not apply to the Order. In determining the recommendations officers should have regard to the requirements of Section 16 of the Traffic Management Act 2004 to ensure the safe and expeditious movement of traffic.
- 8.3 The formal reasons for these proposals are for the reasons specified in section 1(1) (a), (c), and (f) of the 1984 Act.

*Bina Tailor, Legal Officer - Legal Services.*

## **9 Powers of the Director**

- 9.1 Under the constitution of Leicester City Council, delegated powers have been given to the Chief Operating Officer to approve amendments. The legislation that confers authority on Leicester City Council to make these amendments, is covered by the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. The Chief Operating Officer has arranged for this power to be exercised by the Director of Planning Development and Transportation.

### **Report Author**

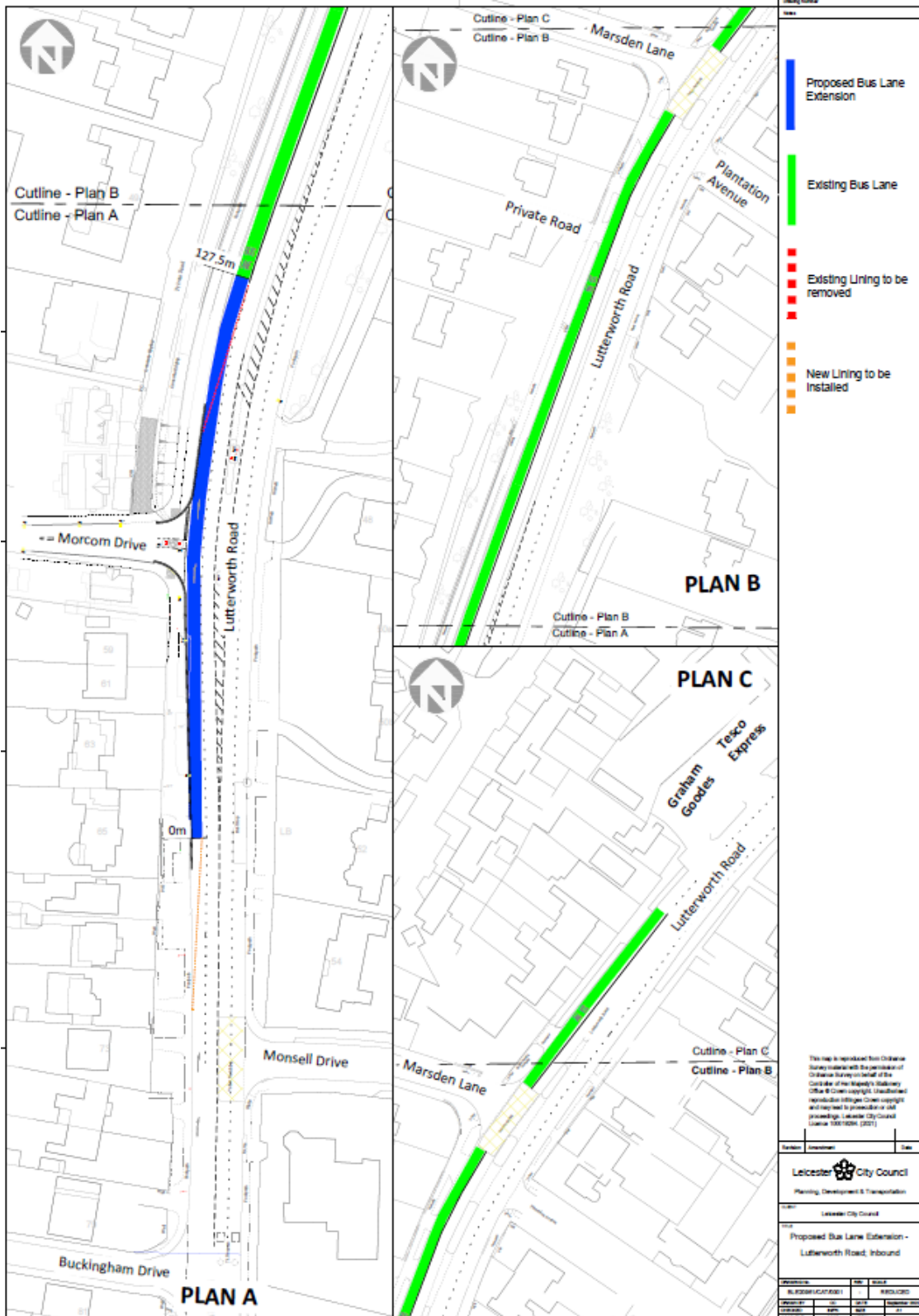
Name: Pabinder Kaur  
Job Title: Assistant Transport Development Officer  
Contact number: 0116 454 6303  
E-mail address: Pabinder.kaur@leicester.gov.uk

**Appendix A:**



Proposed Bus Lane  
Extension - Lutterw

TRO Plan for scheme attached as PDF and also shown below





## **APPENDIX B – Schedule of Streets**

(Those items of the schedule marked in **bold** are to be added or amended to the existing Consolidation Order).

### **SCHEDULE 1**

Bus Lanes, Bus Gates, and Bus Only Road

#### **Lutterworth Road**

West side

| Column 1 | Column 2   | Column 3    |
|----------|--|-------------|
| Part 800 | West side, nearside lane, from the City Boundary to a point 100 metres north of its junction with Gilmorton Avenue   | 10.i- 10.xi |
| Part 800 | West side, nearside lane. From a point <b>96.5</b> metres north of its junction with Buckingham Drive in a northerly direction to a point <b>74</b> metres north of Marsden Lane | 10.i- 10.xi |

## **Appendix C – Objections**

### Objections Received by Email or Letter

COMPLAINANT '1' 1.1

OBJECTOR '2' 2.1

OBJECTOR '3' 3.1

OBJECTOR '4' 4.1

OBJECTOR '5' 5.1

The report continues in this numbered format. With the exception of the out of time objection numbered below;

OUT OF TIME OBJECTOR '36' 36.1

**Personal details for each objector have been removed.**

The unresolved objections received by email are as follows: -

LETTER FROM COMPLAINANT '1' – DATED 03/10/2022

1.1. Complainant '1' sent in these comments:

Thank you for your letter of 29 Sept regarding the extension of the bus Lane on Lutterworth Road.

We understand the need, and have no objections

One matter which will need to be resolved is the congestion caused at the junction with the ring road. Currently cars only use one lane when they come round the corner, and this leads to congestion at the traffic lights. It would be better if cars used both lanes but then had to merge at the start of the bus lane. Currently some cars drive all the way down the left lane and try to cut in, which also causes delays.

I hope this local intelligence helps as you plan this change.

OBJECTION SENT TO [aylestonelibdems@gmail.com](mailto:aylestonelibdems@gmail.com) FROM OBJECTOR '2'  
– DATED 10.10.2022

2.1 Objector '2' sent in these comments:

[Objector 2] strongly objects to the proposed extension of the 24-hour bus lane on Lutterworth Road. [Objector 2] says the existing bus lane is sufficient.

[Objector 2] has several objections to this proposal. Vehicles currently drive in the nearside lane (during most times of the day), from Soar Valley Way to the start of the existing bus lane.

Using the nearside lane to turn left into Morcom Drive does not delay the buses and actually helps to reduce the queueing traffic on Lutterworth Road and helps to reduce blockages at the junction of Soar Valley Way/ Glenhills Way/ Lutterworth Road.

At peak times there is stationary traffic in lane two of the A426 northbound carriageway. So having more vehicles forced to use a single lane will actually increase the volume of traffic/vehicles that are backed up to the junction with Soar Valley Way/ Glenhills Way/ Lutterworth Road, thus causing a potential hazard in terms of safety. An unintended consequence will be to actually create a new delay for buses attempting to come through the junction, this will be especially bad for the park and ride bus coming from Fosse Park.

If this proposal goes ahead [Objector 2] says he can envisage more difficulties safely entering and exiting Morcom Drive - from either direction.

[Objector 2] asks the council to explain the need for a 24-hour bus lane, as buses on the A426 do not operate 24 hours a day. This seems to indicate that it is a revenue raising entity? If not, what is the reason?

Surely a peak time bus lane is much more appropriate for Lutterworth Road. Just like the bus lanes which are currently operated on London Road, Welford Road, and Saffron Lane?

[Objector 2] asks if London Road, Welford Road, and Saffron Lane have a greater number of buses than Lutterworth Road? What are the figures?

[Objector 2] hopes that the council looks at all the objections to this proposal and abandons their plans.

[Objector 2] asks that the council sends him a copy of the traffic survey of this section of the road and that the survey shows dates and the traffic movements at peak times?

Can the council please address the specific questions and supply copies of the information requested. Also register this as a formal objection from [Objector 2].

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

## OBJECTIONS FROM OBJECTOR '3' - DATED 19.10.2022

### 3.1 Objector '3' sent in these comments:

[Objector 3] of [Personal address details removed] objects to the proposals from the council to extend the 24/7 bus lane between Morcom Drive and Buckingham Drive.

[Objector 3] asks the decision makers how the existing bus lane has either helped with congestion & pollution as the gridlock during rush hour is not beneficial to his daughter's health whilst walking to and from school?

Also, as an exercise instead of measuring traffic flow at midday in the week, can the decision makers at the council care to assess the folly of this system hours before a major sporting occasion in the city.

As a solution the bottleneck situations could be solved with an intelligent traffic light system which would allow excess traffic through the Middleton Street junction.

[Objector 3] knows from previous employment that there is a system determined by density of traffic which is confused by the two exits and entrances to the garage and Tesco store on the A426 prior to the Middleton Street junction; plus buses of certain routes having to jockey across the lanes to align with Wigston Lane. Solve this and the perceived issues will be resolved. Can the council explain why they're not more concerned at the run-down state of the city centre which is leading to more traffic to and from Fosse Park?

Can the council please address the specific questions?

Also register this as a formal objection from [Objector 3] to the proposed extension of the 24/7 bus lane on Lutterworth Road.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

## OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '4' - DATED 20.10.2022

### 4.1 Objector '4' sent in these comments:

[Objector 4] tells me that he has lived in Aylestone for 34 years on plantation Avenue. [Objector 4] says since the introduction of the 24-hour bus lane on the Lutterworth Road traffic congestion has become intolerable on this road, especially at peak times or if there is a Football or Rugby match on.



Most of the time the bus lane is empty, which is ridiculous when there is a traffic jam all the way back to Soar Valley Way. Extending the bus lane as the Labour council proposes would make this situation much worse.

This must discourage people from coming into the city to shop. It also causes great frustration to motorists.

This is becoming a ridiculous situation and residents are totally fed up with this. At the very least the bus lane should not be 24 hours and the cycle lanes introduced during covid are unused, an eye sore and a total waste of public money.

[Objector 4] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '5' - DATED 20.10.2022

#### 5.1 Objector '5' sent in these comments:

[Objector 5] of [Personal address details removed] objects to the council's proposals to extend the bus lane on Lutterworth Road. [Objector 5] tells me she uses the bus, and she drives to the church in Aylestone.

The 24/7 bus lane has just caused more pollution and congestion with more queuing and stationary traffic in Aylestone.

So the consequences of extending the bus lane will be further restrictions to the free flow of traffic which will result in more congestion and pollution.

The evidence is very clear that traffic jams result in dangerously high levels of air pollution which is damaging to people's health. The Soar Valley / Lutterworth Road junction already has the worst air quality in Leicester and the council's proposals to extend the bus lane won't improve air quality but will make pollution worse.

Congestion will increase due to the loss of road capacity and that will cause delays to all traffic including delays for the park and ride bus attempting to turn left into Lutterworth Road.

The council's proposals to extend the bus lane will make it even more dangerous for pedestrians to safely cross Lutterworth Road. The proposals to extend the bus lane will reduce highway safety for vehicles turning in and out of their drives on Lutterworth Road and around the junctions at Monsell Drive, Buckingham Drive and Morcom Drive.

On a second issue [Objector 5] tells me that the garden in the children's home next door to her house is very overgrown the bottom of the garden is awash with brambles. The brambles are spreading into [Objector 5] Garden. [Objector 5] asks if the council is able to have a word with the proprietors of the children's home and ask them to tidy up the bottom end of the garden and cut back all the brambles?

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

## OBJECTION FROM OBJECTOR '6' - DATED 16.10.2022

### 6.1 Objector '6' sent in these comments:

I am writing to you in relation to the extension to the 24-hour bus lane on Aylestone Road.

I urge you to think strongly about the dangers this will cause as it is inevitable that a serious accident will occur around the Soar Valley Way junction.

Even now, traffic comes to a standstill as no vehicles can move down Lutterworth Road as the traffic has backed up. Extending the bus lane will cause more chaos and traffic build up on Soar Valley Way, the other side of Lutterworth Road (causing traffic to back up further into Glen Parva/Blaby) and Glenhills Way.

Standing traffic is far worse for pollution.

Issue number two is the fact that the bus lane is 24 hours a day, why? It is not in line with other major routes into the city. If it was for peak hours only (morning rush hour) then I would have no issue.

Kind regards

[Objector 6]

## OBJECTION SENT TO Cllr Clarke FROM OBJECTOR '7' - DATED 20.10.2022

### 7.1 Objector '7' sent in these comments:

You talk about A Fair City in your vision for the city – but there is no fairness in your proposal to extend the bus lane on Aylestone Road! You also state that you want to remove barriers that make it difficult for people to move from one area to another. I don't see how the extension of the bus lane on Aylestone Road will do this! I also don't believe that we are an inclusive city when you seem to think it's ok to treat residents of one area differently from other areas!

Currently the bus lane inbound on Welford Road is set up for 7.30am to 9.30am Monday to Friday in and – allowing a quicker bus journey into the city – I don't disagree with this but what I would like to know is why you feel this is ok for them but not for Aylestone residents? We seem to be the only residential area where you want to make it harder for us to travel. I need a car as I care for my elderly relative and there are simply not enough buses or other options which means I don't use a car.

Currently on Aylestone Road there are 2 Arriva buses every half an hour or so when they bother to turn up but there are 4-5 times that number going up Welford Road. There is the Park and Ride, but you cannot catch this unless you park at the car park, so it doesn't stop! And there is the new orbital service which is every hour Monday to Friday so even with these services there is nowhere near as many as on Welford Road, so how can you justify that I can't access my road anymore due to your proposal when we don't have as many buses? Definitely not fair as you like think you are for your city residents.

You have built 200 new houses on Morcom Drive that has meant more cars as they each have space for 2 cars to park on their drives. So, there is more traffic, yet you feel that you want to cause more congestion by extending a 24-hour bus lane that is not required as we are not a metropolitan City with a need for 24-hour bus travel.

The tuning from Soar Valley Way, Fosse Park onto Aylestone Road is not clear – you cannot see that there are 2 lanes which causes more congestion and when a bus is trying to turn there they have to swing right into the other lane causing a hold up for other traffic.

This is the same for the turning from Glenhills Boulevard as well – no-one uses both lanes and it causes congestion for everyone. And now you want to make this worse by extending the bus lane.

Currently there is a pathetic keep clear box that no one pays attention to on the top of Buckingham Drive, yet on Gilmorton Avenue there is a massive yellow box! Be nice if we could have one of those but no because you want to extend the bus lane there will be no room

I want to know why you feel it is ok to treat certain residents of your city differently to others- don't you know treating people differently is bullying.

I want to know why you think it is ok to have 24-hour bus lanes when we don't have a 24-hour bus service.

Please respond – I have emailed Councillor Clark and Councillor Porter on previous occasions but never seem to get a response.

If you decide to go ahead with this stupid and incredulous decision then you need to paint a yellow box outside Buckingham Drive on Lutterworth/Aylestone Road as if I can't get in and out of my road to get home I will not be happy as I

expect equality for all residents in the city and currently you are not promoting this.

In utter disgust

[Objector 7]

#### OBJECTION FROM OBJECTOR '8' - DATED 20.10.2022

##### 8.1 Objector '8' sent in these comments:

I write to object to the latest Leicester City Council proposal to extend the Bus Lane between Buckingham Drive and Morcom Drive along the stretch of Lutterworth Road in Aylestone.

The City Councils continuous obsession with 24-hour bus lanes in the A426 corridor in Aylestone makes no sense whatsoever as a resident considering the public transport providers themselves offer no service after 6pm on Sunday.

If the proposal was to have been a seriously introduced suggestion why wasn't it implemented when Morcom Drive Estate was built? It appears now a knee-jerk reaction to extend for the sake of extending and at a time when the Council leaders moan they don't have enough funding for everyday projects, miraculously money can be found for project proposals such as this.

Exiting from the side roads of Marsden Lane, Buckingham Drive are already difficult to turn right towards Glen Parva, as also by exiting the car park at Graeme Goode/ Tesco Express. Perhaps Council officials have experienced this?

One also objects too to the proposal as why is the A426 a 24-hour scheme, yet similar bus lanes in the Leicester South constituency, notably Saffron Lane after Hawkins Road and Welford Road only peak time?

The service 87 by Arriva although not using this stretch, never a service on time and neither is the 86 lately.

It is pointless proposing extending bus lanes when providers can't offer a scheduled service.

Yours sincerely

[Objector 8].

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '9' -  
DATED 20.10.2022

**9.1** Objector '9' sent in these comments:

[Objector 9] of [Personal address details removed] wish to object to the proposed new bus lane on the Lutterworth road.  
They consider the proposal to be a terrible idea.

[Objector 9] say since the bus lane has been introduced outside their home on Lutterworth Road there has been continual traffic congestion along the road with the smell of car emissions in the air which wasn't previously an issue for them.

[Objector 9] say that if this proposal has been put forward merely to cut a couple of minutes off a bus journey, then this will be at too great a cost - not only to the environment with stationary traffic, but to the residents on the road who have difficulty getting out of their driveways.

[Objector 9] state that they know only too well the adverse effects on health additional emissions from stationary traffic have on people's health.  
Mrs Hall now uses an inhaler, and they believe the existing bus lane is a major contributing factor in this.

[Objector 9] wish to make it clear to the council that the current bus lane has meant there is no longer free flowing traffic along this section of Lutterworth road and that the proposed extension of bus lane will not help - it will only exacerbate the problem.

Could the council please reply to my constituents at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '10'  
DATED 20.10.2022

**10.1** Objector '10' sent in these comments:

[Objector 10] tells me she's lived on Lutterworth Road for over 20 years and says the traffic and pollution on the road has become considerably worse since the 24/7 bus lanes were installed.

The pollution on Lutterworth Road is much worse and it's damaging the health of local people. There is now more congestion in the area.

The increased levels of air pollution and congestion are as a result of the bus lanes restricting the free flow of motorised traffic.

The council's bus lanes are causing queuing and polluting stationary traffic on Lutterworth Road.

The evidence is clear that traffic jams result in dangerously high levels of air pollution and exposure to traffic-related air pollutants and their sources are associated with respiratory and asthma morbidity in children.

[Objector 10] tells me that her mother, her daughter and [Objector 10]herself now have asthma as a result of the air pollution caused by the congested traffic on Lutterworth Road.

So the council should not be introducing policies or proposals which are damaging to people's health, especially to the health of children.

[Objector 10] respectfully requests that the council works to improve the health of local residents and stops damaging people's health.

[Objector 10] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '11'  
- DATED 20.10.2022

**11.1** Objector '11' sent in these comments:

[Objector 11] of 23 Monsell Drive, Aylestone LE2 8PP tells me that he is a motorist, but he also uses the buses on Lutterworth Road and Aylestone Road.

[Objector 11] has looked at the existing bus lanes and he applauds it; but with the exception of the proposed extension to the present bus lane on Lutterworth Road.

[Objector 11] says the extension would be counterproductive for the following reasons.

When he's driving up Soar Valley Way from Fosse Park to turn into Lutterworth Road he says sometimes he observes (at busy times) traffic backing up from Lutterworth Road so no vehicles can turn left off Soar Valley Way and into Lutterworth Road. This particular problem will be accentuated if the bus lane on Lutterworth Road is extended, aggravating the congestion and the pollution, where it is already a notorious health black spot.

The bus lane, as it is, is very beneficial. There is little need for the extension, that altering it would do more harm than good.

[Objector 11] says the proposed extension to the present bus lane on Lutterworth Road would make it more difficult and dangerous getting in and out of Buckingham Drive Monsell Drive and Morcom Drive, because the traffic of two lanes - when focused into one lane - will be doubly pressured and therefore perhaps not so obliging to cars crossing.

[Objector 11] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '12'  
- DATED 20.10.2022

#### 12.1 Objector '12' sent in these comments:

[Objector 12] of [Personal address details removed] objects to the council's proposed extension of the bus lane on Lutterworth Road. [Objector 12] says that traffic blocks Buckingham Drive currently across both lanes when either a football or rugby match is played in Leicester, making it impossible to exit in either direction. Something needs to be done to assist residents with this issue for example a yellow box junction or keep clear road markings across all four lanes.

Also the volume of traffic on Lutterworth Road makes it a very dangerous road to cross on foot which will only increase as the houses on the new estate are purchased. So the council needs to install a pedestrian refuge on Lutterworth Road between the two bus stops.

Due to the high volume of traffic at the junction with Lutterworth Road/Soar Valley Way local residents currently have to endure high levels of exhaust fumes which will only get worse if there is more stationary traffic as a result of reduced highway capacity caused by the proposed new bus lane. This was previously partially eliminated by grass land before the new housing development. Hence the air monitoring station just across the junction onto Glenhills Way showing the worst air quality in the whole city. The council's proposals to extend the bus lane won't improve air quality but will make pollution worse.

Buses do not run 24/7 in Leicester so why the need for a 24-hour bus lane?

Can the council also advise on another matter: why are Buckingham Drive/Althorp and Highgrove going to be made a 20mph zone in 2023 at a cost

of £38,000 when cars do not drive at excessive speeds and there is no school on the estate? At these times of economic hardships surely there are better projects that deserve the £38,000?

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '13'  
- DATED 20.10.2022

**13.1** Objector '13' sent in these comments:

[Objector 13] of Morcom Drive wishes to object to the proposed extension of the bus lane on Lutterworth Rd. [Objector 13] is strongly opposed to any extension of the bus lane because the current bus lane makes it very difficult for them to get out onto Lutterworth Rd from Morcom Drive in the mornings for work and school runs and similarly to turn back into Morcom Drive in the evening rush hour. [Objector 13] believes that any extension of the bus lane will only serve to exacerbate this problem.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '14'  
- DATED 20.10.2022

**14.1** Objector '14' sent in these comments:

[Objector 14] of [Personal address details removed] wishes to object to the proposed extension of the bus lane on Lutterworth Rd. [Objector 14] says she is concerned about the proposal because by extending the bus lane it will adversely affect the safety of drivers pulling out of Monsell Drive and other roads that join onto Lutterworth Rd.

[Objector 14] states that Lutterworth Rd gets very busy at rush hour times, particularly when there are events such as football or rugby matches, and this causes significant tailbacks onto the crossing on Lutterworth Rd.

[Objector 14] is concerned that extending the current bus lane will serve only to exacerbate this problem significantly and create a potentially dangerous situation with cars being stuck between oncoming traffic.

[Objector 14] states that it is her belief that both lanes should be kept open to normal traffic to ease congestion and to increase safety for road users. She also believes that it would be irresponsible on the part of the Council to close



the lane off so that the occasional bus can pass through quicker at the cost of everyone else.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '15'  
- DATED 20.10.2022

**15.1** Objector '15' sent in these comments:

[Objector 15] of 35 Lutterworth Road wishes to strongly object to the proposed extension of the bus lane on Lutterworth Rd.

[Objector 15] states that it is already incredibly difficult to exit Soar Valley Way and turn left into Lutterworth Rd without encountering a traffic queue. Currently there is still some dual lane capacity up to Morcom drive yet traffic can sit queuing for over ten minutes waiting to clear the traffic lights at wigston Lane. [Objector 15] says that the proposal would result in further extensive hold ups on soar Valley way as people struggle to turn off onto Lutterworth rd. Additionally, [Objector 15] believes there may well be an increase in road traffic accidents as people attempt to cross the lights unsafely to try to beat the queues and chaos the limited one lane would allow.

Furthermore, traffic heading to The Buckingham Drive estate and the new Morcom Drive estate would no longer benefit from easy access but would sit in traffic adding to the queue.

[Objector 15] points out that the council gave permission for the construction of these two estates with the inevitable increase of traffic volume they would bring therefore the argument that it could help road safety and traffic movement is not correct.

[Objector 15] points out that there are 4 local buses and 1 park and ride bus using the lane every hour; there would be a better argument for having a bus lane that is just timed for priority access at peak times only.

[Objector 15] is not happy that currently from 7.00-10.00 daily and 15.00- 19.00 there is idling traffic outside her house, and she is most concerned that the level of pollution caused by this is damaging to the environment and the health of local residents.

The proposed extension to the bus lane would make the problem worse and she wholeheartedly objects to such a proposal.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '16'  
- DATED 20.10.2022

**16.1** Objector '16' sent in these comments:

The council wishes to extend the existing bus lane by an additional 139 yards to Buckingham Drive. I cannot see how the benefits of doing so for Business would significantly and demonstrably outweigh the adverse impacts to the community it effects. My objection is as follows:

The imposition of an extension to the existing bus lane fails to improve the character and quality of an area and in the way it functions. Local residents will be subjected to elevated pollution from stationary idling vehicles, pollutants contributing to general health concerns and overall life expectancy, elevated noise, and nuisance, collectively contributing to a loss of enjoyment of my home, garden, and the surrounding area where I live. The bus lane enforcement, as it is current instituted, operates on a 24 hrs 7 days a week basis and, therefore, logically implies it is judged necessary to be so. On the same basis, the loss of enjoyment will similarly be on a 24/7 basis for the residents in the surrounding area.

There is also inherent safety concerns in two areas – for drivers and pedestrians. Considering road users first, there are safety issues for residents of Monsell Drive waiting stationary in their vehicles on Aylestone Road trying to entering Monsell Drive. In congestion situations drivers tend to tailgate. At the Soar Valley way junction traffic from Blaby disperses along three different routes one being Aylestone Road. As the overall volume of cars decrease (by drivers taking their own respective routes one of which is left towards Fosse Park/M1 motorway) the road becomes temporarily more open with speed tending to increase. When turning right into Monsell Drive often you have to stop, waiting for oncoming traffic to cease, you are therefore slowing and/or stationary. This will be the situation whether or not the bus lane is extended. The difference is that with the existing bus lane drivers travelling towards the city have an exit route (the nearside lane as the traffic corresponding to this lane have turned off at the previous junction – towards Fosse Park/M1) if they misjudge their breaking distance or speed of the driver turning right into Monsell Drive. This will not be the case if the bus lane is extended – it would be an offence to do so, so drivers will be reluctant to perform this manoeuvre until the last minute and perhaps not at all!! People generally are psychologically conditioned to obey the law consequently inhibiting them from doing so.

A further safety issues is for traffic turning out of Monsell Drive onto Aylestone Road to travel towards the city. If the extension of the bus lane were to go ahead any traffic now travelling on the two existing lanes (e.g. tailback of traffic in the offside lane and traffic in the nearside lane having just turned left onto Aylestone Road from Soar Valley Way) will now be effectively condensed just

into one lane. Opportunities to enter Aylestone Road city bound from Monsell Drive will be very limited by the continuous queue or stationary road users travelling to the centre. In effect residents of Monsell Drive (and presumably other roads similarly affected by the proposed change) are being held in effect a 'hostage' by the traffic on Aylestone Road. This certainly is the case now at peak periods, even though there isn't a bus lane at this time, but road users do exercise choice to use the nearside lane until the bus lane is instituted, and by doing so, decreases the volume of traffic at Monsell Drive, Buckingham Drive and the Soar Valley Way junction. The 'hostage effect' was definitely experienced, at all times, when the bus lane was temporarily extended just as far as Morcom Drive (the extension of the lane was subsequently removed later) and with the current intention to institute a bus lane even further back to Buckingham Drive (drivers on Aylestone Road will have no alternative than to use the central lane (as it will now be unlawful to use the nearside lane) traffic congestion and the detrimental effects to residents are most likely to be significantly greater than that previously experience.

With the new estates being built in the vicinity of Aylestone Road, Monsell Drive, Buckingham Drive and Morcom Drive traffic volumes on this specific section of Aylestone Road is likely to increase with time and the institution of the extension of the bus lane serves no purpose other than to exacerbate a pre-existing difficult situation.

This in conjunction with drivers doing U turns over the mouth of Monsell Drive (in order to circumnavigate the light sequence of Soar Valley Way ring road traffic lights, does turn the Monsell Drive, a cul-de-sac, junction into something of an accident black spot and there have been several accidents in the past at this junction.

The second safety concerns is for pedestrians crossing the Aylestone Road. The reduced opportunity due to stationary cars and disparate speeds of the vehicles travelling on each lane (buses and taxis will travel more quickly in an empty lane) constitutes, in my opinion, a significant safety hazard. I can see pedestrians stepping out between stationary cars to be run over by buses intending to pick them up! At the junction of Aylestone Road and Monsell Drive a 60-bedroom development for the elderly is due to shortly open and, with two other residential care homes in the same vicinity these, plus visitors and workers of these establishments are the people regularly crossing the road. If the planning proposal was to go ahead you are creating an area not very conducive for the elderly!

There is an issue of who actually benefits from the proposed extension? Considering buses. At one time 6 different bus routes operated along this section of Aylestone Road which resulted in the opportunity of getting on a bus every 7 minutes. Now there is only 2 services, one of which ceases service early evening, and the average time for the user for a bus is 15 to 20 minutes. The justification for a bus lane because it is needed to meet business needs (presumably the bus company's) is very debateable but as a justification for its extension is untenable in light of the reduction of the lane's utilisation by the bus companies. I cannot see how increasing the lane by 139 yards will have a

significant impact on the service provision by the Bus companies when they have reduced the services using it. There is a massive loss to the resident in the area because of it without any benefit as a result of it. I cannot see why the bus lane operates 24/7 when the bus services cease in the evening and don't use it.

Overall I cannot see any benefits for the local residents or bus lane users. The negatives are more congestion, more pollution, more accidents, more noise, more sitting in a traffic queue.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '17'  
- DATED 20.10.2022

**17.1** Objector '17' sent in these comments:

I am writing in regard to a proposal for a new section of bus lane between Buckingham Drive & Morcom Drive, Aylestone.

I think this will be a terrible idea. We have recently bought a house on Morcom drive and have noticed how the traffic already backs up with the existing bus lane in place. Extending the bus lane would only result in additional congestion. Traffic would be pushed right back onto Soar valley way causing further delays and increasing the risk of traffic accidents in the area.

In addition to this, it would make it more difficult to enter and exit roads such as Buckingham drive & Morcom drive.

It would also increase our commute times to and from work and create additional noise and general pollution in the area.

If you require any more information, please contact me.

Kind regards,  
[Objector 17]

OBJECTION FROM OBJECTOR '18' - DATED 21.10.2022

**18.1** Objector '18' sent in these comments

We would like to state our strong objection to the city councils plan to extend the bus lane from Morcom Drive further up Lutterworth Road.

This objection is based on the grounds of safety.

Already we are seeing and living with increasing levels of traffic due to continuing developments in the area. For example the new care home at the bottom of Monsell Drive.

It is quite frankly dangerous now to turn right into Monsell Drive with the fear of being hit in the rear by traffic being forced into one lane by the existing bus lane,

your proposal will only make matters worse, particularly as we witness increasing impatience and aggression by drivers in this area.

I do hope that the council will reconsider their plans and listen to the concerns of local residents.

Yours faithfully

[Objector 18]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '19'  
- DATED 20.10.2022

**19.1** Objector '19' sent in these comments:

[Objector 19] of [Personal address details removed] wish to object to the proposed extension to the bus lane on Lutterworth Road. [Objector 19] use Lutterworth Rd, Aylestone on a daily basis and say that this proposal is most worrying. They point out that buses currently travel freely along the existing stretch of bus lane, but that traffic backs up, often right up to the major junction with Soar Valley Way. The additional traffic bound for Fosse Park following the opening of Everards Meadows and the extension to Fosse Park has added to this problem.

If the proposed bus lane extension is to go ahead, [Objector 19] are very concerned that this problem will continue to get significantly worse and total gridlock will follow.

Can the council please reply to my constituents at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '20'  
- DATED 20.10.2022

**20.1** Objector '20' sent in these comments:

We would like to state our strong objection to the city councils plan to extend the bus lane from Morcom Drive further up Lutterworth Road.  
This objection is based on the grounds of safety.

Already we are seeing and living with increasing levels of traffic due to continuing developments in the area. For example the new care home at the bottom of Monsell Drive.

It is quite frankly dangerous now to turn right into Monsell Drive with the fear of being hit in the rear by traffic being forced into one lane by the existing bus lane,

your proposal will only make matters worse, particularly as we witness increasing impatience and aggression by drivers in this area.

I do hope that the council will reconsider their plans and listen to the concerns of local residents.

Yours faithfully

[Objector 20]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '21'  
- DATED 21.10.2022

**21.1** Objector '21' sent in these comments:

[Objector 21] of [Personal address details removed] wishes to object to the proposed extension to the bus lane on Lutterworth Rd. [Objector 21] believes the current system works.

[Objector 21] says that the suggestion is pointless and there is no need to extend the current bus lane. Traffic travelling from Blaby have three choices at the traffic lights.

1 turn right along Glenhills Way.

2 If in the centre lane, proceed down Lutterworth Road.

3 If in the left-hand lane proceed down Lutterworth Road or turn left for Fosse Park

If the bus lane is extended it would leave only one lane for Lutterworth Rd which would only cause more congestion and would lead to a build-up of traffic.

At the moment, [Objector 21] says the provision of two lanes alleviates the traffic congestion heading towards Aylestone Road.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '22'  
- DATED 21.10.2022

**22.1** Objector '22' sent in these comments:

I am a resident of Conaglen Road, and the traffic is already bad enough continuously without adding to the bus lane. In peak times the traffic is queuing down to Soar Valley Way, where is that traffic going to go under the proposed plans? It is just causing carnage at a further traffic point. My partner also lives in the Buckingham Drive area and traffic is already backed up past this point,

this will make it even harder to manoeuvre out when required especially if turning right. The proposed idea is just going to increase sitting traffic? What a ridiculous idea!

For what? Probably a 15-30 second decrease in the bus journey time?

It is also unfair for residents of the area who genuinely live in these areas to have to sit in traffic waiting for the opening point to turn down Marsden Lane, why haven't they opened it up for residents to be able to drive down the bus lane at an earlier point and avoid getting a bus lane fine?

Kind Regards

[Objector 22]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '23'  
- DATED 21.10.2022

**23.1** Objector '23' sent in these comments

Adding 24 hour bus lanes is crazy, there are more cycle lanes and bus lanes in Leicester than there ever should be, and it's us road tax car drivers who pay for them, When the bus fares are at least half what they are set at now it might be ok for bus lanes, but never 24 hour ones as the service isn't 24 hours running, And when cyclists start paying road tax then they might be ok to have some lanes built for them at their expense seems crazy to keep removing car lanes and changing them into cycle lanes, It's the car driving public who have paid the road tax and the roads should stay for cars.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '24'  
- DATED 21.10.2022

**24.1** Objector '24' sent in these comments

I find myself both amazed and frustrated to learn that a new section of bus lane along the A426 is under consideration. The continued insistence that bus lanes create a better or safer environment for anyone is incredulous. Particularly in this instance along a stretch of already very busy road which both feeds the southern ring road for traffic leaving the city and allows egress from the ring road for traffic travelling into the city.

The volume of traffic along this stretch of the Lutterworth Road is already high and results in it being nigh on impossible to manoeuvre across when leaving Monsell Drive. To reduce accessible traffic lanes for vehicles other than buses, cycles and taxis will only make matters worse.

Queuing traffic has become the norm along this stretch of road at any time of day (not just during 'rush hour'), and the introduction of a bus lane will result in more standing traffic belching noxious fumes and polluting the atmosphere to a greater degree.

The traffic backing up along Soar Valley way across the day is already problematic and the introduction of a bus lane will only exacerbate matters.

As you can tell from my email I object in the strongest possible terms to any expansion of the bus lane.

I firmly believe that traffic management, safety (for all) and pollution levels would improve should bus lanes be removed altogether. I realise that so long as the current blinkered approach to traffic management in this city/country persists this is not an outcome to wait for with any optimism.

My current experience of the bus lane leading into Aylestone from Soar Valley way is one of being verbally abused by Park and Ride drivers when required to wait whilst cars merge into the one available lane. On one particular occasion whilst travelling into the city on a Friday evening a Park and Ride driver actually threw rubbish out of his cab and onto my car in a very aggressive manner because he was too impatient to wait as all motorists are required to in queuing traffic. It would not be so ridiculous if Park and Ride buses were required to stop and pick up passengers along this route, but it appears they are employed to serve the very few people living out of town who wish to use what is an extremely underused service.

I wonder if the proposers of this extension to the already 'unnecessary' bus lane have any facts and reasoned argument to support such a proposal. If so I would be interested to know where such information is held and how it can be accessed.

Yours

[Objector 24]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '25'  
- DATED 21.10.2022

#### **25.1** Objector '25' sent in these comments

I do not agree with this proposed extension of the 24/7 bus lane as the traffic along Lutterworth Road down toward the junction is already heavy at certain times of the day because of the bus lane. I live in Aylestone Village on Franklyn Road; I am a registered community nurse and have to use my car for visiting patients in the community on a daily basis. I cannot use a bus for my work as the buses do not go to the streets and roads that I need to go to see my patients. There are also lots of other people who have to drive for their jobs. The bus



lanes just make it a longer journey for us, stuck in traffic for hours on end, using fuel and polluting the atmosphere.

Extending the bus lane would make it a miserable stressful journey getting home for people living in Aylestone village. Extending the bus lane would cause delay for buses as there isn't enough room for vehicles to queue back along the road from the junction, very often there is a backlog that extends back to the lights on the junction preventing people turning left onto Lutterworth Road. Extending the bus lane would mean that the vehicles trying to turn onto or join Lutterworth Road would have to use both lanes before the bus lane so as not to block the junction. Therefore, the bus would be stuck at the top of this queue as there would not be enough room for all the cars to join Lutterworth road.

If the council are thinking of doing this, they need to update the junction further down the road at Middleton Street lights. This junction is out of date and does not allow for the heavy traffic that has to use it. It doesn't matter which way you go home, either Lutterworth Road or Middleton Street, you are always stuck in traffic.

Perhaps we should ask the Labour councillors to come and live in Aylestone for a while so that they are stuck in traffic at every busy period trying to get home and see how it feels. There are not many buses that use the bus lanes and the Taxis that are allowed to use them are nearly always empty!! How is that saving the environment?

Don't get me started on the cycle lanes with the upright poles still there, they are ridiculous and an eye sore. "

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '26'  
- DATED 21.10.2022

**26.1** Objector '26' sent in these comments

'I would be grateful if you could forward my objection to the council. Although I agree with bus lanes, I for one now regularly use the bus, I think having a bus lane in the proposed section of road will be detrimental and cause congestion and increase pollution.'

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '27'  
- DATED 21.10.2022

**27.1** Objector '27' sent in these comments

[Objector 27] objects to the proposed extension of the 24/7 bus lane on Lutterworth Road. He says it's another ill-considered idea from the council, he says it does not need to go ahead.

[Objector 27] knows the local traffic conditions very well because he lives on Lutterworth Road near to the junction of Buckingham Drive and every morning he says it's a nightmare to get out of his driveway.

Also coming up Soar Valley Way to Lutterworth Road can get very congested and polluted at times especially when there is a football match on, so this proposed extension to the bus lane would just add more congestion than it already has.

[Objector 27] wants to know why the bus lanes operate 24/7 when buses stop running at 11.00pm and Saturday and Sunday's not so often?

Why don't the council introduce a peak period bus lane 7am - 9.30 am and 4pm until 6pm similar to the bus lanes which are currently operated on London Road, Welford Road, and Saffron Lane.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '28'  
- DATED 21.10.2022

**28.1** Objector '28' sent in these comments

[Objector 28] of 49 Conaglen Road, Old Aylestone, LE2 8LE objects in the strongest terms to the proposals to extend the 24/7 bus lane on Lutterworth Road.

[Objector 28] says she attended meetings at the Baptist Church regarding the proposed housing development on Franklyn Fields (off Lutterworth Road) and the residents were told that the bus lane would not be extended. Therefore can the council please explain why residents were misled.

[Objector 28] asks, was the access and egress for the housing development on Franklyn Fields properly assessed and scrutinised by highways officers prior to the approval of the planning application?

[Objector 28] asks, if the junction with Lutterworth Road and the approved housing estate is unsafe and impacting on traffic movements why didn't the

council's highways officers raise these concerns before the application was approved?

[Objector 28] asks, on what date did the council become aware that the junction was unsafe and or impacting on traffic movements ?

[Objector 28] asks, did the professional highways officers prior to approval of the housing scheme recommend that the bus lane should be extended?

If the council extends the bus lane it's going to make it even more difficult and dangerous coming out of or going into Buckingham Drive, Monsell Drive and Morcom Drive.

A longer bus lane will just push the queuing traffic further up the road; so the likely knock-on effect will be more congestion and pollution around the junctions.

The Glenhills/ Soar Valley Way/ Lutterworth Road junction already has the worst air pollution in Leicester so the council's proposals will only make air quality worse.

The scientific evidence is crystal clear; that high levels of air pollution are created by vehicles idling in queues of traffic and that exposure to traffic-related air pollutants and their sources are associated with respiratory and asthma morbidity in children.

The council has no right to produce policies or implement schemes which they know will cause an increase in congestion and air pollution which will have a detrimental impact on the health of local residents, especially to the health of children.

How many more people are going to have asthma or other respiratory problems before the council accepts that their multi million-pound Modal Shift experiment with the 24/7 bus lanes (on Lutterworth Road) has not worked?

Can the council please address all the specific questions raised by my constituent.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '29'  
- DATED 21.10.2022

**29.1** Objector '29' sent in these comments

[Objector 29] have contacted me to object to the proposed bus lane extension on Lutterworth Road.

[Objector 29] feel it's ridiculous to want to extend the bus lane; as residents they have to already negotiate turning right out of Buckingham Drive in heavy traffic when it is difficult to see what is coming and the fact other inconsiderate drivers already block the gap to get out. Something needs to be done to assist residents with this issue for example a yellow box junction or keep clear road markings across all four lanes. The bus lane extension would create even more difficulties and road safety dangers.

Also the volume of traffic on Lutterworth Road makes it a very dangerous road to cross on foot which will only increase as the houses on the new estate are purchased. So the council needs to install a pedestrian refuge on Lutterworth Road between the two bus stops.

The buses get through quite easily with what is already in place. [Objector 29] say the people who come up with these ideas want to live around here, match day is even worse.

[Objector 29] say the bus lane should only apply at peak times similar to the bus lanes which currently operate on London Road, Welford Road, and Saffron Lane.

[Objector 29] ask why does the bus lane have to be 24/7?

[Objector 29] say they are totally opposed to the proposed extension, the council tried it before when Morcom Drive was put in from the bus stop before it and then changed back to how it is - have they got nothing else to waste money on?

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '30'  
- DATED 21.10.2022

**30.1** Objector '30' sent in these comments

[Objector 30] wish to strongly object to the current proposal to extend the bus lane on Lutterworth Rd.

They say that the suggestion is a ridiculous idea and they do not agree at all with the claims made about its necessity.

[Objector 30] say the proposal will cause more congestion and air pollution. It will not actually increase bus priority - it will not help in any way with road safety or improved traffic movements in the area.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '31'  
- DATED 21.10.2022

### 31.1 Objector '31' sent in these comments

As we have mentioned before we do not agree with the already existing 24/7 bus lanes without making it more hazardous and inconvenient by extending them.

This will result in chaos every day instead of just on match days, with increased volumes of traffic, air pollution, accidents and hold ups.

Perhaps the council could make the bus lanes peak time only in line with other main roads?

We feel that Aylestone in particular is being discriminated against for the sake of profiteering by the council.'

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '32'  
- DATED 21.10.2022

### 32.1 Objector '32' sent in these comments

[Objector 32] objects in the strongest possible terms to the proposals to extend the bus lane on Lutterworth Road.

The likely impact of the proposal to extend the bus lane will create more congestion and more pollution in the vicinity of the bus lanes and an increase in accidents around the junctions.

If the council was genuinely serious about making the road network safer, improving air quality and the free flow of traffic they would make these bus lanes peak period only.

[Objector 32] says when you get off the bus at Monsell Drive after food shopping you can't be expected to walk right up-to the crossing at Soar Valley Way, especially the older people who live down in Buckingham Drive and Highgrove Crescent. So if the council was genuinely serious about making the road safer they would make sure that a pedestrian refuge was installed on Lutterworth Road between the two bus stops (because at the moment you have to take your life in your hands to cross the road) as the speed of cars in both directions is a complete nightmare.

[Objector 32] says if the council was genuinely serious about making the road safer around the junction of Buckingham Drive /Lutterworth Road what has to happen is a yellow box junction should be installed right across the road or keep clear markings need to be written across all four lanes of Lutterworth Road because at the moment making a right turn out of Buckingham Drive is incredibly dangerous. Unless someone is kind enough to let us out.

Extending the bus lane will just create more unnecessary congestion on Lutterworth Road. Air pollution around the junction is considered to be the worst air quality in the whole of Leicester, that's worse than it is in the city centre. The council should take this seriously and not introduce a scheme which will result in further reductions in the quality of life for local residents especially for those people suffering with health problems like asthma and respiratory problems due to the high level of air pollution in the area. Surely the council has a statutory duty to only implement schemes which will bring about positive improvement in air quality and road safety.

[Objector 32] says the bike lanes are rarely used as cyclists use the pavement right down Lutterworth Road.[Objector 32] says she has never seen a cyclist use the bike lanes. [Objector 32] says she was nearly knocked down by a cyclist on the pavement who then had the audacity to make an offensive hand gesture at [Objector 32] and also shouted disgusting abuse at her.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '33'  
- DATED 21.10.2022

### **33.1** Objector '33' sent in these comments

[Objector 33] of 2 Fontwell Drive, LE2 9NL are totally against the council's proposals to extend the bus lane on Lutterworth Road.

The 24/7 bus lane is not justified or reasonable, surely a peak time bus lane is much more appropriate for Lutterworth Road, just like the bus lanes which are currently operating on London Road, Welford Road, and Saffron Lane.

The congestion caused by the bus lane has made it incredibly difficult to get out at the junction at the top of Gilmorton Avenue, basically because drivers have been queueing for so long they're unwilling to let anybody come out onto

Lutterworth Road. It's also very dangerous making a right turn towards Blaby because of the bus lane and as a result of all the congestion.

The bus lane has only created more problems with air pollution caused by stationary traffic on the roads and even more people living along the route are now exposed to increased levels of air pollution.

[Objector 33] say that the council should come out and experience the queuing traffic and air pollution before making their decisions because this is total madness. A number of cars cut through the back roads to avoid, to bypass the congestion caused by the bus lane on Lutterworth Road, which is evidence in itself of the detrimental knock-on impact of the bus lane and related congestion on Lutterworth Road.

The buses don't currently get held up on Lutterworth Road, but the likely consequences of a longer bus lane on Lutterworth Road will be more congestion and pollution

and a reduction in road safety around the junctions and may actually cause delays for the buses as they are unable to clear the Soar Valley Way/Lutterworth Road junction.

[Objector 33] suggest that the current proposal is an attempt to impose a stealth tax on drivers.

Could the council please reply to my constituents at [Personal address details removed] and copy me into the response at [Nigel.Porter87@ntlworld.com](mailto:Nigel.Porter87@ntlworld.com)

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '34'  
- DATED 21.10.2022

#### **34.1** Objector '34' sent in these comments

I've campaigned against the 24/7 bus lane for very many years and live in the area. So I'm totally against the council's proposals to extend the bus lane on Lutterworth Road.

The 24/7 bus lane is not justified or reasonable, surely a peak time bus lane is much more appropriate for Lutterworth Road, just like the bus lanes which are currently operating on London Road, Welford Road, and Saffron Lane.

The congestion caused by the bus lane has made it incredibly dangerous on the road around the junctions to the side roads and driveways.

The bus lane has only created more problems with air pollution caused by stationary traffic on the roads and even more people living along the route are now exposed to increased levels of air pollution. Both short- and long-term exposure to air pollution can lead to a wide range of diseases, including stroke,

chronic obstructive pulmonary disease, trachea, bronchus and lung cancers, aggravated asthma, and lower respiratory infections.

The council has no right to produce policies or implement schemes which they know will cause an increase in congestion and air pollution which will then have a detrimental impact on the health of local residents.

When are the council going to admit that their multi million pound 'Modal Shift' experiment with the 24/7 bus lanes (on Lutterworth Road) has failed?

The buses don't currently get held up on Lutterworth Road, but the likely consequences of a longer bus lane on Lutterworth Road will be more congestion/ pollution and a reduction in road safety around the junction of Soar Valley Way/ Lutterworth Road and may actually cause delays for the buses as they are unable to clear the junction.

The current proposal from the Labour led council is an attempt to damage the health of local residents and to impose a stealth tax on motorists.

I respectfully request that the council abandon this proposed extension of the bus lane and that instead the council invest its time and money in installing a refuge for pedestrians between the bus stops on Lutterworth Road.

The Labour led council should work to improve road safety around the junctions of Morcom Drive, Monsell Drive and Buckingham Drive by installing yellow box junctions or keep clear road markings across all four lanes of Lutterworth Road.

The Labour council must urgently work to improve traffic flow on Lutterworth Road so that the air quality in the area improves.

The council needs to move the bus lanes to peak periods only.

It's completely unacceptable that the worst air quality in the whole city is in Aylestone. It's a disgrace; the Labour council should hang their head in shame.

What on earth is going on?

Could the council please reply to me at [Personal address details removed]

Thank you.

Yours sincerely

[Objector 34] PS I may wish to add or amend this representation.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '35'  
- DATED 21.10.2022

**35.1** Objector '35' sent in these comments



Dear Whoever.

Of course I object but what good will that do ? It will be done irregardless. Someone will make a profit and the citizens will have less oxygen to breathe and more stress from long traffic queues when we are unable to get to our homes.

[Objector 35]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OUT OF TIME  
OBJECTOR '36' - DATED 23.10.2022

**36.1** Objector '36' sent in these comments

I would like to object to the proposed bus Lane extension. I live on Lutterworth Road and would be concerned by the blocking of traffic and pollution.

Many thanks  
[Objector 36]



**Economic Development,  
Transport and Tourism  
Scrutiny Commission**



Date of Commission meeting: 7<sup>th</sup> December  
2022

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***LEICESTER AND  
LEICESTERSHIRE  
ENTERPRISE  
PARTNERSHIP  
ANNUAL UPDATE***

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## Useful information

- Ward(s) affected: All
- Report author: Sue Tilley
- Author contact details: 0116 454 2915 [sue.tilley@llep.org.uk](mailto:sue.tilley@llep.org.uk)

### 1. Purpose of report

- 1.1. The purpose of this report is to provide to the Scrutiny Commission a summary of the LLEP activity over the past 12 months.
- 1.2. A presentation will be given to the Committee at its meeting on 7<sup>th</sup> December by the Head of LLEP with regard to activities in respect of the LLEP Annual Report (April 2021 to March 2022) and the LLEP Delivery Plan (April 2022 to March 2023). This will be delivered by a video presentation and brief slide overview (attached) of the status of the Delivery Plan (April 2021 to March 2022).

### 2. Summary

- 2.1. The Leicester and Leicestershire Enterprise Partnership is a partnership between local authorities and businesses that seeks to foster enterprise and innovation in the local area. The LLEP plays a key role in deciding local economic priorities and undertaking activities to drive economic growth and create local jobs.
- 2.2. This report highlights some of the many strands of our work and achievements for 2021/22 and the planned work for 2022/23.

### 3. Recommendations

- 3.1 To note the contents and comment on this report.

### 4. Report/Supporting information including options considered:

- 4.1 The LLEP was incorporated in April 2019 as a company limited by guarantee. Its Board is a business-led partnership of leaders from the private, public and education sectors. The Board is supported by four advisory boards, which provide strategic guidance for its programmes of work set out in the Economic Growth Strategy (EGS).
- 4.2 Advisory Boards also provide oversight of the main Board. As a LEP, it is committed to a policy of openness and transparency. The LLEP's Assurance Framework sets out how it is governed and was updated in line with the National

Local Growth Assurance Framework (September 2021). All Board members and staff adhere to the Nolan principles of selflessness, integrity, objectivity, accountability, openness, honesty and leadership. Both Board members and staff sign a Code of Conduct and the LLEP maintains a register of interests. It is committed to having a Board which embraces diversity and promotes equality.

- 4.3 A diversity champion, represented by LLEP Board member Rani Mahal, continues to share best practice and encourages diversity and inclusion across the LLEP work streams. In addition, the recently refreshed Equality, Diversity, and Inclusion policy includes three key objectives for the diversity champion. These are to actively promote and raise awareness of equality, diversity, and inclusion issues; identify areas in which the LLEP can improve equality, diversity, and inclusion outcomes; and ensure that all decisions take into account and value the communities which the LLEP represents.
- 4.4 In Autumn 2021, the LLEP developed the EGS. The EGS is based on a range of data and research on the current state of the economy, strategies and action plans, and stakeholder aspirations and concerns.
- 4.5 The LLEP EGS seeks to deliver development, building on the successful transformation of the local economy over the past 10 years, as well as recovery from the Covid-19 pandemic.
- 4.6 Prior to the Covid-19 pandemic, Leicester and Leicestershire generated £24.5 billion in gross value added (GVA), with 42,000 businesses and 538,000 jobs. It is expected to increase to £30.2 billion and 568,000 jobs by 2030. In comparison, the D2N2 area in 2019 had a GVA of £42.9 billion, with 78,460 business and 930,000 jobs.
- 4.7 Building on the global R&D and entrepreneurial expertise of Leicester and Leicestershire's three universities, and excellence in science and engineering, the region is now home to several UK and world-leading centres of new technology and innovation in space and earth observation, sports science, life sciences, IT and cyber technologies, and automotive engineering.
- 4.8 Leicester and Leicestershire is also the UK's central logistics hub, having gained significant jobs and investment due to the area's strategic location. Agriculture and food and drink production remain key sectors in the region, producing £1.8 billion in GVA and accounting for 43,900 jobs. There is an opportunity to further build a sustainable visitor economy, which currently supports 58,000 jobs in Leicester and Leicestershire.

## **4.9 Key Achievements In 2021/22**

### **4.9.1 Getting Building Fund**

In 2020, the Government made £900 million available to LEPs, over a two-year period, through the new Getting Building Fund. This was for investment in local, "shovel-ready" infrastructure projects to stimulate jobs and support economic recovery across the country. The LLEP was allocated £20m from the Fund for a wide-ranging package of projects that will deliver a boost to the local economy. Four projects were chosen

based on their impact on the region's economic growth – both in the short and long-term – and their strategic fit with current economic priorities. These were:

i. St. Margaret's Gateway, Leicester - £10.5m Allocated

a) Work on the new carbon neutral bus station was completed in summer 2022. It is the first bus station in the UK to be built to Net Zero carbon standards. Its design includes LED lighting, mechanical ventilation with heat recovery, air source heat pumps and 750 square metres of solar panels. These will generate enough energy to power the station and feed extra energy back into the grid.

b) There is also increased capacity for national and regional bus services, with the number of bus bays increased from 18 to 24. Electric bus charging points have been installed, and the new building features secure storage for up to 150 bicycles. Other project outputs include: 17 jobs created (including 12 in construction); 8 apprenticeships created; 1,475 metres of cycle lanes created together with 900 metres of pedestrian facilities around the bus station improved to facilitate access.

ii. M1 Junction 23 and A512 Improvements - £1.8m Allocated

a) This project upgraded 2.5km of single carriageway to dual carriageway and remodelled five junctions on the A512. It also constructed a new access roundabout and resulted in improvements to Junction 23 of the M1.

b) By reducing congestion and improving accessibility, the scheme will improve resilience on a key route linking Loughborough with the M1 and the wider Strategic Road Network. The project supports further development of the Loughborough and Leicester Science and Innovation Enterprise Zone, Loughborough University Science and Enterprise Park (LUSEP), and Charnwood Campus. This project will improve access to LUSEP, in particular, as well as bringing job and business opportunities to the area and facilitating planned growth. It will bring forward development of the West of Loughborough Sustainable Urban Extension (WOLSUE) and the smaller Shepshed housing sites. The work was completed in May 2021.

iii. SportPark Pavilion 4, Loughborough - £6m Allocated

a) This project supports the ambition to complete the SportPark development by constructing Pavilion 4 - a 2,000 square metre extension included in the original building design. The previous three pavilions have provided 6,000 square metres of accommodation and have been a great success, achieving very high levels of occupancy, excellent collaboration, and interaction. They have supported the creation of 600 jobs with the SportPark providing the office headquarters for many of the country's top sport's governing bodies and national sports organisations, confirming Leicestershire's leading place in the sports economy. Other project outputs include 65 jobs created, 5 construction jobs created, and 10 businesses assisted to move into the area.

iv. Granby Street/St George Street Regeneration Gateway, Leicester - £1.7m Allocated

a. This project facilitates sustainable travel into and across Leicester city centre by

creating and improving pedestrian/cycle facilities and the public realm. It created four new construction jobs and three apprenticeships. The project has created a gateway to the city centre that will support strong links between the railway station and Leicester's two bus stations. It has also enhanced important links to the Cultural Quarter, improving access to work, leisure, and tourist destinations across the city centre. Around 2,600 square metres of public realm have been improved, as well as 390 metres of footway.

#### **4.9.2 Local Growth Fund**

With all Local Growth Fund (LGF) allocations successfully distributed in 2020/21, the LLEP's focus in 2021/22 was to obtain and report on the deliverable outputs and outcomes achieved by each project. Of the LLEP's 20 LGF projects, eight have reported on all deliverables, six of which reported all figures in 2021/22. These are detailed below. A further five projects are expected to provide all output and outcome figures by the end of 2022/23. The remaining projects are continuing to report on outputs, such as new housing and job creation figures, up until 2026.

The six LGF projects completed in 2021/22 are:

i. Market Harborough Line Speed Improvement - £13m Allocated

Improved journey times for non-stop passenger and freight train services through realignment of rail infrastructure, increasing line speeds to up to 85mph. Also, station improvement works, with a new footbridge constructed to improve accessibility.

ii. North City Centre Access Investment Programme, Leicester - £8.96m Allocated

More than 6km of new or resurfaced roads, cycleways, and footways completed. Improved links to Charter Street, with a new bridge constructed.

iii. A50/A6-Leicester North-West Major Transport Investment Corridor - £16.2m Allocated

More than 12km of new or resurfaced roads, cycleways, and footways. A total of 57 pedestrian crossing facilities have been created.

iv. Superfast Leicestershire - £3.1m Allocated

Superfast broadband coverage extended to eligible small and medium-sized enterprises (SMEs). A total of 5,528 have been supported. Increased broadband coverage in Leicester, from 91.9% to 98.91%.

v. Local Sustainable Transport Fund, Hinckley - £3.64m Allocated

More than 26km of new cycleways, plus 20 pedestrian crossings created.

vi. River Soar Flood Risk Management - £7.5m Allocated

Savings arising from the reduced risk of flood damage have been estimated at £54.9 million. A total of 1,852 homes have been safeguarded.

### **4.9.3 Growing Places Fund**

Progress continues to be made on the Repurposed Growing Places Fund (GPF) funding of £1.6m. This was allocated in 2020/21 to aid economic recovery following the Pandemic.

This supports:

- i. An Employment and Skills Fund to address digital poverty and enhance NEET (Not in Employment, Education or Training) support
- ii. Business Grants for SMEs
- iii. Place marketing and tourism promotion
- iv. SME (Kickstart) extension
- v. Massachusetts Institute of Technology (MIT) Regional Entrepreneurship Acceleration Program (REAP) seed corn funding delivery
- vi. Low Carbon delivery.

All the scheme projects became operational during 2021-22.

### **4.9.4 Business Rates Pooling**

This unique fund retains and combines the business rates growth funding from all nine local authorities and is administered by the LLEP to invest in economic development priorities, driving productivity and growth across Leicester and Leicestershire. A total of £24.4m of funding was approved to support projects in 2021/22. The following projects were completed in 2021/22.

- i. Connected Market - £337,500

The emphasis of this project was on improving Leicester's retail offer by creating enhanced links between important areas of retailing in the city centre. There was particular consideration of areas where a significant proportion of the businesses are small independent units. This will increase footfall around these businesses and improve links to larger retail areas nearby.

- ii. Phoenix 2020 - £400,000

Phoenix is a centre for film and digital arts. Phoenix 2020 is a major scheme to safeguard and double its economic and cultural contribution and attract £4.5M investment. £400k requested for the Roof Terrace element will create a major visitor destination. Extra income generated (£160k per year by year 5) will secure Phoenix's contribution and enable city council savings (£80k per year by year 5).

- iii. Leicester Museums & Galleries Development Programme -£2,500,000

A £2.5m investment programme in the expansion and refurbishment of Jewry Wall Museum to create a national quality Roman Leicester Museum.

### **4.9.5 Enterprise Zones**

- i. Loughborough and Leicester Science and Innovation Enterprise Zone



Leicester Waterside - Development of a new place marketing proposal for the Pioneer Park area commenced in summer 2021. Part-funded by the LLEP, it will create a distinctive destination to attract business investment and job creation by raising the profile of the site. Work will be completed and launched in 2022/23.

Several companies and organisations have already located to Space Park Leicester, including Earthsense, which develops services to provide air quality monitoring on the back of cutting-edge research, and Rolls-Royce, which moved a team onto the site to push forward its work on nuclear power for space travel. The Government-backed Satellite Applications Catapult expanded into the site, further demonstrating its commitment to supporting and accelerating the growth of the space industry in the UK.

At LUSEP, Loughborough University, in partnership with Charnwood Borough Council, launched a business start-up accelerator programme. It will help local people work on unique, early-stage products or services. The two-year Restocking the Business Base programme is delivered by LUinc. (Loughborough University's incubator) and part-funded by £314,000 from a Covid-19 Recovery Fund created using Enterprise Zone Business Rates. It supported 24 pre- and emerging start-ups in its first year, with recruitment of further cohorts underway.

Charnwood Campus was awarded £3.14m, facilitated through an agreement with Charnwood Borough Council, to part-fund the refurbishment of a substantial three-storey, state-of-the-art laboratory facility for tenant Charnwood Molecular. Awarded from the Enterprise Zone Business Rates Reinvestment Fund, it supported the company's expansion on to the site, creating around 300 jobs.

#### ii. MIRA Technology Park Enterprise Zone

MIRA Technology Park welcomed Viritech and AIMMO to site. Viritech is developing one of the world's first hydrogen hypercars. It is the start point for a cleantech revolution based on zero emissions hydrogen powertrain development. The technology will extend into HGV solutions and marine, aerospace, and power generation. AIMMO offers one of the fastest and most accurate AI modelling and automated data labelling technologies. It is used extensively in the autonomous driving sector.

Evans Randall Investors signed a joint venture agreement with HORIBA MIRA to become the exclusive developer for MIRA Technology Park. They will oversee the next phase of development, which will deliver up to 4m sq. ft of new space with a total GDV of up to £500m, encompassing R&D, office, and industrial facilities. This next phase will include projects funded through LLEP Enterprise Zone Business Rates Reinvestment.

Octopus Hydrogen and Octopus Renewables announced plans to develop a green refuelling forecourt on site providing hydrogen and EV charging facilities. On-site generation will supply sufficient green hydrogen to support the equivalent of 60 cars' worth of fuel per day. High-power EV chargers will deliver up to 300kW and build upon the existing network of more than 70 charging points already onsite.

#### **4.9.6 East Midlands Freeport**

The East Midlands Freeport was announced as a successful freeport bid by the UK

Government in March 2021. As the UK's only inland Freeport, it will drive economic regeneration across the East Midlands, focused on creating thousands of jobs, boosting skills and accelerating the region's commitment to decarbonisation and Net Zero through low carbon energy investments.

Progress on the Freeport during 2021/22 has mainly been around establishing the legal foundations. A confidential outline business case was submitted to the Government by the Freeport in September 2021, with formal approval secured in March 2022.

The LLEP's work considering the decarbonisation of the logistics sector, referred to in the Zero Carbon section of this report below, is one example of how the LLEP is preparing for the next stage of Freeport development which will see the site become operational. The demand for LLEP activity around the Freeport is expected to increase during 2022/23 and beyond as the legal and procedure stages are completed and the port becomes active and open for businesses later this year.

#### **4.9.7 Zero Carbon**

Government legislation is to reduce carbon emissions in the UK by 78% by 2035 and reach Net Zero by 2050. The LLEP aims to support local businesses as they reduce energy usage and transition to a greener, healthier, and more sustainable economy

##### **i. Business Support**

The LLEP has used £20,000 re-purposed GPF in June 2021 to commission a low carbon digital platform pilot from Zellar. This provided 100 free licences to support businesses in reducing their carbon usage, help them switch to greener energy sources, and become greener and more sustainable. The project is expected to run for approximately 12 months. By March 2022, 93 businesses had signed up, with 43 having already calculated their current carbon emission usage and begun to take action. Of them, 10 have appointed a sustainability officer. The LLEP Business Gateway Growth Hub team also undertook Low Carbon Literacy Training to strengthen their knowledge in providing informative business support.

##### **ii. Transport And Logistics**

The area has seen a huge boom in the logistics sector in recent years. Although this brings economic opportunities, it is also a potentially high-carbon sector. Together with Midlands Connect and the Midlands Net Zero Hub, the LLEP has supported or commissioned several studies in 2021/22, aiming to better understand the needs, gaps, and potential of a decarbonised logistics sector and the infrastructure needed to achieve it.

The UK hosted the international COP-26 event in Glasgow in November 2021. The LLEP was invited as part of the Midlands Green Regional Roadshow event, to demonstrate the work it is doing in the Midlands to reduce carbon emissions. The presentation included a film on the new zero carbon St. Margaret's Gateway project (described at Section 15).

#### 4.9.8 LLEP Business Gateway Growth Hub

The Business Gateway Growth Hub provides a 'wraparound service' of virtual business support, selected from a wide range of local and national support and funding, for existing and start-up businesses. It aims to develop and enable entrepreneurial, resilient and high growth businesses to thrive and grow by providing specialist 1-to-1 business support, and interactive workshops and webinars. Stakeholder engagement is undertaken to deliver best practice business and mentoring support across a range of business sector.

The Hub supported more than 1,500 small businesses - with a combined turnover more than £2 billion - during 2021/22. It also helped hundreds more people in Leicester and Leicestershire as they started out on their own during that period. The Growth Hub is part European funded.

The Hub is an integral part of the LLEP EGS. Services provided included:

- Core information for online and offline business support
- Localised intensive advice for SMEs
- Access to finance through a dedicated grant scheme
- Business-related events, strategic, technical and specialised workshops
- Enhanced assistance, including an Investor Readiness programme and property support.

The Growth Hub's annual report to Government demonstrated its positive impact on local enterprise as the region emerged from the COVID-19 lockdown:

522 businesses - with a combined turnover of £1.15 billion and employing 4,148 people - received medium density support

1,013 businesses - with a combined turnover of £1.12 billion and employing 11,412 people - received high density support

344 individuals were helped to start a business through a range of grants and programmes

A further 1,144 businesses received 'light touch' support after contact with Growth Hub advisers.

The Growth Hub worked on numerous partnership projects during 2021/22. One programme, created with De Montfort University, offered workshops and 1-1 support in basic business skills for individuals looking to set up a sustainable business in the community. It provided access to prototyping machinery and academic support and led to 16 potential businesses.

Other partnership projects included:

- The launch of The Fashion Technology Academy in Leicester to help train people in the skills needed for the fashion and textiles industry
- Progressing the LLEP Innovation Board and Steering Group (a consequence of the MIT REAP initiative referred to at Section 23) to devise interventions for businesses to promote innovation and productivity
- Encouraging businesses with international trading by working closely with colleagues at the Department of International Trade to promote export and trade support
- Working with British Business Bank in promoting the £250m Midlands Engine

Investment Fund (MEIF). This led to 71 investments in 42 companies totalling £15.35m.

The Growth Hub worked with district councils on an innovative programme linking Additional Restrictions Grant (ARG) offers to a support programme for businesses which had been trading for less than 36 months. It aimed to support 150 businesses and delivered 172.

Data submitted to the Department for Business, Energy and Industrial Strategy (BEIS), enables Government to assess progress and identify best practice and local innovation. More than 90% of a sample of 67 businesses which participated in a Growth Hub Customer Satisfaction Survey said they would not only use the service again but would also recommend it to other businesses

#### **4.9.9 Innovation Strategy**

An innovation strategy has been developed as part of the ongoing implementation of MIT REAP recommendations (described at Section 23). The Innovation Steering Group developed a 'Beacons and Bootstraps' approach to encouraging a culture of innovation and engagement with business support. The strategy aims to grow the Leicestershire economy by between 5% and 10% over the next five years. Findings from research undertaken for the Innovation Strategy fed directly into the LLEP Covid Recovery Cell and, ultimately, informed the Innovation pillar of the EGS.

Activities are being developed by the Innovation Board, chaired by Dr Nik Kotecha OBE DL, to drive the agenda forward by building collaborations, growth and opportunities to safeguard the future prosperity and productivity of the region's businesses.

One of the key outputs of MIT REAP was that there should be measurable outputs for the Innovation pillar work. A dashboard has been developed to track the annual performance of the region's innovation ecosystem. This will support development, implementation and monitoring actions and match to priorities of the EGS. The dashboard has a simplified and robust range of metrics which cover the five key innovation themes identified in the MIT REAP study. Metrics also align with the key actions that the Innovation Board is looking to influence.

The fourth Innovation Festival launched in February with a packed event at Space Park in Leicester. An extended fortnight-long schedule of events commenced with an event on the theme of innovation and sustainability. The festival was the most successful to date, with 25 events attracting 967 registrations and 726 attendees. The festival featured the fourth annual LeicestershireLive Innovation Awards. Nemaura was named Innovator of the Year and has been invited to join the Innovation Board. Plans are now underway for the Innovation Festival 2023

#### **Developing Skills**

##### **4.9.10 Careers Hub**

All state-maintained schools and colleges in the region are now part of the Enterprise Adviser Network and Careers Hub, an increase from the beginning of the year from 20

schools to 90. Enterprise Coordinators work with more than 80 Enterprise Advisors, supporting careers leaders in every school and college to make high-quality, 21st Century careers education a reality for everyone, everywhere. The two-year We Discover project seeks to support young people with special education needs and disabilities (SEND) to transition into high-quality education, employment, or training. It is an innovative and intensive programme of activities which seeks to ensure young people can make informed choices and will have routes to job and skills progression when they transition to their next step.

#### i. Virtual Insights

Working with local employers including Cadent, Lendlease, Cavendish Nuclear, and Leicester City FC, the Careers Hub created more than 200 virtual insight experiences for students in Leicester and Leicestershire. These interactive live sessions involve employees ranging from senior managers to apprentices working in these companies. Young people had the chance to hear first-hand about career pathways and ask questions.

#### ii. Bright Green Futures

As part of our low carbon work, the LLEP launched a Careers Hub climate action strategy entitled Bright Green Futures, which provides all young people with the chance to become agents of change, creative problem solvers and future leaders. It also saves schools money and reduced carbon footprints

#### iii. Cornerstone Employers

Our group of Cornerstone Employers, who are made up of flagship business from the area, continues to grow. It is focused on supporting the Careers Hub on 'We Discover' and a digital skills awareness project linked to the Digital Skills Partnership (see Section 57 below).

#### iv. Apprenticeships And Technical Education Project

Working in partnership with all local FE colleges, the East Midlands Chamber of Commerce and the Government's Behavioural Insights Team, the LLEP launched an innovative project to support parents and carers of Year 10 students to explore and better understand traineeships, T-levels, and apprenticeships. This included providing parents with 'conversation starters' to help them better engage with their children on careers education while helping parents and carers to build their own knowledge. The Careers Hub is one of the first in the country to develop a progressive careers curriculum for schools which is underpinned by a full resource library to help integrate careers into the curriculum and the classroom

#### **4.9.11 Skills Advisory Panel**

- The Skills Advisory Panel brings together members of the business community, education, and voluntary sector to better understand and address local skills challenges. It approved funding for three strands of work focussed on improving

access to the workforce:

- Kickstart extension programme - to support young people stay longer in a work placement and increase the chances of fulltime employment
  - NEET reduction programme - for young people aged 16-18
  - Digital Poverty - seven projects have been funded to support access to devices, connectivity, and skills. Projects cover a wide portfolio of ideas, including laptop recycling, creation of digital hubs in communities and digital buddies to provide one-to-one support.
- i. A Digital Skills Partnership has been established by the LLEP and has engaged more than 70 partners across the County. Sub-groups were established to consider inclusion, support for employees and SMEs, and the workforce of the future. The LLEP's skills team also chair several working groups to drive forward actions to support and address skills challenges:
- The European Social Fund Provider Forum
  - Education-Business Links group
  - Apprenticeship Provider Forum
  - East Midlands Enterprise Gateway resources Task and Finish group
- ii. The LLEP Apprenticeship Strategy was published in March 2022. It outlines actions to be taken to raise awareness of apprenticeships for both young people, adults and businesses. The LLEP Careers Hub has secured funding to boost the local Apprenticeship Ambassador Network to champion apprenticeships in the classroom.
- iii. The LLEP has supported the development of an LSIP, which is being led by the East Midlands Chamber and is expected to form a key part of business-led skills decision-making in the future.

#### **4.9.12 Partnership Working and Stakeholder Consultation**

As part of ongoing stakeholder engagement activities, the LLEP works with a range of businesses, universities, industry bodies, financial institutions, local authorities, as well as colleagues from City and County, health and wellbeing teams, tourism and hospitality, Inward Investment.

Regular meeting with the Chief Executives and Chairs of the 38 LEP Network members ensures access to the latest intelligence and provide opportunities for cross-border working.

The LLEP Business Gateway Growth Hub Board and LLEP Innovation Board provide the forum for regular updates, information sharing and intelligence gathering. There also regular calls for comment via the LLEP website and newsletters and weekly reporting to BEIS of local business intelligence gathered by LLEP Growth Hub team

#### **4.9.13 Business Tracker Survey**

The latest LLEP Business Tracker survey was launched in the week commencing 10th

October 2022. Questions were updated to capture the latest information on the impact of the cost-of-living crisis, skills needs, recruitment, digital transformation and environment and carbon impact, and Import and Export. The survey seeks to understand the impact of Covid, Brexit and the cost-of-living crisis and how it will affect business day-to-day trading.

**5. Background information and other papers:**

[Economic Growth Strategy](#)

[LLEP-Annual-Report-FINAL.pdf](#)

[Annual Report and AGM April 2021 – March 2022](#)

[LLEP-Delivery-Plan-5-7-22.pdf](#)







**Leicester Scrutiny Committee 7<sup>th</sup> December 2022**  
**Leicester and Leicestershire Enterprise Partnership**

**Sue Tilley, Interim Director of the LLEP**

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# Overview of Delivery Plan Status April 2022 March 2023

## Meeting our objectives



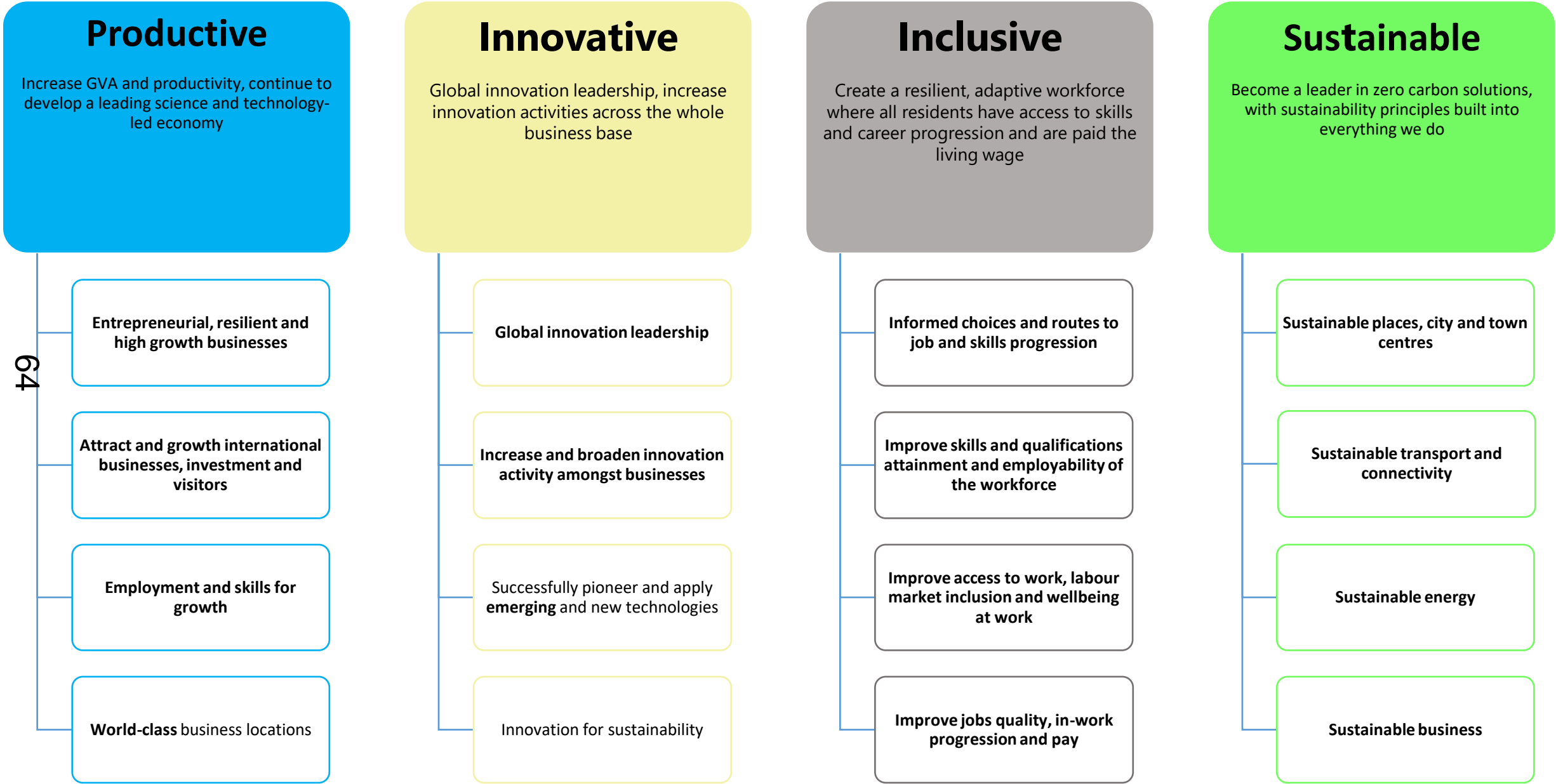
## LLEP Annual Report April 2021 to March 2022

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[Annual Reports and AGM | LLEP - click link for video](#)



# LLEP ECONOMIC GROWTH STRATEGY: 2021-2030 the framework



# Productivity Pillar

| Productivity | Delivery Plan objective  | RAG | Progress   |
|--------------|--|-----|--|
| 65           | <p>Increased demand for support by Drawing together and enhancing existing business support provision</p> <p>Developing and co-ordinating a cohesive framework for local start-up support</p> <p>Promotion via Business Gateway Growth Hub</p> |     | <ul style="list-style-type: none"> <li>➤ Hindered by the gap in Growth Hub Manager and reduced funding. (Growth Hub Manager now in post)</li> <li>➤ Growth Hub activities have centred on keeping the service running rather than expanding demand.</li> <li>➤ Activities will be reshaped according to new BEIS funding and the outcome of a current external review of activity.</li> <li>➤ Start-up support and ecosystem has been included in the Growth Hub review by Focus consultants.</li> </ul> |
|              | <p>Provide ongoing advice and support to businesses through the Growth Hub</p>   |     | <ul style="list-style-type: none"> <li>➤ Service has been maintained throughout the transitional period.</li> </ul>  |
|              | <p>Support productivity improvements, digital transformation, HR and skills, and diversification through Growth Hub webinars and 1-2-1 support</p>   |     | <ul style="list-style-type: none"> <li>➤ Ongoing programme of Business Support programmes funded by ERDF</li> <li>➤ Successful collaborative bid for Made Smarter Programme</li> <li>➤ Successful collaborative bid for Create Growth programme</li> </ul>   |
|              | <p>Support delivery of the Business Tourism Service and the activities of the Tourism Advisory Board</p>   |     | <ul style="list-style-type: none"> <li>➤ Funding via Growing Places Fund to support Place Marketing which has supported campaigns such Tourism video and, Uncover the Story and the recent Fitcation visitor campaign.</li> </ul>  |

# Innovation Pillar

| Innovation | Delivery Plan objective   | RAG    | Progress   |
|------------|---|--------|--|
|            | Continuing to support life sciences, space and earth observation at our Enterprise Zones and facilitate funding ambitions for Space Park 3  | Green  | <ul style="list-style-type: none"> <li>➤ Strong focus on our Innovation Beacons – the Enterprise Zones</li> <li>➤ Dedicated support for Enterprise Zones provided by LLEP programme manager Cheryl Maguire and senior management</li> </ul>  |
|            | Supporting business through our Ambition to Grow programme  | Yellow | <ul style="list-style-type: none"> <li>➤ Ambition to Grow has now been commissioned and rolled out with businesses recruited.</li> </ul>   |
| 66         | Driving up opportunities for collaboration, knowledge exchange, pooling of resources, and applied problem solving via our Innovation Board  | Yellow | <ul style="list-style-type: none"> <li>➤ Innovation Board established with a defined programme of work and dashboard performance metrics .</li> <li>➤ Close ongoing collaborations and partnership working with 3 Universities, Business and Finance and Innovate UK working to MIT REAP principles</li> </ul> |
|            | Improving the region's culture of innovation, as well as increasing awareness of the business performance benefits, through specific actions agreed by our Innovation Steering Group. This will include a Leicestershire Innovation Festival wo23 | Yellow | <ul style="list-style-type: none"> <li>➤ Innovation Board Delivery model is in development with early interventions being put into practice.</li> <li>➤ Leicestershire Innovation Festival planned for February 2023. Ambitious programme of activity</li> </ul>   |
|            | Developing peer-to-peer idea exchanges through our Growth Hub and following the MIT Reap model of innovation support for SMEs   | Yellow | <ul style="list-style-type: none"> <li>➤ ERDF Funded 'Ambition to Grow ' being delivered using ERDF funding. Workshop delivery commenced and should achieve the set targets.</li> </ul>  |
|            | Continuing to partner with the Midlands Engine Investment Fund, which has provided millions of pounds of finance for LLEP businesses since 2020   | Yellow | <ul style="list-style-type: none"> <li>➤ Identified as an area where the LLEP and Growth Hub could strengthen. New Growth Hub manager will progress this.</li> <li>➤ Included in Growth Hub consultant review.</li> </ul>  |

# Inclusivity Pillar

| Inclusion | Delivery Plan objective   | RAG | Progress   |
|-----------|---|-----|--|
|           | Engaging with all schools and colleges in our area through the Careers Hub  |     | ➤ All secondary schools and colleges engaged with. However, engagement from the school could be better in a small number of cases.   |
|           | Working with schools and colleges to support We Discover as we seek to support young people with SEND to make informed choices and have routes to job and skills progression                |     | ➤ We Discover SEND project progressing well, resourced and working with partners.  |
| 67        | Working with local employers to create virtual insight experiences for young people and adults in Leicester and Leicestershire  |     | ➤ Over 200 virtual insight experiences created, including companies such as Cadent, ICFC and Cavendish Nuclear.  |
|           | Using our NEET prevention project to work with local young people   |     | <ul style="list-style-type: none"> <li>➤ Project is now on the second and final cohort. The first cohort was below target numbers.</li> <li>➤ Phase 2 active in Charnwood. week. There are challenges trying to secure work experience. A number of attendees have been going for interviews and secured jobs.</li> <li>➤ The cohort specification widened to include refugees due to a shortfall in the original target group.</li> </ul> |
|           | DIGITAL POVERTY Supporting seven LLEP-funded local digital poverty projects with training and digital-ready devices, including a device loan scheme, through our Digital Skills Partnership |     | ➤ Projects starting to submit claims for successful outcomes. Most projects are six months in to a 2-year programme.   |
|           | Continuing the development of SportPark   |     | ➤ Project is on target with anticipated final claim due in December 2022 (Q3)  |

# Sustainability Pillar

| Sustainability | Delivery Plan objective   | RAG    | Progress  |
|----------------|---|--------|---|
| 88             | Investing through the Business Rates Pooling Fund in projects including Loughborough town centre regeneration and green growth corridors      | Green  | <ul style="list-style-type: none"> <li>➤ Investments have been made in several local regeneration projects to support active travel including:</li> <li>➤ Granby Street/St George Street Regeneration Gateway project has fully completed on the financially and has moved to monitoring.</li> <li>➤ Loughborough town centre has 95% completed with a final claim due shortly</li> <li>➤ Green Growth Corridors work on the project has progressed however no financial claim has been submitted.</li> </ul> |
|                | Working with Midlands Connect to fund a study looking at the decarbonisation of East Midlands Airport   | Yellow | <ul style="list-style-type: none"> <li>➤ The study is still at the procurement stage, funding from Midlands Connect has been secured.</li> </ul>  |
|                | Working with businesses to encourage their employees to use more active and sustainable forms of transport for commuting and in-work journeys | Yellow | <ul style="list-style-type: none"> <li>➤ Working in collaboration with Go Travel Solutions</li> </ul>   |
|                | Supporting businesses to access the Zellar programme to identify low carbon measures and increase their energy efficiency                     | Yellow | <ul style="list-style-type: none"> <li>➤ Pilot scheme LLEP Procured 100 licences 90 businesses signed up to date with time frame for the early adopters extended</li> <li>➤ Other regions have followed our example and commissioned Zellar</li> </ul>  |
|                | Establishing a local hydrogen intelligence group  | Yellow | <ul style="list-style-type: none"> <li>➤ LLEP officers attend regional hydrogen groups. There are currently no plans to establish a LLEP area group as the regional geography currently feels appropriate.</li> </ul>   |



**Thank you and any questions**





# *EDTCE 7<sup>th</sup> Dec 2022*

## *Levelling-UP 1/2 scheme updates*

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### **Levelling up round 1 schemes – funding secured**

- Railway Station
- Pioneer Park – Dock 3-5/Abbey Court & Former Ian Marlow Centre workspace units
- Pilot House

### **Levelling Up round 2 bid – submitted and awaiting response**

- Connecting St Margaret's

# Railway Station Gateway – LU 1

- The Council is working with the rail industry to transform the station as a gateway into Leicester.
  - A new main entrance and public realm will be formed into the ticket office from Station Street
  - The public areas of the ticket office will be expanded and the ticket gate-line enlarged
  - The historic Porte Cochere will be refurbished and converted to a hospitality and retail destination with taxis relocated to the Station Street entrance
- Total Cost Estimate £22.6M; £17.6M secured from LUF, balance from LCC

# Existing





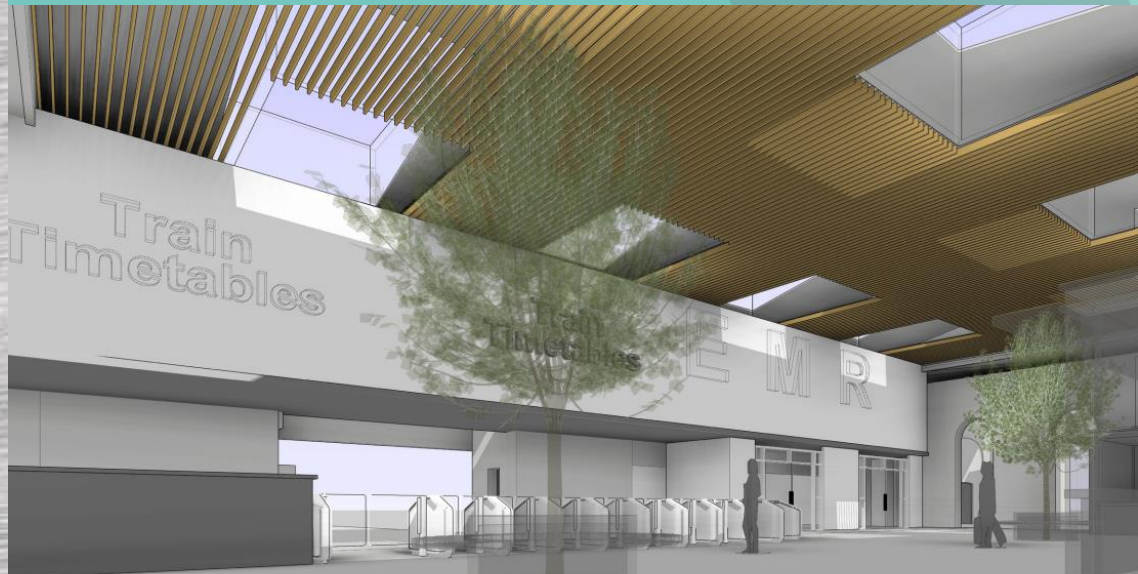


# Proposed





# Proposed





# Rail Station Gateway - Progress

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- Tri-partite legal agreement to deliver the scheme between LCC, Network Rail and East Midlands Railways signed
- RIBA 2 Architectural design work complete
- Planning Application programmed for February/March 2023
- Target to be on-site with enabling works Summer 2023 and main construction works end 2023
- Scheme complete and entry into service early 2025

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# Pioneer Park Workspace Programme LU1

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- **Leicester City Council will undertake separate three projects:**
- 6,000sq.m of new office and industrial buildings (Dock 3-5) at Exploration Drive, opposite Dock
- 3,000sq.m of new small industrial units at the former housing depot, Blackbird Rd
- Prepare the 1.6 ha Abbey Court site ready for future high tech development. The aim is to expand and substantially complete the Pioneer Park/Space Park campus giving it regional/national significance.
- The new small industrial units will be the a much needed addition to the Council's portfolio and increase stock in an over subscribed sector
- The Total cost estimate at £24.6m. LUF contribution £19.4m. Balance from LCC

# Dock 3-5 – Pioneer Park, Exploration Dr





# Abbey Court Site and Blackbird Rd Workspace units

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# Pioneer Park - Progress

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- **Dock 3-5** - planning permission obtained Aug 22, main contractor to be appointed Feb 23, completed Spring 24
- **Ian Marlow Centre** – Development partner appointed by Feb 23, demolition and planning consent by Aug 23, start on site Autumn 23 with completion Autumn 24
- **Abbey Court Site**-project team appointed Dec 22, scheme design and planning consent Summer 23, construction period to Spring 24



# Pilot House - LU 1

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- Leicester City Council will refurbish Pilot House, a cluster of 5 vacant commercial buildings.
- The aim is to create a destination that supports the growth of creative businesses in the city and attracts new investment, circa 60k sq ft of lettable space.
- The complex will include shared space for conferencing / training and seminar rooms, built around a high quality shared entrance that serves as a café / leisure and events space
- Total cost estimate at £11.9m. LUF contribution £8.567m. Balance from LCC



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# Pilot House - Progress

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- RIBA design stage 3 complete
- Planning application submitted
- Expression of Interest uploaded to Framework
- Tender upload date 25<sup>th</sup> November 2022
- Target to be on site Summer 2023
- Construction work to complete End 2024
- Scheme opens Early 2025



# Connecting St Margaret's LU 2 Bid

- **Scheme Description:** Reconstructing the St. Margaret's Way/Vaughan Way/Burleys Way junction by infilling the underpasses, building high quality pedestrian and cycle crossings, prioritising buses and improving the environment
- **Benefits:**
  - links to new St Margaret's Bus Station and adjacent cycleways/paths
  - potential for improved cycle, walking and bus connectivity
  - safety improvements by removal of underpasses
  - unlock regeneration potential in the area
  - improve environment - new landscaping /improve heritage - St Margaret's Church
  - strong stakeholder support
- **Scheme cost:** Total Cost Estimate £15m (£12m LU/£3m LCC)
- **Timetable:** Bid submitted in July, original decision expected in October but deferred to December 2022  
If successful, reconstruction in 2024/25

**Early closure of the underpasses:** Closing the underpasses with Highways Act powers before reconstruction to improve public safety - works to commence January 2023











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See Decision reports noted for the approved levelling up schemes including relevant legal and financial comments.

<https://cabinet.leicester.gov.uk/ieDecisionDetails.aspx?ID=1266> - Pioneer Park

<https://cabinet.leicester.gov.uk/ieDecisionDetails.aspx?ID=1242> - Levelling Up

<https://cabinet.leicester.gov.uk/ieDecisionDetails.aspx?ID=1239> - Pilot House



## **Leicester Workplace Parking Levy Update**

### **EDTCE Scrutiny**

Date of meeting: 7<sup>th</sup> December 2022  
Lead director/officer: Andrew L Smith

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### **Useful information**

- Ward(s) affected: ALL
- Report author: Andrew L Smith
- Author contact details: andrewl.smith@leicester.gov.uk
- Report version number: v1.0

## **1. Summary**

1.1 A 12 week consultation of a Workplace Parking Levy (WPL) in the city concluded on the 13<sup>th</sup> March 2022. The consultation report was made public on 7<sup>th</sup> November 2022.

1.2 An Executive Decision was confirmed on 15<sup>th</sup> November 2022, that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city.

## **2. Recommended actions/decision**

2.1 To note the WPL consultation report and Executive Decision that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city.

## **3. Scrutiny / stakeholder engagement**

3.1 An undertaking to consult on a proposed Workplace Parking Levy (WPL) was initiated in 2019.

3.2 An initial consultation was conducted in Summer 2021 on the principles of a WPL alongside a Draft Leicester Transport Plan that set out ambitious plans for buses cycling and walking and how they could be funded.

3.3 Subsequently a business case and supporting evidence for a WPL was developed in detail and a 12 week public consultation exercise was conducted that concluded on the 13<sup>th</sup> March, 2022. The consultation was extensively promoted, including in local, social, trade, and national media, and a series of events with key stakeholders were undertaken alongside general consultation methods.

Over 18,000 comments were received including from residents, businesses, unions, schools and partners both within and outside the city area. Over 50% of responders identified themselves as employees. Around three quarters of respondents were from across the city and a quarter lived outside in the county and beyond.

The public consultation exercise including consultation report, summarising comments and officer responses can be found at: [Workplace Parking Levy consultation](#).

Proposals for a Workplace Parking Levy have been subject to scrutiny through the Council's Economic Development, Transport and Climate Emergency Commission in August 2019, September 2021 and also February 2022, to which the Chairs and Vice

Chairs of other Commissions were invited. Comments and suggestions from the scrutiny process were considered as part of the development of WPL proposals. Regular updates have subsequently been provided to EDTCE.

#### **4. Background and options with supporting evidence**

See Section 5.

#### **5. Detailed report**

5.1 Following a commitment by the council to undertake consultation into a WPL, initial proposals were developed in 2021 alongside a new Local Transport Plan for the city. This set out ambitious plans for a transformational vision to provide city high quality city-wide bus, cycling and walking services and infrastructure and how this could be partly funded through a WPL.

[Leicester Transport Plan](#)

[Leicester Workplace Parking Levy: Initial Consultation](#)

5.2 In developing the business case the council has worked extensively with partners including Nottingham City Council and De Montfort University and external expert consultants to consider options and develop WPL proposals suited to Leicester.

5.3 The WPL proposal, in accordance with the Transport Act (2000), envisaged placing a charge on places of work within the city for any liable parking spaces provided for employees. Exemptions and discounts were proposed and an appropriate charge was identified. The detailed business case and accompanying evidence documents can be found here:

[Workplace Parking Levy - Leicester City Council - Citizen Space](#)

5.4 Section 3 above sets out the extensive consultation and scrutiny conducted on the WPL proposals and provides a link to the report of consultation.

In summary responses were focussed on the following themes:

- Education issues (31%)
- Concept of a Workplace Parking Levy for Leicester (18%)
- WPL Scheme Details (15%)
- Public and active transport (14%)
- Socio-economic impacts (14%)

The main points raised in summary were as follows:

- General support for the transformation of bus, cycling and walking services and facilities in the city and the associated need to address city objectives related, for example to the climate emergency, health and air pollution.
- Concerns raised on the impact of WPL on schools and education including use of school budgets and recruitment and retention of staff.

- Concerns over impact if levy charges were passed on from employers to lower paid staff and the emerging cost of living crisis.
- Concerns raised about the need for a WPL in the city, whether it is the right way to secure funding and if it would be spent on transport as proposed.
- The potential for impacts on the city economy and business investment to be impacted and concerns over recruitment and retention of staff.
- The potential for problems created by displaced parking from car parks.
- Questions over how the WPL could benefit out of city centre workplaces.
- Suggestions for other exemptions and discounts to be introduced and alternative charge levels.

5.5 Since the development of the WPL business case and the consultation exercise there has been a substantial change in the national economic landscape and this is impacting significantly on business and individuals, particularly the lower paid. The cost-of-living crisis has been worsened substantially by global factors such as the Russian invasion of Ukraine and related increase in energy costs, exacerbating existing issues related to the Covid-19 pandemic. The recent political uncertainty has further undermined economic confidence. There is little evidence that these challenges will ease in the short-term making for an uncertain environment to introduce a WPL.

5.6 In this context an Executive Decision by the City Mayor was confirmed on 15<sup>th</sup> November 2022 that, in light of the current cost of living crisis and associated economic uncertainty, work is not developed further on a Workplace Parking Levy for the city. See [Decision Report](#).

5.3 Officers will continue to develop a Local Transport Plan based on the original draft setting out the council's longer term ambitions and plans. New Government guidance on LTPs is expected in the coming months and a revised plan is expected later in 2023 for consideration.

## **6. Financial, legal, equalities, climate emergency and other implications**

### 6.1 Financial implications

The financial implications of a Workplace Parking Levy were set out within the published business case. In particular, the base case assumed additional net income of £95m over a 10-year period, which will not now be available to fund services. Clearly, alternative funding would need to be sought to pursue the schemes or initiatives that were under consideration.

Stuart McAvoy – Acting Head of Finance

### 6.2 Legal implications

The Council has the power to introduce a Workplace Parking Levy by order in accordance with the Transport Act 2000 but there is no duty on the Council to introduce such a Levy. The result of the consultation, including the WPL Consultation report, should be considered to ensure that any decision making is lawful, follows a fair process and is reasonable.

Kevin Carter - Head of Law - Commercial, Property & Planning



### 6.3 Equalities implications

An EIA was undertaken during development of the WPL business case. Work on this will cease now the WPL will not be developed.  
Kalvaran Sandhu – Equalities Manager

### 6.4 Climate Emergency implications

A WPL scheme is a method of demand management that would encourage the uptake of active and sustainable travel modes alongside promoting such modes. As such, if a WPL is not implemented positive impacts on transport related emissions within the city will not occur – including the delivery of new and improved infrastructure via the levy, and the overall dis-incentivisation of vehicular travel for commuting purposes  
Aidan Davis – Sustainability Officer

### 6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None

## **7. Background information and other papers:**

Embedded in the report

**8. Summary of appendices:**

8.1 Not applicable.

**9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?**

9.1 No

**10. Is this a “key decision”? If so, why?**

10.1 No

## Economic Development, Transport and Climate Emergency (EDTCE) Scrutiny Commission

### Work Programme 2022-23

| Date      | Meeting Items  | Actions Arising   | Progress |
|-----------|--|---|----------|
| 23 Jun 22 | <ol style="list-style-type: none"> <li>1. TROs – standing item (Beauville Drive)</li> <li>2. Construction Skills Hub update and Employment Hub Update</li> <li>3. Verbal update re: Workplace Parking Levy Consultation</li> </ol> | <p>Items 2 deferred from the previous civic year.</p> <p>Under Questions, Representations of case: from ‘Climate Action Leicester’ re: <i>will the new Beaumont Leys Park and Ride site include installation of solar panels for renewable energy generation?</i></p> <p>In response by officers: <i>the department was currently at the design stage and were looking at the inclusion of solar panels as part of the scheme.</i></p> <ol style="list-style-type: none"> <li>1. TRO – members comments to be taken into account by officers.</li> <li>2. Members welcomed the report, requested further updates on outcomes in the future and any information on obstacles for ethnic minority groups.</li> <li>3. Verbal summary of progress provided, still working on processing the results of the consultation, once available will report back to the commission.</li> </ol> |          |

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| Date       | Meeting Items   | Actions Arising   | Progress |
|------------|---|---|----------|
| 31 Aug 22  | <ol style="list-style-type: none"> <li>1. TROs – standing item               <ul style="list-style-type: none"> <li>• A50 FiveWays</li> </ul> </li> <li>2. Leicester Enhanced Bus Partnership (from 23<sup>rd</sup> June) presentation</li> <li>3. Carbon Neutral Road Map report</li> <li>4. Levelling Up Fund Round 2 – Connecting St. Margaret’s submission presentation.</li> </ol> | <ol style="list-style-type: none"> <li>1. TRO Five Ways item: Officers to take into account the points raised by Cllrs Bhatia and Waddington e.g. impacts to increased traffic and pollution on narrow side streets like Duncan and Bonchurch Streets.</li> <li>2. Members praised and welcomed the report, esp the new green line hop free service. Comm to receive report back in 6 months.</li> <li>3. Members praised the detailed report. Comm to receive report back in 6 months.</li> <li>4. The report bid proposal to remove the underpass agreed by members.</li> </ol> |          |
| 22 Sept 22 | <p>Additional Special meeting: <b>Draft Local Plan item</b></p> <p><b>EDTCE comm members invited to the Housing Scrutiny Comm meeting for JOINT scrutiny of the local plan.</b></p>   |   |          |
| 12 Oct 22  | <ol style="list-style-type: none"> <li>1. TROs – standing item (if any)</li> <li>2. TCF Schemes: tbc (if any)</li> <li>3. Questions, Representation etc..(a question has come in - to be added to agenda)</li> <li>4. Leicester Labour Market Annual Report and Textiles CRF project</li> <li>5. Inward Investment &amp; Place Marketing Update</li> </ol>                              |   |          |

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| Date      | Meeting Items  | Actions Arising | Progress |
|-----------|--|-----------------|----------|
| 7 Dec 22  | <ol style="list-style-type: none"> <li>1. TROs – one item: Lutterworth bus lane extension</li> <li>2. TCF Schemes: tbc (if any)</li> <li>3. LLEP Annual Report</li> <li>4. Levelling Up 1/2 Update</li> <li>5. Findings and Analysis of Workplace Parking Levy Consultation</li> </ol>   |                 |          |
| 26 Jan 23 | <ol style="list-style-type: none"> <li>1. TROs – standing item (if any)</li> <li>2. TCF Schemes: tbc (if any)</li> <li>3. Draft General Fund Revenue Budget and Draft Capital Programme 2023-24</li> <li>4. Leicester Labour Market and CRF project - Update</li> <li>5. Learning and Skills for Economic Recovery, Social Cohesion and a more equal Britain (Council of Skills Advisors Report)</li> <li>6. Biodiversity Action Plan</li> <li>7. Cycle Action Plan</li> </ol> |                 |          |
| 22 Mar 23 | <ol style="list-style-type: none"> <li>1. TROs – standing item (if any)</li> <li>2. TCF Schemes (if any)</li> <li>3. Adult Education Service – Update</li> <li>4. Connecting Leicester/TCF Programme Update</li> </ol>   |                 |          |

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**Draft Forward Plan / Suggested Items for 2022-23**

| Topic   | Details   | Proposed Date   |
|---|---|---|
| <p><b>ONGOING</b><br/><b>City Mayor &amp; Executive Plan of Key Decisions</b></p> <p><b>Leicester Smart City Strategy – Richard Sword</b></p> <p><b>Local Plan – Andrew Smith</b></p> | <p>Commission to keep a watching brief and receive regular reports / updates on executive key decisions planned to relate to this portfolio.</p> <p>Adoption of a strategy that combines Leicester’s digital, physical, and social environment to deliver an inclusive, thriving, and sustainable city for all.</p> | <p>Ongoing</p> <p>TBC</p> <p>TBC – a special meeting in 2022</p>              |
| <p><b>ONGOING</b><br/>Spending Review Programmes linked to:<br/>a) <b>Councils General Fund Revenue Budget Report</b><br/>b) <b>Capital Programme Projects</b></p>                    | <p>Commission to keep a watching brief and receive regular updates on issues related to budgets with this portfolio. Decisions consequential to the monitoring of expenditure in 2023-24 (if any) – General Fund Budget Report, prior to OSC in Feb 2023</p>  | <p>Ongoing</p>  |
| <p><b>ONGOING</b><br/><b>Consultations</b></p> <p>Workplace Parking Levy</p>  | <p>Members to consider relevant items to this commission from planned or live consultations to provide scrutiny comments and views</p> <p>The consultation was completed in March 2022 and a special meeting was held in Feb 2022 on this.</p>  | <p>Findings and Analysis of Consultation to be considered in Summer 2022.</p> |
| <p><b>Connecting Leicester Projects</b></p>   | <p>Commission agreed to be involved at the early stages of development of plans</p>   | <p>Ongoing updates</p>  |
| <p><b>Economic Recovery Plan Update – now the - City Centre Economic Plan</b></p>   | <p>Review of progress – this was split into 2 updates. First update was in February 2021 and included a LLEP update. Format of latest update to be considered by the service</p>  | <p>Second update completed in June 2021; follow up update in late 2022.</p>   |

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| Topic   | Details  | Proposed Date   |
|---|--|---|
| <b>Local Plan</b>   | Item to be considered by all Commissions   | Joint scrutiny with Housing scrutiny EDTCE members invited to housing sc meeting 22 September 2022. |
| <b>Smart Cities</b>   | Information on proposed strategy   | Deferred from Dec 2019 meeting to 2022/23.  |
| <b>Healthier Air for Leicester – Air Quality Action Plan 2015 – 2026</b>    | Progress update on actions (joint with health & wellbeing scrutiny)  | TBC   |
| <b>Cultural Quarter</b>   | Update   | TBC   |
| <b>Waterside regeneration</b>   | Deferred to new municipal year due to the number of items on the agenda.   | Summer 2022   |
| <b>Major Transport Projects (including NPIF projects)</b>                   | Report on progress   | TBC   |
| <b>Neighbourhood Highway Safety schemes</b>                                 | Report on progress   | TBC   |
| <b>Inward investment and Place Marketing</b>                                | Report on progress including recent web site investment and general progress e.g., Visit Leicester.  | Completed in Aug 2021. Next update in October 2022.   |
| <b>Leicester, Leicestershire Enterprise Partnership (LLEP)</b>              | Last update given in March 2021 and was linked to Economic Recovery Plan.  | Next update expected early 2023.  |
| <b>Transforming Cities Programme</b>  | A series of TCF schemes will be coming to the Commission throughout the year.  | a. Soar Valley Way – Summer 2022  |
| <b>Bus services/ bus related issues: Leicester Enhanced Bus Partnership</b> | Enhanced Bus Partnership Plan 2022-2030: sets out a range of commitments by all partners to be delivered from 1 May 2022 to 31 March 2025.             | August 2022.  |
| <b>Workplace Parking Levy</b>   | Item considered in September 2021 and February 2022 (mid-consultation). Findings and analysis of the consultation to be presented in Late Summer 2022. | Expected Autumn 2022.   |

| Topic  | Details   | Proposed Date   |
|--|---|---|
| <b>Corporate Estate Management</b>   | More information on corporate managed estate (Estates and Building Services) was raised on 19 November 2020 meeting, where the Executive Members confirmed an annual report would be put together on this. Last update was in April 2021. An updated report was deferred to this municipal year due to a busy agenda. | Next update expected in October 2022.   |
| <b>Emergency Active Travel Fund (EATF) Overview</b>  | Report on government scheme to encourage walking or cycling. Informal sessions would be planned before this.  | TBC where updates are available.  |
| <b>LASALS Update</b>   | Annual Report from the service. Latest update was given in March 2022.  | March 2023.   |
| <b>Accessibility Update</b>  | Report taken to the Commission in June 2021, with a request for a further update in the next civic year.  | November 2022.  |
| <b>Draft Revenue Budget 2022-23</b>  | Report to go to all Commissions – an Officer from Finance to be present at the scrutiny meeting.  | January 2023.   |
| <b>Draft Capital Programme 2022-23</b>   |   |   |
| <b>Leicester Labour Market Partnership and the delivery of the successful CRF bids, which includes the project placed within the textiles sector</b> | This update follows the Leicester's Textile Sector (Modern Slavery and Exploitation) item that was considered by the Commission since September 2020, along with CRF bids in January 2022.  | Initial reports taken in October 2020 and April 2021. Next update October 2022. |
| <b>Carbon Neutral Road Map</b>   | A report from the Sustainability Team.  | August 2022   |
| <b>Construction Skills Hub and Employment Hub Update</b>   | Report on progress – deferred to the next municipal year due to length of the agenda for March 2022.  | August 2022.  |
| <b>Economic Recovery Dashboard</b>   |   | TBC   |
| <b>Discussion on Potential Items for Upcoming Commission Meetings</b>  | In the March 2021 meeting, Commission Members were asked to give suggestions on potential items.  | TBC   |



| Topic | Details  | Proposed Date |
|-------|--|---------------|
|       | <p>This was added to by the previous Commission in June 2021:<br/>Included:</p> <ul style="list-style-type: none"> <li>• An item on “Reserving Rights of Way of former Central Railways”.</li> <li>• Exploring issue of space in the urban realm and potential for building a fixed mass transit system for the future</li> <li>• An item to discuss The Impact on Climate Emergency in terms of Construction Projects</li> <li>• Insight into “Leicester Rangers proposing a new stadium using sustainable building”</li> </ul> |               |

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