

Leicester
City Council

Governance Services
City Hall
115 Charles Street
Leicester
LE1 1FZ

12 March 2025

Sir or Madam

I hereby summon you to a meeting of the LEICESTER CITY COUNCIL to be held at the Town Hall, on THURSDAY, 20 MARCH 2025 at FIVE O'CLOCK in the afternoon, for the business hereunder mentioned.

Kamal Adhin

----- **AGENDA** -----

AUDIO STREAM OF MEETING

A live audio stream of the meeting can be heard on the following link:

<https://www.youtube.com/@leicestercitycouncildemocr5339>

1. LORD MAYOR'S ANNOUNCEMENTS

2. DECLARATIONS OF INTEREST

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 19 February 2025 are available to view at:
[Agenda for Council on Wednesday, 19 February 2025, 5:00 pm](#)

Copies are also available from Governance Services on (0116) 454 6350 or
committees@leicester.gov.uk

4. STATEMENTS BY THE CITY MAYOR/EXECUTIVE

5. PETITIONS

- Presented by Members of the Public - None
- Presented by Councillors - None
- Petitions to be debated - None

6. QUESTIONS

- From Members of the Public
- From Councillors

7. MATTERS RESERVED TO COUNCIL

a) PAY POLICY STATEMENT 2025/26 AND GENDER PAY REPORT 2024

Pages 1 - 32

b) AIR QUALITY ACTION PLAN 2025-2030

Pages 33 – 148

8. REPORTS OF THE MONITORING OFFICER

a) APPOINTMENT OF THE HONORARY
RECORDER

Pages 149-154

b) CALL-IN OF EXECUTIVE DECISION

Pages 155-194

9. NOTICES OF MOTION

10. ANY OTHER URGENT BUSINESS

Information for members of the public

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- Please do not take food into the Council Chamber.
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Further information

If you have any queries about any of the above or the business to be discussed, please contact:

Sharif Chowdhury, Senior Governance Support Officer. email committees@leicester.gov.uk or call in at City Hall.

For Press Enquiries - please phone the **Communications Unit on 0116 454 4151**

Executive Report

Pay Policy Statement 2025/2026
Gender Pay Gap Report 2024

Decision to be taken by: Full Council on 20th March 2025
Lead director: Andrew Shilliam



City Mayor

Useful information

- Ward(s) affected: None
- Report author: Andrew Shilliam, Director of Corporate Services
- Author contact details: 37 0131
- Report version number: 1

1. Summary:

Section 38 of the Localism Act 2011 places a requirement on all local authorities to prepare and publish a Pay Policy Statement for each financial year in order to achieve public accountability, transparency, and fairness in the setting of local pay. The Statement must be approved by Full Council and published by 1 April each year.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017 require public sector employers, as part of their public sector equality duty, to publish specific details of their gender pay as of 31 March each year.

This report seeks approval of the Council's Pay Policy Statement for 2025/2026 and asks Council to note the Gender Pay Gap Report for 2024.

2. Recommendations:

- a) That Council approves the Pay Policy Statement for 2025/2026 (Appendix A)
- b) That Council notes the Gender Pay Gap Report for 2024 (Appendix B)

3. Supporting information including options considered:

Pay Policy Statement

The Pay Policy Statement is required to focus on the pay of senior staff and to set this in the context of the pay of the wider workforce. The Statement must cover the Council's approach to a number of elements of pay for senior staff including salary scales, any performance related pay, bonuses or additional elements of pay, termination payments and approach to pensions. Similar information must be included in relation to the wider workforce and the remuneration of the lowest paid employees must be specified.

After approval by Full Council, the Pay Policy Statement must be published on the Council's website by 1 April for public scrutiny. The intention is to ensure that Members consider how they pay their senior staff and can justify their policy on senior pay in the light of potential public scrutiny.

The Statement includes the ratio between the top earner's salary and the median salary which is 5.4:1. The ratio is slightly higher than last year when it was 5.3:1. However this remains lower than the latest figures we have from our neighbouring councils – significantly in the case of Nottingham City Council (7.62:1) and slightly in the case of Derby City Council (5.48:1).

The Council has made a positive commitment to support lower paid staff and their families and has adopted the 'Real Living Wage' to provide a better standard of living. The Council therefore pays a supplement to employees whose hourly rate falls below the 'Real Living Wage'. At the time of writing, no employees are in receipt of this supplement as the minimum point of the LGS pay scale is above the Living Wage rate of £12.00 effective from 1 April 2024.

In October 2024, the 'Real Living Wage' rate was increased to £12.60. The Council intends to implement this increase from 1 April 2025. At the time of writing, it is unclear which employees (if any) will be eligible for the supplement as the 2025 pay award, which will be applicable from the same date, is yet to be agreed.

Gender Pay Gap Report 2024

This is the Council's seventh Gender Pay Gap Report. It is important to note that gender pay gap reporting is not about men and women being paid differently for the same job but about the differences between the overall average pay of men and women within an organisation. The key figures to be published are the mean and median gender pay gaps, i.e. the percentage difference between the mean and median hourly rates for men and women. The table below compares these figures over the last two years as at 31 March.

Year	Mean pay gap %	Women mean hourly rate	Men mean hourly rate	Median pay gap %	Women median hourly rate	Men median hourly rate
2023	-1.2%	£16.68	£16.49	-0.2%	£15.67	£15.64
2024	-2.6%	£17.95	£17.49	0%	£16.67	£16.67

At 31 March 2024 the council's mean gender pay gap was -2.6% with the mean hourly rate of pay being higher for women (£17.95) than men (£17.49). When considered against the previous year's figure (-1.2%) this represents a move away from the ideal position of 0%. A comparison between the two years has not revealed any statistically significant outliers to enable the root cause of the change to be identified.

At 31 March 2024 the council's median gender pay gap was 0% meaning that the median hourly rate of pay was the same for both men and women. This is the ideal position and represents an improvement on the previous year when there was a small gap of -0.2%.

It is not yet possible to compare our 2024 figures with other employers as this data does not need to be published until 31 March 2025. However, it is worth noting that, as at 31 March 2023, less than 10% of English local authorities reported a 0% median pay gap and the average median gap for unitary authorities was 2.6%.

The council will continue to monitor the mean and median gender pay gaps.

4. Details of Scrutiny

The Pay Policy Statement is essentially a statement of existing policy. Pay Policy Statements from previous years remain available for public scrutiny on the Council's website.

The Gender Pay Gap Report is a statement of fact. Reports must remain on the Council's website for a minimum of three years for public scrutiny. Data must also be uploaded to a Government portal, where the public can access the data.

5. Financial, Legal and Other Implications

5.1 Financial Implications

The Pay Policy Statement sets out the framework for the Council's employees' pay with a particular focus on senior staff (Head of Paid Service and Directors) in the context of the wider workforce. The Council's budget for 2025/2026 includes an estimate of pay costs which will be incurred. There are no significant changes from last year's pay policy.

There are no financial implications associated with the gender pay gap report.

Catherine Taylor
Financial Strategy Manager

Ext: 374056

5.2 Legal Implications

The Localism Act 2011 requires local authorities to prepare a Pay Policy Statement each year. This document must set out the Council's approach to the remuneration of chief officers, the remuneration of its lowest paid employees and the relationship between the remuneration of chief officers and employees who are not chief officers. In preparing a Pay Policy Statement, local authorities must have regard to any guidance issued or approved by the Secretary of State. Guidance was issued by the Department for Communities and Local Government initially in November 2011 and supplementary guidance was issued in February 2013. Each year's Pay Policy Statement must be approved by Full Council before it comes into force.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017 place a duty on public authorities with more than 250 employees to publish their gender pay gap statistics by no later than 31 March every year.

The statistics that must be published are the mean and median differences in the hourly full pay between male and female employees; the mean and median differences in bonus pay between male and female employees; the proportion of male and female employees who have received bonus pay and finally the proportion of male and female employees in the lower quartile, lower middle quartile, upper middle quartile and upper quartile of the pay scales.

Paul Holmes
Head of Law, City Barrister & Head of Standards

Ext 371428

5.3 Climate Change and Carbon Reduction Implications

No climate change implications.

5.4 Equality Implications

Under the Equality Act 2010, public authorities (including the local authority and schools), have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations place a duty on public authorities with more than 250 employees to publish statutory calculations every year showing how large the pay gap is between their male and female employees no later than 31 March every year. The purpose of Gender Pay Gap reporting is to achieve greater gender equality across the UK and increase pay transparency by narrowing and eventually eliminating the pay differential between men and women.

Although there are no equalities implications arising for people with protected characteristics directly related to the pay policy statement itself, the purpose of the pay policy statement is to increase accountability, transparency, and fairness in the setting of local pay. It will be important to assess against other authorities when they also publish their data to consider if our offer is comparative and fair.

Surinder Singh, Equalities Officer

Ext 37 4148

5.5 Other Implications

No other implications.

6. Background information and other papers:

'Openness and Accountability in Local Pay: Guidance under Section 40 of the Localism Act'

'Localism Act: Pay Policy Statements – Guidance for Local Authority Chief Executives'

'Openness and Accountability in Local Pay: Guidance under Section 40 of the Localism Act – Supplementary Guidance'

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017

The Public Sector Equality Duty – Section 149 of the Equality Act 2010

7. Summary of appendices:

Appendix A: Proposed Pay Policy Statement 2025/2026 and supporting documents (1–4)

Appendix B: Gender Pay Gap Report 2024

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

No.

- 9. Is this a “key decision”?**

No.

Leicester City Council

Pay Policy Statement 2025/26

1 Introduction and Purpose

- 1.1 Section 38(1) of the Localism Act 2011 requires all local authorities in England and Wales to produce and publish a Pay Policy Statement for each financial year. The principle behind this requirement is to ensure transparency and accountability in local approaches to public sector pay, particularly in respect of senior staff, by enabling public scrutiny.
- 1.2 As specified in the Act, this requirement does not extend to schools and, therefore, the Statement does not include school-based employees. Leicester City Council's Pay Policy Statement is set out in accordance with the mandatory requirements of the Localism Act and also takes account of The Local Government Transparency Code 2015. It sets out information on the council's pay and conditions of service for its chief officers and the wider workforce.
- 1.3 The Pay Policy Statement is designed to enable communities to access the information they need to determine whether remuneration, particularly senior remuneration, is appropriate and commensurate with responsibility. It also helps ensure that policies on pay and reward for the most senior staff are clearly set within the context of the pay of the wider workforce.
- 1.4 The Act recognises that each local authority has the right to determine its own policy towards pay in order to address local priorities, the local marketplace, and its own economic circumstances. There is a requirement for the Pay Policy Statement to be approved by Full Council. Councils are encouraged to set up Remuneration Committees to oversee pay policy; councillors are also encouraged to have a significant role in determining pay. At Leicester City Council, decisions on terms and conditions are made by the Employees Committee or the Executive.
- 1.5 National negotiations regarding the 2025/26 pay awards for Chief Officers and Local Government Services employees are expected to commence in early 2025 and any pay awards resulting will come into effect from 1 April 2025. As such, the pay figures referenced within this statement are subject to change.

2 Context

- 2.1 Leicester City Council is a unitary authority serving the largest city in the East Midlands region with a population of 366,900¹ in 2021. It is one of the largest employers in the city with a current workforce headcount of 6,284 (4,988 full-time equivalent) excluding schools.
- 2.2 The Council operates under a mayoral model of governance and provides a comprehensive set of local authority services to the population of the city. These

¹ Source: Office of National Statistics - [Census 2021](#)

include education, social services, environmental services, highways, economic regeneration, planning, libraries, museums, revenues and benefits, housing, parks, and open spaces amongst others.

- 2.3 The medium-term financial outlook is the most severe we have ever known. Like many authorities, we face increasing difficulties in being able to balance our budget. Some authorities have already reached this position and been forced to issue a formal report under section 114 of the Local Government Finance Act 1988. In previous years, we have used a “managed reserves policy”, by which specific reserves have been set aside to support budgets and buy us time to make cuts. The available resources for this are rapidly running out.
- 2.4 The Council has already made substantial cost savings since 2010/11. The budget for 2025/26, approved in February, is based on a strategy aimed at maximising one-off resources to buy time, controlling costs in demand led services and making savings to other services. If it succeeds, we will not face a section 114 report in the next 3 years, although the longer-term outlook remains very difficult.
- 2.5 A key requirement of the Localism Act is to set senior pay in the context of pay for the wider workforce, and specifically its lowest paid staff.
- 2.6 Most staff within the wider workforce, covered by this Pay Policy Statement, are paid in accordance with a pay structure (and its associated terms and conditions of service) that was implemented in 2011. This pay structure applies to all staff covered by the National Joint Council for Local Government Services (LGS). A revised version of this pay structure took effect from 1 April 2019, as the LGS national pay spine was restructured.

3 Scope and Definitions

- 3.1 This Pay Policy Statement covers all Leicester City Council employees except those employed in schools, apprentices and casual workers.
- 3.2 There are a number of employees who are on terms and conditions from their previous employer which they have retained under the Transfer of Undertakings (Protection of Employment) Regulations. For this reason, some or all of this Pay Policy Statement may not apply to those employees.
- 3.3 Although the Leicester and Leicestershire Enterprise Partnership (LLEP) is a separate legal entity, Leicester City Council is the employing body on behalf of that entity. The Director of the LLEP is employed by the Council on the same conditions of service as its Strategic and Divisional Directors, and the LLEP Director and its staff are covered by this Pay Policy Statement.
- 3.4 The Statement includes policies on:
 - a) The level and elements of remuneration for Chief Officers
 - b) The remuneration of lowest paid employees
 - c) The relationship between the remuneration of Chief Officers and other officers.

- 3.5 Remuneration in the context of the Localism Act is defined widely to include salary, bonuses, performance related pay, allowances, fees, benefits in kind and contractual arrangements relating to any possible future severance payments.
- 3.6 The definition of Chief Officer includes Head of Paid Service², Strategic Directors and Divisional Directors.
- 3.7 In line with the Local Government Transparency Code 2015, the Council publishes information showing the top three tiers of its structure, on its website: <https://www.leicester.gov.uk/your-council/how-we-work/performance-and-spending/senior-salaries-and-job-descriptions>

4. Senior Pay

- 4.1 Under the mayoral model, the Council retains a statutory role of Head of Paid Service who is also the Chief Operating Officer. The overall purpose of this post is to support the City Mayor and to work with the Corporate Management Team, Council and Executive to deliver the Council's vision, strategic aims, and objectives. The salary range for this post is £156,735 -£161,729. There are no additional performance, bonus, or ex gratia payments applicable to this role.
- 4.2 Appendix 1 details each Chief Officer's substantive salary range and salary as at 31 March 2025. In line with the 2024/25 pay award for Local Authority Chief Officers each point on the pay scale for Chief Officers increased by 2.5% on 1 April 2024.
- 4.3 The conditions of service for Chief Officers are in accordance with the Joint Negotiating Committee for Chief Officers agreement and the local terms and conditions which apply to other staff. Directors do not receive additional performance, bonus, or ex gratia payments.
- 4.4 Officers at this level are expected to work those hours necessary to fulfil their duties without additional pay. They receive no additional payments for overtime, standby etc.
- 4.5 Chief Officers are eligible for a council owned mobile device but, in common with other staff, those who choose instead to use their personal device for business purposes, e.g. for voice calls, SMS and data, receive a 'Bring Your Own Device Scheme' allowance. The allowance at the time of writing is £15 per month and is currently paid to four Chief Officers. The allowance is treated as normal income for tax purposes. The scheme is open to all council employees who are eligible for a council owned mobile device.

² The Council does not have a post of Chief Executive but is still legally required to have a Head of Paid Service.

Placing on Grades and Incremental Progression

- 4.6 Appointments to both Strategic and Divisional Director grades are normally made on the minimum point of the salary range unless an appointee is already on a higher salary in which case placing on the grade will reflect this. The only other factor normally considered, where necessary, is market forces. Market supplements above the grade of the post are not, however, normally awarded at this level. Decisions on placement within the grade are normally taken by the most senior manager involved in the selection process who may, if required, consult the relevant member of the Executive.
- 4.7 Progression through the grade is by one increment on 1 April each year, subject to satisfactory performance, until the maximum of the grade is reached.

Fees

- 4.8 The only Chief Officer to receive fees is the Returning Officer who receives payment in accordance with the relevant legislation set by Government for each election. The Returning Officer is the Chief Operating Officer.

Termination Payments

- 4.9 Following the revocation of the Restriction of Public Sector Exit Payments Regulations in 2021 there are currently no restrictions on termination payments. The Public Sector Exit Payments (Limitation) Bill – which contained revised provisions – progressed no further than a second reading in the House of Commons in 2023. It is unknown what the current government's intentions are to restrict public sector exit payments.
- 4.10 Redundancy payments are based on the number of weeks' pay staff are entitled to in accordance with statute, with reference to their age and length of continuous service, using an actual week's pay.
- 4.11 In terms of early retirement, the Council's normal position is not to top up pension benefits, but it will consider requests to do so on a case-by-case basis. This approach applies to all employees and there are no special arrangements for senior staff. The Council reserves, however, the right to enter into settlement agreements for staff in exceptional circumstances.
- 4.12 Where the total of the capitalised costs and redundancy pay for a redundancy is £30K - £59K authorisation by the Head of HR is required. Where the cost is £60K or more authorisation by the Chief Operating Officer, in consultation with the City Mayor, is required.
- 4.13 The Council has provisions for flexible retirement and for early retirement on compassionate grounds in exceptional circumstances. The Council does not award additional membership under regulation 31.
- 4.14 The Council has in place a policy on re-engagement after redundancy or early retirement. This sets out the circumstances in which an employee who has left

the council on the grounds of redundancy and/or early retirement may, or may not, be re-engaged by the Council.

Comparison of Senior Pay with Similar Authorities

- 4.15 Geographically the nearest unitary councils are Derby and Nottingham City Councils. A comparison of Leicester's Chief Officer salary ranges against the salary ranges for similar posts in these authorities, at April 2024 rates, is shown in the table below.
- 4.16 It should be noted that actual posts and structures vary between authorities. One key difference is that Leicester does not have a Chief Executive and the Head of Paid Service is undertaken by the Chief Operating Officer (who, in effect, also acts as the Strategic Director for Corporate Resources and Support). The most senior role in the other two councils (as their Head of Paid Service) is the Chief Executive.

Authority	Most senior role - Head of Paid Service	Top tier - Strategic Directors	Second tier - Divisional Directors
Leicester	£156,735 - £161,729	£141,757 - £151,740	£93,939 - £108,070
Derby	£189,922	£128,960 - £141,649	£83,117 - £97,841
Nottingham	£184,598 - £206,725	£142,950 - £166,434	£113,431 - £125, 279

- 4.17 The comparison table above shows that:

- Leicester City Council's Head of Paid Service is currently paid considerably less than the two nearest unitary authorities'. This reflects that we do not have a Chief Executive and, instead, have combined the Head of Paid Service with our Chief Operating Officer role.
- The maximum salary for Leicester's Strategic Directors is higher than Derby's with their maximum salary being comparable to the minimum for Strategic Directors at Leicester. However, whilst Nottingham's minimum salary is comparable to Leicester's, their maximum is significantly higher.
- Nottingham's minimum and maximum Divisional Director salaries are significantly higher than Leicester's whilst Derby pay less.

Value for Money

- 4.18 One of the key issues underlying the requirement to produce a Pay Policy Statement is consideration of whether senior pay levels represent value for money.
- 4.19 Both Strategic and Divisional Directors have significant responsibilities for the delivery of services under their control and the effective use of workforces and budgets assigned to these. They advise the City Mayor and elected members on Council decisions and the future direction of the authority. They guide major

projects, plan and deliver a wide range of council services, are responsible for the effective performance of their service areas, lead on complex changes, make tough day to day decisions on 'doing more with less' and commission services from others. All these activities are delivered against a challenging economic environment of cutbacks.

- 4.20 Most Directors are responsible for large numbers of staff or manage highly complex technical areas with smaller staff complements. The numbers of staff managed are included in Appendix 1. Some senior roles hold statutory responsibilities, such as the Head of Paid Service, Section 151 Officer role (in charge of the Council's finances), Electoral Registration Officer, Local Returning Officer and Monitoring Officer, or responsibilities for safeguarding vulnerable adults or children.
- 4.21 The Chief Operating Officer and the two Strategic Directors, with the City Mayor and the Executive, are responsible for setting out a strategic vision for the way forward for the service areas under their control and providing clear leadership to the organisation. They also provide effective management for their departments. Some senior roles focus around partnership working and relationship management with external partners to integrate strategy, maximise effective use of resources or to facilitate/deliver a shared agenda.
- 4.22 Strategic Directors are responsible for overseeing large departments and Divisional Directors manage the divisions within departments. The size of budgets varies according to the nature of the service. Details of divisional budgets are attached at Appendix 2.
- 4.23 The job descriptions for all these roles are available on the Council's website: <http://www.leicester.gov.uk/your-council/how-we-work/performance-and-spending/senior-salaries-and-job-descriptions/>
- 4.24 The council's leadership qualities, which set out the behaviours expected of all leaders, are at Appendix 3.

5 The Wider Workforce

- 5.1 Senior pay needs to be set in the context of the pay policy in relation to the rest of the workforce. The Council's current pay structure for all staff covered by the National Joint Council for Local Government Services, which includes the majority of non-school staff including most Heads of Service³, has 15 grades. The overall salary range (as at 1.4.24) is £23,656 - £76,617 per annum. The bottom grade has one increment, grades 2 and 3 have two increments and the remainder have four increments (Appendix 4).
- 5.2 The grading of jobs is determined through job evaluation, using a scheme which is compliant in terms of equal pay for work of equal value principles.

³ There are seven senior officers paid on 'city officer' grade, which sits outside of this structure. Pay for the city officer grade is, as at 31 March 2025, £78,632 - £87,447 p.a.. Pay awards for these staff are determined in line with the Joint Negotiating Committee for Chief Officers Agreement.

- 5.3 Employees are normally appointed to the minimum point of the grade and progress through the grade by one increment on 1 April each year, subject to satisfactory performance, until the maximum of the grade is reached. Sometimes, for market reasons, employees are appointed above the minimum point. Accelerated increments may also be awarded for exceptional performance.
- 5.4 The Council has made a positive commitment to support lower paid staff and their families. As such, the Council adopted the 'Real Living Wage', to provide a better standard of living for lower paid employees. The Council therefore pays a supplement to employees whose hourly rate falls below the 'Real Living Wage'. However, at the time of writing, no employees are in receipt of this supplement as the minimum point of the LGS pay scale is above the Real Living Wage rate of £12.00 effective from 1 April 2024.
- 5.5 In October 2024 the 'Real Living Wage' rate was increased to £12.60. The Council intends to implement this increase from 1 April 2025. However, at the time of writing, it is unclear which employees (if any) will be eligible for the supplement as the 2025 pay award, which will be applicable from the same date, is yet to be agreed.
- 5.6 The following local provisions for staff are in place for certain posts:
- Overtime payment at plain time or time and a third
 - Payment at time and a third for work at night, on Saturday, Sunday or Bank Holiday
 - Standby allowance of £17.95 per day.
 - Payment for sleeping in duty at the rate of £41.78 per 12-hour period.
 - First aid allowance of £192 per annum (pro-rata for part time employees).
- 5.7 Employee career development is encouraged and the council offers apprenticeships and training to assist staff to progress in their careers. Managers are encouraged to develop career ladders linked to achieving relevant competencies; work of the relevant level and financial provision being available. A framework is also in place for appraising employees.
- 5.8 In addition to those staff covered by the pay and conditions described above, a small proportion of the non-school workforce is covered by national pay scales for teachers, educational improvement professionals, educational psychologists, young people's/community service managers and youth and community workers.

Market Pay

- 5.9 Sometimes job evaluation results in a salary range which is below the market rate for a particular role. Where there is significant difficulty with recruitment and retention because of this, the manager may put forward a business case to the Market Pay Panel. This panel will consider both the recruitment and retention issues and market pay data to determine whether it is appropriate to

award a market supplement. Market supplements are reviewed every two years.

- 5.10 The use of market pay is subject to robust governance and control procedures. Over the past four years the number of posts in receipt of market pay has gradually fallen and now stands at only three. This is due to a further scrutiny process that has been put in place as well as looking at other ways in which to address recruitment and retention problems.

6 Relationship of Senior Pay to the Pay of the Wider Workforce

- 6.1 The Hutton Report on fair pay recommended that local authorities should publish the ratio of top earner to the median earner in the authority (excluding school staff and apprentices). At Leicester City Council the ratio, based on the top earner's salary of £161,729 and a median full-time equivalent salary of £30,060 (April 2024 salary rates), is 5.4:1. The ratio is slightly higher than last year when it was 5.3:1.
- 6.2 This remains significantly lower than the latest figure we have from Nottingham City Council – 7.62:1 and slightly lower than Derby's – 5.48:1.

7 Pension

- 7.1 As of 31 March 2025 all staff belonging to the Local Government Pension Scheme (LGPS) make contributions to the scheme based on their salary level as follows:

Contribution Band	Salary Range	Contribution Rate
1	Up to £16,500	5.5%
2	£16,501 to £25,900	5.8%
3	£25,901 to £42,100	6.5%
4	£42,101 to £53,300	6.8%
5	£53,301 to £74,700	8.5%
6	£74,701 to £105,900	9.9%
7	£105,901 to £124,800	10.5%
8	£124,801 to £187,200	11.4%
9	More than £187,200	12.5%

- 7.2 As of 1 April 2024, the Council makes employer's contributions to the scheme at a rate of 27.8%.
- 7.3 The Council's approach to termination payments is set out in paragraphs 4.9 to 4.15 and is the same for staff at all levels.
- 7.4 If a former employee in receipt of a pension re-joins the council, their pension is not normally abated. The only exception is when added years were awarded when the member previously retired. In this case, if new earnings plus existing pension exceed previous salary, then abatement applies.

8 **Review**

- 8.1 The Pay Policy Statement will be updated annually as required by the Localism Act.

Appendix A1

Name	Post Title	Employees (Headcount)		Employees (FTE)		Salary Range		Salary at 31.3.2025
		Central	Schools	Central	Schools	Minimum	Maximum	
Head of Paid Service								
Alison Greenhill	Chief Operating Officer	6274	4926	4977	3320	£156,735	£161,729	£161,729
Strategic Directors								
Richard Sword	Strategic Director City Development & Neighbourhood Services	3319	0	2502	0	£141,757	£151,740	£151,740
Laurence Jones	Strategic Director Social Care and Education	1968	4926	1637	3320	£141,757	£151,740	£141,757
Divisional Directors								
Amy Oliver	Director of Finance	313	0	280	0	£93,939	£108,070	£101,007
Andrew Smith	Director Planning, Development & Transportation	426	0	367	0	£93,939	£108,070	£108,070
Sophie Maltby	Director Education, SEND & Early Help	579	0	433	0	£93,939	£108,070	£97,471
Chris Burgin	Director of Housing	921	0	857	0	£93,939	£108,070	£108,070
Robert Howard	Director of Public Health	98	0	90	0	£93,939	£108,070	£104,538
Kamal Adatia*	City Barrister & Head of Standards	124	0	104	0	£76,166	£87,624	£87,624
Kate Galoppi	Director for Adult Social Care & Commissioning	239	0	216	0	£93,939	£108,070	£101,007
Matt Wallace	Director Estates & Building Services	223	0	190	0	£93,939	£108,070	£108,070
Mike Dalzell	Director Tourism - Culture & Inward Investment	640	0	281	0	£93,939	£108,070	£108,070
Andrew Shilliam	Director of Corporate Services	462	0	337	0	£93,939	£108,070	£97,471
Ruth Lake	Director of Adult Social Care & Safeguarding	479	0	412	0	£93,939	£108,070	£108,070
Sean Atterbury	Director Neighbourhood & Environmental Services	1137	0	797	0	£93,939	£108,070	£101,007
Damian Elcock	Director – Children's Social Care & Community Safety	673	0	568	0	£93,939	£108,070	£108,070

*0.81 FTE

Budget Ceilings

	2024/25 latest budget £000's	Savings package £000's	Savings previously agreed £000's	Grants rolled in £000's	National Insurance £000's	Other changes in budget report £000's	Non-Pay Inflation £000's	25/26 budget ceiling £000's
<u>1. City Development & Neighbourhoods</u>								
<u>1.1 Neighbourhood & Environmental Services</u>								
Divisional Management	273.9	(3,000.0)			4.1			(2,722.0)
Regulatory Services	2,027.4				69.4			2,096.8
Waste Management	23,682.0		(20.0)		9.5		476.9	24,148.4
Parks & Open Spaces	5,726.2		(237.0)		347.3			5,836.5
Neighbourhood Services	6,510.6				103.4			6,614.0
Standards & Development	1,706.4				98.5			1,804.9
Community Safety	384.3				15.7			400.0
Sports Services	3,335.8				180.1			3,515.9
<i>Divisional sub-total</i>	43,646.6	(3,000.0)	(257.0)	0.0	828.0	0.0	476.9	41,694.5
<u>1.2 Tourism, Culture & Inward Investment</u>								
Arts & Museums	4,204.3				64.8			4,269.1
De Montfort Hall	803.2				54.9			858.1
City Centre	27.2				0.0			27.2
Place Marketing Organisation	47.7				0.0			47.7
Economic Development	326.0				28.4			354.4
Markets	(176.7)				7.9			(168.8)
Adult Skills	(821.4)				0.0			(821.4)
Divisional Management	163.9	(1,500.0)			1.8			(1,334.3)
<i>Divisional sub-total</i>	4,574.2	(1,500.0)	0.0	0.0	157.8	0.0	0.0	3,232.0

Budget Ceilings (cont.)

	2024/25 latest budget £000's	Savings package £000's	Savings previously agreed £000's	Grants rolled in £000's	National Insurance £000's	Other changes in budget report £000's	Non-Pay Inflation £000's	25/26 budget ceiling £000's
<u>1.3 Planning, Transportation & Economic Development</u>								
Transport Strategy	11,296.4				79.4			11,375.8
Highways	3,499.5				206.9			3,706.4
Planning	1,365.0				62.9			1,427.9
Divisional Management	152.8	(1,900.0)			2.4			(1,744.8)
<i>Divisional sub-total</i>	16,313.7	(1,900.0)	0.0	0.0	351.6	0.0	0.0	14,765.3
<u>1.4 Estates & Building Services</u>	6,055.9	(2,300.0)			208.7			3,964.6
<u>1.5 Housing Services</u>	15,384.8	(700.0)	(224.0)	33.2	139.3	5,900.0		20,533.3
<u>1.6 Departmental Overheads</u>	588.0				2.4			590.4
DEPARTMENTAL TOTAL	86,563.2	(9,400.0)	(481.0)	33.2	1,687.8	5,900.0	476.9	84,780.1

2. Adults**2.1 Adult Social Care & Safeguarding**

Other Management & support	925.7				12.7			938.4
Safeguarding	440.3				7.1			447.4
Preventative Services	5,974.0				114.1			6,088.1
Independent Sector Care Package Costs	166,754.1				0.0	17,042.0	3,481.3	187,277.4
Care Management (Localities)	14,678.2				243.7			14,921.9
<i>Divisional sub-total</i>	188,772.3	0.0	0.0	0.0	377.6	17,042.0	3,481.3	209,673.2

Budget Ceilings (cont.)

	2024/25 latest budget £000's	Savings package £000's	Savings previously agreed £000's	Grants rolled in £000's	National Insurance £000's	Other changes in budget report £000's	Non-Pay Inflation £000's	25/26 budget ceiling £000's
2.2 Adult Social Care & Commissioning								
Enablement & Day Care	1,657.1				36.8			1,693.9
Care Management (LD & AMH)	6,226.3				101.9			6,328.2
Preventative Services	363.2				2.4			365.6
Contracts, Commissioning & Other Support	(2,407.4)				154.6			(2,252.8)
Departmental	(36,854.3)				6.0			(36,848.3)
Divisional sub-total	(31,015.1)	0.0	0.0	0.0	301.7	0.0	0.0	(30,713.4)

2
1

DEPARTMENT TOTAL	157,757.2	0.0	0.0	0.0	679.3	17,042.0	3,481.3	178,959.8
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3. Education & Children's Services

3.1 Strategic Commissioning & Business Support	2,214.1			39.7	60.7	800.0		3,114.5
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3.2 Learning Quality & Performance

Raising Achievement	644.5				4.1			648.6
Learning & Inclusion	1,658.0				34.9			1,692.9
Special Education Needs and Disabilities	20,208.1				179.2	600.0		20,987.3
Divisional sub-total	22,510.6	0.0	0.0	0.0	218.2	600.0	0.0	23,328.8

Budget Ceilings (cont.)

	2024/25 latest budget £000's	Savings package £000's	Savings previously agreed £000's	Grants rolled in £000's	National Insurance £000's	Other changes in budget report £000's	Non-Pay Inflation £000's	25/26 budget ceiling £000's
3.3 Children, Young People and Families								
Children In Need	16,991.3				215.2			17,206.5
Looked After Children	62,958.8				223.9	1,200.0	222.9	64,605.6
Safeguarding & QA	2,513.4				43.3			2,556.7
Community Safety	336.4				4.5			340.9
Early Help Targeted Services	3,923.2				95.9			4,019.1
Early Help Specialist Services	4,369.4				81.9			4,451.3
Divisional sub-total	91,092.5	0.0	0.0	0.0	664.7	1,200.0	222.9	93,180.1
3.4 Departmental Resources	955.3	(400.0)			5.0	400.0		960.3
DEPARTMENTAL TOTAL	116,772.5	(400.0)	0.0	39.7	948.6	3,000.0	222.9	120,583.7
4. Health and Wellbeing								
Adults' Services	9,370.3		(200.0)	126.1	0.0			9,296.4
Children's 0-19 Services	9,467.5			444.1	0.0			9,911.6
Lifestyle Services	1,402.3				27.9			1,430.2
Staffing & Infrastructure& Other	2,769.7				40.6			2,810.3
DEPARTMENT TOTAL	23,009.8	0.0	(200.0)	570.2	68.5	0.0	0.0	23,448.5



APPENDIX A3

Leadership Qualities

Leicester City Council's Leadership Qualities underpin the Vision and Values and outline the behaviours we expect our leaders to demonstrate in the workplace. These behaviours are what our people say enables and inspires them to do their best work.

People Centred

Be fair, put people at the centre of what we do.

- ✓ Takes time to actively listen and understand individual's views and feelings and adapts their own behaviour and style as appropriate
- ✓ Shows respect for the views of others and gives recognition for their contributions, valuing diversity
- ✓ Engages with people in a straightforward and truthful way
- ✓ Is visible and approachable

Achieve

Be accountable and outcome focussed

- ✓ Agrees clear outcomes / objectives and holds the individual and team to account
- ✓ Involves team in creating a shared purpose to help them develop and achieve results

Reflect

Be clear, making time to reflect, analyse and develop

- ✓ Encourages and enables team to reflect and act on evaluation and feedback
- ✓ Creates a culture of continuous improvement - sees successes and setbacks as opportunities to learn and develop

Inspire

Be confident, igniting creativity, supporting development and role modelling

- ✓ Creates space and time for the team to be innovative and creative
- ✓ Supports team development and encourages autonomy and freedom to enable team to do their best work
- ✓ Demonstrates the qualities desired in people including authenticity and humility
- ✓ Champions difference and external experience, and supports principles of fairness of opportunity for all

Connected

Be respectful, build impactful relationships

- ✓ Has regular quality conversations, speaks honestly and challenges constructively



✓ Proactively develops positive trusting relationships within the team

Item 7a - Apx 4

LGS Pay Scale 2024-2025 wef 1 April 2024

LG Band	SCP	Annual £	Monthly £ p	Hourly Rate £ p	2023 £
1	2	£23,656	1,971.33	12.26	£22,366
2	3	£24,027	2,002.25	12.45	£22,737
	4	£24,404	2,033.67	12.65	£23,114
3	5	£24,790	2,065.83	12.85	£23,500
	6	£25,183	2,098.58	13.05	£23,893
4	7	£25,584	2,132.00	13.26	£24,294
	8	£25,992	2,166.00	13.47	£24,702
	9	£26,409	2,200.75	13.69	£25,119
	10	£27,269	2,272.42	14.13	£25,979
5	11	£27,711	2,309.25	14.36	£26,421
	12	£28,624	2,385.33	14.84	£27,334
	13	£29,093	2,424.42	15.08	£27,803
	14	£30,060	2,505.00	15.58	£28,770
6 (1 month notice)	15	£31,067	2,588.92	16.10	£29,777
	16	£31,586	2,632.17	16.37	£30,296
	17	£32,654	2,721.17	16.93	£31,364
	18	£33,366	2,780.50	17.29	£32,076
7 (2 month notice)	19	£34,314	2,859.50	17.79	£33,024
	20	£35,235	2,936.25	18.26	£33,945
	21	£36,124	3,010.33	18.72	£34,834
	22	£37,035	3,086.25	19.20	£35,745
8 (2 month notice)	23	£37,938	3,161.50	19.66	£36,648
	24	£38,626	3,218.83	20.02	£37,336
	25	£39,513	3,292.75	20.48	£38,223
	26	£40,476	3,373.00	20.98	£39,186
9 (2 month notice)	27	£41,511	3,459.25	21.52	£40,221
	28	£42,708	3,559.00	22.14	£41,418
	29	£43,693	3,641.08	22.65	£42,403
	30	£44,711	3,725.92	23.17	£43,421
10 (3 month notice)	31	£45,718	3,809.83	23.70	£44,428
	32	£46,731	3,894.25	24.22	£45,441
	33	£47,754	3,979.50	24.75	£46,464
	34	£48,710	4,059.17	25.25	£47,420
11 (3 month notice)	35	£49,764	4,147.00	25.79	£48,474
	36	£50,788	4,232.33	26.32	£49,498
	37	£51,802	4,316.83	26.85	£50,512
	38	£52,805	4,400.42	27.37	£51,515
12 (3 month notice)	39	£54,094	4,507.83	28.04	£52,775
	40	£55,385	4,615.42	28.71	£54,034
	41	£56,672	4,722.67	29.37	£55,290
	42	£57,969	4,830.75	30.05	£56,555
13 (3 month notice)	43	£59,377	4,948.08	30.78	£57,929
	44	£60,792	5,066.00	31.51	£59,309
	45	£62,197	5,183.08	32.24	£60,680
	46	£63,610	5,300.83	32.97	£62,059
14 (3 month notice)	47	£65,154	5,429.50	33.77	£63,565
	48	£66,709	5,559.08	34.58	£65,082
	49	£68,264	5,688.67	35.38	£66,599
	50	£69,811	5,817.58	36.18	£68,108
15	51	£71,437	5,953.08	37.03	£69,695
	52	£73,124	6,093.67	37.90	£71,340

(3 month notice)	53	£74,850	6,237.50	38.80	£73,024
	54	£76,617	6,384.75	39.71	£74,748

Leicester City Council

Gender Pay Gap Report 2024/25



About this report

This report is based on the 'The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017' which came into force on 31 March 2017 and which require public sector employers to publish specific details of their gender pay.

Data has been gathered in line with '[The gender pay gap data you must gather pay gap](#)' guidance (updated 9 January 2024).

Scope

This report covers all employees of Leicester City Council except those based in schools. (Under the regulations the governing body of a maintained school is treated as the employer.) Included are all staff permanently and temporarily employed on the reporting 'snapshot date' (31 March 2024). This includes those on casual contracts that worked during the pay period ending 31 March 2024.

Definition of Pay

Under the regulations, and therefore in this report, 'pay' includes: basic pay, paid leave (including annual leave, sick leave, maternity, paternity, adoption and parental leave (except where an employee is paid less than usual because of being on leave)), allowances, shift premium pay and bonus pay. 'Pay' does not include: overtime pay, expenses, the value of salary sacrifice schemes (however the reduction to salary is included), benefits in kind, redundancy pay and tax credits.

Gender pay gap and equal pay

The gender pay gap is defined as the difference between the pay of men and women. While there are many ways of presenting this data, under the regulations and in this report there are only two measures: median hourly pay and mean hourly pay. Each is represented as the percentage of the difference with men's pay being the divisor. Therefore, where men are paid more than women, the pay gap will be 'positive' (i.e. with a 3% pay gap women earn 97p for every £1 a man earns). Negative pay gaps are represented as minus percentages (i.e. with a negative pay gap of minus 3% women earn £1.03 for every £1 a man earns). Gender pay gap is not about men and women being paid differently for the same job which has been prohibited by equal pay legislation since 1975. Even with this legislation, historically certain occupations have attracted greater pay due to the value placed on typical masculine and feminine skills.

To comply with equal pay legislation, as well as to mitigate unconscious gender-biased skill appraisal, we operate a recognised job evaluation scheme which covers the majority of posts within the council. This is supported by periodic equal pay audits to ensure that our pay structure remains transparent and free from gender bias. The most recent equal pay audit was completed in 2022. The overall feedback from the independent author of the report was: 'I'd say this is probably the best equal pay audit I've done – I've found very few issues and nothing that I'd be concerned about.' They also found that 'the JE scheme used by the council, and the method of operation, should provide reliable and consistent job evaluation results' and concluded 'overall, a well designed and operated pay structure'.

Summary

The following summary has been prepared in line with the Equality Act 2010 (Gender Pay Gap Information) Regulations 2017. This page covers all aspects of the mandatory reporting requirements under these regulations.

1. The mean pay for women is **£17.95** per hour, and mean pay for men is **£17.49** per hour. Therefore, the mean gender pay gap is **negative 2.6%**.
2. The median pay for women is **£16.67** per hour, and the median pay for men is **£16.67** per hour. Therefore, median gender pay gap is **0.0%**.

Hourly pay gap

At Leicester City Council, **women earn £1.00** for every £1 that men earn when comparing median hourly wages. Women's median hourly wage is **0% higher** than men's.



Percentage of women in each pay quarter

At Leicester City Council, women occupy **60%** of the highest paid jobs and **54%** of the lowest paid jobs.

Women Men

Upper hourly pay quarter (highest paid)



Upper-middle quarter



Lower-middle quarter



Lower quarter (lowest paid)



Air Quality Action Plan 2025-2030

Decision to be taken by: Council

Decision to be taken on/Date of meeting: 20th March 2025

Lead director/officer: Daniel Pearman, City Transport
Director

Useful information

- Ward(s) affected: All wards
- Report author: Anthea Anderson
- Author contact details: 0116 454 2889
- Report version number: 01

1. Summary

This report recommends the approval to adopt a new Air Quality Action Plan (AQAP) (2025-2030) for Leicester (see appendix 1).

This AQAP has been produced as part of our statutory duties required by the Local Air Quality Management Area. It outlines the proposed actions we will take to improve air quality in Leicester between 2025 and 2030 and will replace the previous action plan which ran from 2015-2026.

The AQAP has been approved by Department for Environment, Food and Rural Affairs (Defra) and is now subject to approval by Full Council for the local authority to formally adopt the Plan, as agreed with Defra, by March 2025.

2. Recommended actions/decision

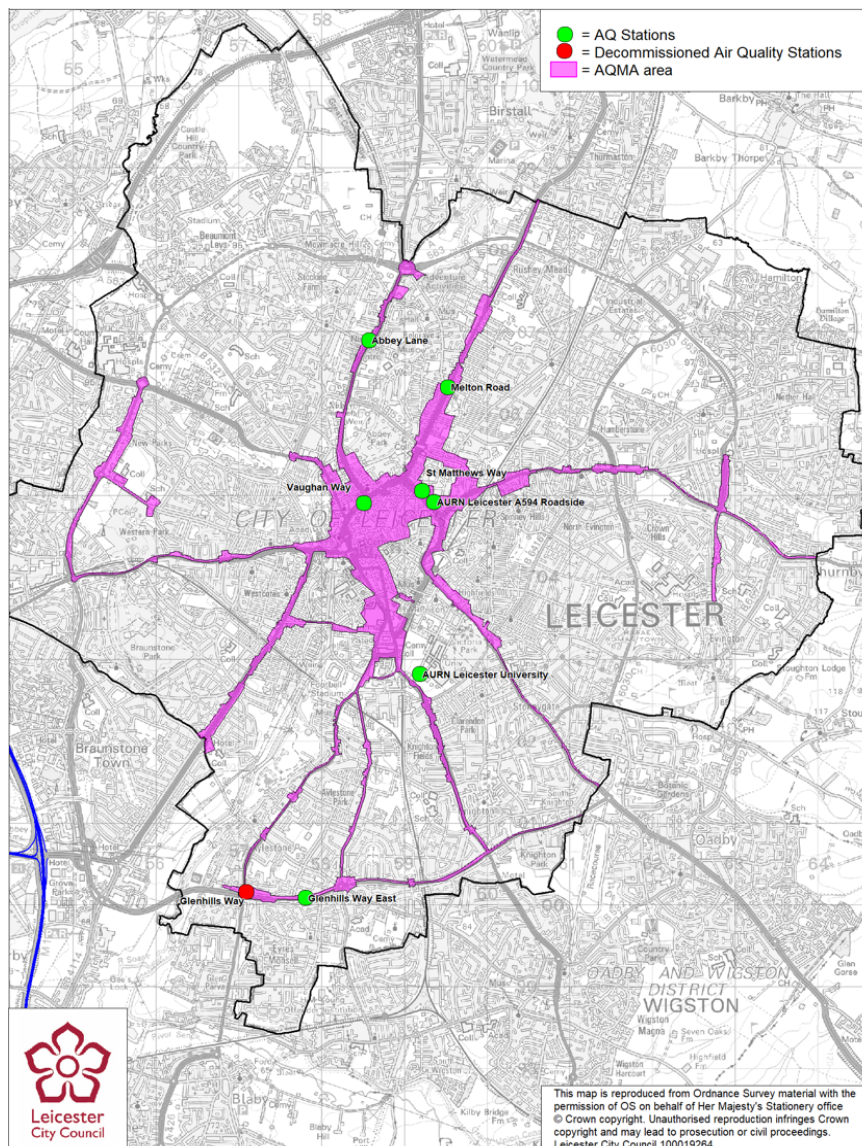
It is recommended that the Council approves the Air Quality Action Plan 2025-2030 for adoption.

3. Scrutiny / stakeholder engagement

- Public consultation took place from 31st July – 27th September 2024.
- The consultation was promoted via the Council's Consultation webpage (including an easy read summary version of the Plan), direct email to stakeholders (including neighbouring local authorities, NHS Trusts, representatives of business and community groups with an interest in transport and advocates for people with disabilities), presentation at meetings including the Walking Forum and the Head Teachers Keep in Touch meeting, adverts on Clear Channel screens in the city centre, posters at the Bike Park, promoted on our website and social media, advertised on various newsletters.
- Economic Development, Transport and Climate Emergency Strategy Commission (EDTCE) reviewed the draft AQAP on 28th August 2024. At the meeting, Members received a presentation from the City Transport Director inviting them to comment on the Plan.

4. Background and options with supporting evidence

4.1 Local authorities with an Air Quality Management Area (AQMA) are required to produce an AQAP. The extent of the AQMA is shown below:



\\TS\LTP3\Air quality task group\Maps\AQ AnnualStatusReport v12

4.2 Leicester's current AQAP is nine years old and we have agreed with Defra to approve an updated Plan no later than March 2025.

4.3 Leicester is currently compliant with government targets at all 5 monitoring stations (based on year 2023 data, data for 2024 is due to be received by the end of March 2025) – compliance with the NO₂ limit has been achieved since 2022, with a number of monitoring sites showing compliance earlier.

4.4 The biggest contributor to NO₂ emissions is road transport, with 2022 data suggesting 66.4% can be attributed to road network contributions.

Themes and priorities

4.5 The format for an AQAP is heavily prescribed by DEFRA, but retains the need to identify themes, priorities, and an overall key outcome.

4.6 Recognising that transport remains the largest contributor and is the area over which the authority has the most ability to directly influence along with transport operators, the

proposed AQAP continues to target improvements to the transport network through modal shift and vehicle efficiencies. The five themes identified in the plan are:

- i. **Air Quality Monitoring, Public Awareness and Engagement** – this includes maintaining and enhancing the air quality monitoring network to understand any pollution hotspots, enabling targeted interventions, supporting awareness campaigns and working with communities, businesses and schools. Maintaining, and expanding where necessary, monitoring networks to understand where legal limits are exceeded.
- ii. **Promoting, Supporting, and Encouraging Sustainable Transport** – this includes expansion of the walking and cycling network to create a top-quality, connected and cohesive network of attractive routes, and continued delivery of our Bus Service Improvement Plan.
- iii. **Reducing Emissions from Transport** – this includes adopting cleaner transportation methods, such as encouraging the use of electric vehicles (EVs) for public transport, freight and private vehicles.
- iv. **Optimising Traffic Management** – this includes continuing to provide and enhance infrastructure to help people walking, cycling or using public transport, whilst ensuring effective management of traffic flow. Major schemes and complementary work programmes have the potential to contribute directly to air quality improvements.
- v. **Development Control and Regulatory Services** – this includes ensuring air quality considerations are considered in the planning process and other Council policies and strategies. Continue to control domestic and industrial emissions.

4.7 The Air Quality Action Plan includes the following four priorities:

1. Providing residents and workers of Leicester with active and sustainable transport choices.
 2. Promoting awareness of air pollution and engaging with schools, communities and businesses, whilst maintaining and expanding our monitoring network.
 3. Reducing air pollution exposure and improving conditions for those who live and work in Leicester.
 4. Mitigating the impact of future growth on air quality.
5. Overall, the key outcome is improving the health outcomes for all and providing opportunities to live healthy lives.

Measures

4.8 The new Air Quality Action Plan includes measures to support these themes, including continued development of infrastructure to support sustainable travel, management and maintenance of the monitoring network, and to continue to support the electrification of buses operating within the city.

4.9 The results and analysis of the public consultation undertaken are presented in Appendix 2. In summary, 85% of responses stated that people agreed that poor air quality

was an important issue in Leicester and the majority of respondents agreed that each theme should be a priority. 40% of respondents also stated that there were other actions or measures we could do to improve air quality in Leicester. Comments from this question were grouped into the following broad topic areas listed in order of most comments:

- Vehicle Demand and Traffic Management
- Improving Passenger Transport
- Walking, Wheeling and Cycling
- Publicity, Engagement and Monitoring
- School Travel
- Electric Vehicle (EV) provision
- Trees, parks and green spaces
- Sustainable development and planning
- Not relevant to air quality
- Do more do quicker
- Non-transport sources

4.10 In response to this, we have reviewed what we are already doing to improve air quality, what we could do more of, where there are other interventions we could be doing and what we should not be doing. Our detailed response to each of the topic areas is presented in Appendix 2. A new action of 'Trees, parks and green spaces' has now been included within the AQAP. However, overall, the Council will continue to build on the existing work it has been delivering over the last action plan period.

4.10 The progress towards Actions under the AQAP will be overseen by members of the steering group. Additional measures will be considered if progress is not being made.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

Given the financial position of the Council, significant reliance is placed on central government providing grant funding to support schemes which improve air quality. The financial viability, and priority, of measures set out in this report will be considered in the context of the available funding.

Signed: Stuart McAvoy, Head of Finance

Dated: 10th March 2025

5.2 Legal implications

Background

Local authorities have legal duties to act to address elevated concentrations of local air pollution under the Environment Act 1995. The 1995 Act was then updated by the Environment Act 2021 which updated the Local Air Quality Management system (LAQM). Local authorities are required to assess air quality in their area and to designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, local authorities are required to co-ordinate the production of an Air Quality Action Plan (AQAP) describing the pollution reduction measures to be put in place and by when measures will be taken. The air quality objectives set out in the Air Quality (England)

Regulations 2000, as amended by the Air Quality (England) (Amendment) Regulations 2002, provide the statutory basis for the air quality objectives.

Section 82 of the Environment Act 1995 provided that every local authority should review the air quality within its area. Section 83 requires local authorities to designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved, as set out in the Air Quality (England) Regulations 2000. Once the area has been designated, Section 83A requires the local authority to develop an AQAP detailing remedial measures to tackle the problem within the AQMA.

AQAP

Under Government Guidance, local authorities must consult on their preparation of an AQAP, ideally in both draft and final form. The AQAP should take account of consultees' comments on the draft. Further consultation would be required if the initial proposals are revised significantly or in a potentially contentious way while implementing the plan.

Signed: Zoe Iliffe, Principal Lawyer (Property Highways & Planning)

Dated: 3rd March 2025

5.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't. Due regard to the Public Sector Equality Duty should be paid before and at the time a decision is taken, in such a way that it can influence the final decision.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The report is seeking approval to adopt the Air Quality Action Plan 2025-2030, if agreed this will benefit people from across a range of protected characteristics as identified in the action plan and across the five themes and four identified priorities, with the overall, key outcome to improve the health outcomes for all and providing opportunities to live healthy lives.

An Equality Impact Assessment (EIA) has been undertaken and this has been updated to take into account the consultation outcomes. The EIA identifies that those with certain protected characteristics (i.e. the young, pregnant, elderly, certain disabilities), pre-existing or more prone to health issues will disproportionately suffer from poor air quality. Air pollution is an equality issue and tackling it will help to address Leicester's health inequalities. The EIA provides further detail on this and is attached for information.

In order to ensure that people are aware of the AQAP and its aims, communication of the plan needs to be accessible and targeted to the relevant stakeholders as appropriate.

Signed: Sukhi Biring, Equalities Officer

Dated: 6th March 2025

5.4 Climate Emergency implications

The council's approaches to tackling climate change and air quality are fully aligned, so delivery of this Air Quality Action Plan will make a significant, positive contribution to reducing carbon emissions in the city and from the council's own operations. As noted in the plan, many of the interventions will have an indirect positive impact on emissions, such as by influencing travel choices towards lower or zero emissions modes of travel. However, some will have a direct impact, such as the introduction of more electric buses.

In addition to reducing carbon emissions in tandem with air pollution emissions, the plan can make a positive contribution to Leicester's adaptation to the changing climate through the tree planting action included in the action plan. As well as reducing the impact of air pollution, trees can moderate the 'urban heat island' effect and provide shade – both helping to reduce the negative impacts of heatwaves. It is recommended that decisions about tree planting take account of how both air pollution and heatwaves impact different areas of the city, so that new planting makes the maximum contribution to tackling both.

Signed: Duncan Bell, Change Manager (Climate Emergency). Ext. 37 2249

Dated: 3rd March 2025

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

Health - Air pollution has long been associated with several adverse health impacts. It is recognised as a contributing factor in the onset of heart disease, cancer, dementia and other illnesses. Additionally, air pollution particularly affects the most vulnerable in society: children, older people, and those with heart and lung conditions. Areas with poor air quality are often less affluent areas, leading to a strong correlation with inequality. This air quality action plan will ensure we do not remain complacent in our efforts to improve the health of people in Leicester.

Access to employment, services and amenities – the plan will improve a range of travel and access options for people including active travel and public transport – enabling everyone, irrespective of their income, to access the things they need.

Trees and green spaces – using trees and green spaces to reduce air pollution.

6. Background information and other papers:

Minutes of the Economic Development, Transport and Climate Emergency Scrutiny:

[Agenda for Economic Development, Transport and Climate Emergency Scrutiny Commission on Wednesday, 28 August 2024, 5:30 pm](#)

7. Summary of appendices:

Appendix 1: Air Quality Action Plan 2025-2030

Appendix 2: We Asked, You Said, We Did for Air Quality Action Plan Consultation.

8. 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)?

No

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

No



Leicester City Council

Air Quality Action Plan 2025-2030

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

March 2025

Information	Leicester City Council Details
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Report Reference Number	LCC AQAP 2025-2030
Date	March 2025

1 Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the actions we will take to improve air quality in Leicester between 2025 and 2030 and will replace the previous action plan which ran from 2015-2026.

Air pollution has long been associated with several adverse health impacts. It is recognised as a contributing factor in the onset of heart disease, cancer, dementia and other illnesses. Additionally, air pollution particularly affects the most vulnerable in society: children, older people, and those with heart and lung conditions. Areas with poor air quality are often less affluent areas, leading to a strong correlation with inequality.

In the UK, the annual health cost to society due to the impacts of particulate matter alone is estimated to be £16 billion. Leicester City Council is committed to reducing the exposure of people in Leicester to poor air quality in order to not only improve health for individuals, but also to reduce the adverse impacts on wider health and social care programmes.

Leicester City Council has made significant progress to tackle the city's air pollution over the past action plan period and the impact of this can be seen in our monitoring results. Successful projects delivered through our last action plan include:

- Delivery of Phase II 'Connecting Leicester' programme.
- Delivery of the Transforming Cities Fund (TCF) programme – this has improved transport alternatives for commuters to travel by bus, walking and cycling on key radial corridors.
- Redeveloped two city centre bus stations, with St. Margaret's Bus Station being the UK's first net zero carbon bus station.
- Development and progression of goals under the Leicester Enhanced Bus Partnership: Leicester Bus Plan. This includes the introduction of the Greenlines Electric Bus Project and delivery of 150 electric buses into the commercial bus fleet.

- Ongoing delivering of behavioural change interventions, working with schools, communities and businesses.
- Appointment of an Air Quality Education Officer, that helps to run air quality related events in schools and promotes the key message of anti-idling.

Due to these measures, and national improvements, air quality in Leicester has met all national objectives for NO₂ since 2022. The Council's ambition is to ensure concentrations of pollutants that are of concern are continually reduced for the benefit of the city's residents.

Like many UK cities, our evidence has shown that road transport, particularly diesel vehicles, remains the main source of air pollutants.

Our ambitious air quality action plan will ensure we do not remain complacent in our efforts to improve the health of people in Leicester and reduce inequalities. It contains far reaching actions over the period of 2025 to 2030 and is intended to allow the Council to maintain compliance and work towards meeting stricter World Health Organisation (WHO) Guidelines.

This Plan presents measures that have been developed for consideration under five broad theme areas where we will take action to improve air quality:

- **Theme 1: Air Quality Monitoring, Public Awareness and Engagement** – this includes maintaining and enhancing the air quality monitoring network to understand any pollution hotspots, enabling targeted interventions, supporting awareness campaigns and working with communities, businesses and schools. Maintaining, and expanding where necessary, monitoring networks to understand where legal limits are exceeding.
- **Theme 2: Promoting, Supporting, and Encouraging Sustainable Transport** – this includes expansion of the walking and cycling network to create a top-quality, connected and cohesive network of attractive routes and continued delivery of our Bus Service Improvement Plan.
- **Theme 3: Reducing Emissions from Transport** – this includes adopting cleaner transportation methods, such as encouraging the use of electric vehicles (EVs) for public transport, freight and private vehicles.

- **Theme 4: Optimising Traffic Management** – this includes continuing to provide and enhance infrastructure to help people walking, cycling or using public transport, whilst ensuring effective management of traffic flow. Major schemes and complementary work programmes have the potential to contribute directly to air quality improvements.
- **Theme 5: Development Control and Regulatory Services** –this includes ensuring air quality considerations are reflected in the planning process and other Council documentation. Continue to control domestic and industrial emissions.

From the evidence presented within the Air Quality Action Plan, the following issues need to be prioritised, followed by an overall key outcome (in no particular order):

Priority 1: Providing residents and workers of Leicester with active and sustainable transport choices.

Priority 2: Promoting awareness of air pollution and engaging with schools, communities and businesses, whilst maintaining and expanding our monitoring network.

Priority 3: Reducing air pollution exposure and improving conditions for those who live and work in Leicester.

Priority 4: Mitigating the impact of future growth on air quality.

Key Outcome: Improving the health outcomes for all and providing opportunities to live healthy lives.

During the previous Air Quality Action Plan period, Leicester City Council has been successful in securing government funds to deliver air quality improvements. Further government funding is required to deliver our actions over this action plan period to benefit the health of the people of Leicester.

In this Air Quality Action Plan we outline how we plan to effectively tackle air quality issues within our control. We recognise that there are many effective measures which the Council cannot achieve alone (such as vehicle emissions standards agreed in Europe), but for which we can serve as a key contributor for evidence and action and so we will continue to work with regional and central government on policies and issues beyond Leicester City Council's direct influence.

Responsibilities and Commitment

This Air Quality Action Plan was prepared by the Transport Strategy Section of Leicester City Council with the support and agreement of the following officers and departments:

- Transport Strategy
- Traffic Management
- Public Health
- Estates and Building Services
- Planning
- Regulatory Services

This Air Quality Action Plan has been approved by:

- Councillor Geoff Whittle, Assistant City Mayor, Environment and Transport, Leicester City Council.
- Director of Planning, Development and Transportation, Leicester City Council.
- City Transport Director, Leicester City Council.
- City Highways Director, Leicester City Council.
- Director of Public Health, Leicester City Council.

This Air Quality Action Plan will be subject to an annual review, appraisal of progress and reporting via regular Lead Member Briefings (LMBs) to ensure the portfolio holder is updated. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Leicester City Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP, please send them to the Transport Strategy Team at:

0116 454 1000

Email: transport-strategyenquiries@leicester.gov.uk

Transport Strategy, City Hall, 2nd Floor, 115 Charles Street, Leicester, LE1 1FZ

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1 Introduction

This Air Quality Action Plan (AQAP) outlines the actions that Leicester City Council will deliver between 2025 and 2030 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents, workers and visitors to Leicester.

It has been developed in recognition of the legal requirement on the local authority to achieve and maintain Air Quality objectives under Part IV of the Environment Act 1995, as amended by the Environment Act 2021, and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Leicester City Council's Annual Status Report (ASR).

What is Air Quality and Why is it Important?

Air quality is how we describe how clean or polluted the air around us is. It gives an indication of how healthy the environment is that we are living in.

Poor air pollution occurs when the amount of certain pollutants exceed recommended levels. There are a variety of different pollutants such as ozone and benzene, but the main ones of concern are nitrogen dioxide (NO₂) and fine particles (PM_{2.5} and PM₁₀). Air pollution can be generated from several sources. Some examples include the use of vehicles (which can produce pollution from engines, tyres, and brake use), fires (including domestic burning), and industrial processes. Air pollution can also arise from construction and demolition activities, mainly in the form of particulates.

Not all air pollution is generated locally, and a portion of an area's air quality is often contributed to regionally transported particulates and pollutants.

The links between poor air quality and the adverse impacts on human health are now well recognised by scientific evidence, and it is a contributing factor in the onset of heart disease, cancer, dementia and other illnesses.

Not only does air pollution harm our health, but it also harms our economy. The impact of transport related air pollution is estimated to cost Leicester's economy around £7.2 million per year¹ due to increased sick days and reduced productivity in employees. By improving air quality, we anticipate that this will encourage growth and investment into the city. Additionally, air pollution impacts the natural and built environment as there is damage to buildings from particulates over time.

National guidelines define levels based on the known effect these pollutants have on human health. Guidelines are set in law and as such we have a statutory obligation to meet them. The current national annual mean objective of NO₂ is 40µg m³ contained within the Air Quality Strategy which Defra updated in April 2023.

The World Health Organisation (WHO) set out global air quality guideline values in a 2021 report. The guideline values are not legally binding but are more stringent than those legally required in England. However, the consensus within the scientific community is that there is no safe level of concentrations for pollutants of concern. The Council's aspiration is therefore to minimise impacts on health and work towards meeting stricter World Health Organisation Guidelines, where possible.

Addressing air pollution requires a wide range of interventions, the combination of which are likely to have a significant beneficial impact on health and wellbeing: increasing the number of people walking and cycling rather than driving will both reduce transport emissions and increase physical activity levels – an important public health issue in its own right and one that has been found to counter the very same health conditions that air pollution has been linked to.

Progress since the previous Air Quality Action Plan

Leicester City Council has made significant progress to tackle the city's air quality over the past action plan period (2015-26) and since 2022, the Council has met all

¹ [LestAir – Low Emission Strategy: Business and Implementation Plan \(leicester.gov.uk\)](https://leicester.gov.uk/lesthair/)

national objectives for Nitrogen Dioxide (NO₂). Examples of key interventions are set out below and include measures delivered through the previous Air Quality Action Plan, Local NO₂ Plan and Local Transport Plan:

- Delivery of Phase II 'Connecting Leicester' programme, this has promoted a safe, convenient and accessible city centre with reduced demand and opportunity for car usage. Work has also included redevelopment of Leicester's two bus stations – with the St. Margaret's Bus Station being the UK's first net zero carbon bus station.
- Delivery of the Transforming Cities Fund (TCF) programme – this has improved transport alternatives for commuters to travel by bus, walking and cycling on key radial corridors.
- Development and progression of goals under the Leicester Enhanced Bus Partnership: Leicester Bus Plan. This included the roll out of integrated smart ticketing (contactless tap on/off with best value fare capping) - and the introduction of 150 new electric vehicles into the commercial bus fleet.
- The introduction of the Greenlines Electric Bus Project, aimed at improving air pollution, relieving congestion and improving accessibility. All park and ride services are now converted to electric vehicles, as is the 40 Orbital Service and the Hospital Hopper.
- A new free Greenlines Hop! bus service was introduced in April 2022 that links transport hubs and other destinations within the city centre via a dedicated electric bus.
- Installation of electric vehicle (EV) charging infrastructure for public use in Council owned car parks.
- Ongoing delivering of behavioural change interventions, working with schools, communities and businesses. This includes extensive work on Clean Air Day.
- Appointment of an Air Quality Education Officer, that helps to run air quality related events in schools and promotes the key message of anti-idling.
- Continued replacement of diesel powered Council fleet vehicles for fully electric vans.

Leicester City Council

- Delivery of an ECO Stars Freight Recognition Scheme, to encourage freight operators to take actions to reduce emissions associated with their fleet.
- Installation of green and solar bus shelters, to improve air quality and reduce carbon emissions associated with the public transport network.

During the previous Air Quality Action Plan period, Leicester City Council has been successful in securing government funds to deliver air quality improvements. Further government funding is required to deliver our actions over this action plan period to benefit the health of the people of Leicester.

2 Summary of Current Air Quality in Leicester

Air Quality in Leicester

Since 2022, Leicester is meeting all of the national objectives for the pollutant nitrogen dioxide (NO₂).

Air quality monitoring is undertaken across the city to understand how pollution levels change over time and to compare these with the thresholds set for protecting human health. We operate a series of five automatic air quality monitoring stations (see Figure A.1). The stations measure nitrogen dioxide and particulate matter (PM₁₀). The monitoring stations are located in areas of high traffic density. The data from these monitoring sites help us to understand the distribution of past and current concentrations of pollutants in the air. The Air Quality Management Area was declared in 2000 and extended in 2007, as ongoing monitoring had shown some areas in Leicester were not meeting air quality objectives.

The major sources of air quality pollutants are from road traffic emissions, along major routes into the city (there were over 24,000 daily car commuters into the city in 2023, with the average commuted distance being six miles). This is of major concern particularly where there are people living along these routes. As well as road traffic emissions, domestic and industrial sources also contribute to NO₂ and Particulate Matter (PM) concentrations in the city.

Table 2.1 shows the annual mean NO₂ concentrations over the last five years. At least two years of compliance has been reported at all five monitoring stations. (It should be noted that the Glenhills Way station was relocated to the newly named Glenhills Way East in 2022, due to non-compliance with LAQM.TG22. The value reported for Glenhills Way in 2021 was distance corrected, resulting in a value below the annual mean objective. Disregarding this site, compliance with the NO₂ annual mean objective has been achieved at the point of sensitive receptor since 2020.).

The highest NO₂ concentrations are present on the inner ring road (e.g. Vaughan Way and St Matthews Way) and one of the main radial roads (Melton Road) in the city. This is as expected and has been a consistent trend over the previous five monitoring years. The data collected each year is published in the Annual Status

Report (ASR) and these are made available on the council's website: [Air quality \(leicester.gov.uk\)](https://leicester.gov.uk).

Maps of air quality monitoring and results can be found in Appendix C and D of this AQAP.

Table 2.1 – Annual Mean NO₂ Concentrations

Station	2019	2020	2021	2022	2023
Abbey Lane	31.5	24.3	26.6	26	23.1
Glenhills Way	48.6	38.8	42.1	26	-
Glenhills Way East	-	-	-	24.2	21.2
Melton Road	38.5	28	31.4	33.4	30.4
St Matthews Way	40.6	31.4	34.9	33.7	29.7
Vaughan Way	45.7	35.2	36.8	38	36.3
AURN Leicester University	24	19	20.3	18.9	18.1
AURN Leicester A594 Roadside	38	28	29	29.8	28.4

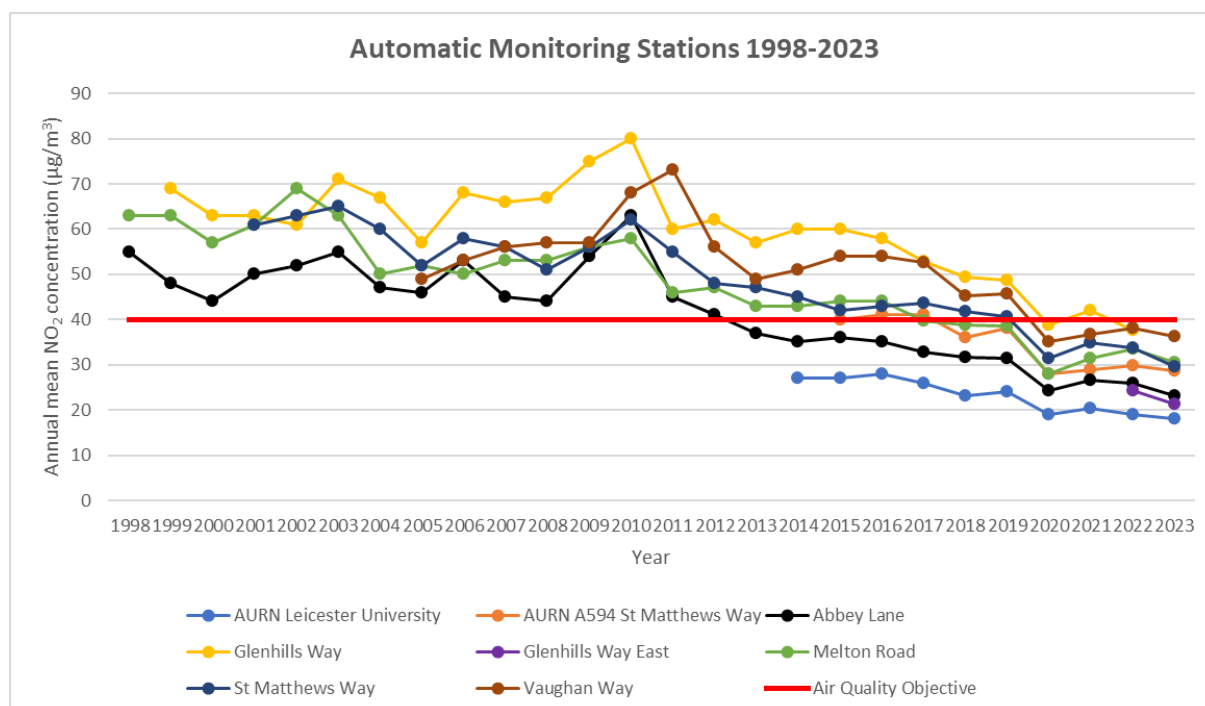
Further investigation has been undertaken to understand why there has been a continued improvement in air quality since 2020, as 2020's low levels can be attributed to the effects of Covid-19 pandemic, where restrictions on travel resulted in a significant drop in NO₂ concentrations at all locations across the city. The latest data from our Transport Strategy Team reports 2023 traffic volumes to be very similar to those in 2022, finding no support for the reduction in NO₂ concentrations seen. It is plausible that a combination of gradual fleet renewal, electrification of transport, implementation of Local NO₂ Plan measures, and increased uptake of sustainable transport methods in Leicester have all contributed to a significant decline in NO₂ concentrations.

Trends in pollution levels across Leicester

Figure 2.1 shows the Air Quality Annual Mean Values for Leicester between 1998 and 2023. NO₂ annual mean concentrations have declined since 1998, although there is a notable period of increase between 2009 and 2011 which may be partially attributed to meteorological conditions (e.g. colder winters). Since then, all stations

have steadily declined to values below the national air quality objectives for the first time in 2020. Concentrations increased slightly from 2020 and until 2023, remained on an upward trend. NO₂ levels will be closely monitored in the coming years, with the continued implementation of measures to improve air quality as much as possible.

Figure 2.1 – Automatic Monitoring Station Results: 1998-2023



The trend of long term compliance can also be seen for the two AURN (automatic urban and rural network) sites within the Leicester City boundary. It is interesting to note the similarity in values between St Matthews Way and AURN Leicester A594 Roadside, which are situated on the same link of the inner ring road. This provides reliability to our monitoring results, given the close similarity with a nationally managed reference station.

All of these stations are found within the Leicester Air Quality Management Area (AQMA) and provide a good indication of the performance of measures undertaken to reduce NO₂ concentrations in the city.

The NO₂ Local Plan

In 2018, Leicester City Council was directed by the Secretary of State for the Environment to produce a NO₂ Local Plan, bringing compliance with EU NO₂ Objectives in the shortest possible time. The Plan, submitted to Joint Air Quality Unit (JAQU) in 2021, indicated that Leicester would be fully compliant for NO₂ in 2023 if the planned programme of interventions were followed. The measures have now been implemented with support from JAQU and has helped deliver the improvements in air quality in the city.

The Council are now working with JAQU to evaluate the effectiveness of the NO₂ Local Plan and to ensure compliance can be maintained. Leicester City Council are in the process of deploying a diffusion tube network totalling 46 tubes to cover the AQMA, inner ring, and main radial roads of the city. It is proposed that the network will run from 2024 to 2026 and is primarily to inform JAQU's Local NO₂ Plan exit process. This will also serve as a means of further review for the AQMA boundaries and the measures within this AQAP. There is scope to consider revocation, either partially or fully, of the AQMA within the lifetime of this AQAP, if compliance continues to be achieved. We will then look to revoke the Leicester AQMA in accordance with DEFRA guidance, and an Air Quality Strategy will be prepared.

Other monitoring

The authority also continues to deploy a network of around 20 low cost 'Zephyr' sensors which monitor NO₂ and particulate matter. Although it is recognised that this technique cannot be used for regulatory purposes, the sensors provide a source of indicative data that can be later confirmed using more appropriate methods of monitoring. Furthermore, these sensors are lightweight and portable, allowing the authority to frequently relocate and identify potential future hotspots, without the burdensome process that would be necessary for a fully-fledged automatic monitoring station. Data from the Zephyrs is available in Appendix D.

3 Leicester City Council's Air Quality Priorities

3.1 A profile of Leicester

Leicester is a predominately urban area located in the centre of the county of Leicestershire with a population of about 368,300, making it the largest city in the East Midlands (ONS 2022 Census). The area provides housing, employment, shopping, public administration, leisure, health care at three hospitals, and further and higher education facilities including both the University of Leicester and De Montfort University.

The Leicester Urban Area covers the administrative area of the city, as well as the suburbs and immediately surrounding small towns and villages. The population of the conurbation is approximately 650,000. Leicestershire County has a population of just over 1 million.

The 2021 census data (first release) shows that Leicester Local Authority area's population grew faster than all the England core cities between 2011-2021 at 11.8% and is one of fastest growing cities in the country. Furthermore, Leicester's population density is now the third highest outside of London. The population of Leicester's Air Quality Management Area is around 23,000, just over 6% of Leicester's population (2021 census).

Leicester's growth is set to continue over this Plan period, which has the potential to increase traffic in the city. Leicester has a very tight and compact urban road system with high densities of population. Its transport issues are fundamentally urban; congestion and air pollution and the poor quality of life it causes. Our priority is to ensure that Leicester enjoys good air quality and improve the health and quality of life of residents, as Leicester continues to grow.

3.2 Public Health Context

In the UK, air pollution is the largest environmental risk to public health². It has been estimated that removing all fine particulate air pollution would have a bigger impact on life expectancy in England and Wales than eliminating passive smoking or road traffic accidents³.

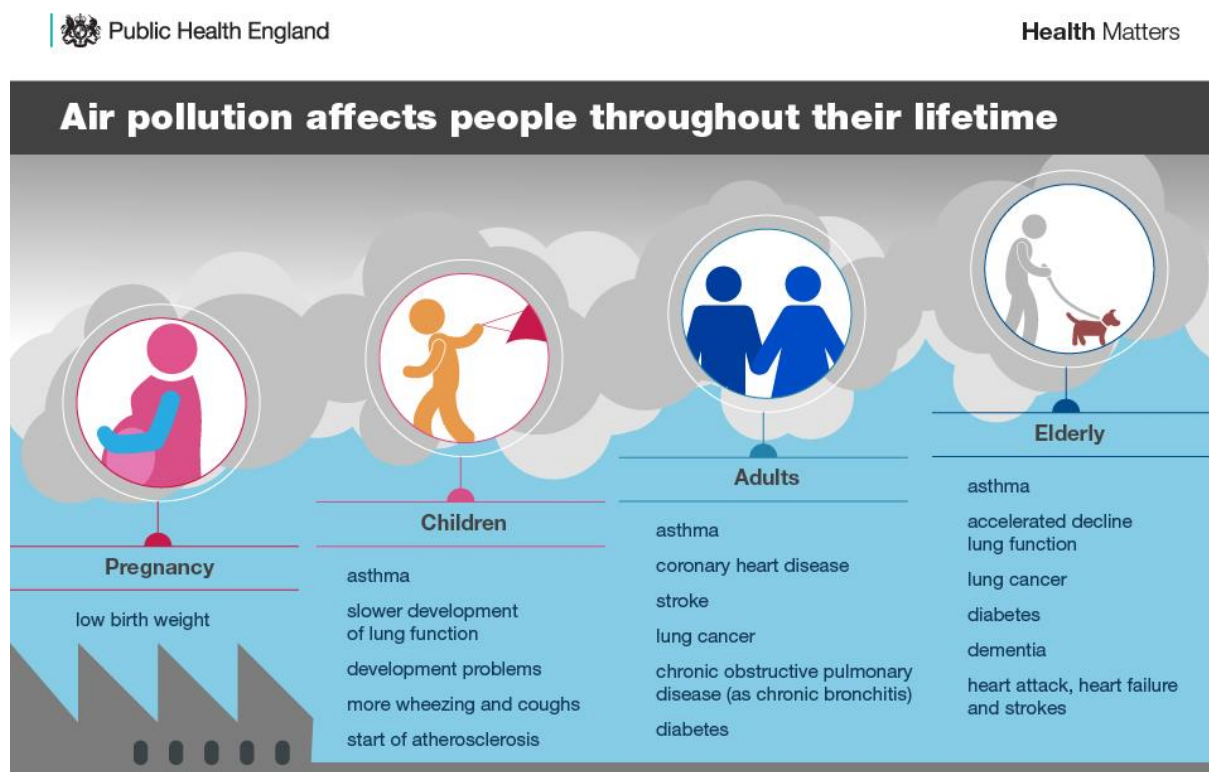
Air pollution can affect the eyes, nose and throat, the heart and associated blood vessels and the lungs and respiratory system. Short-term exposure (over hours or days) can lead to a range of health impacts including lung function, coughing, wheezing and shortness of breath, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality. Over long timescales (years or lifetimes) exposure can lead to reduced life expectancy, due to cardiovascular diseases, respiratory diseases, and lung cancer. More recent research has associated air pollution with affecting the brain causing dementia and cognitive decline; diabetes and affecting early life leading to various birth outcomes, for example, low birth weight and developmental problems. Figure 3.1 illustrates the effect of air pollution on people's health through different stages of life⁴.

² [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/air-pollution-removal-would-extend-life-expectancy)

³ [Public Health | LAQM \(defra.gov.uk\)](https://www.defra.gov.uk/air-quality/laqm/)

⁴ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/air-pollution-removal-would-extend-life-expectancy)

Figure 3.1 – Image of impacts of air pollution affecting people throughout their lifetime



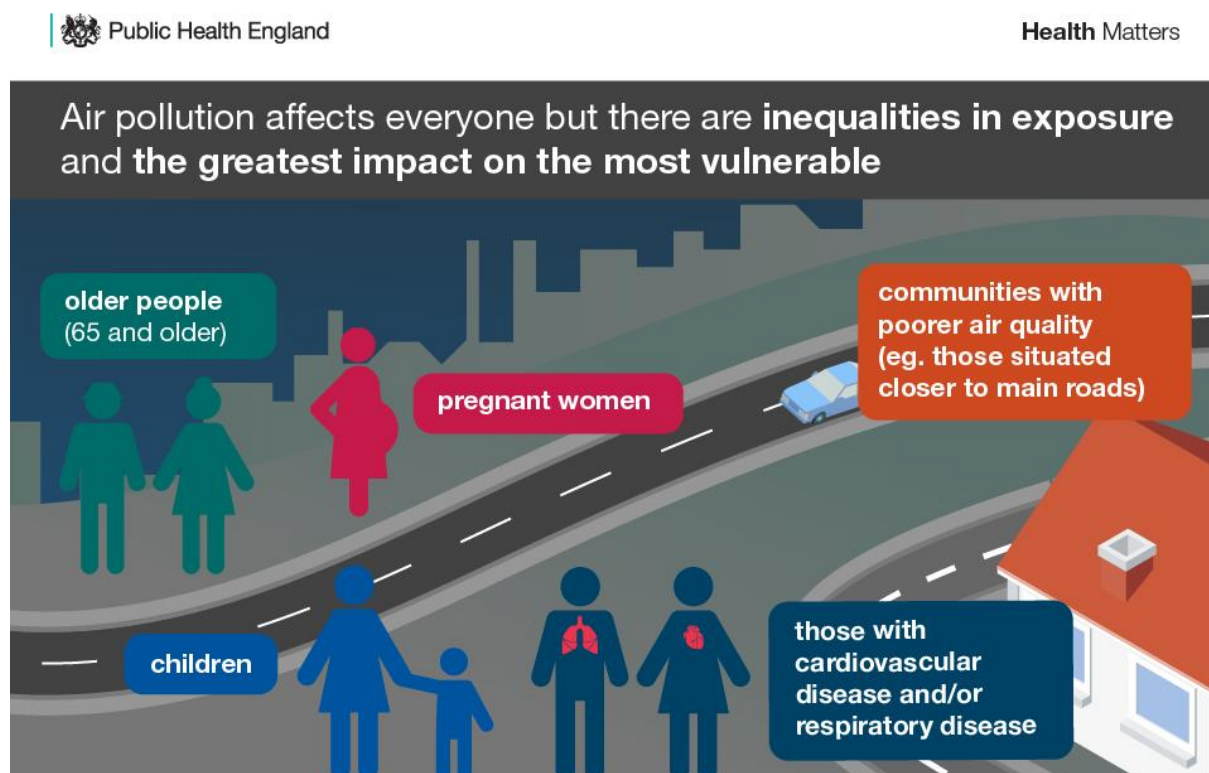
Source: Office for Health Improvement and Disparities, Air Pollution: applying All Our Health

Air pollution can cause and worsen health effects in all individuals, particularly society's most vulnerable populations. The health effects of pollutants will depend on many factors as to the level of harm an individual is exposed to. This includes the dose, duration, how an individual comes into contact with the pollutant, in addition to factors such as age, sex, diet, family traits, lifestyle and state of health. While air pollution can affect anyone's health, some individuals can be more susceptible than others. These include: children, the elderly, individuals with existing cardiovascular or respiratory diseases, pregnant women, communities in areas of higher pollution, such as close to busy roads and low-income communities⁵. This is depicted in Figure

⁵ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/air-pollution-applying-all-our-health)

3.2 below. Air pollution is thus an equality issue and tackling it will help to address Leicester's health inequalities.

Figure 3.2 – Image of Air Pollution and Health Inequalities



Source: Health matters: air pollution.

It is estimated that between 2017 and 2025, the total cost to the NHS and social care system of air pollutants (fine particulate matter and nitrogen dioxide), will be £1.6 billion⁶. The annual mortality of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths every year⁷. Estimates from the Public Health Outcomes Framework indicate that the fraction of mortality attributable to particulate air pollution is 7.1% in 2022, while the England average is 5.8%⁸.

⁶ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/air-pollution-applying-all-our-health)

⁷ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/air-pollution-applying-all-our-health)

⁸ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](https://phe.org.uk/data/public-health-outcomes-framework)

It is therefore important we do all in our power to reduce air pollution in the city to reduce people's exposure to poor air quality. Whilst as a council we have made great progress against our statutory air quality standards, since there are no safe limits for air pollutants, we have a public health ambition to lower our emissions to the levels recommended in the World Health Authority (WHO) Air Quality Guidelines⁹. This plan will use public health location data to help identify areas where air quality needs to be lowered as a priority for this ambitious work.

3.3 Planning and Policy Context

National Context

The **UK Air Quality Strategy** published by the Department for Environment, Food, and Rural Affairs (Defra), provides the policy framework for air quality management and assessment in the UK. It provides air quality standards and objectives for key air pollutants, which are designed to protect human health and the environment. It also sets out how the different sectors: industry, transport, and local government, can contribute to achieving the air quality objectives. Local authorities play a particularly important role. The strategy describes the Local Air Quality Management (LAQM) regime that has been established, whereby every authority must carry out regular reviews and assessments of air quality in its area to identify whether the objectives have been, or will be, achieved at relevant locations, by the applicable date. If this is not the case, the authority must declare an Air Quality Management Area (AQMA) and prepare an action plan which identifies appropriate measures that will be introduced in pursuit of the objectives.

The **National Planning Policy Framework (NPPF)** sets out planning policy for England. It places a general presumption in favour of sustainable development. The planning system should play an active role in guiding development to sustainable solutions and air quality is a material planning consideration. Paragraph 192 of the

⁹ [What are the WHO Air quality guidelines?](#)

National Planning Policy Framework (NPPF) provides the ability for local authorities to consider air quality as a material planning consideration, particularly where AQMAs are involved:

“192. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”

The government set out its ‘**Road to Zero**’ **Strategy** for cleaning up road transport emission and published the **Transport Decarbonisation Plan (TDP)** *Decarbonising transport: a better, greener Britain* in July 2021. The TDP outlines the Government’s current position on transport emissions, including highlighting current policies and strategies in place to decarbonise the transport sector. The TDP sets out to ban the sale of new diesel and petrol cars and light goods vehicles from 2030 (now pushed back to 2035), followed by the requirement for all new cars and vans to be fully zero emission at the tailpipe by 2035. Additionally, the Government is committed to ending the sale of all non-zero emission Heavy Goods Vehicles (HGVs) from 2040, with lighter HGVs from 2035.

Regional Context

Air quality is a regional issue as air pollutants released in one area may be transported in the atmosphere and contributes to poor air quality elsewhere. The following strategies and plans are relevant to air quality:

The **Midlands Connect Transport Strategy (2022)** identifies key long-term priorities for regional transport investment supporting levelling up, decarbonisation and the

economic development of the Midlands including Leicester and Leicestershire. This identifies key long-term priorities for regional level transport investment including:

- Establishing a direct rail service between Coventry, Leicester and Nottingham
- Service improvements between Leicester and Birmingham
- Improving North-South connectivity by rail investment in electrification and rolling stock for the Midland Mainline
- Improvements along east-west road links including the A46 corridor
- Supporting innovation and decarbonisation projects

The context for strategic planning sub-regionally is set out in the **Leicester and Leicestershire Strategic Growth Plan** (2018). It presents the long-term strategy for the future development and proposes overall that most development will take place in major strategic locations. The Plan estimates that Leicester and Leicestershire will need 96,580 new homes and 367 – 423ha of employment land in the period 2011-2031. Beyond 2031, the Plan identifies a need for a further 90,500 dwellings and additional employment land. The Plan also identifies Leicester City, particularly the Strategic Regeneration Area and the A46 Priority Growth Corridor to the south and east of Leicester as areas to focus future development. Major infrastructure improvements will be needed to accommodate the growth. Given the scale of proposed development on the fringes of Leicester, it is important that any growth is accompanied by measures to improve walking, cycling and public transport measures.

The **Leicester and Leicestershire Strategic Transport Priorities document (LLSTP)**, supports the principles of the Strategic Growth Plan and sets out the long-term approach to guide improvements over the next 30 years delivered through a range of programmes and packages. It has been developed by both the City and County Councils to ensure that the long-term development needs and associated transportation requirements are co-ordinated. The Strategic Growth Plan notes that major infrastructure improvements will be needed to unlock land for development and accommodate new growth focussed on major transport corridors such as investment in city transport infrastructure to support improved accessibility to and within the city –

principally the hub and spoke plan for bus corridors, park and ride and cycling / walking corridor improvements; Improvements in the city centre to improve it as a travel hub including rail and bus station enhancements together with connecting links and supporting electric vehicles with appropriate infrastructure and incentives. One of the principal aims is to contribute significantly to the delivery of good air quality and healthy lifestyles. The document supports opportunities to use active travel programmes as key approaches to improve air quality, to mitigate the impact of transport on air quality, better traffic managements to minimise congestion and improve air quality, and accelerate the use of low carbon transport, which are aligned with the AQAP.

Local Context:

Leicester has key plans, strategies and policies that the AQAP will complement and support:

The **City of Leicester Local Plan 2020 – 2036** (Publication Draft) provides the emerging position on the strategic and spatial vision for the future of the Leicester area. The Plan identifies an overall housing need of 39,424 homes across the Plan period. The Council will work towards providing 20,730 homes across the Plan period with the remaining housing requirement being accommodated in the neighbouring districts.

Local Plan Policy T02 is of direct relevance of air pollution in the planning context:

a) Deliver against the council's climate change targets and commitments b) Ensure air quality in Leicester will progressively improve, below UK nitrogen dioxide targets towards the 2021 WHO targets and delivers against emerging fine particle PM2.5 commitments. The draft **Leicester Transport Plan (LTP4) (2021-2036)** sets out the Council's transport vision, ambitions and priorities for the city to 2036. The LTP is an intrinsic part of the overall approach to air quality improvements for Leicester and provides the framework for transport improvements. The AQAP has been developed to act as a supporting document to the new LTP4. The LTP vision includes 'clean air' which is supported by a number of initiatives, including: 100% zero emission vehicles throughout the city (including buses, trains, fleet and freight), public transport and park and ride, cycling or personal e-mobility will be the first choice for longer journeys for most people, a thriving accessible city centre, active transport cycling and walking will be the first choice for shorter journeys for most people. The

Plan acknowledges that the Council is committed to improving air quality and the health of citizens, which will assist with the delivery of this AQAP.

The **Care, Health and Wellbeing Strategy (2022-2027)** sets out its objectives which will be supported by a series of action plans. Levels of physical activity and related obesity remain a concern and transport choices can contribute significantly to improved health and wellbeing outcomes. Transport is highlighted as an issue affecting the local environment and actions include promoting the health benefits of sustainable transport, improving air quality, and working with the transport sectors to reduce their impact on the environment. The AQAP will have an important role in contributing to the theme of 'healthy places' by ensuring the air is clean, that will improve people's health. The AQAP will also ensure new developments provide safe and healthy environments to support active travel initiatives and help address health inequalities in the city.

The **Leicester Street Design Guide (2020)** sets out the principles that will be used to help build healthier streets in future city redevelopment schemes. The guide shows how the Council can prioritise people-friendly urban spaces and public streets, which encourage people to walk, cycle and take public transport. These measures are aligned with the AQAP interventions and will therefore support the delivery of the AQAP.

Climate Ready Leicester Plan (2023-28): Leicester City Council declared a climate emergency in February 2019, which highlighted its commitment in achieving carbon neutral.

The Climate Ready Leicester Plan sets out a series of proposals required to work towards the objective of a net zero carbon Leicester. A Carbon Neutral Roadmap study identified that transport is the largest contributor of carbon emissions in Leicester.

The Plan supports the reducing travel demand and switching away from fossil fuels, with the need to ensure that everyone can access services and facilities, and can travel as they need, regardless of whether they have access to a car. It is also important to reduce levels of traffic in order to tackle the negative impacts of congestion on the city. These include the impact of air pollution on health.

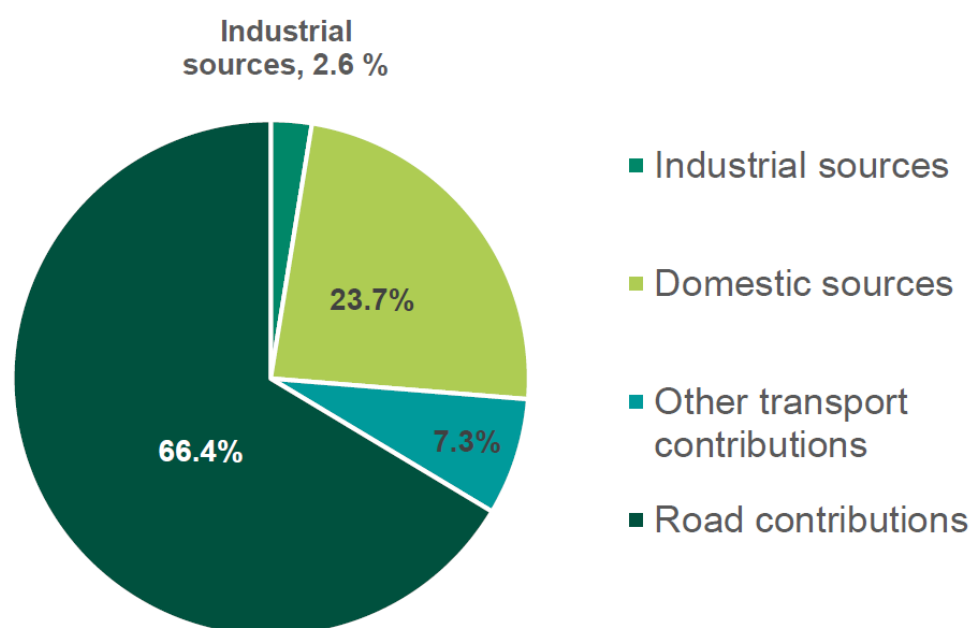
The implementation of the several measures set out in the Climate Ready Leicester plan will have the benefit of improving air quality in Leicester, for example the promotion of active travel to reduce the number of vehicular trips.

3.4 Source Apportionment

Where does pollution come from?

A source apportionment exercise was carried out by Leicester City Council in 2022 to understand where the pollution originates from to then develop measures to target the predominant sources of pollution. This identified that for the entire city of Leicester (including outside of the AQMA), the percentage source contributions were as follows (see Figure 3.3):

Figure 3.3 – Leicester NO_x Source Apportionment 2022



The exercise clearly identifies road contributions as the main source of NO_x in Leicester, with 66% estimated to be arising from it. Further detail is presented in Table 3.1. However, nearly a quarter of NO_x emissions are from domestic sources, such as central heating boilers, open fires and wood-burning stoves. The Action Plan has a role to play to address the emissions from domestic sources alongside our Climate Ready Leicester Plan.

Table 3.1 – Leicester Source Apportionment: Tonnes NO_x

Source	2022 (Tonnes NO _x)
Transport	1,764.4
Domestic	630.1
Other Transport	194.8
Industry	68.1
Total	2,657.4

A further source apportionment exercise, using Defra's Emission Factor Toolkit (EFT v12.0.1), has been undertaken to identify the total emissions from all vehicle categories at point sources to understand, for road transport (the main source of pollution in the city), which types of vehicles are causing pollution. This to ensure that air quality improvement measures continue to be targeted to the main sources of pollution across the city; this will ensure maximum air quality improvement in the shortest timescale possible. Vehicle count data was taken from the Department for Transport: Road Traffic Statistics webpage, which counts vehicle type manually or estimates the figures using previous years data. The exercise was undertaken for all of Leicester City Council's automatic monitoring stations, including Glenhills Way which was decommissioned part way through 2023. Figure 3.4 shows the DfT annual average daily flow (AADF) statistics for each monitoring station location in Leicester. This helps to provide context when looking at source apportionment data for each site, as some roads experience significantly less traffic than others due to their size and location.

Figure 3.4 – Annual average daily flow of traffic for automatic monitoring station locations in 2023, from Department for Transport: Road Traffic Statistics

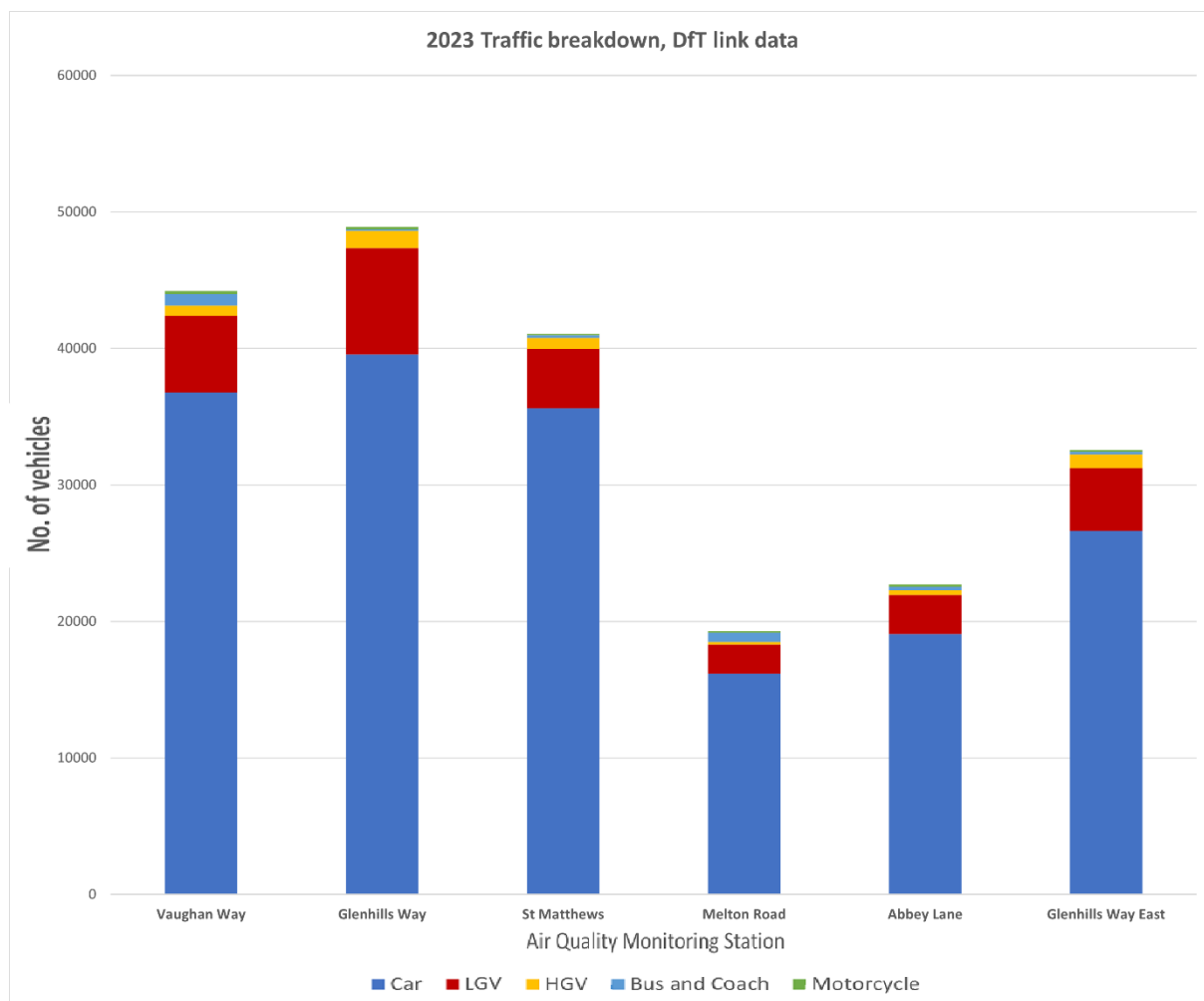


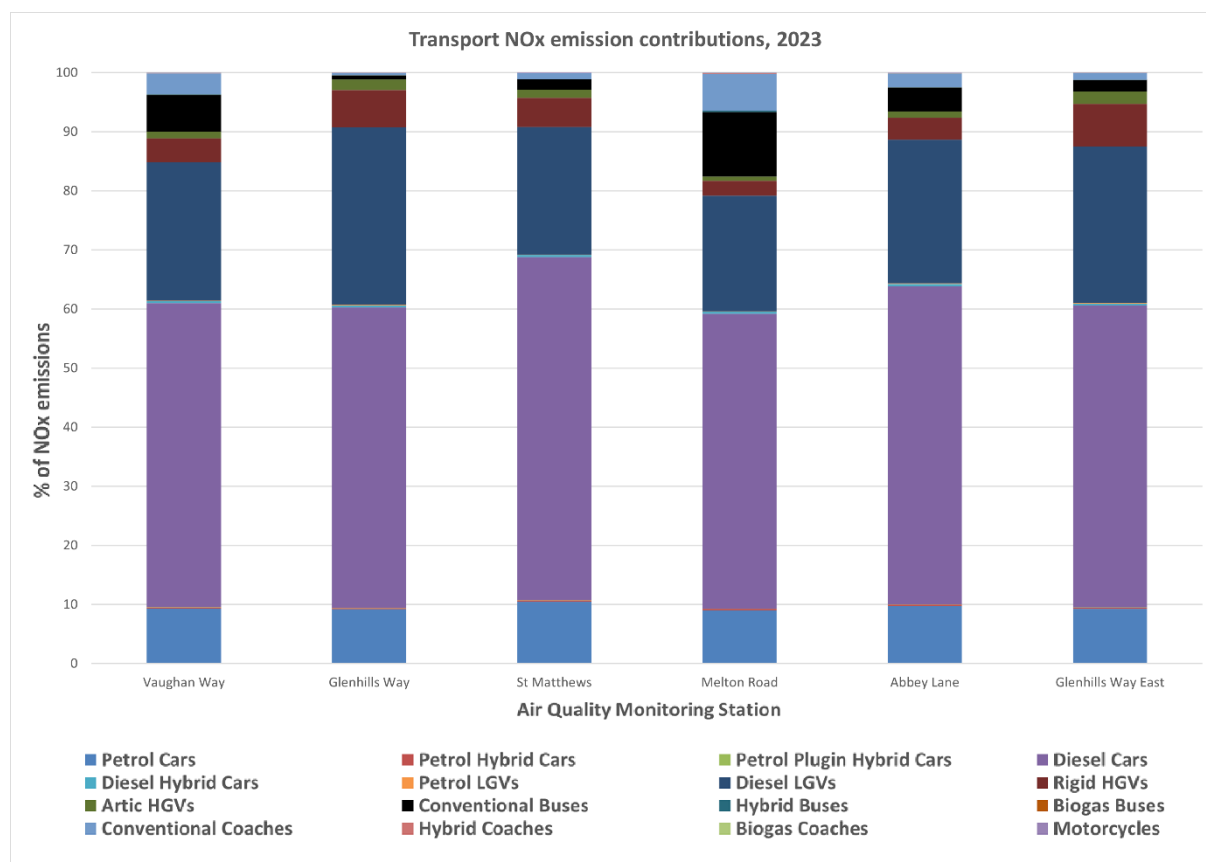
Figure 3.5 – NOx source apportionment from transport, 2023

Figure 3.5 shows that diesel cars account for the largest proportion of road NOx concentrations at each link, followed by diesel LGVs. Vaughan Way and Melton Road have similar numbers of buses and coaches to each other; however Melton Road's NOx emissions are proportionally much higher from these vehicles due to an overall smaller flow of traffic. While the relative contribution from traffic varies from road to road in Leicester, the emissions from diesel vehicles are still predominant on each link. Conventional petrol cars, rigid HGVs, buses and conventional coaches also produce non-negligible levels of NOx emissions on most links.

This Action Plan also considers delivering reduction in PM₁₀ and PM_{2.5} pollutants for the protection of public health. Whilst there is no AQMA for Particulate Matter, and compliance is being achieved with these objectives, the measures within this plan will also have benefits for PM₁₀ and PM_{2.5}.

Figures E.1 and E.2, available in Appendix E, show the trends of PM₁₀ and PM_{2.5} concentrations over the last decade at all automatic monitoring stations in Leicester. LCC has been compliant with the annual mean objectives for both pollutants at all stations since 2014.

3.5 Required Reduction in Emissions

Local authorities are required to identify the reduction in pollutant emissions needed to meet the health based objectives with their AQMAs to determine the scale of effort required in an AQAP. However, as the air quality objectives are currently being met at all monitoring stations, there is no specific reduction in emissions required.

From our latest air quality modelling exercise (carried out by Aecom as part of the preparation of Leicester's NO₂ Local Plan), it predicted that Leicester would achieve air quality compliance, for the objective NO₂, by 2023 at the latest. Our air quality monitoring supports this as compliance was met in 2022.

3.6 Key Priorities

The air quality objectives have been achieved at all locations since 2022, however the need to reduce concentrations even below the current air quality objective level is recognised in order to maximise health improvements.

Based on the evidence provided that has been drawn from our air pollution findings, the detailed source apportionment modelling, considering the planning and policy context and the professional views and experience of our steering group, the following priorities have been identified where future work over the next five years will be focussed (the priorities are not numbered relative to their importance), that are supported by the an overall key outcome priority:

Key Outcome: Improving the health outcomes for all and providing opportunities to live healthy lives.

Priority 1: Providing residents, visitors and workers of Leicester with active and sustainable transport choices.

Measures to reduce vehicle trips, encourage modal shift away from private vehicles towards active travel modes such as walking and cycling, and public transport to reduce congestion are fundamental to the overall approach to air quality improvement. It will also support future demand from population growth, not only in the city, but neighbouring authorities proposed housing growth.

Priority 2: Promoting awareness of air pollution and engaging with schools, communities and businesses, whilst maintaining and expanding our monitoring network.

Delivering clear messaging to the public around the cause and consequences of poor air quality, particularly around the impacts on health to schools, communities and businesses. Also, campaigns relating to issues such as energy efficiency and domestic smoke control will be a valuable part of the wider local air quality improvement to address domestic sources emissions. Maintaining, and expanding where necessary, monitoring networks to understand where legal limits are exceeding.

Priority 3: Reducing air pollution exposure and improving conditions for those who live and work in Leicester.

The main source of air pollution leading to the declaration of the AQMA is road transport emissions along major routes into the city. Just over 6% of Leicester's population is within the AQMA. Therefore, reducing road transport emissions and promoting low emission alternative forms of travel is a key priority, particularly for those who are most exposed and vulnerable.

Priority 4: Mitigating the impact of future growth on air quality.

As Leicester is a growing city, effective planning policies can play a significant role in helping sustain air quality improvements. New residents will need to travel for work and leisure and construction activities can have a significant impact on local air quality. The Council will continue to ensure that air quality impacts are appropriately assessed and mitigated.

4 Development and Implementation of Leicester City Council's AQAP

4.1 Consultation and Stakeholder Engagement

In developing this AQAP, the Council has worked with other local authorities, agencies, businesses and the local community to improve local air quality.

Schedule 11 of the Environment Act 1995, as amended by the Environment Act (2021), requires local authorities to consult the bodies listed in Table 4.1. In addition, as part of this consultation, we have undertaken the following stakeholder and public engagement:

- Website
- Online Consultation Questionnaire
- Social media platforms
- Press Release
- Publicity via the city's bus shelters and at the Town Hall's Bike Park
- Direct correspondence with statutory consultees and other interested groups

A full report on the consultation can be found in Appendix A.

The Council will also present the Air Quality Action Plan to Full Council prior to adoption.

Table 4.1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Secretary of State	Yes
The Environment Agency	Yes
The highways authority	Yes

Consultee	Consultation Undertaken
All neighbouring local authorities	Yes
Other public authorities as appropriate, such as Public Health officials	Yes
Bodies representing local business interests and other organisations as appropriate	Yes

4.2 Steering Group

Leicester City Council established a Steering Group in 2015 to support the implementation of the previous Air Quality Action Plan. In developing this new Air Quality Action Plan, a steering group was reconvened. The central aim of the steering group has been to identify and evaluate measures for inclusion within the AQAP that would be effective both in terms of continuing to reduce NO₂ concentrations and feasible in terms of implementation and delivery from their service area/sector to improve air quality in Leicester. Measures to reduce PM concentrations were also discussed. Group members are encouraged to work collaboratively and on shared projects (particularly Public Health), to realise benefits beyond simply reducing the concentration.

The steering group is composed mainly of senior officers from different disciplines from Leicester City Council. A steering group meeting was held on 9th May 2024 and included representatives from: Transport and Highways, Planning, Regulatory Services, Sustainability and Climate Change, and Public Health. Progress meetings will be set up once the Action Plan has been adopted in 2025.

The Council has a number of existing groups, with businesses and interested parties, who regularly meet and discuss issues in relation to air quality. The Council has delivered a series of Business Travel Forums to discuss the future strategic development and planning of schemes and improvements, measures to support active and sustainable travel as well as ongoing behavioural change work with

businesses and communities to encourage mode shift. The Council also regularly engages with accessibility groups, this includes LTAP (Leicester Transport Accessibility Panel) and All In (representing disabled users with a wide array of visual, mobility, and neurological conditions).

Continued engagement is held with specific interest groups, such as Walking and Cycling groups and business groups that cover a range of issues set out in the local transport plan strategy, including discussion of how we can improve air quality and facilitate the increase in sustainable modes of travel. Leicester City Council, for the second year running in 2024, has scored a Level 3 in its Active Travel Capability Assessment¹⁰ in its capability to plan, design and deliver active travel schemes – only six local authorities have achieved this with no local authorities scoring the highest level. This demonstrates the Council's ambition to encourage cleaner, greener, more affordable and healthier sustainable travel habits.

This engagement will continue as the Action Plan is delivered.

Suggestions and feedback from all engagement activities have been used to review the measures with the Action Plan.

The progress towards Actions under the AQAP will be overseen by members of the steering group on a regular basis. Additional measures will be considered if progress is not being made.

¹⁰ [Local Authority Active Travel Capability Ratings 2024 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

5 AQAP Measures

This section details the actions that we will take over the next five years to improve air quality. The actions from the previous AQAP largely remain relevant and raise awareness of its impacts. The actions have been grouped into five themes:

- Theme 1: Air Quality Monitoring, Public Awareness and Engagement
- Theme 2: Promoting, Supporting, and Encouraging Sustainable Transport
- Theme 3: Reducing Emissions from Transport
- Theme 4: Optimising Traffic Management
- Theme 5: Development Control and Regulatory Services

Table 5.1 shows the list of actions that form part of the plan. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction (if known) - the impact of measures will depend on the extent to which they lead to behaviour change, therefore quantifying the impact, in terms of NO₂ reduction, of the proposed measures is very difficult. Further detail is presented in sections 5.1 and 5.2.
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures.

Figure 5.1 below sets out a summary of the air quality priorities for the council and how they are aligned with the Theme headings for the air quality action plan measures:

Figure 5.1 – Priorities and key themes alignment:

	Priority 1: Providing residents and workers of Leicester with active and sustainable transport choices	Priority 2: Promoting awareness of air pollution and engaging with schools, communities and business, whilst maintaining and expanding our monitoring network	Priority 3: Reducing air pollution exposure and improving conditions for those who live and work in Leicester	Priority 4: Mitigating the impact of future growth on air quality
Theme 1: Air Quality Monitoring, Public Awareness and Engagement		X		
Theme 2: Promoting, Supporting and Encouraging Sustainable Transport	X			
Theme 3: Reducing Emissions from Transport			X	
Theme 4: Optimising Traffic Management			X	
Theme 5: Development Control and Regulatory Services				X

KEY OUTCOME: Improving the health outcomes for all and providing opportunities to live healthy lives.

Table 5.1 – Air Quality Action Plan Measures

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
Theme 1: Air Quality Monitoring, Community Awareness and Engagement															
1	Regulatory grade NO ₂ monitoring: maintain and enhance.	Policy Guidance and Development Control	Other policy	1994	Ongoing	Leicester City Council, JAQU, Enviro Technology Services Ltd, Arcadis.	Internal funding, JAQU.	No	Fully funded	£100k - £500k	Implementation	Not applicable	Annual reporting of monitoring data through ASR	Monitoring station LSO (local site operator) contract renewed until 2028, with option to extend to 2030.	Reinstatement of diffusion tube network planned for 2024, for a period of 2 years.
2	Indicative NO ₂ monitoring, including relocating portable monitors to address concerns in communities, schools and other possible 'hotspot' areas,	Policy Guidance and Development Control	Other policy	2020	Ongoing	Leicester City Council, EarthSense.	Internal funding,	No	Partially funded	£100k - £500k	Implementation	Not applicable	Annual reporting of monitoring data through ASR	Entire network of 22 Zephyrs extended to December 2024.	Funding is required to continue the network of Zephyrs / similar low cost monitoring post 2024.
3	Partnership Working (for example	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area	2015	Ongoing	Leicester City Council, University of Leicester, National Highways, Environment Agency, other LAs.	Internal budgets: BAU, Defra AQ Grant.	No	Not yet funded	<£10k	Implementation	Low impact	n/a	Continued partnership working with University of Leicester, most recently on development of Defra	Recent reinstatement of Leicester and Leicestershire Air Quality Forum, a

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
	with Leicester shire County Council, employers, Universities and with central Government).		wide Strategies to reduce emissions and improve air quality											AQ Grant bids (funding scheme then closed in 2024) and assistance with PhD project on VOC concentrations in Leicester.	steering group with neighbouring LAs. Whilst we can target the pollution sources we have control over, lobbying and working with partners, including central Government to reduce sources that we do not have control over.
4	Delivering educational activities e.g., Clean Air Day, school anti-idling campaigns, School stings, led by the Council's Air Quality Education Officer. Website campaigns to encourage active travel	Public Information Promoting Travel Alternatives	Via Leaflets, Via television, Other Intensive active travel campaign and infrastructure	2015	Ongoing	Leicester City Council, Leicestershire County Council schools, businesses, local communities, Public Health, Sustrans, British Cycling	Internal budgets: BAU Access Fund External Grants TBC	No	Partially funded - BAU	£100k - £500k	Implementation	Low initially. The impact on air quality should increase over time, as further investment will encourage a greater modal shift from car use.	Improved cycling / walking levels, increased public transport patronage Number of Bikeability training sessions	Clean Air Day delivered 2024. 26 school stings in 23/24 academic year. Bikeability programme works with approx. 1500 pupils a year to deliver intensive cycle training Walk to School programmes engage over 40 schools and 17,000 pupils to encourage active travel trips to and from school. Choose How You Move: 140,135 of which 77,579 were new users in 2023, with 146,884 page views	Securing staff resources to deliver the Bikeability programme to the required number of pupils.

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
	e.g., promotion Choose How You Move website														
5	Supporting domestic emission sources awareness campaigns, e.g., woodburning stoves campaigns	Public Information	Via Leaflets, Via television, Other Intensive active travel campaign and infrastructure	2022	Ongoing	Leicester City Council, Public Health	External grants	No	Not funded	£50k-£100k	Planning	Low. It may encourage people to change their open burning habits, indirectly improving air quality. Will also reduce PM emissions.	Reduction of complaints	Woodburning stoves and open fires media campaign launched in 2022 that raised awareness about the health impacts of woodburning	
Theme 2: Promoting, Supporting, and Encouraging Sustainable Transport															
6	Continued delivery of Connecting Leicester Programme: further opportunities for pedestrianisation	Transport Planning and Infrastructure Traffic Management	Other Strategic Highway Improvements	Ongoing	Ongoing	Leicester City Council, utility companies, local businesses	Internal funding, Levelling Up fund External grants	No	Partially funded	>£10m	Implementation	Low. There would be lower exposure to harmful pollutants whilst improving health of people generally through active travel. Benefits will increase as	Increased uptake in cycling / walking & public transport journeys.	TCF programme delivered (2019-23): 16km of cycle lanes and 4km of bus priority measures. A number of significant improvements have been completed to provide a safe and connected city through the delivery of the Connecting Leicester programme to	This action is dependent on securing external funding to continue the delivery of projects.

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
	and cycling improvements											a comprehensive route network develops		encourage people to make a shift from the car to more sustainable forms of transport.	
7	To increase the uptake of sustainable transport options	Promoting Travel Alternatives	Promotion of cycling Promotion of walking Intensive active travel campaign & infrastructure	Ongoing	Ongoing	Leicester City Council, Leicestershire County Council, Sustrans, British Cycling, Schools, businesses, Ramblers Association, Network Rail, East Midlands Trains, Joint Air Quality Unit (JAQU)	Active Travel Fund, Capability Fund, Levelling Up Fund External grants	No	Partially funded	£1m-£10m	Implementation	Low. The impact on air quality should increase over time, as further investment and actions will encourage a greater model shift from car use	Increased uptake in walking, cycling, public transport and rail journeys	Work to date has included the delivery of a 'Better Points Schemes', Choose How You Move website: journey portal. Delivery of Connecting Leicester and Transforming Cities Programme, Cycling and walking events, offering advice to employers and schools, Bikeability, Adult cycling and walking programmes.	Schemes are reliant on securing continued external funding
8	To increase the number of public transport trips	Traffic Management Promoting Travel Alternatives Transport Planning & Infrastructure Alternatives to private vehicle use	Strategic Highway Improvements Other Bus Route Improvements & Public transport improvements – interchanges stations and services	2015	2030	Leicester City Council, Leicestershire County Council, bus companies	External funding and grants, bus companies	No	Partially funded	>£10m	Implementation	Low. The impact on air quality should increase over time, as further investment will encourage a greater model shift from car use.	Increased uptake in public transport trips Leicester Rail Station passenger usage	This action is reliant on the delivery of the Bus Service Improvement Plan (BSIP). Leicester City Council was awarded £9.3m in November 2024 to the support the delivery of its Bus Service Improvement Plan 2025/26. Delivery of the BSIP includes a new City Centre Hop! Service, delivery of a fully integrated network with 25 frequent lines. Ten	Whilst being awarded £9.3m for 2025/26, significant ongoing government capital funding is required to sustain progress and to take the plan to the next stage (e.g. delivering a step change to the outer orbital services, to complete the electrification of the whole network, extend the park and ride provision and to

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
			Bus based Park and Ride											new fully enforced bus priority schemes, over 1000 new stops with new real time information totems and 500 new shelters, together with a new bus station (St Margaret's). A new Bus Service Improvement Plan (2024-36) was published in June 2024. To encourage travel by rail, funding has been secured from the government's Levelling Up bid to deliver a major transformation of Leicester Railway Station.	lower fares for travel to congested outer lying workplaces).
9	To deliver actions within the LCWIP	Transport Planning and Infrastructure	Cycle network Other	2019	2030	Leicester City Council, Leicestershire County Council, Active Travel England	External grants, funds e.g., Active Travel England, Capability fund, developers	No	Not funded	>£10m	Planning	Low. The LWCIP will not directly reduce pollutant emissions, however, should encourage more people to walk/cycle more often, indirectly improving air quality	Increased uptake in active travel journeys.	Leicester's Local Cycling and Walking Infrastructure Plan (phase 1) published 2019	The delivery of schemes is reliant on securing continued external funding
Theme 3: Reducing Emissions from Transport															

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
10	To work with bus sector to reduce their environmental impact	Vehicle Fleet Efficiency	Promoting Low Emission Transport	2015	Ongoing	Leicester City Council, Bus Operators	Internal budgets, DfT ZEBRA funding, External grants –e.g., BSIP funding.	No	Partially funded	>£10m	Planning, and implementation	Low/Medium. The introduction of zero-emission buses to replace traditional buses in Leicester will directly reduce exhaust emissions of NOx and PM.	– Leicester Bus Network 100% electric by 2030	Leicester City Council was awarded £9.3m in November 2024 to the support the delivery of its Bus Service Improvement Plan 2025/26. 50% of the Leicester Buses network now electric (July 2024) – 134 vehicles. All registered operators in Leicester use Euro VI or electric buses as part of the Leicester Enhanced Partnership Scheme as of April 2023	Further delivery of EV buses will be dependent on securing government funding.
11	To work with freight sector to reduce their environmental impact	Vehicle Fleet Efficiency Freight and Delivery Management	Fleet efficiency and recognition schemes Freight partnerships	2015	Ongoing	Leicester City Council, Leicestershire County Council, Freight Quality Partnership, Freight Operators	Internal budgets: BAU External grants, e.g., Defra funding	No	Partially funded	£100k - £500k	Planning & Implementation	Low. It will not directly reduce air pollutant concentrations but will help facilitate uptake of EVs and freight vehicle efficiency.	Number of new freight members to the ECO Stars Scheme	51 freight operators signed up to the ECO Stars Scheme in 2023. Freight Quality Partnership established. To continue to work with freight operators to encourage a shift towards low emission vehicles.	Implementation of the ECO Stars Scheme will be dependent on securing external funding.
12	To work with rail sector to reduce their environmental impact	Promoting Low Emission Transport	Other	2015	By 2030	Network Rail, East Midlands Railway, Leicester City Council	External Funding	No	Partially funded	>£10m	Planning	Low. The introduction of zero-emission rail stock will directly reduce exhaust emissions of NOx and PM	Completion of electrification of Midland Mainline	Electrification will replace diesel trains. Electrification of the Wigston through Leicester to Trent Junction – funding subject to government spending review.	Electrification dependent on government funding / delivery, which is out of the Council's control.

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
														.	
13	To work with taxi sector to reduce their environmental impact	Promoting Low Emission Transport	Taxi Licensing Conditions	2015	Ongoing	Leicester City Council, taxi companies	BAU	No	Partially funded	£1m - £10m	Planning and Implementation	Low. Introducing taxi EVs will directly reduce exhaust emissions of NOx and PM, however, the scale of improvements may not be high	Amendments to Taxi Licensing Policy via Consultation	<p>Reducing emissions from taxis (hackney and private hire) – ensuring taxi licensing conditions compliance with both scheduled and unannounced inspections.</p> <p>Most licensed taxis have two scheduled inspections per year. A revised vehicle age policy was introduced in Summer 2024 which extended the upper age limit for taxis from 11 years to 15 years. Vehicles aged between 11 and 5 must have three planned inspections per year; vehicles under the age of three are only required to have one planned inspection a year. Unannounced spot checks are also undertaken.</p> <p>To explore further opportunities to incentivise taxi drivers to switch to cleaner vehicles.</p>	<p>The high purchase cost of electric taxis, particularly during the cost of living crisis has impacted on the uptake of electric taxis.</p> <p>Amendments to future Taxi Licensing Policy would be subject to further consultation.</p>

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
14	Delivery of infrastructure to support the shift to low and zero emission vehicles	Promoting Low Emission Transport	Procuring alternative Refuelling Infrastructure to promote Low Emission Vehicles, EV recharging	2015	Ongoing	Leicester City Council, OZEV, Energy providers	LEVI funding External grants	No	Partially funded	£1m - £10m	Planning and Implementation	Low. The provision of EV charging in Leicester will not directly reduce air pollutant concentrations, but it will help facilitate the uptake of EVs.	Number of ULEVs registered in Leicester. Number of Public Electric Charging Points	Over 107 EV chargers expected to be installed by mid 2025.	The Council is exploring the opportunities of the LEVI fund and is currently in discussion with the Government on possible funding.
15	Continued reductions in emissions from the Council's vehicle fleet operations	Promoting Low Emission Transport	Public Vehicle Procurement – Prioritising uptake of low emission vehicles	2015	Ongoing	Leicester City Council	External grants	No	Not funded	£1m - £10m	Planning and Implementation	Low. Upgrading vehicles in the Council's fleet will directly reduce exhaust emissions of NOx and PM, however, the scale of improvements may not be high.	Vehicles in the Council fleet replaced with low-emission alternatives.	Continued roll out of electric vehicles: approximately 6% of the fleet is now electric. Installing driver behaviour telematics, educating business department managers on the expectation of drivers through formal Logistics UK courses. To continue to undertake initiatives to reduce fleet emissions.	Upgrades to fleet are dependent on funding and availability of additional charging infrastructure points.
Theme 4: Optimising Traffic Management															
16	20 mph zones	Traffic Management	Reduction of speed limits, 20mph zones	1999	Ongoing	Leicester City Council	Internal budgets	No	Fully funded	500k - £1m	Implementation	Low. Can bring improved localised air quality and encourage walking and cycling	Number of streets with 20mph speed limits	Since 1999, we have created 1672 20mph zones in Leicester. Whilst the primary aim of a 20mph zone is for road safety improvements it can bring about other local environmental	

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
														improvements including encouraging walking and cycling trips and improving air quality. We will continue our programme of introducing 20mph zones in residential areas across the city	
17	Traffic Management Upgrade For example, innovative approaches to managing traffic flow	Traffic Management	UTC, Congestion management, traffic reduction	TBC	TBC	Leicester City Council	External grants	No	Not funded	£100k - £500k	Planning and Implementation	Low Projects delivered optimising the traffic network will likely reduce exhaust emissions of NOx and PM, as a result of reduced congestion and idling. Anticipated local improvements	Reduction in NO ₂	Initial project developed	The delivery of schemes is reliant on securing continued external funding
18	Highway Signage: Providing real time signage on polluted corridors, including educational messages	Traffic Management	Other	2024	2026	Leicester City Council	External grants	No	Not funded	£10k - £50k	Planning	Low. Can bring improved localised air quality and will likely reduce exhaust emissions of NOx and PM, as a result of reduced congestion and idling.	Reduction in NO ₂	Funding to be secured.	The delivery of schemes is reliant on securing continued external funding

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
Theme 5: Development Control and Regulatory Services															
19	Air quality assessments for relevant planning applications	Policy Guidance and Development Control	Other policy	Ongoing	Ongoing	Leicester City Council - BAU	Internal funding – BAU	No	Funded	Staff time – BAU	Delivery	Low. This will set out the requirements for any mitigation measures which will directly reduce NO2 and PM emissions.	Reduction in NO ₂	Ongoing	
20	Use of air quality dispersion modelling	Policy Guidance and Development Control	Other policy	2025	Ongoing	Leicester City Council, AIRVIRO	Internal funding – BAU	No	Not funded	£10-£50k	Planning	Low. Air quality modelling will not directly improve air quality but could support delivery of other air quality actions that will help to improve air quality.	Reduction in NO ₂	Planning phase	The action depends on funding being secured and staff training.
21	To ensure air quality considerations are embedded within relevant Council documentation	Policy Guidance and Development Control	Other policy	2015	Ongoing	Leicester City Council	Internal funding – BAU	No	Staff time	Staff time – BAU	Delivery	Low impact over time	Reduction in NO ₂	Ongoing	The draft Local Plan examination hearings were held in Autumn 2024. The new policy relating to air quality will not be effective until the Plan's adoption.

Theme	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
22	Solar and green bus shelter rooves	Other	Other	2021	Ongoing	Leicester City Council, Clear Channel UK	Clear Channel	No	Not funded	£1m - £10m	Completed	Low impact over time.	Number of solar and green rooves shelters implemented	To date, out of 479 bus shelters, 30 have Living roofs and 223 are solar powered.	Clear Channel fully funded 32 bus shelters. Future funding is unknown.
23	Using trees and green spaces to reduce air pollution	Other	Other	Ongoing	2030	Leicester City Council	Leicester City Council, developers	No	Part funded	£1m-£10m	Implementation	Low	Number of trees planted annually	The Council spends around £2million each year on planting, protecting and managing our trees. More than one replacement tree is planted for the loss of any significant tree that is felled – wherever practical. We will continue to work with developers to ensure that there is adequate, appropriate and well located green space in new developments.	
24	A2 Permit Installations	Environmental Permits	Other	2019	2040	Leicester City Council and Leicestershire County Council	Leicester City Council	No	Not funded	<£10k	Implementation	Low	Annual permit inspection and fee collection	Introduction/increase of environmental funding through permit systems and economic instruments. 1 permit - £1446 collected in fees from the process	Change as one of the A2 permits is no longer in production

5.1 Cost Benefit Analysis

An indication of effectiveness of the measures set out in Table 5.1 has been provided using best professional judgement and the latest Annual Status Report (published 2024). The cost benefit analysis is presented in Appendix F.

5.2 Quantification of Measures

The 24 measures outlined in Table 5.1 are generally very hard to quantify the impacts of. General assumptions can be made to allow for a high-level quantification of the effectiveness of measures, which are detailed below in Table 5.2.

Table 5.2 – High-level quantification of measures

No.	Measure	Assumptions	Assumed NO ₂ reduction
1	Regulatory grade NO ₂ monitoring: maintain and enhance.	Measure relates to monitoring and identifying hotspots across the city. Direct impacts to reduction are negligible, however indirect effects are considered.	>0.5µg/m ³
2	Indicative NO ₂ monitoring	As above in Measure 1	>0.5µg/m ³
3	Partnership Working	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
4	Delivering educational activities e.g., Clean Air Day, school anti-idling campaigns, School stings. Website campaigns	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
5	Supporting domestic emission sources awareness campaigns, e.g., woodburning stoves campaigns	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
6	Continued delivery of Connecting Leicester Programme: further	Measure contributes to change of road traffic levels and removal of diesel and petrol cars from roads. Estimated effects using professional judgement.	>0.5µg/m ³

	opportunities for pedestrianisation and cycling improvements		
7	To increase the uptake of sustainable transport options	As above in Measure 6	>0.5µg/m ³
8	To increase the number of public transport trips	As above in Measure 6	>0.5µg/m ³
9	To deliver actions within the LCWIP	Measure contributes to increase in sustainable travel through multiple actions, with insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
10	To work with bus sector to reduce their environmental impact	Estimating the measure impacts was done using the EFT. Conversion to the correct units is not possible to do accurately, therefore reduction is based on professional judgement	>0.5µg/m ³
11	To work with freight sector to reduce their environmental impact	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
12	To work with rail sector to reduce their environmental impact	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	>0.5µg/m ³
13	To work with taxi sector to reduce their environmental impact	Measure contributes to change of road traffic levels and removal of diesel and petrol cars from roads. Estimated effects using professional judgement.	>0.5µg/m ³
14	Delivery of infrastructure to support the shift to low and zero emission vehicles	Measure contributes to change of road traffic levels and removal of diesel and petrol cars from roads. Estimated effects using professional judgement.	>0.5µg/m ³
15	Continued reductions in emissions from the Council's vehicle fleet operations	Measure contributes to change of road traffic levels and removal of diesel and petrol cars from roads. Estimated effects using professional judgement.	<0.5µg/m ³

16	20 mph zones	Will improve local air quality and encourage local walking and cycling. While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
17	Traffic Management Upgrades: Innovative approaches to managing traffic flow	Reduction in local congestion and idling. While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
18	Highway Signage	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
19	Air quality assessments for relevant planning applications	Small improvements in local Air Quality contributing to an overall improvement in short term air quality. While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
20	Use of air quality dispersion modelling	Measure will not directly affect Air Quality, however indirect effects are considered. Reduction based on professional judgement.	<0.5µg/m ³
21	To ensure air quality considerations are embedded within relevant Council documentation	Measure will not directly affect Air Quality, however indirect effects are considered. Reduction based on professional judgement.	<0.5µg/m ³
22	Solar and green bus shelter rooves	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
23	Using trees and green spaces to reduce air pollution	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³
24	A2 Permit Installations	While this measure will positively affect Air Quality, there are insufficient detail to quantify this effect. Reduction based on professional judgement	<0.5µg/m ³

5.2.1 Detail Quantitative Analysis

The DEFRA Emissions Factor Toolkit (EFT) is used as appropriate to quantify the effect of Measure 10's electrification of the bus network. The full electrification of the bus network is dependent on external funding, and its impacts can be quantified using DfT link data and the EFT.

Assumptions of the EFT calculation are:

- Current percentages of road users are taken from DfT road traffic statistics at each AQMS site
- The types of road users are: Car (petrol), Taxi, LGV, HGV, Bus and Coach, Motorcycle
- The speed is assumed to be 30mph for each link
- Each link is 1km in length
- The percentages from the DfT statistics are taken from an average of 24 hours of counts
- The flow direction is 'Two Way Traffic'
- The road types are all 'Urban (Not London)'
- It is assumed that no NOx emissions arise from electric busses and coaches
- The EFT is run with the current percentages of the road network. The Bus and Coach flow is then reduced to zero and the model is run again. The two outputs are then compared to show the potential reduction in NOx emissions from electrification of the bus and coach fleet.

With full electrification, an average percentage reduction of NOx (and therefore NO2 due to the proportional relation between them) is calculated at each station.

For the whole city, an average of a 6.4% reduction of NOx and therefore NO2 emissions is estimated. This is shown in Table 5.3.

Table 5.3 – Using EFT data to estimate the % in NOx reductions due to electrification of the bus and coach network

Station	All Vehicles (Annual Emissions (kg/yr))	Conventional Buses NOx (Annual Emissions (kg/yr)) from EFT	Conventional Coaches NOx (Annual Emissions (kg/yr)) from EFT	Total NOx emissions from Coaches and Busses	% NOx (NO2) reduction with full electrification
VW AQMS	3,970.98736	257.67118	146.39983	403	10.1
SM AQMS	3,447.15722	119.84699	68.09291	187	5.4
MR AQMS	1,826.40610	224.73533	127.68682	351	6.6
AL AQMS	1,970.85808	66.15142	37.58494	103	5.2
GWE AQMS	2,926.63974	94.85957	53.89592	148	5.0

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category/Comment	Response
DEFRA (via AQAP appraisal report on draft document)	One of the diffusion tubes (LCC36) indicated that compliant with the annual mean NO2 objective may not have been met in 2022. Clarification sought as to whether LCC36 is located at a place of relevant exposure.	Confirmed that LCC36 was not at a location of relevant exposure. The tube is situated on the inner ring road at a site where long-term exposure is not encountered. There are no residential units at the tube site, and the annual mean objective for NO2 does not apply at the location. Therefore, LCC was compliant at all sites in 2022.
DEFRA (via AQAP appraisal report on draft document)	The AQAP summarises key relevant plans and policy documents for LCC and the wider County Council. This is welcomed. It would be beneficial to include further discussion on how these will work in conjunction with the draft AQAP, e.g. is the AQAP to be integrated with the Local Transport Plan?	Section 3.3 has now been updated to reflect this comment.
DEFRA (via AQAP appraisal report on draft document)	As per paragraph 2.85 of LAQM Technical Guidance (TG22), an AQAP should contain quantification of the impacts of measures as a minimum. This could be	Each measure has been quantified based on professional judgment and the nature of the measures.

Consultee	Category/Comment	Response
	aided by dispersion modelling or using the Emissions Factors Toolkit for road traffic emissions. Quantification of the predicted impact of individual measures is required; this is expected to be provided in a final version of the AQAP	The EFT was used to quantify high impact measures such as electrification of the bus network
DEFRA (via AQAP appraisal report on draft document)	Estimated costs of individual measures has been provided, however it is recommended a detailed cost benefit analysis of the measures is provided to allow the reader to understand the likely efficacy of each measure easily and quickly.	Cost Benefit Analysis has been included in Section 5 and Appendix F.
DEFRA (via AQAP appraisal report on draft document)	It is acknowledged that public consultation and stakeholder engagement is not complete, albeit with no details of when this is taking place. Responses to consultation must be outlined within the Final AQAP in Appendix A.	Public and stakeholder consultation was carried out between 31 st July to 27 th September 2024. A summary of consultation findings and responses is detailed in Appendix A.

Consultee	Category/Comment	Response
DEFRA (via AQAP appraisal report on draft document)	It would be helpful to outline measures not taken forward to the AQAP, and the reasons behind these decisions, in an Appendix.	No measures were not taken forward to the AQAP. The outputs of the consultation had shown that there was general support for the proposed measures.
DEFRA (via AQAP appraisal report on draft document)	The role of the Steering Group is clear, with the composition outlined. It would be beneficial to provide information on their meeting schedule, and how they will push forward the implementation of measures and/or ensure compliance is maintained.	Section 4.2 has been updated to reflect this comment.
Leicestershire County Council (Statutory Consultee)	Example quotes from their response: “Ensuring continued work with neighbouring authorities, not just Leicestershire but also across the Midlands. Ensuring that traffic on the network is not hindered, creating air quality hot spots, this is especially important on radial corridors into the city and on the main arterial routes around the exterior of Leicester City. We would also welcome a joint	

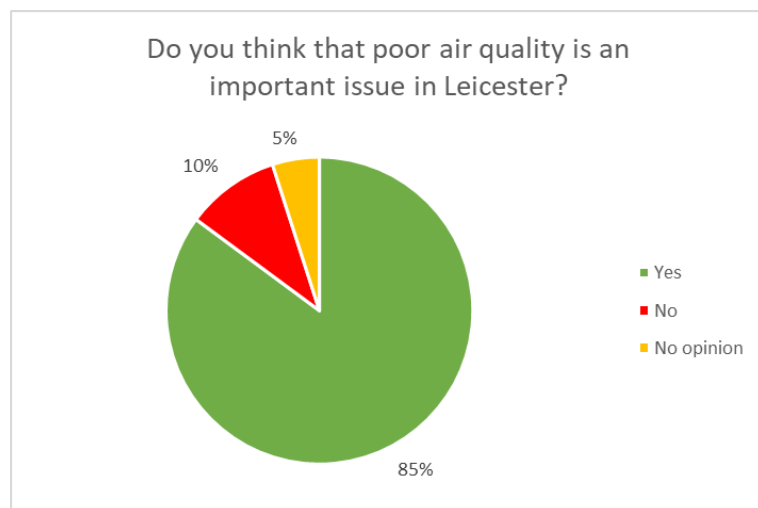
Consultee	Category/Comment	Response
	<p>approach to engagement with National Highways on relevant issues on the strategic road network.”</p> <p>“we would like Leicester City Council to consider the ongoing affordability on sustainable travel ... Ideally this should include practical measures to reduce barriers to sustainable travel choices”</p> <p>“We are encouraged to hear that the measures delivered as part of the key interventions following the previous Air Quality Action Plan ... We look forward to building on existing joint working in this area including choose how you move initiatives.”</p> <p>“We would like to suggest that you consider working with the NHS as an anchor institution and contributor to poor Air Quality, as per the Chief Medical Officer Report recommendations (2022).”</p>	
Charnwood Borough Council	Completed the online consultation, answered yes to poor air quality being important, yes to each theme	Noted

Consultee	Category/Comment	Response
(Statutory Consultee)	being a key theme, yes to “ <i>Do you think that the actions and measures outlined in Leicester City Council's new Draft Air Quality Action Plan will effectively address the air pollution in Leicester?</i> ”, though no specific comments on any question.	

The public consultation was open from 31st July 2024 to 27th September 2024, via the Council’s Citizen Space Consultation webpage. We received 120 responses via the Citizen Space portal and eight written responses. Table A.2 details the key points from the consultation and is also available at: [Draft Air Quality Action Plan 2025 - 2030 - Consultation](#)

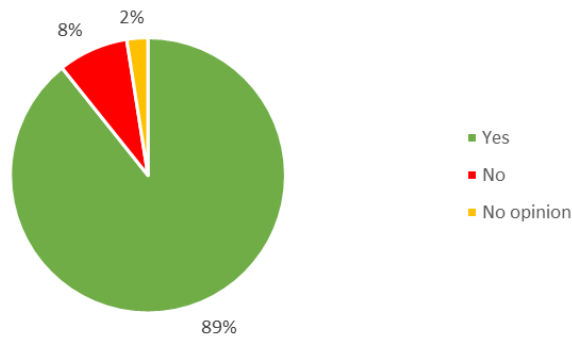
Table A.2 – Summary of Responses to Public Consultation on the AQAP

- 85% of responses stated that people agreed that poor air quality was an important issue in Leicester.

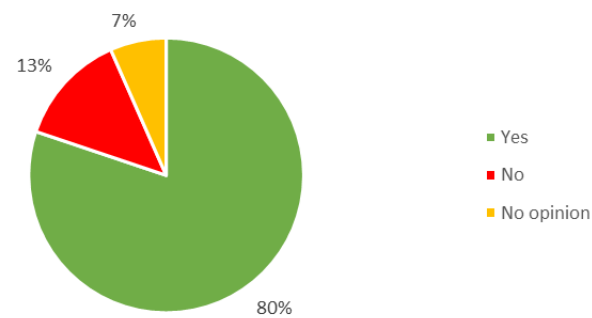


For the 5 themes, the majority of respondents agreed each theme should be a key theme:

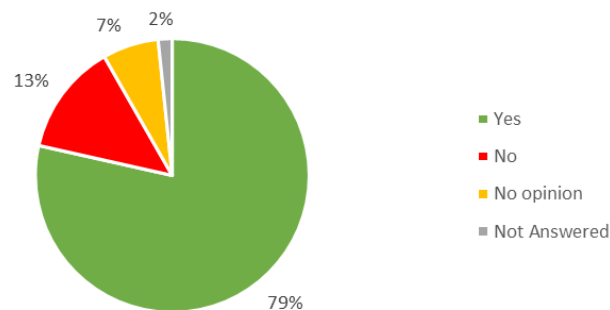
Do you agree air quality monitoring and public awareness and engagement should be a key theme in the new Air Quality Action Plan?



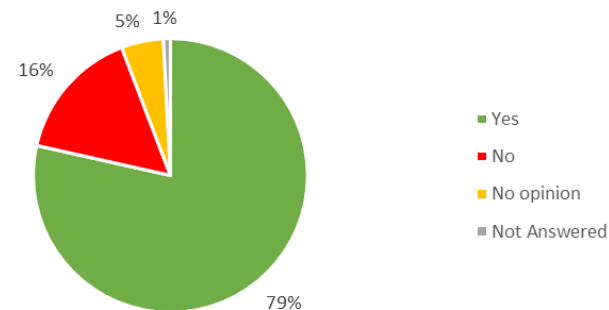
Do you agree that the promotion of active and sustainable transport should be a key theme in the new Air Quality Action Plan?



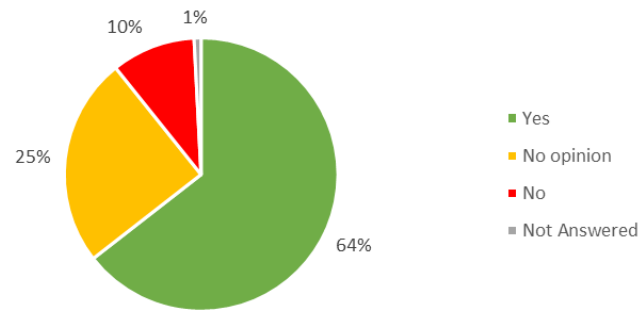
Do you agree that reducing emissions from transport should be a key theme in the new Air Quality Action Plan?



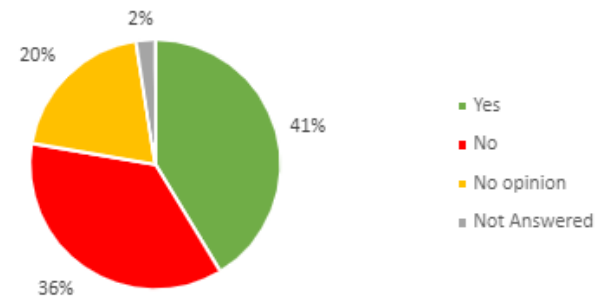
Do you agree that optimising traffic management should be a key theme in the new Air Quality Action Plan?



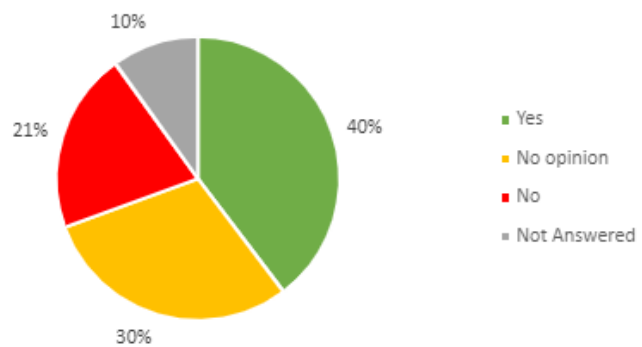
Do you agree that improving development control and regulatory services should be a key theme in the new Air Quality Action Plan?



Do you think that the actions and measures outlined in Leicester City Council's new Draft Air Quality Action Plan will effectively address the air pollution in Leicester?



Are there any other actions or measures that we could do to improve the air quality in Leicester?



When asked if there were any other actions or measures we could do to improve air quality in Leicester, 40% of respondents said yes. Individual comments were grouped into the following common broad areas, these are listed below in order of most comments:

- Vehicle Demand and Traffic Management
- Improving Passenger Transport
- Walking, Wheeling and Cycling
- Publicity, Engagement and Monitoring
- School Travel
- Electric Vehicle (EV) provision
- Trees, parks and green spaces
- Sustainable development and planning
- Not relevant to air quality
- Do more do quicker
- Non-Transport Sources

The section below lists each of the broad themes, including the most significant / common responses in each broad themes, and a summary of the Council's response to the points made.

Comment/response	Our response
<p>Vehicle Demand and Traffic Management:</p> <ul style="list-style-type: none"> • Improve traffic flow • Supports ULEZ/CAZ • Improve traffic signalling • Stop engine idling <p>Reduce car use</p>	<p>The Council has been carrying out junction improvement works and improvements to traffic signalling along key corridors as part of the Connecting Leicester Programme. The Council currently has no plans to introduce road charging such as a Clean Air Zone (CAZ) or Ultra Low Emission Zone (ULEZ) as we currently do not meet central Government criteria to implement such schemes. The Council will continue to roll out further 20 MPH zones.</p>
<p>Improving Passenger Transport:</p>	<p>The Council has been working with bus service operators to improve services in Leicester. As part of the new Bus Service Improvement Plan (2024-2030) the Council is looking to continue to develop and pursue its vision, which is to make bus travel electric, frequent, easy, reliable and great value. As part of this the Council is focussing on 30 core bus services, which include 6</p>

<ul style="list-style-type: none"> • Expand bus network • Lower bus fares • More Electric Buses • Improve bus service reliability • Free bus travel 	<p>Greenlines (supported services) and 24 Mainlines (commercial services), 50% of buses on these services are electric. There is real time information at bus stops, clearer signage and improvements to bus shelters. The Council has launched the free Hop! Bus service around the City Centre and there are plans for the next 5 years, which includes making 100% of the fleet electric, developing the Orbital route and Park & Ride services and introducing discounted ticketing schemes.</p> <p>Delivery of the Bus Service Improvement Plan is dependent on government funding. The Council was awarded £9.3m in November 2024 to support the delivery of its BSIP.</p>
<p>Walking, Wheeling and Cycling:</p> <ul style="list-style-type: none"> • More cycling infrastructure • Opposes cycle lanes • Bicycle hire scheme 	<p>As part of the Connecting Leicester programme the Council has constructed new segregated cycleways and footways along key routes in identified areas (North West and South West Green Growth Corridors).</p> <p>A comprehensive and effective cycle network will attract users away from the cars and therefore reduce overall demand on the network.</p> <p>Plans to further develop cycling and pedestrian infrastructure are dependent on future funding from Central Government. The Council has a programme of work to encourage Active Travel including working with employers to help facilitate sustainable travel for employees, along with the promotion of a wheels to work scheme. The Council provide a free bicycle parking facility at Town</p>

<ul style="list-style-type: none"> Secure bike parking in other locations in the city needed 	<p>Hall Square (The Bike Park) and are currently developing plans for bicycle parking hubs around the city.</p>
<p>Publicity, Engagement and Monitoring:</p> <ul style="list-style-type: none"> Better publicity needed More Air Quality monitoring Support encouraging sustainable transport 	<p>The Council's monitoring networks provide air quality information at fixed sites for various pollutants including NO₂, PM10 and PM2.5. This monitoring information is provided in Leicester City Council's (LCC) Annual Status Reports (ASRs), which are publicly available on LCC's Air Quality website. The monitoring locations are chosen in areas we know experience high levels of pollution concentrations, such as the inner ring road of Leicester and major junctions around the city. The Council reviews Air Quality monitoring locations yearly to prioritise areas which are identified as having potential exceedances of pollutant objectives. The data help inform the measures we implement across the city. The Council has an Air Quality Education Officer who works in schools to promote awareness of air quality.</p> <p>The Council is in the early stages of work to provide an online air quality portal that will provide information about levels of pollution.</p>

<ul style="list-style-type: none"> • Work with employers and service providers 	
<p>School Travel:</p> <ul style="list-style-type: none"> • Reduce car use near to schools • Address problem parking at schools • Better school transport needed • Increase active travel to schools 	<p>In last 5 years the Council has worked with around 100 schools to encourage walking and cycling to school including developing 15 park and stride sites. The Council has implemented 5 school streets with traffic restrictions at peak hours, that is supported by a programme of visits to enforce parking restrictions and educate drivers. It is expected that these activities will be planned to continue, and expand where feasible.</p> <p>The Council has a programme for 20 new school streets, although this is subject to central government funding.</p>

<p>EV provision:</p> <ul style="list-style-type: none"> • More EV charge points needed • New vehicle market / vehicle manufacturers will deliver improvements / lower emissions • Sustainable technology / EVs too expensive 	<p>The Council has installed 88 public charging sockets to date in car parks in the city centre and at parks in the city and expect this to rise to 107 by mid-2025.</p> <p>The Council is exploring the opportunities of the Government's Local Electric Vehicle Infrastructure Fund (LEVI) and is currently in discussions with the Government on possible funding. LEVI's focus is on charging in residential areas to enable residents without off street park to charge electric vehicles.</p>
<p>Trees, parks and green spaces:</p>	<p>There are 182,000 trees in the council's ownership (97,000 planted since the 1980s). Around 17 percent of the city is covered in tree canopy. The council manages 113 hectares of woodland and there are over 530 Tree Preservation Orders (TPOs) in place in the city.</p>

<ul style="list-style-type: none"> • More Trees, Parkland, green spaces 	<p>The council spends around £2million each year on planting, protecting and managing our trees.</p> <p>More than one replacement tree will be planted for the loss of any significant tree that is felled – wherever practical.</p> <p>There are 190 parks and green spaces in the city with ongoing work to ensure they are maintained, safe and welcoming.</p> <p>The city has a biodiversity action plan, a grassland strategy and a programme of planning wildflowers on suitable verges.</p> <p>This theme area has now been included as part of Action Plan measure 23. We will continue to work with colleagues in Parks to deliver and input into the Council’s Tree Strategy. We will also work with developers to ensure there is adequate and appropriate green spaces in new developments.</p>
<p>Sustainable development and planning:</p> <ul style="list-style-type: none"> • Concern about effectiveness of improving development control and 	<p>The Council will continue to work with the Local Planning Authority to ensure that there is integration between land use planning and transport, with the aim to maximise sustainable modes of transport and to make them more attractive when compared with the car. We will continue giving air quality comments on planning applications.</p>

<p>regulatory services</p> <ul style="list-style-type: none"> • Reduce car dependant development • Encourage urban housing development 	
Not relevant to air quality	Some comments received were not relevant to the AQAP or air quality.
<p>Do more do quicker:</p> <ul style="list-style-type: none"> • Should do more • Act quicker • Supportive / Generally Supportive 	<p>The actions and measures that the Council will take in the future to improve air quality will depend on central government funding and our ability to secure this funding.</p>

<p>Non-Transport Sources:</p> <ul style="list-style-type: none"> • Mentions specific site as a source • Reduce domestic burning 	<p>Comments will be passed to the relevant team/department at the Council for their consideration.</p>
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Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

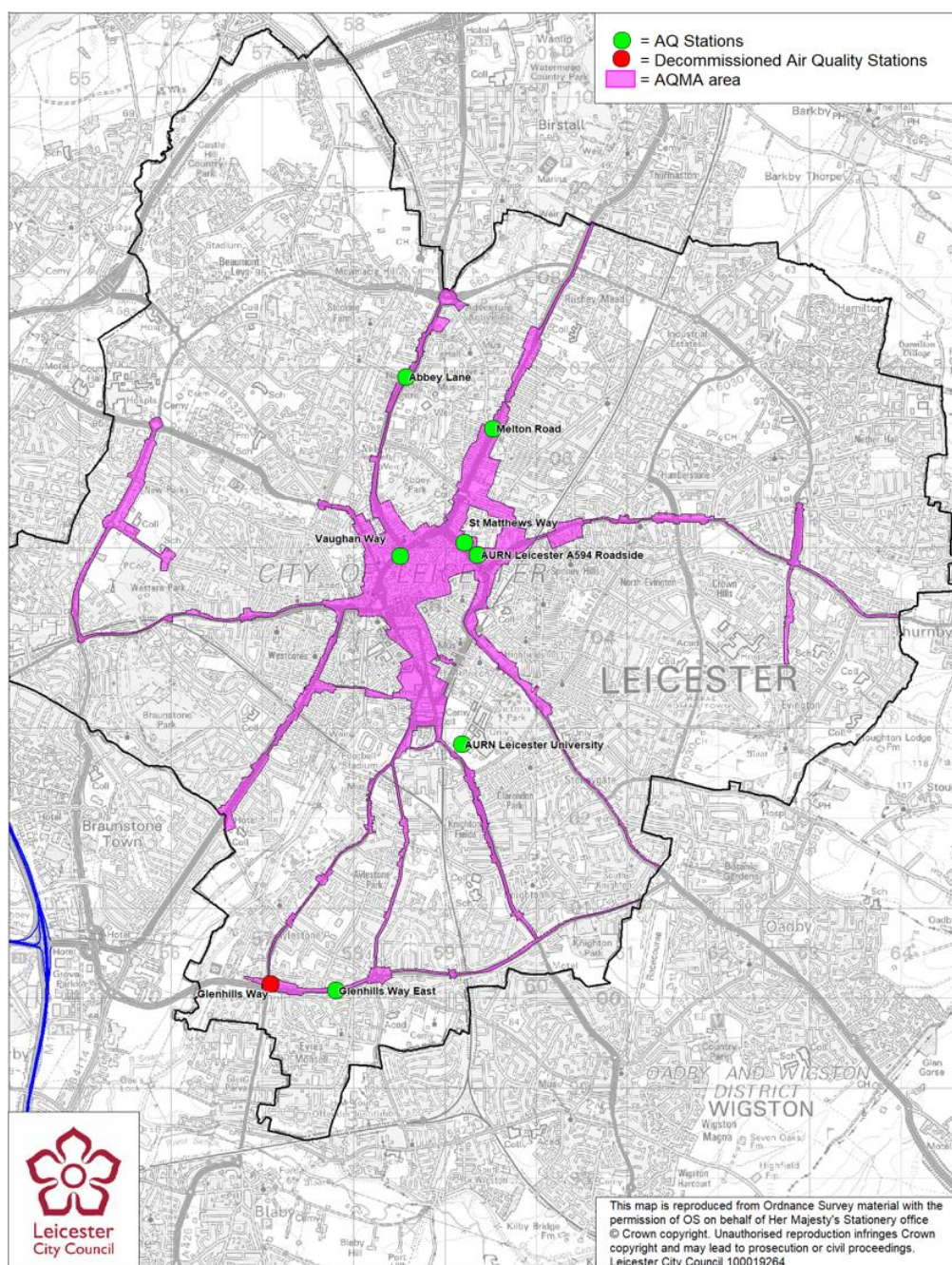
Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Not applicable – there were no measures that were not pursued.		

Appendix C: Map of AQMA and Air Quality Monitoring Locations

The following maps are presented in Figures C.1 to C.3, displaying the air monitoring locations to the end of calendar year 2023, each with reference to the AQMA and Leicester City Council boundary:

- Air Quality Monitoring Stations
- Diffusion Tube network
- Low cost 'Zephyr' sensor network

Figure C.1 – Map of Air Quality Monitoring Stations



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Figure C.1: Map of automatic air quality monitoring station locations in Leicester, shown in green. Those labelled with the 'AURN' prefix form part of the national network and are not managed by Leicester City Council. The AQMA is shown in purple, and the local authority boundary in black. © Crown copyright – Leicester City Council 10019264.

Figure C.2 – Map of Diffusion Tube Network

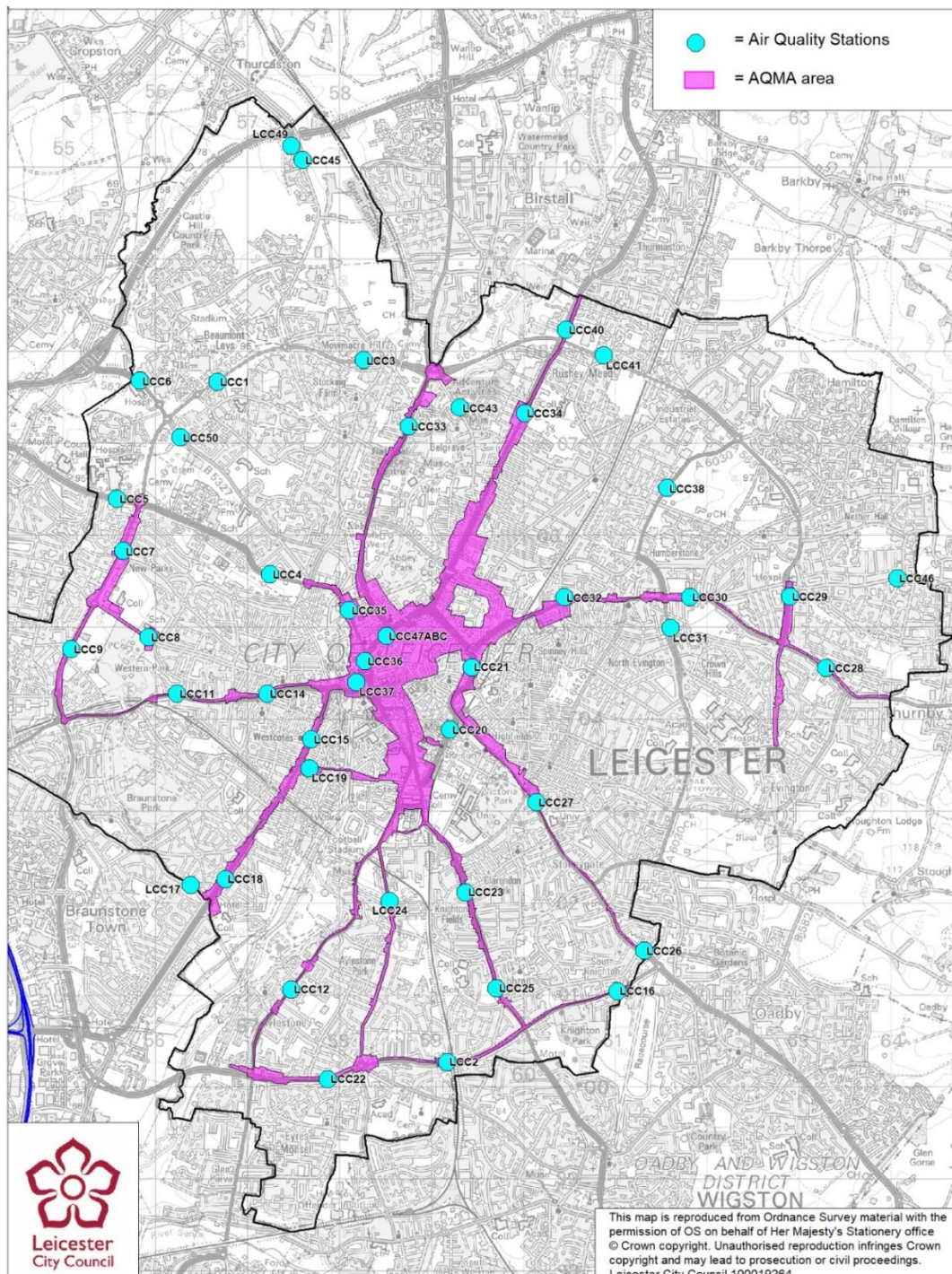


Figure C.2: Map of the diffusion tube locations in Leicester, shown in blue, to the end of monitoring year 2022. The network is due to be reinstated in 2024, with minor changes to the monitoring locations. The AQMA is shown in purple, and the local authority boundary in black. © Crown copyright – Leicester City Council 10019264.

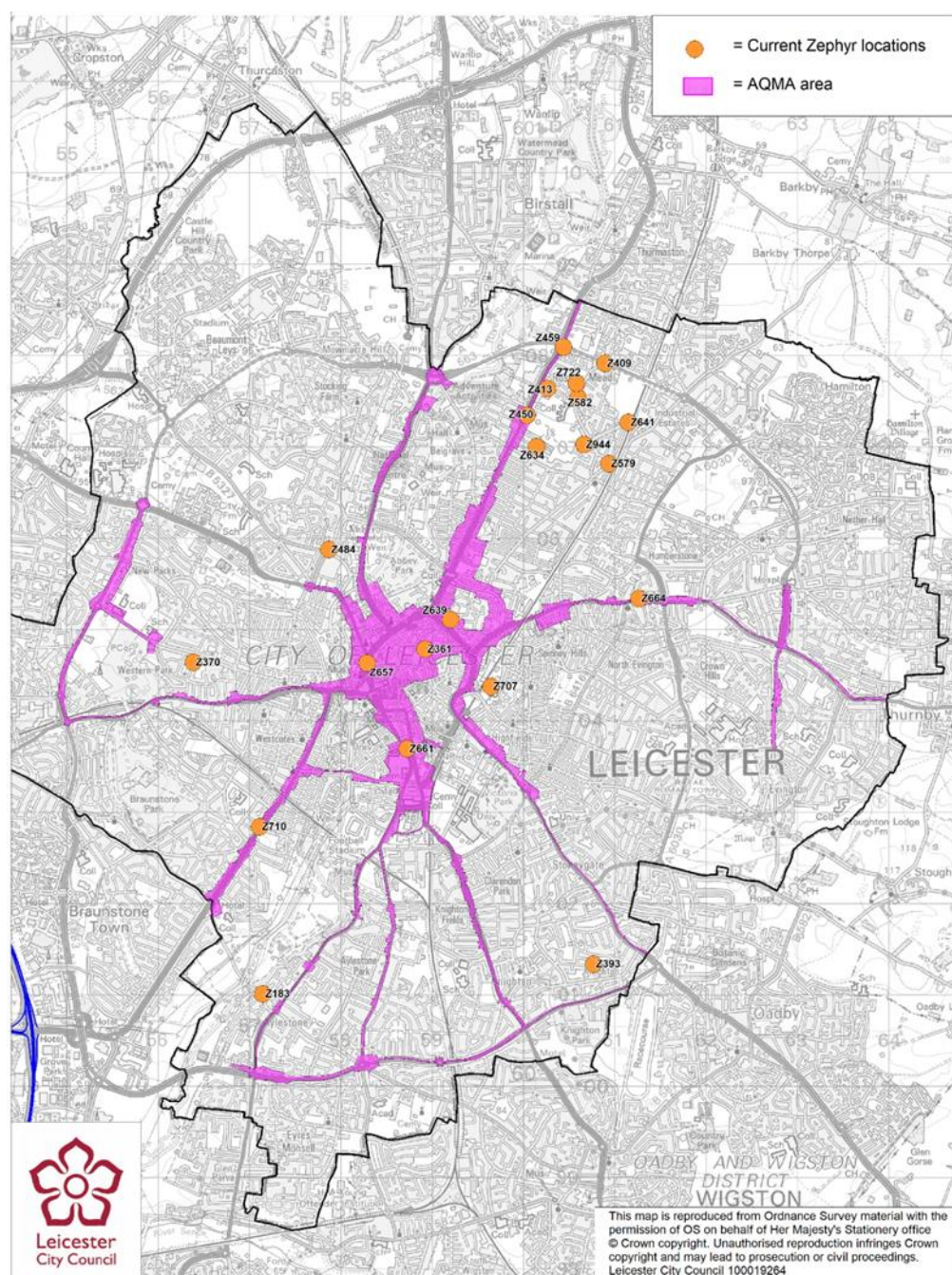
Figure C.3 – Map of Low Cost ‘Zephyr’ Sensor Network

Figure C.3: Map of low cost ‘Zephyr’ sensor locations in Leicester, shown in orange, to the end of monitoring year 2023. In February 2024, Z639 was relocated to Forest Road and Z527 was introduced at Ashfield Road. The AQMA is shown in purple, and the local authority boundary in black. © Crown copyright – Leicester City Council 10019264.

Appendix D: Air Quality Monitoring Results – NO₂

Table D.1 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2023 (%) ⁽²⁾	2019	2020	2021	2022	2023
Abbey Lane	458575	306888	Roadside	98.4	98.4	31.5	24.3	26.6	26	23.1
Glenhills Way	457085	300158	Roadside	-	-	48.6	38.8	42.1	37.7	-
Glenhills Way East	457803	300090	Roadside	99.5	99.5	-	-	-	24.2	21.2
Melton Road	459528	306316	Roadside	96.5	96.5	38.5	28	31.4	33.4	30.4
St Matthews Way	459210	305052	Roadside	97.7	97.7	40.6	31.4	34.9	33.7	29.7
Vaughan Way	458507	304906	Roadside	98.1	98.1	45.7	35.2	36.8	38	36.3
AURN Leicester University	459186	302817	Urban Background	99.1	99.1	24	19	20.3	18.9	18.1
AURN Leicester A594 Roadside	459358	304915	Roadside	95.8	95.8	38	28	29	29.8	28.4

Figure D.1 – Trends in Annual Mean NO₂ Concentrations at Automatic Stations

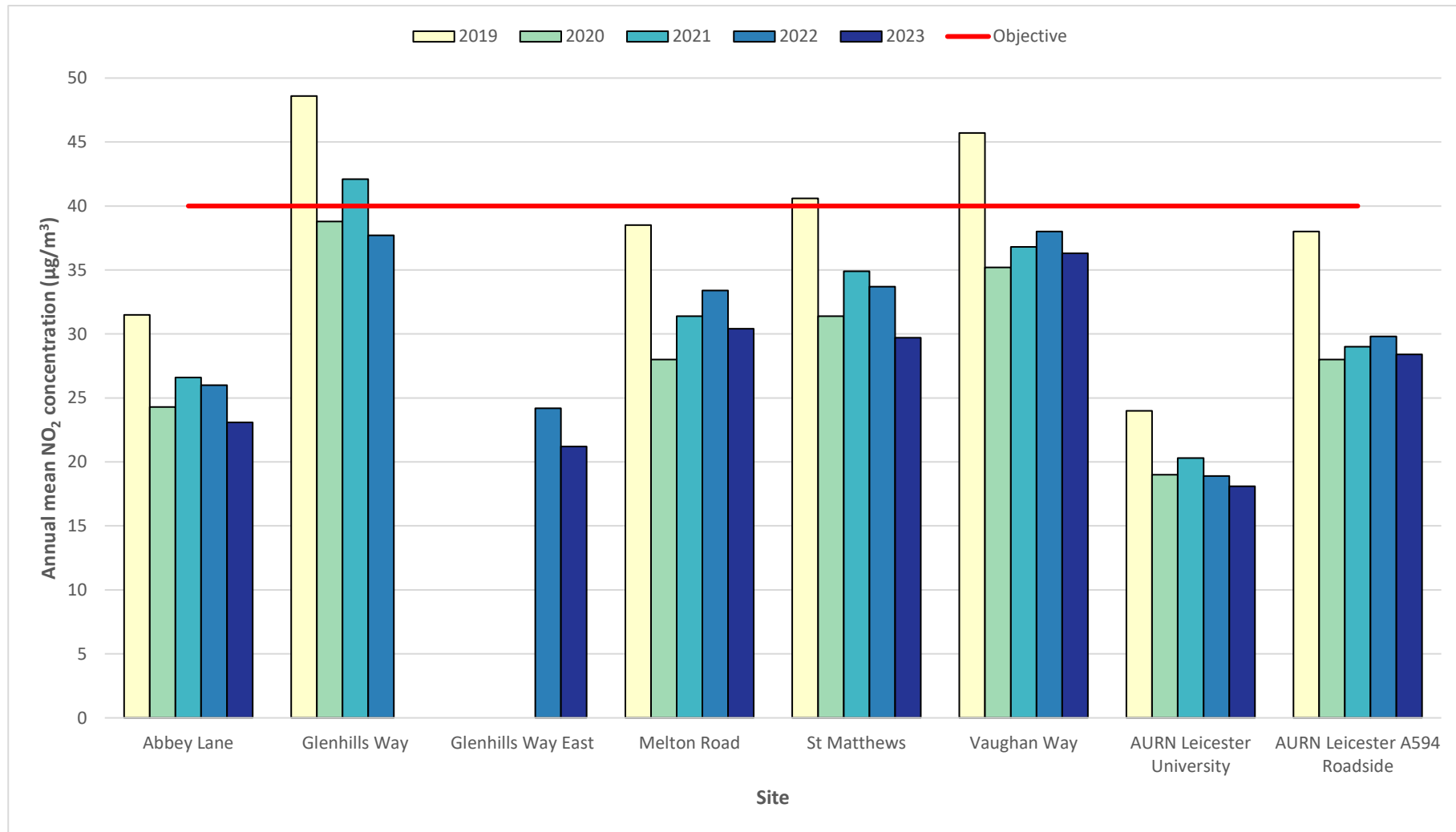


Table D.2 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2023 (%) ⁽²⁾	2019	2020	2021	2022	2023
LCC1	456672	307669	Roadside	-	-	32.6	23.3	29.9	30.4	-
LCC2	459165	300271	Roadside	-	-	24.9	20.3	24.4	23.5	-
LCC3	458260	307900	Roadside	-	-	34.1	25.0	31.7	31.9	-
LCC4	457244	305572	Roadside	-	-	32.2	-	32.2	28.4	-
LCC5	455578	306395	Roadside	-	-	36.0	25.4	35.2	34.7	-
LCC6	455825	307676	Roadside	-	-	35.3	24.6	33.5	34.9	-
LCC7	455647	305825	Roadside	-	-	31.5	24.7	28	27.8	-
LCC8	455917	304892	Roadside	-	-	21.6	17.7	17.8	19.4	-
LCC9	455082	304761	Roadside	-	-	30.1	21.4	24.3	24.3	-
LCC11	456230	304273	Roadside	-	-	28.2	21.0	26.6	25.2	-
LCC12	457474	301061	Roadside	-	-	28.9	19.8	24.7	22.8	-
LCC14	457210	304276	Roadside	-	-	23.6	17.3	21.9	23.0	-
LCC15	457690	303780	Roadside	-	-	38.3	26.9	-	37.5	-
LCC16	461014	301043	Roadside	-	-	32.0	22.3	34.7	37.3	-
LCC17	456380	302193	Roadside	-	-	25.6	20.1	24.4	24.0	-
LCC18	456754	302259	Roadside	-	-	31.4	22.1	27.6	28.9	-
LCC19	457667	303460	Roadside	-	-	39.6	30.8	39.9	37.1	-
LCC20	459196	303882	Roadside	-	-	27.1	21.8	24.1	23.9	-
LCC21	459431	304564	Roadside	-	-	30.3	24.7	27.1	25.9	-
LCC22	457869	300085	Roadside	-	-	27.8	21.8	27.9	27.4	-
LCC23	459367	302117	Roadside	-	-	35.6	28.5	32.4	34.2	-
LCC24	458542	302023	Roadside	-	-	25.3	21.5	25	24.3	-
LCC25	459703	301072	Roadside	-	-	21.9	16.9	20.6	20.6	-
LCC26	461307	301478	Roadside	-	-	27.5	20.5	25.7	25.9	-
LCC27	460134	303093	Roadside	-	-	34.1	25.6	31.8	32.4	-
LCC28	463282	304552	Roadside	-	-	19.6	15.8	18.8	17.7	-
LCC29	462891	305329	Roadside	-	-	24.7	21.1	22.7	22.7	-
LCC30	461806	305323	Roadside	-	-	35.2	27.1	35.2	27.8	-
LCC31	461596	304989	Roadside	-	-	27.6	21.3	25.8	24.9	-
LCC32	460441	305322	Roadside	-	-	35.0	28.5	33.4	35.0	-

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2023 (%) ⁽²⁾	2019	2020	2021	2022	2023
LCC33	458749	307184	Roadside	-	-	32.5	25.5	27.5	25.5	-
LCC34	460010	307324	Roadside	-	-	25.6	18.5	23.3	24.6	-
LCC35	458099	305184	Roadside	-	-	33.7	25.1	27.2	27.7	-
LCC36	458272	304630	Roadside	-	-	49.7	37.5	-	45.7	-
LCC37	458182	304400	Roadside	-	-	38.0	25.0	31.9	31.5	-
LCC38	461558	306508	Roadside	-	-	24.6	15.0	21.9	20.7	-
LCC40	460460	308234	Roadside	-	-	30.8	23.5	27.9	27.9	-
LCC41	460865	307949	Roadside	-	-	31.2	24.4	27.8	29.3	-
LCC43	459304	307385	Roadside	-	-	30.5	18.6	28.8	30.2	-
LCC45	457596	310078	Roadside	-	-	17.7	15.4	14.8	15.9	-
LCC46	464058	305532	Roadside	-	-	19.0	15.8	17.7	17.8	-
LCC47ABC	458507	304904	Roadside	-	-	42.8	33.1	36.8	37.8	-
LCC49	457472	310229	Roadside	-	-	18.0	13.6	14.6	13.9	-
LCC50	456269	307062	Roadside	-	-	22.4	17.4	21	19.6	-

Figure D.2 – Trends in Annual Mean NO₂ Concentrations at Diffusion Tubes within the AQMA

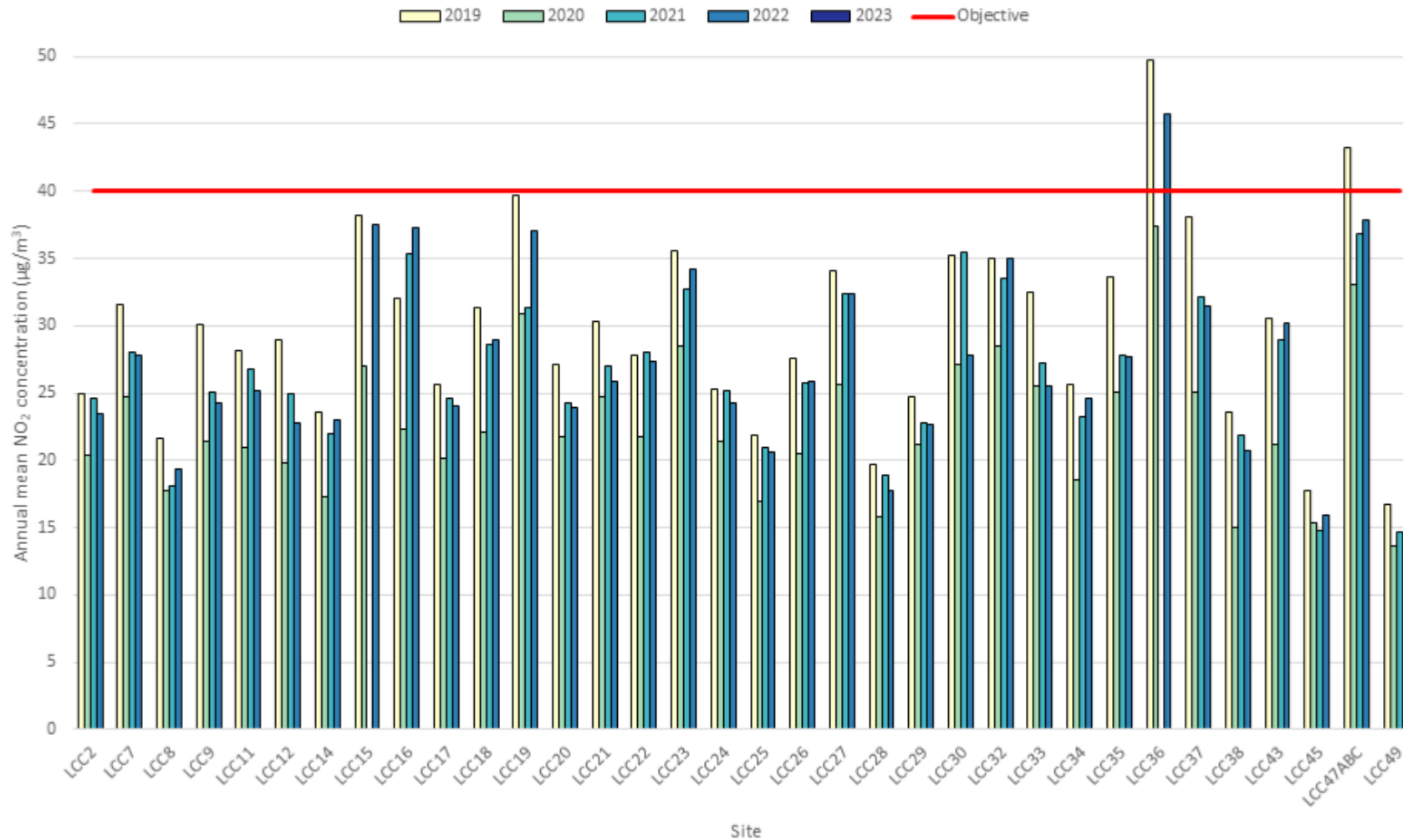


Figure D.3 – Trends in Annual Mean NO₂ Concentrations at Diffusion Tubes outside the AQMA



Table D.3 – Annual Mean NO₂ Monitoring Results: ‘Zephyrs’ (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2023 (%) ⁽²⁾	2019	2020	2021	2022	2023
Z183	457145	301012	Roadside	46.5	46.5	-	21.5	17.8	21.1	16.4
Z361	458922	304785	Roadside	89.1	89.1	-	43.6	53.7	47.8	37.1
Z370	456386	304642	Roadside	44.1	44.1	-	6.2	11.3	12.4	9.4
Z393	460766	301337	Roadside	79	79	-	18.0	16.4	18.3	15.1
Z409	460890	307916	Roadside	85.6	85.6	-	-	29.4	40.4	18.5
Z413	460262	307639	Roadside	98.6	98.6	-	-	18.7	17.8	16.5
Z450	460037	307346	Roadside	95.2	95.2	-	-	23.7	19.7	19.5
Z459	460437	308091	Roadside	92.3	92.3	-	-	37.3	31.6	22.9
Z484	457868	305875	Roadside	99.2	99.2	-	-	35.7	33.7	22.8
Z579	460933	306816	Roadside	89.1	89.1	-	-	33.8	29.5	19.7
Z582	460595	307540	Roadside	95.2	95.2	-	-	19.7	20.5	18.3
Z634	460142	307001	Roadside	98.3	98.3	-	-	21.5	18.2	16.5
Z639	459199	305108	Roadside	92.8	92.8	-	-	22.2	25.9	24.9
Z641	461146	307268	Roadside	93	93	-	-	14.3	16.6	14
Z657	458288	304633	Roadside	88.9	88.9	-	-	33.8	34.1	29.9
Z661	458725	303694	Roadside	99.5	99.5	-	-	32.8	35.6	31.5
Z664	461264	305340	Roadside	99.8	99.8	-	-	23.4	24.1	21.7
Z707	459642	304376	Roadside	97	97	-	-	22.6	24.2	23.2
Z710	457110	302842	Roadside	83.9	83.9	-	-	21.4	20.5	17.9
Z722	460578	307698	Roadside	86.9	86.9	-	-	15.1	16.7	13.9
Z944	460660	307025	Roadside	81.6	81.6	-	-	41.9	31.7	16.5

These results for 2023 should be treated with caution, due to insufficient data capture. Z639 was relocated to Forest Road (460442, 305324) in February 2024, at the same time as Z527 was introduced to Ashfield Road (460503, 303072). Both are Roadside.

Figure D.4 – Trends in Annual Mean NO₂ Concentrations at Zephyrs within the AQMA

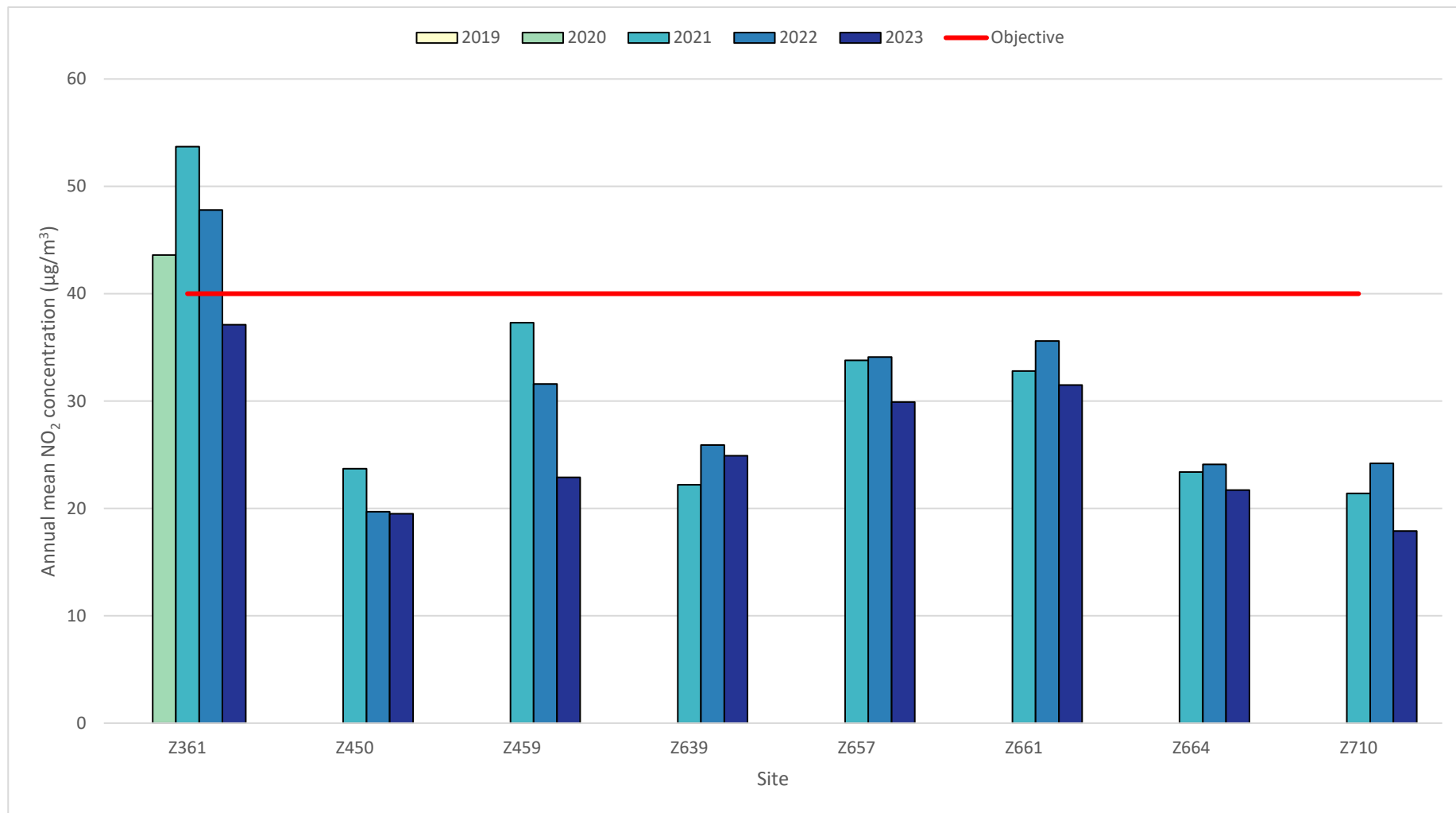
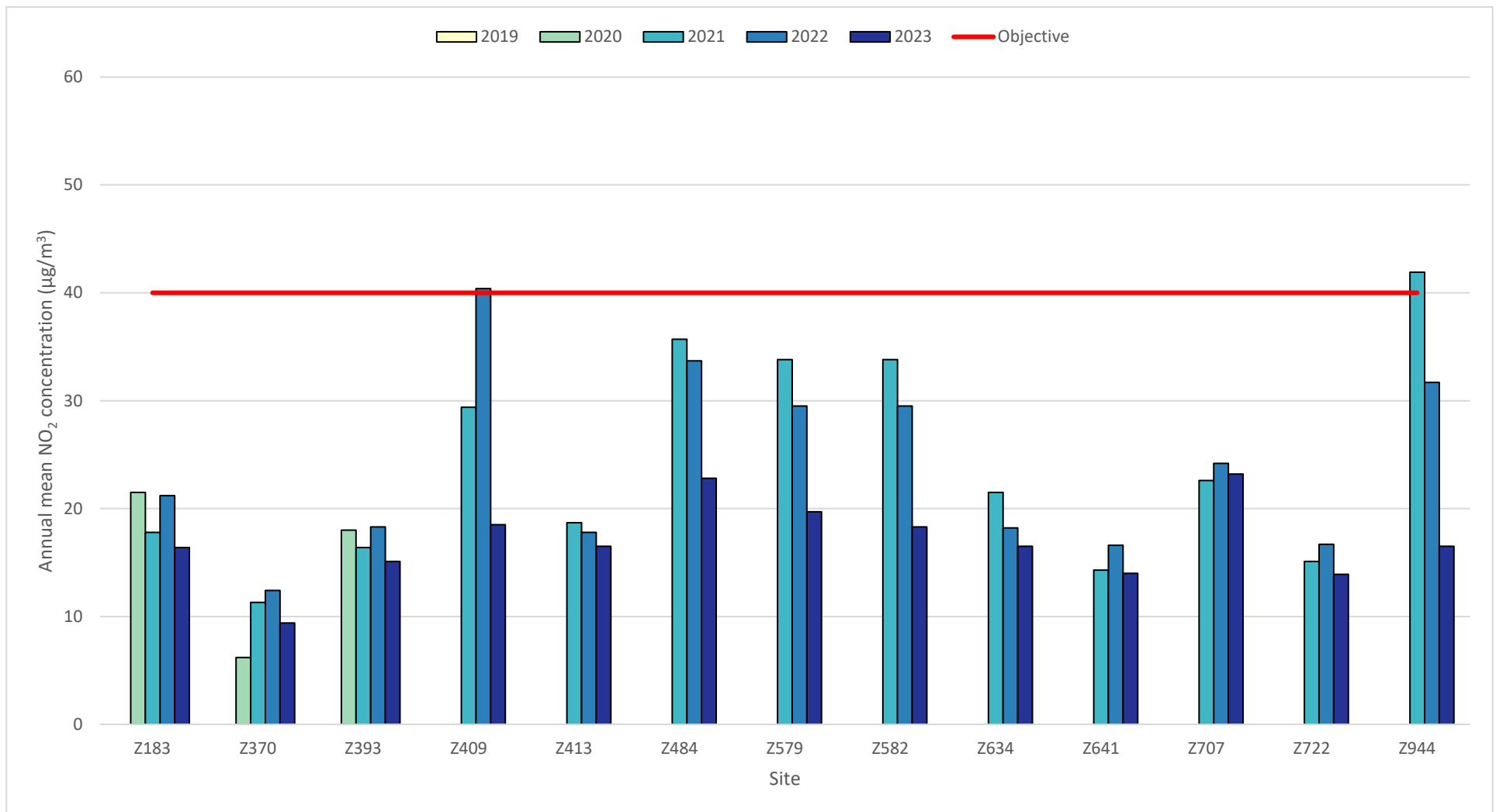


Figure D.5 – Trends in Annual Mean NO₂ Concentrations at Zephyrs outside the AQMA



Appendix E: PM10 and PM2.5 annual trends

Figure 0.1 – Annual mean concentration levels of PM₁₀ in Leicester

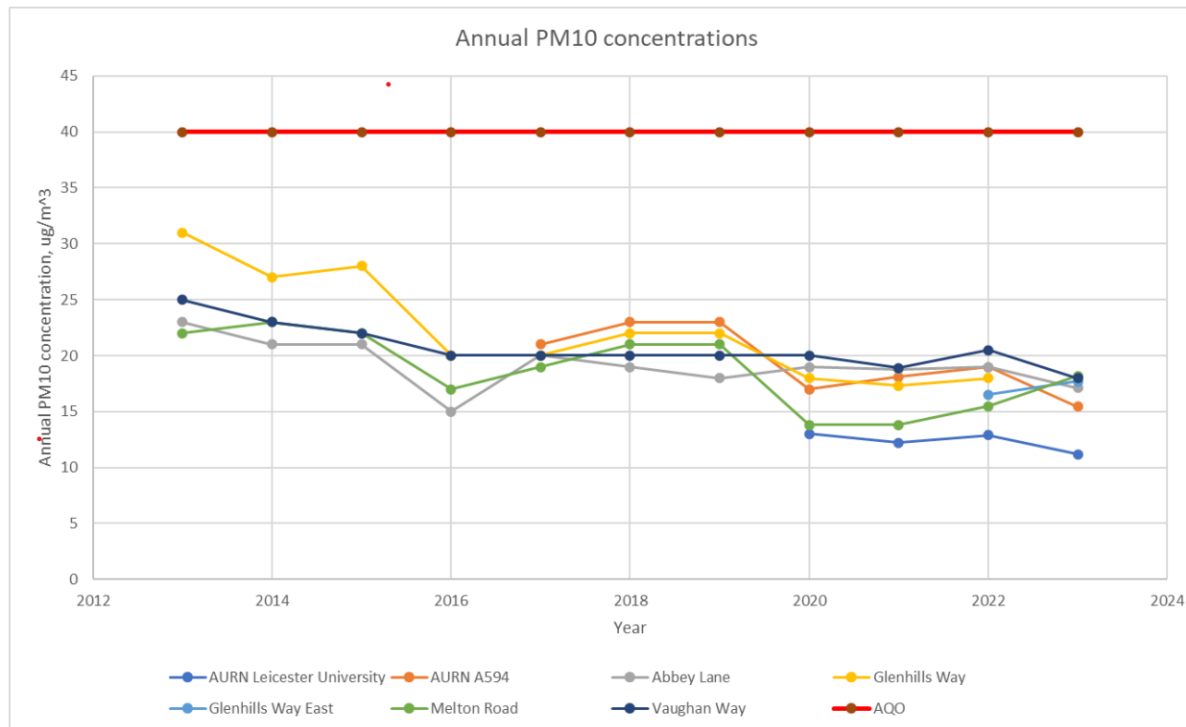
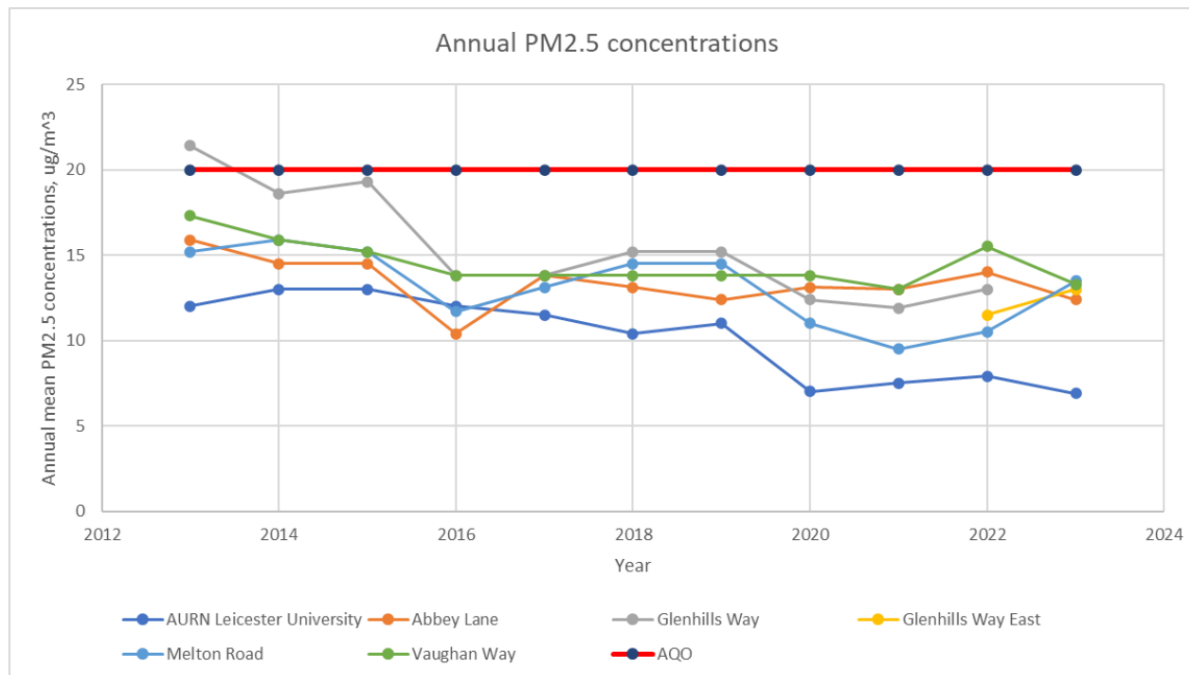


Figure E.2 – Annual mean concentration levels of PM_{2.5} in Leicester



Appendix F: Cost Benefit Analysis

Cost Benefit Analysis

The absolute impacts on air quality will vary between each of the Action Plan measures, as will implementation costs. Some of the actions are already underway, some are in planning stages or may not yet have funding secured. As a result, actions have different implementation times and may extend beyond the timeframe of the Air Quality Action Plan.

As part of the development of the Air Quality Action Plan, an evaluation of measures has been undertaken to consider air quality impacts, feasibility, costs and timescales. Most of the Action Plan measures set out in Table 5.1 are very difficult to quantify, however the Emissions Factor Toolkit (EFT) has been applied to Measure 10, 'to work with the bus sector to reduce their environmental impact', to provide an estimate of emission reductions (section 5.2). No detailed studies have been completed for any measure to reliably inform the likely effects in terms of change in traffic or fleet composition as a result of these measures. Therefore, the measures have been reviewed based on criteria outlined in the lists below, that have been informed by professional judgement of Leicester City Council officers, experience gained from previous projects and has used the latest Annual Status Report (published 2024).

Air Quality Impact:

The effectiveness of each measure has been based on the anticipated reduction in pollutant / emission as set out in the Annual Status Report (published 2024).

Impacts relate to the anticipated reduction in emissions or concentrations of NO₂ pollutant	
Low	Minor improvement anticipated but unlikely to be explicitly detectable
Medium	Improvement anticipated of up to 2µg/m ³ NO ₂
High	Significant anticipated impact of over 2µg/m ³ NO ₂ that could be demonstrated via modelling and likely to be detectable via local monitoring

Cost of Implementation:

The following scoring provides an approximate indication of implementation costs as appropriate for AQAP development. More detailed costing will follow as part of specific project plans. The cost bandings have been aligned with the Annual Status Report requirements as follows:

££££££££	>£10m
£££££££	£1m - £10m
££££££	£500k - £1m
£££££	£100k - £500k
££££	£50k - £100K
££	£10k - £50k
£	<£10k

Feasibility:

The wider feasibility has considered the following issues and has been assigned an overall feasibility ranking of **Low**, **Medium** or **High**:

- Alignment with wider Leicester City Council policies including climate strategy and planning policies
- Public Health impacts (PM_{2.5} and wider determinants)
- Wider non-air quality impacts (socio economic, economic)
- Stakeholder views – including likely public perception and political acceptability (subject to consultation)
- Sources of funding available / possible

Implementation timescales – assigned values of:

Short term (<2 years)	Actions that can be delivered now to reduce emissions
Medium term (2-5 years)	Medium term delivery, but within the timeframe of the AQAP
Long term (>5 years)	May extend beyond the timeframe of the AQAP

Using the above criteria, a cost benefit analysis has been undertaken using the matrix in Table F.1 below and is documented in Table F.2.

Table F.1 – Cost Benefit Scoring Matrix

Cost benefit scoring system	
Cost	£ (7)
	££ (6)
	£££ (5)
	££££ (4)
	£££££ (3)
	££££££ (2)
	£££££££ (1)
Air quality impact	Low (1)
	Medium (2)
	High (3)
Feasibility	Low (1)
	Medium (2)
	High (3)

Matrix is the cost score multiplied by the air quality score, then multiplied by feasibility. For example:

Measure 3: Cost (£ – 7) x Air Quality Impact (Low – 1) x Feasibility (High – 3) = 21

This analysis is arbitrary and is only to be used in comparison to other measures using the same scoring system.

Table F.2 – Cost Benefit Analysis of Measures

Theme Number / Measures		Cost of Implementation	Air Quality Impact	Feasibility	Overall Score	Primary Purpose of Intervention
Theme 1: Air Quality Monitoring, Community Awareness and Engagement						
1	Regulatory NO2 Monitoring (supporting measure)	N/A				Air Quality
2	Indicative NO2 Monitoring (supporting measure)	N/A				Air Quality
3	Partnership Working	£	Low	High	21	Air Quality Public Health Congestion
4	Delivering Educational Activities	££££	Low	High	12	Air Quality Public Health

5	Supporting Domestic Emission Sources Awareness Campaigns	£££	Low (also benefits PM _{2.5})	High	15	Air Quality Carbon
Theme 2: Promoting, Supporting and Encouraging Sustainable Transport						
6	Continued Delivery of Connecting Leicester Programme (including a continuation of Transforming Cities Fund type programme interventions)	££££££££	Medium	Medium	6	Economic Growth Health Congestion
7	Increase Uptake of Sustainable Transport	££££££	Low	High	9	Economic Growth Health Congestion
8	Increase the number of Public Transport Trips	££££££££	Low	High	3	Economic Growth Health

						Congestion
9	Delivery of LCWIP	££££££££	Low	Medium	2	Economic Growth Health Congestion
Theme 3: Reducing Emissions from Transport						
10	Working with the Bus Companies to Reduce Environmental Impact of Bus Sector	££££££££	Medium	High	6	Air Quality Carbon
11	Reduce Environmental Impact of Freight Sector	£££££	Low	High	12	Carbon / Air Quality
12	Reduce Environmental Impact of Rail Sector	££££££££	Low	Medium	2	Carbon / Air Quality
13	Reduce Environmental Impact of Taxi Sector	£	Low	Medium	14	Carbon / Air Quality

14	Delivery of low / zero emission vehicle infrastructure	££££££	Low	Short	4	Carbon / Air Quality
15	Reduction in emissions from Council's fleet operations	££££££	Low	Medium	4	Carbon / Air Quality
Theme 4: Optimising Traffic Management						
16	Continued delivery of 20mph zones	£££££	Low	Medium	9	Health Safety
17	Traffic Management Upgrades	££££	Low	Medium	8	Congestion Economic Growth
18	Highway Signage	£££££	Low	Low	2	Congestion Economic Growth
Theme 5: Development Control and Regulatory Services						
19	Air Quality Assessments for Planning Applications	£	Low	High	21	Carbon Air Quality

Leicester City Council

20	Air Quality Dispersion Modelling	££	Low	High	18	Carbon Air Quality
21	Air Quality consideration embedded in Council documentation	£	Low	High	21	Carbon Air Quality
22	Solar and green shelter rooves	£££££££	Low	High	6	Carbon Air Quality
23	Using trees and green spaces to reduce air pollution	£££££££	Low	Medium	12	Carbon Air Quality
24	A2 Permit Installations	£	Low	High	21	Air Quality Carbon

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values.
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives.
AQMS	Air Quality Monitoring Station
AQF	Air Quality Forum
AQO	Air Quality Objective
AQP	Air Quality Partner
AQS	Air Quality Strategy
ASHP	Air Source Heat Pump
ASR	Annual Status Report
CHYM	Choose How You Move
CO ₂	Carbon Dioxide
Defra	Department for Environment, Food and Rural Affairs
DLUHC	Department for Levelling Up, Housing and Communities
DT	Diffusion Tube

DfT	Department for Transport
EFT	Emissions Factors Toolkit
EPR	Environmental Permitting Regulations
ERDF	European Regional Development Fund
EU	European Union
EV	Electric Vehicle
FDMS	Filter Dynamics Measurement System
FPN	Fixed Penalty Notice
FQP	Freight Quality Partnership
HGV	Heavy Goods Vehicle
HNRFI	Hinckley National Rail Freight Interchange
JAQU	Joint Air Quality Unit
LAQM	Local Air Quality Management
LCC	Leicester City Council
LCWIP	Local Cycling and Walking Infrastructure Plan
LEVI	Local Electric Vehicle Infrastructure
LGV	Light Goods Vehicle
LRI	Leicester Royal Infirmary
LTN	Low Traffic Neighbourhood
LTP	Leicester Transport Plan

MOVA	Microprocessor Optimised Vehicle Actuation
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NRMM	Non-Road Mobile Machinery
OZEV	Office for Zero Emission Vehicles
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance/Quality Control
SCA	Smoke Control Area
SCOOT	Split Cycle Offset Optimisation Technique
SO ₂	Sulphur Dioxide
SPD	Supplementary Planning Document
SSHN	Safer Streets Healthier Neighbourhoods
TCF	Transforming Cities Fund
TRO	Traffic Regulation Order
ULEV	Ultra Low Emission Vehicle
VMS	Variable Message Signs
WHO	World Health Organisation
WPL	Workplace Parking Levy

References

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We Asked, You Said, We Did for Air Quality Action Plan consultation

We Asked

We asked about our new Draft Air Quality Action Plan 2025-2030 (AQAP).

We asked:

- if you thought poor air quality was an important issue in Leicester,
- we listed 5 themes of our Draft AQAP and asked if you agreed that these should be key themes, and
- we asked you what other actions we should be taking to address poor air quality in Leicester.

The public consultation was open from 31st July 2024 to 27th September 2024.

You Said

120 respondents completed the online survey. We directly emailed stakeholders including neighbouring Local Authorities, NHS Trusts, representatives of business and community groups with an interest in transport, the environment and advocates for people with disabilities.

85% of responses stated that people agreed that poor air quality was an important issue in Leicester.

The majority of respondents agreed that each theme should be a priority:

- Theme 1: Air Quality Monitoring, Public Awareness & Engagement – 89% agreed
- Theme 2: Promoting, Supporting and Encouraging Sustainable Transport – 80% agreed
- Theme 3: Reducing Emissions from Transport – 79% agreed
- Theme 4: Optimising Traffic Management – 79% agreed
- Theme 5: Development Control and Regulatory Services – 64% agreed

When asked if there were any other actions or measures we could do to improve air quality in Leicester, 40% of respondents said yes.

Comments from this question were grouped into the following broad theme areas, listed in order of most comments:

- Vehicle Demand and Traffic Management
- Improving Passenger Transport
- Walking, Wheeling and Cycling
- Publicity, Engagement and Monitoring
- School Travel
- Electric Vehicle (EV) provision
- Trees, parks and green spaces
- Sustainable development and planning
- Not relevant to air quality
- Do more do quicker
- Non-Transport Sources

We Did

In response to this we reviewed what we are already doing to improve air quality, what we could do more of, where there are other things we could be doing, and what we should not be doing.

The following lists the most common theme areas and our response to the points made:

- **Vehicle Demand and Traffic Management**
 - We have been carrying out junction improvement works and improvements to traffic signalling along key corridors as part of the Connecting Leicester Programme. We currently have no plans to introduce road charging such as a Clean Air Zone or Ultra Low Emission Zone as we currently do not meet central government criteria. We are looking to roll out further 20 MPH zones.
- **Improving Passenger Transport**
 - We are working with bus operators as part of the Leicester Buses partnership, to deliver on our Bus Service Improvement Plan (BSIP) 2024. This will continue to promote bus travel, by ensuring it is electric, frequent, easy, reliable, and offers great value. We have achieved almost all of the targets within the previous BSIP.
 - 50% of buses in Leicester are electric, with targets to make 100% electric by 2030.
 - We intend to continue developing the Orbital route to improve frequency and for cross-city journeys and investigate other opportunities for Park and Ride sites across the city.
- **Walking, Wheeling and Cycling**
 - As part of the Connecting Leicester programme we have constructed new segregated cycleways and footways along key routes in identified areas (North West and South West Green Growth Corridors). We will shortly be consulting on our plans for future walking and cycling infrastructure.
 - Plans to further develop cycling and pedestrian infrastructure are dependent on future funding from Central Government. We have a programme of work to encourage Active Travel including working with employers to help facilitate sustainable travel for employees. We also promote a 'Wheels to Work' scheme.
- **Publicity, Engagement and Monitoring**
 - Our monitoring networks provide air quality information at fixed sites for various pollutants including NO₂, PM₁₀ and PM_{2.5}. This monitoring information is provided in the Council's Annual Status Reports (ASRs), which are publicly available on Leicester City Council's [Air Quality webpage](#).
 - The monitoring locations are chosen in areas we know experience high levels of pollution concentrations, such as the inner ring road of Leicester and major junctions around the city. The Council reviews air quality monitoring locations yearly to prioritise areas which are identified as having potential exceedances of pollutant objectives.

- Our data help inform the measures we implement across the city. We have an Air Quality Education Officer who works in schools to promote awareness of air quality. We are in the early stages of work to provide an online air quality portal that will provide information about levels of pollution.
- **School Travel**
 - In last 5 years we have worked with around 100 schools to encourage walking and cycling to school including developing 15 park and stride sites. We have implemented 5 school streets with traffic restrictions at peak hours, we have a programme of visits to enforce parking restrictions and educate drivers. We plan to continue with these activities and expand them. We have a programme for 20 new school streets – This is subject to central government funding.
- **EV provision**
 - We have installed 88 public charging sockets to date in car parks in the city centre and at parks in the city and expect this to rise to 107 by mid-2025.
 - The Council is exploring the opportunities of the Government's Local Electric Vehicle Infrastructure Fund (LEVI) and is currently in discussions with the Government on possible funding. LEVI's focus is on charging in residential areas to enable residents without off street park to charge electric vehicles.
- **Trees, parks and green spaces**
 - There are 182,000 trees in the council's ownership (97,000 planted since the 1980s).
 - Around 17 percent of the city is covered in tree canopy.
 - The council manages 113 hectares of woodland.
 - There are over 530 Tree Preservation Orders (TPOs) in place in the city.
 - The council spends around £2million each year on planting, protecting and managing our trees.
 - More than one replacement tree will be planted for the loss of any significant tree that is felled – wherever practical.
 - There are 190 parks and green spaces in the City with ongoing work to ensure they are maintained, safe and welcoming.
 - The City has a biodiversity action plan, a grassland strategy and a programme of planning wildflowers on suitable verges. A balance needs to be struck between amenity and conservation.
 - In urban areas, we recognise that trees, vegetation and green space can help absorb pollutants, reducing concentrations in key areas, as well as supporting pollinators that in turn make more greenspace viable. In urban areas, we recognise that trees, vegetation and green space can help absorb pollutants, reducing concentrations in key areas, as well as supporting pollinators that in turn make more greenspace viable. We will continue to take opportunities to install new trees, vegetation, and greenery as part of transport projects as funding and space allows.
 - We will work with developers to ensure that there is adequate and appropriate and well-located green space included in new developments.

- **Sustainable development and planning**
 - We will continue to work with the Local Planning Authority to ensure that there is integration between land use planning and transport, with the aim to maximise sustainable modes of transport and to make them more attractive when compared with the car.
 - We will continue to complete our statutory duty in providing air quality comments in relation to planning applications.
- **Not relevant to air quality**
 - Some comments received were not relevant to the AQAP or air quality.
- **Do more do quicker**
 - The actions and measures that we will take in the future to improve air quality will depend on central government funding, our ability to secure this funding, and the level of support for changes.
- **Non-Transport Sources**
 - Comments will be passed to the relevant team/department at the Council.

Appointment of the Honorary Recorder of Leicester

Decision to be taken by: Full Council

Decision to be taken on 20th March 2025

Lead director/officer: Kamal Adatia

Useful information

- Ward(s) affected: None
- Report author: Kamal Adatia
- Author contact details: Kamal.Adatia@leicester.gov.uk
- Report version number: 1

1. Summary

- 1.1 The City of Leicester does not currently designate the Resident Senior Circuit Judge (Crime) as Honorary Recorder. This paper explains the provenance of the role and invites Council to establish the role in our City.

2. Recommended actions/decision

- 2.1 To agree that pursuant to Section 54 of the Courts Act 1971, His Honour Judge Timothy Spencer KC be appointed to the office of Honorary Recorder of Leicester during his tenure as Resident Circuit Judge.

3. Scrutiny / stakeholder engagement

- 3.1 The office of the High Sheriff of Leicestershire has been instrumental in encouraging the Council to consider making this appointment.

4. Background and options with supporting evidence

- 4.1 In English law, a recorder was originally a judge or magistrate who recorded court proceedings and customs. Over time, they became the chief legal officer and sole judge in quarter sessions. He was a person with legal knowledge appointed by the mayor and aldermen of the corporation to 'record' the proceedings of their courts and the customs of the borough or city. It carried a great deal of prestige and power of patronage. Eventually the recorder became the judge who sat alone, without lay magistrates, in the quarter sessions held for each county borough.

4.2 Changes in legislation in the Administration of Justice, including the abolition of the Courts of Quarter Sessions, meant that the post of recorder ceased in 1971. The Court Assize and Quarter Sessions were abolished under the Courts Act 1971 and replaced by the present system of Crown Courts and Recorders

4.3 The Act provided that all part-time Judges could be known as Recorders, but these would have no affiliation to any particular geographical area by virtue of their appointment. As a result of concerns expressed over the loss of this historic role, the Government changed the proposed legislation so as to allow for the appointment of Honorary Recorders.

4.4 The Court Act 1971 empowers the City to appoint a Court Recorder or Circuit Judge to be the Honorary Recorder of the City:

54.— Boroughs: honorary offices

- *(1) The council of a borough shall have power to appoint a person to be honorary recorder of the borough.*

- *(3) A person shall not be qualified to hold office as an honorary recorder of a borough [...]2 unless he is a Circuit judge or Recorder (that is to say a Recorder appointed under this Act)*

4.5 Guidance issued by the Lord Chief Justice (LCJ) indicates that the continuing relationship between the City and the Crown Court, and the involvement of the City's Senior Judge in civic affairs and events, is of mutual value. The LCJ is keen to encourage those City and Borough councils which have not made such appointments to consider doing so.

4.6 Leicester does not have, nor has ever had, an Honorary Recorder and it would be the current Resident Judge HHJ Timothy Spencer KC who would be appointed. The role of Honorary Recorder fulfils the same duties as the Resident Judge but equates the incumbent, for a number of purposes, with a High Court Judge.

4.7 The appointment would give Leicester an elevated status both in the legal world and in raising the city council's profile, allowing the city to attract higher calibre candidates for the future. Our current Resident Judge has only two years remaining of his 8-year term in office and a replacement will be required in the near future. An Honorary Recorder is an unpaid, ceremonial office created to maintain and develop close links between councils and the judiciary, and to encourage an understanding of the judicial system among the community, which would complement our existing civic office of High Bailiff.

4.8 It is submitted that creation of the role has significance for the postholder as well as for the local Crown Court. Aside from the recruitment benefits highlighted above the existence of the appointment will play a role in recognising Leicester Crown Court as being a Court that conducts trials in some of the most serious and high-profile areas of the criminal law.

4.9 His Honour Judge Spencer KC was made a 'silk' in 2001 and was appointed as a Circuit Judge in 2015. From 1983-2015 he was a practising barrister at 2 Crown Office Row, London; Chambers of Igor Judge QC (later Lord Chief Justice). He has been the Resident Judge at the Leicester Crown Court since 2020. He is authorised to conduct complex criminal cases including murder trials and terrorism trials. He is also authorised to sit in Court of Appeal as appellate judge.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

There are no direct financial implications arising from the recommendations in this report.

Signed: Stuart McAvoy – Head of Finance

Dated: 4th March 2025

5.2 Legal implications

The legal history, and powers, are dealt with in the body of the report.

Signed: Kamal Adatia – City Barrister

Dated: 4th March 2025

5.3 Equalities implications

There are no direct equality implications arising from the report.
Signed: Equalities Officer, Surinder Singh, ext 37 4148
Dated: 5 th March 2025

5.4 Climate Emergency implications

There are no climate emergency implications arising from this report
Signed: Duncan Bell, Change Manager (Climate Emergency). Ext. 37 2249
Dated: 07.03.25

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

6. Background information and other papers:

7. Summary of appendices:

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

CALL-IN OF EXECUTIVE DECISION

Proposed purchase of a 134-unit City Centre Building

Overview Select Committee – 19 March 2025

COUNCIL – 20 March 2025

REPORT OF THE MONITORING OFFICER

Useful information

- Ward(s) affected: All
- Report author: Jacob Mann
- Author contact details: Jacob.Mann@leicester.gov.uk
- Report version number: V1

1. Summary

An Executive decision taken by the City Mayor on 3 March 2025 relating to the proposed purchase of the YoHo building has been the subject of a 7-member call-in under the procedures at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules, of the Council's Constitution.

The procedure rules state that a scrutiny committee or any five councillors may request formally that the decision be called-in for a further review by giving notice in writing to the Monitoring Officer within five working days of the decision.

The seven Councillors who signed the call in were: Councillor Kitterick (Proposer), Councillor Sahu (Seconder), Councillor Haq, Councillor Porter, Councillor Westley, Councillor Kennedy-Lount, and Councillor Gregg

2. Recommended actions/decision

The Committee is recommended to either:

- a) Note the report without further comment or recommendation. *(If the report is noted the process continues and the call in will be considered at a future meeting of Full Council);* or
- b) Comment on the specific issues raised by the call-in. *(If comments are made the process continues and the comments and call in will be considered at a future meeting of Full Council);* or
- c) Resolve that the call-in be withdrawn *(If the committee wish for there to be no further action on the call-in, then they must actively withdraw it. If withdrawal is agreed the call-in process stops, the call-in will not be considered at a future meeting of Full Council and the original decision takes immediate affect without amendment).*

Council is recommended to either:

- a) Support the City Mayor's decision, and thus confirming the decision with immediate effect; or
- b) Recommend a different decision to the City Mayor. (The original decision will still stand, unless the City Mayor takes a further decision to amend the original.)

3. Scrutiny / stakeholder engagement

The decision was not considered with a scrutiny commission prior to the decision being made.

4. Background and options with supporting evidence

The Executive Decision Report, Equality Impact Assessment and Decision Notice are attached at Appendix A-C.

5. Detailed report

The call-in submitted to the Monitoring Officer was in the following terms:

"We the undersigned wish to call in the decision to purchase the "YoHo" building in Leicester City Centre for the following reasons.

- 1. This major decision has not undergone a single minute of public scrutiny.*
- 2. The rooms provided are predominantly only 23 sqm, which is well below the National Designated Space Standards, smaller than many hotel rooms and it is envisaged that couples as well as single people will be allocated to this accommodation.*
- 3. We understand that this accommodation will be targeted at people with substance misuse issues, and the concentration of a large amount of people with such issues in cramped quarters in a location in the city centre already blighted by anti-social behaviour will be damaging for the residents of YoHo and the wider city centre.*
- 4. The potential support given for the vulnerable residents of YoHo will be inadequate and has not been properly considered.*
- 5. To make this proposal work, we understand planning changes will be required which could open the door to more poor quality student accommodation being flipped into the "warehousing" of vulnerable people.*
- 6. We understand the purchase price is well above the market rate for similar accommodation in the city centre."*

The Monitoring Officer has confirmed that the call-in satisfies the requirements of the procedure rules and it has, therefore, proceeded as per the process set out at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules of the Council's Constitution.

Where a call-in has been made, officers are to take no further legally binding action, unless the circumstances of Rule 12 (f) are fulfilled, and the matter shall be referred to a meeting of the full Council. Prior to this it shall be referred to the relevant Scrutiny Committee if one is programmed or a special scrutiny committee if one is convened.

The call-in may however be withdrawn if:

The relevant scrutiny committee/commission makes a resolution to withdraw; or

The sponsor and seconder of the call-in inform the Monitoring Officer that they wish the call-in to be withdrawn.

Following consideration of a call-in by Full Council, the original decision will be deemed to be revived in its entirety. Any agreement by the decision maker to change the original decision will require a further formal Executive Decision.

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

6.1 Financial implications

There are no financial implications arising from the call-in beyond those in the decision report.

Signed: Stuart McAvoy, Head of Finance

Dated : 10 March 2025

6.2 Legal implications

The legal implications arising from the call-in are explained in sections 2 and 5 above

Signed: Kamal Adatia, Monitoring Officer

Dated: 10 March 2025

6.3 Equalities implications

There are no comments in addition to those in the decision report.

Signed: Surinder Singh, Equalities Officer

Dated: 11 March 2025

6.4 Climate Emergency implications

There are no further climate emergency implications to those provided in the decision report.

Signed: Duncan Bell, Change Manager (Climate Emergency)

Dated: 11 March 2025

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:

None

8. Summary of appendices:

Appendix A Executive Decision Report – Proposed purchase of a 134-unit City Centre Building dated 3 March 2025

Appendix B Equality Impact Assessment dated 19 August 2024


Appendix C Decision Notice - Proposed purchase of a 134-unit City Centre Building dated 3 March 2025

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)?

No

Item 8b - Apx A

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL EXECUTIVE MEMBER

1.	Decision title	Proposed purchase of a 134-unit City Centre Building
2.	Declarations of interest	None
3.	Date of decision	3 March 2025
4.	Decision maker	City Mayor
5.	Decision taken	To approve the acquisition of the YoHo building as agreed in the confidential Appendix A. To be financed from the £45m budget approved by Full Council on 21 st March 2024 for property acquisitions into the General Fund.
6.	Reason for decision	To increase the supply of emergency homelessness single and childless couple accommodation and to release pressure on temporary accommodation in the Housing Register.
7.	A) KEY DECISION Yes/No? b) If yes, was it published 5 clear days in advance? Yes/no	A) Yes B) Yes
8.	Options considered	We continue to pursue all other funding routes for the provision of additional affordable housing.
9.	Deadline for call-in <ul style="list-style-type: none">5 members of a scrutiny commission or any 5 councillors can ask for the decision to be called-in.Notification of call-in with reasons must be made to the monitoring officer	10 March 2025
10.	Signature of decision maker (City Mayor or where delegated by the City Mayor, name of executive member)	

Equality Impact Assessment (EIA) Tool:

Title of proposal	ACQUISITION OF THE YOHO BUILDING 11 YORK STREET TO DEAL WITH EXCEPTIONAL HOMELESSNESS PRESSURES ON HOUSING TO BE HELD IN THE GENERAL FUND
Name of division/service	Housing
Name of lead officer completing this assessment	Suzanne Collins
Date EIA assessment commenced	19/8/24
Date EIA assessment completed (<i>prior to decision being taken as the EIA may still be reviewed following a decision to monitor any changes</i>)	19/8/24
Decision maker	e.g. City Mayor
Date decision taken	

EIA sign off on completion:	Signature	Date
Lead officer	Suzanne Collins	19/8/24
Equalities officer (has been consulted)	Kalvaran Sandhu	20/9/24
Divisional director	Chris Burgin	19/8/24

Please ensure the following:

- a) That the document is **understandable to a reader who has not read any other documents** and explains (on its own) how the Public Sector Equality Duty is met. This does not need to be lengthy but must be complete and based in evidence.
- b) That available support information and data is identified and where it can be found. Also be clear about highlighting gaps in existing data or evidence that you hold, and how you have sought to address these knowledge gaps.
- c) That the equality impacts are capable of aggregation with those of other EIAs to identify the cumulative impact of all service changes made by the council on different groups of people.
- d) That the equality impact assessment is started at an early stage in the decision-making process, so that it can be used to inform the consultation, engagement and the decision. It should not be a tick-box exercise. Equality impact assessment is an iterative process that should be revisited throughout the decision-making process. It can be used to assess several different options.
- e) Decision makers must be aware of their duty to pay 'due regard' to the Public Sector Equality Duty (see below) and 'due regard' must be paid before and at the time a decision is taken. Please see the Brown Principles on the equality intranet pages, for information on how to undertake a lawful decision-making process, from an equalities perspective. Please append the draft EIA and the final EIA to papers for decision makers (including leadership team meetings, lead member briefings, scrutiny meetings and executive meetings) and draw out the key points for their consideration. The Equalities Team provide equalities comments on reports.

1. Setting the context

Describe the proposal, the reasons it is being made, and the intended change or outcome. Will the needs of those who are currently using the service continue to be met?

The HRA is currently under pressure to reduce the number of singles and childless couples in hotel and bed and breakfast accommodation. There is a need for self-contained one bed units, and the purchase of this block will meet the 124 single households that require short-term accommodation.

YoHo would be used as stepped accommodation (initial accommodation that is used temporarily to settle homeless people before finding permanent accommodation), as a Local Authority we recognise this cannot be used as long-term permanent accommodation. It will be used for singles and childless couples who are either homeless, at risk of homelessness, or otherwise have critical housing needs that render their current home unsuitable.

Having access to self-contained accommodation would enable clients to cook and clean for themselves, as well as develop other independent living skills, or simply a period of respite/recovery in a very psychologically different environment, in readiness for settled accommodation. When comparing the fact that we have people that are placed in B&Bs because we cannot find any accommodation options for them, these units which are self-contained with their own kitchen and bathing facilities, give people their own safe space.

Those placed in hotels without their own independent facilities for long periods of time results in a much worse scenario. Often these individuals have very poor life skills around maintaining their own home. The smaller size therefore provides them with a chance to have a manageable space they can cope with maintaining in readiness for permanent placement.

A level of tenancy support would be provided, dependent on the needs of each individual case, and a recovery method would be in place to reduce the support as skills increase. A mixture of support needs would be identified to balance best use of the stock with managing communities, ranging from high/medium to none. A pathway would be created to enable routes for tenants to move-on as soon as practicably possible.

Length of stay is temporary, however, on occasion, length of stay may be longer where support workers have identified individual complex needs. The YoHo building does not adhere to Nationally Described Space Standards (NDSS). However, temporary accommodation, hostels and supported housing does not have to adhere to Nationally Described Space Standards (NDSS). The building and flats are considered to be of a very high modern standard with inclusive facilities that provide for a spacious and light environment. With a self-contained kitchen and separate bathroom this provides for greater opportunities for independent living than B&B or hotel accommodation.

The building itself was built in 2019, is 7 storeys, currently consists of 134 units in a single modern purpose-built student building comprising of 132 self-contained en-suite bedsits and two x 1 bedroomed flats; plus, a reception and ground floor seating area, onsite laundry facilities, secure bike storage, offices and study space. There are also 2 x fully wheelchair accessible units that have widened doors and wet rooms. The building is currently vacant. There are 134 dwellings in the following mix:

132 x bedsits/studios

2 x 1 bed/ 2 person flats

Total = 134 Dwellings

2. Equality implications/obligations

Which aims of the Public Sector Equality Duty (PSED) are likely be relevant to the proposal? In this question, consider both the current service and the proposed changes.

a. Eliminate unlawful discrimination, harassment and victimisation

- How does the proposal/service aim to remove barriers or disproportionate impacts for anyone with a particular protected characteristics compared with someone who does not share the same protected characteristics?
- Is this a relevant consideration? What issues could arise?

Student accommodation in Use Class C4 or Sui Generis are not required to adhere to NDSS although encouraged it is not mandatory. Nationally Described Space Standards (NDSS) advise that furnished layouts are not required to demonstrate compliance. The units within the YoHo building are all greater than 10% below the minimum of 37m², the building was designed and built as student accommodation. The building flats are modern, of a very high standard with layouts providing a spacious environment.

There is a shortfall of wheelchair accommodation in the city. The Wheelchair demand and supply table dated 31/3/24 advises that the property sizes that show the greatest shortfall are 2 bedrooms and 3 bedrooms (each 30% shortfall) followed by 1 bed-rooms (23%) with 4 beds (17%). When providing affordable accommodation on all sites/opportunities we would seek 10% of affordable housing to be to wheelchair standard. It is acknowledged that this is an existing building and is therefore more difficult to achieve due to the existing layouts/design and structure. It has 2 existing units to wheelchair user standard with wet rooms and widened doors. These will contribute to the overall supply of wheelchair accommodation across the city and provide an opportunity for applicants requiring wheelchair facilities to apply for this accommodation as well as those that are more able.

The proposal is to use the building for temporary accommodation to help to alleviate the Exceptional Homeless Pressures on Housing which will assist the pressure on the housing register and costs to temporary accommodation.

b. Advance equality of opportunity between different groups

- Does the proposal/service advance equality of opportunity for people?
- Identify inequalities faced by those with specific protected characteristic(s).
- Is this a relevant consideration? What issues could arise?

Provision of additional temporary accommodation provides the ability for homeless applicants to have a stepped approach to housing rather than be in bed and breakfast and B&Bs they are able to have their own space and cooking facilities and later transition to more secure accommodation. Additionally it will reduce the cost of bed and breakfast for the council.

Provision of the opportunity for tenants to obtain the skills required to sustain their own secure tenancy in the future.

The building does have lifts therefore those with mobility issues would not be disadvantaged as they will have access to the lifts. There is also the opportunity to use the ground floor units.

As well as meeting some needs, it is acknowledged that this purchase will not however meet any family housing needs (more than 2 person households – our biggest evidence need) this need will be met through other current development routes monitored by the Housing Development Team.

c. Foster good relations between different groups

- Does the service contribute to good relations or to broader community cohesion objectives?
- How does it achieve this aim?
- Is this a relevant consideration? What issues could arise?

The use of the building has been considered and in order to foster good relations between different groups the building has no limits on age and will be available to all 18+ so they will be a mix of different age groups within the building. All units will be allocated on a needs basis via the Housing Allocation policy and process. Appropriate tenancy management to reflect the target client group(s) will be resourced and it will be allocated on a sensitive let basis with appropriate support where identified provided.

3. Who is affected?

Outline who could be affected, and how they could be affected by the proposal/service change. Include people who currently use the service and those who could benefit from, but do not currently access the service. Where possible include data to support this.

Existing applicants who may struggle to sustain secure tenancies where they have no intensive support will be positively affected as they will be identified as applicants that have a history of unsuccessful tenancy sustainment and could be identified for the supported housing accommodation where they could be more fully supported in all aspects of maintaining a tenancy to promote future tenancy sustainment when they are ready to move on to a general/secure tenancy.

Existing homeless applicants that come through the single homeless pathway route would be positively affected as they would have the opportunity of being rehoused within the building and have the benefit of support where required.

Having access to self-contained accommodation would enable clients to cook and clean for themselves, as well as develop other independent living skills, or simply a period of respite/recovery in a very psychologically different environment, in readiness for settled accommodation. When comparing the fact that we have people that are placed in B&Bs because we cannot find any accommodation options for them, these units which are self-contained with their own kitchen and bathing facilities, give people their own safe space.

Those placed in hotels without their own independent facilities for long periods of time results in a much worse scenario. Often these individuals have very poor life skills around maintaining their own home. The smaller size therefore provides them with a chance to have a manageable space they can cope with maintaining in readiness for permanent placement.

4. Information used to inform the equality impact assessment

- What **data, research, or trend analysis** have you used?
- Describe how you have got your information and what it tells you
- Are there any gaps or limitations in the information you currently hold, and how you have sought to address this? E.g. proxy data, national trends, equality monitoring etc.

Leicester City Local Housing Need Assessment 2022 [Leicester City Local Housing Needs Assessment Update Addendum 2022](#)

[2 - HENA-Exec-Summary-June-22.pdf \(nwleics.gov.uk\)](#)

Leicester City Council Housing Register – provides information on the make up of the waiting list in relation to types of applicants and the type and size of accommodation they are seeking. (see ‘Who Gets Social Housing Report’).

Who Gets Social Housing Report – provides information on the last 12 months of lets relating to the types of applicants that received offers of accommodation. [FAQs about what happens after your housing application is registered \(leicester.gov.uk\)](#)

Wheelchair Demand and Supply Table 31/3/24 (Taken from LCC Housing Needs Assessment/Housing Register demand and current supply).

Tenancy Management Tenancy Sustainment Information – provides statistics on the level of tenancy sustainment within current LCC tenancies.

Draft new Local Plan – highlights development opportunities to assist in addressing the housing land shortage issue - [Core Strategy Adopted June 2014.indd \(leicester.gov.uk\)](#)

5. Consultation

Have you undertaken consultation about the proposal with people who use the service or people affected, people who may potentially use the service and other stakeholders? What did they say about:

- What is important to them regarding the current service?
- How does (or could) the service meet their needs? How will they be affected by the proposal? What potential impacts did they identify because of their protected characteristic(s)?
- Did they identify any potential barriers they may face in accessing services/other opportunities that meet their needs?

The housing needs and requirements of Leicester City Housing Applicants are assessed via the reports and evidence above. However, there has been ongoing consultation from January 2023 with The Housing Options Service, Tenancy Management Service and Housing Technical Services and Finance throughout the process. The contribution to meeting the need for exceptional homelessness pressures on housing would have a positive impact in that it will increase temporary housing stock available, reduce the need for using bed and Breakfast and hotels, rental income. It will also contribute to the reduction of temporary accommodation costs and provide an opportunity for those who struggle to sustain tenancies to gain the skills and have the support to move forward to obtaining their own secure tenancy in the future. The Director of Housing, Heads of Service and various other Officers have viewed the building and the flats were considered to be modern, of good quality and with layouts and generous floor to ceiling heights providing a spacious and light environment. It is considered that any new tenants would not be disadvantaged in any way by this. No consultation has taken place directly with applicants as this is not practical.

6. Potential Equality Impact

Based on your understanding of the service area, any specific evidence you may have on people who use the service and those who could potentially use the service and the findings of any consultation you have undertaken, use the table below to explain which individuals or community groups are likely to be affected by the proposal because of their protected characteristic(s). Describe what the impact is likely to be, how significant that impact is for individual or group well-being, and what mitigating actions can be taken to reduce or remove negative impacts. This could include indirect impacts, as well as direct impacts.

Looking at potential impacts from a different perspective, this section also asks you to consider whether any other particular groups, especially vulnerable groups, are likely to be affected by the proposal. List the relevant groups that may be affected, along with the likely impact, potential risks and mitigating actions that would reduce or remove any negative impacts. These groups do not have to be defined by their protected characteristic(s).

Protected characteristics

Impact of proposal:

Describe the likely impact of the proposal on people because of their protected characteristic and how they may be affected. Why is this protected characteristic relevant to the proposal? How does the protected characteristic determine/shape the potential impact of the proposal? This may also include **positive impacts** which support the aims of the Public Sector Equality Duty to advance equality of opportunity and foster good relations.

Risk of disproportionate negative impact:

How likely is it that people with this protected characteristic will be disproportionately negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected?

Mitigating actions:

For disproportionate negative impacts on protected characteristic/s, what mitigating actions can be taken to reduce or remove the impact? You may also wish to include actions which support the positive aims of the Public Sector Equality Duty to advance equality of opportunity and to foster good relations. All actions identified here should also be included in the action plan at the end of this EIA.

a) Age

Indicate which age group/s is/ are most affected, either specify general age group (children, young people, working aged people or older people) or specific age bands.

What is the impact of the proposal on age?

The purchase of the building would provide accommodation for those who are 18+ as per the allocations policy. This ensures that no one will be stopped from moving into the scheme because of their age.

What is the risk of disproportionate negative impact on age?

The building currently consists of 134 units in a single modern purpose-built student building comprising of 132 self-contained en-suite bedsits and two 1 bedroomed flats. This type of accommodation would not be suitable for families therefore single people with children & families would not benefit from the opportunity of this accommodation due to suitability for their household type.

What are the mitigating actions?

The building will be monitored for age profile etc to ensure a sustainable community within the building. Support will be available for tenants depending on their requirements, the ability to move on to more secure accommodation will be in place as with more supported if required.

b) Disability

A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities. If specific impairments are affected by the proposal, specify which these are. Our standard categories are on our equality monitoring form – physical impairment, sensory impairment, mental health condition, learning disability, long standing illness, or health condition.

What is the impact of the proposal on disability?

The purchase of the building will not provide accommodation which is to wheelchair standard but has 4 x units with wet rooms and accommodation on the ground floor suitable for those with lower mobility needs. This would mean that those who have a disability would currently not be able to have an opportunity to move into the building unless there is any future reconfiguration. The units would be allocated as required for this type of accommodation.

What is the risk of disproportionate negative impact on disability?

The building has lifts so applicants with mobility issues would have the opportunity to be considered for upper floor accommodation as well as those on the ground floor. The units would be allocated as per a needs basis for this type of accommodation.

What are the mitigating actions?

There is a shortfall of wheelchair accommodation in the city. The Wheelchair demand and supply table dates 31/3/24 advises that the property sizes that show the greatest shortfall are 2 and 3 bedrooms (30% shortfall for each) followed by 1 bedrooms (23%) and with 4 beds at (17%). When providing ne affordable accommodation on all sites/opportunities we would seek 10% of affordable housing to be to wheelchair standard. It is acknowledged that this is an existing building and is therefore more difficult to achieve full wheelchair access due to the existing layouts/design and structure. It has 4 existing properties that have wet rooms although have not been confirmed are to full wheelchair user standard.

There is limited scope to address disability initially in the layout of the building. Less mobile applicants or those that require wheelchair accommodation could be offered the ground floor and the units with wet rooms where applicable, which is allocated as per a needs basis.

There may be potential in the future to reconfigure some of the ground floor units to wheelchair standard if the building allows and needs are still required and the funding streams/budgets in the area support this. Units of these types in any schemes on the ground floor and the wheelchair units are allocated on a needs basis for those who require that type of accommodation. Applicants requiring wheelchair accommodation can apply to Leicester Homechoice and 10% wheelchair accommodation is requested to be secured through planning gain sites. Housing also have an adapt to let project for identified cases.

c) Gender reassignment

Indicate whether the proposal has potential impact on trans men or trans women, and if so, which group is affected. a trans person is someone who proposes to, starts, or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected.

What is the impact of the proposal on gender reassignment?

None known

What is the risk of disproportionate negative impact on gender reassignment?

None known

What are the mitigating actions?

All properties offered to identified applicants through the homelessness route.

d) Marriage and civil partnership

Please note that the under the Public Sector Equality Duty this protected characteristic applies o the first general duty of the Act, eliminating unlawful discrimination, only. The focus within this is eliminating discrimination against people that are married or in a civil partnership with regard specifically to employment.

What is the impact of the proposal on marriage and civil partnership?

None known

What is the risk of disproportionate negative impact on marriage and civil partnership?

None known

What are the mitigating actions?

All properties offered to identified applicants are through the homelessness route.

e) Pregnancy and maternity

Does the proposal treat someone unfairly because they're pregnant, breastfeeding or because they've recently given birth.

What is the impact of the proposal on pregnancy and maternity?

None known

What is the risk of disproportionate negative impact on pregnancy and maternity?

There are no 2-bedroom flats, and the majority of allocations are therefore likely to go to single people, couples or singles and not families.

What are the mitigating actions?

Young mothers with Children and families are able to apply for suitable accommodation through Leicester HomeChoice

f) Race

Race refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. A racial group can be made up of two or more distinct racial groups, for example Black Britons, British Asians, British Sikhs, British Jews, Romany Gypsies and Irish Travellers.

What is the impact of the proposal on race?

None known

What is the risk of disproportionate negative impact on race?

None known

What are the mitigating actions?

All properties offered to identified applicants through the homeless route on a needs basis

g) Religion or belief

Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief. Generally, a belief should affect your life choices or the way you live for it to be included in the definition. This must be a belief and not just an opinion or viewpoint based on the present state of information available and;

- be about a weighty and substantial aspect of human life and behaviour
- attain a certain level of cogency, seriousness, cohesion, and importance, and
- be worthy of respect in a democratic society, not incompatible with human dignity and not in conflict with fundamental rights of others. For example, Holocaust denial, or the belief in racial superiority are not protected.

Are your services sensitive to different religious requirements e.g., times a customer may want to access a service, religious days and festivals and dietary requirements

What is the impact of the proposal on religion or belief?

None known

What is the risk of disproportionate negative impact on religion or belief?

None known

What are the mitigating actions?

All properties offered to identified applicants are through the homeless route on a needs basis

h) Sex

Indicate whether this has potential impact on either males or females.

What is the impact of the proposal on sex?

There is a higher percentage of single males than females on the housing register so females will likely be impacted to a greater extent with regards to opportunity of offer.

What is the risk of disproportionate negative impact on sex?

There is a risk offers will be made predominately to males however this is monitored and because allocations are on a needs basis and via sensitive let process this is minimal.

What are the mitigating actions?

All properties offered to identified applicants are through the Homeless route and on a needs basis. A sensitive let process will also be put in place to ensure a balanced community within the building.

i) Sexual orientation

Indicate if there is a potential impact on people based on their sexual orientation. The Act protects heterosexual, gay, lesbian or bisexual people.

What is the impact of the proposal on sexual orientation?

None known

What is the risk of disproportionate negative impact on sexual orientation?

None known

What are the mitigating actions?

All properties offered to identified applicants are through the Homeless route on a needs basis

7. Summary of protected characteristics

a. Summarise why the protected characteristics you have commented on, are relevant to the proposal?

The purchase of the YOHO building would meet the need of the exceptional homeless pressures on housing and be held in the general fund. It would greatly reduce the pressures on temporary accommodation costs.

Whilst there is some minimal impacts with regards to the buildings physical structure on those with mobility issues and of an older age group which may have mobility issues, there is ground floor accommodation available 2 x units to wheelchair user standard with wet rooms and widened doors, these units are allocated to persons with needs for these unit types.

Overall the proposed purchase of the building would have a positive impact both to the addition to the temporary accommodation stock and the ability of applicants to receive an offer of accommodation instead of being placed in B&B which will contribute to relieving the pressure on the temporary accommodation costs and providing opportunities for applicants to improve their skills around sustaining a tenancy prior to moving to more settled permanent accommodation.

b. Summarise why the protected characteristics you have not commented on, are not relevant to the proposal?

There should be no disproportionate negative impact as a result of the purchase of the YOHO building as the properties will be allocated to applicants on a needs basis. [Welcome to the Leicester City Council Housing Allocations Policy Manual](#)

8. Armed Forces Covenant Duty

The Covenant Duty is a legal obligation on certain public bodies to 'have due regard' to the principles of the Covenant and requires decisions about the development and delivery of certain services to be made with conscious consideration of the needs of the Armed Forces community.

When Leicester City Council exercises a relevant function, within the fields of healthcare, education, and housing services it must have due regard to the aims set out below:

a. The unique obligations of, and sacrifices made by, the Armed Forces

These include danger; geographical mobility; separation; Service law and rights; unfamiliarity with civilian life; hours of work; and stress.

b. The principle that it is desirable to remove disadvantages arising for Service people from membership, or former membership, of the Armed Forces

A disadvantage is when the level of access a member of the Armed Forces Community has to goods and services, or the support they receive, is comparatively lower than that of someone in a similar position who is not a member of the Armed Forces Community, and this difference arises from one (or more) of the unique obligations and sacrifices of Service life.

c. The principle that special provision for Service people may be justified by the effects on such people of membership, or former membership, of the Armed Forces

Special provision is the taking of actions that go beyond the support provided to reduce or remove disadvantage. Special provision may be justified by the effects of the unique obligations and sacrifices of Service life, especially for those that have sacrificed the most, such as the bereaved and the injured (whether that injury is physical or mental).

Does the service/issue under consideration fall within the scope of a function covered by the Duty (healthcare, education, housing)? Which aims of the Duty are likely to be relevant to the proposal? In this question, consider both the current service and the proposed changes. Are members of the Armed Forces specifically disadvantaged or further disadvantaged by the proposal/service? Identify any mitigations including where appropriate possible special provision.

There should be no disproportionate negative impact on Armed Forces as a result of the purchase of the YOHO building as the allocations policy is central in allocating the properties to applicants on a needs basis, the allocations policy includes Armed Forces as a priority group.

[Welcome to the Leicester City Council Housing Allocations Policy Manual](#)

9. Other groups

Other groups

Impact of proposal:

Describe the likely impact of the proposal on children in poverty or any other people who we may consider to be vulnerable, for example people who misuse substances, care leavers, people living in poverty, care experienced young people, carers, those who are digitally excluded. List any vulnerable groups likely to be affected. Will their needs continue to be met? What issues will affect their take up of services/other opportunities that meet their needs/address inequalities they face?

Risk of disproportionate negative impact:

How likely is it that this group of people will be negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected?

Mitigating actions:

For negative impacts, what mitigating actions can be taken to reduce or remove this impact for this vulnerable group of people? These should be included in the action plan at the end of this EIA. You may also wish to use this section to identify opportunities for positive impacts.

a. Children in poverty**What is the impact of the proposal on children in poverty?**

None specific known, not family accommodation.

What is the risk of negative impact on children in poverty?

None specific known, not family accommodation.

What are the mitigating actions?

Other family accommodation is available via alternative funding routes and development such as planning gain sites and registered providers developments and LCC newbuild schemes all of which ensure that the rents are an 'affordable rent'

b. Other vulnerable groups**What is the impact of the proposal on other vulnerable groups?**

None known

What is the risk of negative impact on other vulnerable groups?

None known

What are the mitigating actions?

None known

c. Other (describe)

What is the impact of the proposal on any other groups?

None known

What is the risk of negative impact on any other groups?

None known

What are the mitigating actions?

None known

10. Other sources of potential negative impacts

Are there any other potential negative impacts external to the service that could further disadvantage service users over the next three years that should be considered? For example, these could include:

- other proposed changes to council services that would affect the same group of service users;
- Government policies or proposed changes to current provision by public agencies (such as new benefit arrangements) that would negatively affect residents;
- external economic impacts such as an economic downturn.

None known

11. Human rights implications

Are there any human rights implications which need to be considered and addressed (please see the list at the end of the template), if so, please outline the implications and how they will be addressed below:

The rights contained in Articles 6, 8 and 14 are those which are most relevant:

Article 6: Right to a fair trial

Article 6 is an absolute right. Everyone has the right to a fair and public hearing, before an independent and impartial tribunal, within a reasonable time. This right applies where someone's private rights are at stake, such as in contractual or property disputes.

Article 8: Right to respect for private life, family life and the home

Everyone has the right to respect for their private and family life and also the right to respect for their home and correspondence. 'Private life' has a very wide meaning. People should be able to live in privacy and be able to live their life in the way that they choose. Their personal information should be kept private and confidential. The right to respect for a person's home is not a right to housing, but is a person's right to access and live in their home without intrusion or interference.

Article 14: Prohibition of discrimination

This means that everyone must have equal access to the other rights contained in the HRA, regardless of their race, religion, gender, sexual orientation, disability, political views or any other personal characteristic.

The council's Housing Allocations Policy, monitors offers and lets.

12. Monitoring impact

You will need to ensure that monitoring systems are established to check for impact on the protected characteristics and human rights after the decision has been implemented. Describe the systems which are set up to:

- monitor impact (positive and negative, intended and unintended) for different groups
- monitor barriers for different groups
- enable open feedback and suggestions from different communities
- ensure that the EIA action plan (below) is delivered.

If you want to undertake equality monitoring, please refer to our [equality monitoring guidance and templates](#).

Once the building has been purchased and is operational it would become part of the general fund stock, there will be an agreement in place between EBS and Housing regarding its use and there will be processes in place in relation to lettings that will be monitored through Housing Options Service and the Property Lettings Team, 'Who Gets Social Housing'. There is also the ability through NEC, the Housing Management Computer System, to provide breakdown reports of offers and lets made.

13. EIA action plan

Please list all the equality objectives, actions and targets that result from this assessment (continue on separate sheets as necessary). These now need to be included in the relevant service plan for mainstreaming and performance management purposes.

Equality Outcome	Action	Officer Responsible	Completion date
To ensure those with mobility issues and requiring wheelchair user accommodation have the opportunity to be offered accommodation in the building.	When offering properties to identified applicants from the housing register the allocations policy is applied and they are allocated on the basis of need. The building has 2 units to wheelchair user standard with level access shower/wet rooms and widened door facilities available for this needs group. There may also be a possibility in the future to reconfigure some of the units to provide additional wheelchair user units depending on resources.	Housing Options, Property Lettings Team Housing technical Services	Ongoing as part of lettings monitoring. Ongoing as part of building maintenance and review informed by need.
The building is for 18+ but it is recognised that there is a lift available for those of an older age group who are more likely to have difficulty with stairs.	When offering properties to identified applicants from the housing register the allocations policy is applied and they are allocated on the basis of need. The building has some ground floor and units with wet room facilities for this needs group.	Housing Options, Property Lettings Team	Ongoing as part of lettings monitoring

Equality Outcome	Action	Officer Responsible	Completion date

Human rights articles:

Part 1: The convention rights and freedoms

Article 2: Right to Life

Article 3: Right not to be tortured or treated in an inhuman or degrading way

Article 4: Right not to be subjected to slavery/forced labour

Article 5: Right to liberty and security

Article 6: Right to a fair trial

Article 7: No punishment without law

Article 8: Right to respect for private and family life

Article 9: Right to freedom of thought, conscience and religion

Article 10: Right to freedom of expression

Article 11: Right to freedom of assembly and association

Article 12: Right to marry

Article 14: Right not to be discriminated against

Part 2: First protocol

Article 1: Protection of property/peaceful enjoyment

Article 2: Right to education

Article 3: Right to free elections

Executive Decision Report

Proposed purchase of a 134-unit City Centre Building

Decision to be taken by: City Mayor

Decision to be taken on: 3 March 2025

Lead director(s): Chris Burgin
Matthew Wallace

Useful information

■ Ward(s) affected: Castle

■ Report authors:

Kathryn Ellis FIRRV – Head of Strategic Property;

Hiren Vaitha MRICS, RICS Registered Valuer – Senior Estates Valuation Surveyor;

Suzanne Collins – Housing Development Officer.

■ Author contact details: ext. 372578; 376062; 375189.

■ Report version number: FINAL

1. Summary

- 1.1 The Council seeks to acquire the freehold interest in Yoh, York Street, Leicester LE1 6BJ to support housing need in the City.
- 1.2 It is the Council's intention to acquire the asset to support fulfilment of the city's housing need.
- 1.3 The Subject Premises purchase price is included within the confidential Appendix A. The acquisition represents value for money for the Council.
- 1.4 The Subject Premises has been valued via two independent external valuations and internally by the Council's own Estates valuer – a summary of these valuations is listed in the confidential Appendix A.
- 1.5 Heads of Terms have been negotiated (and listed in the confidential Appendix E) with the Seller's team that enable the transaction to occur as soon as possible on receipt of a positive decision, which allows the Council to benefit from vacant possession and to realise savings on temporary accommodation costs as early as possible.
- 1.6 Based on the terms as agreed, the acquisition of the Subject Premises would save the Council around £2.6m a year in temporary accommodation costs, starting with immediate effect of occupation.

Should the Council not proceed with the acquisition, it will have to seek to acquire alternative accommodation to alleviate this financial burden, which will take additional time and cost and increased pressure on the housing budget in the short-term and medium-term.

If we determine not to purchase the building, then the Council will likely be unable to comply with statutory obligations that states people should not remain in unsuitable accommodation for more than six weeks. People will continue to live in unsuitable temporary accommodation, impacting on their lives. Each week for which equivalent alternative accommodation is not sourced will cost the Council in the region of £50,000 a week.

2. Recommendation

- 2.1 It is recommended that the City Mayor approves the acquisition of the building for the value laid out in the confidential Appendix A, plus Stamp Duty Land Tax and a further £250k for professional fees. This would be financed from Prudential Borrowing under the £45m budget approved by Full Council on 21st March 2024 for property acquisitions into the General Fund.

3. Background

- 3.1 The Subject Premises was built in 2019. The building, which is 7 storeys, consists of 134 units in a single, modern, purpose-built student accommodation block. The building comprises 132 self-contained ensuite bedsits and two 1 bedroomed flats, all of which have ensuite facilities, fully fitted kitchens with integrated appliances and fitted furniture. The building also has a reception and ground floor seating area, onsite laundry facilities, secure bike storage, offices and study space. There are also two wheelchair accessible self-contained studio flats with widened doors and large wet rooms. The optimal city centre location of the building enables occupiers to capitalise from all of the benefits of city centre living, being close to all amenities, transport hubs and health and leisure facilities, making it an ideal acquisition for the council's housing need.
- 3.2 There is a need for self-contained one bed units, and the purchase of this block will meet the current number of single households that require initial temporary accommodation.
- 3.3 It will be used for singles who are either homeless, at risk of homelessness, or otherwise have critical housing needs that render their current home unsuitable. It is planned that people placed in this unit would reside here for between 3 months and 18 months maximum as temporary accommodation.

Having access to self-contained accommodation would enable clients to cook and clean for themselves, as well as develop other independent living skills, in readiness for settled accommodation. When comparing the fact that we have people that are placed in B&Bs because the Council cannot find any accommodation options for them, these units which are self-contained with their own kitchen and bathing facilities, give people their own safe space.

Those placed in hotels without their own independent facilities for long periods of time result in worsening outcomes. Often these individuals have very poor life skills around maintaining their own home. The smaller size therefore provides them with a chance to have a manageable space they can cope with maintaining in readiness for permanent settled accommodation.

The building does not adhere to Nationally Described Space Standards (NDSS). However, temporary accommodation, hostels and supported housing does not have to adhere to NDSS. The building and flats are of a very high modern standard with inclusive facilities that provide for an attractive and light environment. With a self-contained kitchen and separate bathroom this

provides for greater opportunities for independent living and a large progression domestically from B&B or hotel accommodation.

3.4 The acquisition of the YoHo building will substantially meet the needs of temporary accommodation. It is recognised that B&B type of accommodation is unsuitable for this function, beyond very short emergency stays, and can have a detrimental impact upon those that reside in it.

3.5 Like many councils across the country, due to a lack of available suitable move on accommodation, currently Leicester City council is struggling to comply with its statutory obligations under the 2003 Homelessness Regulations which state that people should not remain in B&B accommodation for greater than 6 weeks. Buying the building will enable the Council to move almost all singles out of unsuitable B&B accommodation into suitable, temporary accommodation.

3.6 Valuation

The property, excluding furniture and white goods, was valued by the Council's internal RICS Registered Valuer, and has been confirmed with two further external valuations based on private rented sector and existing use as student accommodation. All valuation details are included in the confidential not for publication Appendix A and Appendix C (1-3) attached. The current purchase price represents excellent value for money for the Council.

The current purchase price includes all furniture, fixtures, fittings, white goods and equipment and is justifiable within the range of the market valuations. Subject to Executive Approval to proceed with the acquisition, the Council would complete all residual financial, technical, and legal due diligence.

The unit price included in the confidential Appendix A represents excellent value, provides best consideration, and favourably compares to the purchase price of this type of acquisition that are currently being acquired in the City.

4. Details of Scrutiny

None

5. Financial, legal and other implications

5.1 Financial implications

The total cost of the acquisition is set out in Appendix A, including the purchase price, Stamp Duty and fees. The budget for the purchase is already approved within the General Fund capital programme, following the report on exceptional homelessness pressures which added £45m through the Council meeting on 21st March 2024. The purchase and all associated costs of acquisition would be financed using prudential borrowing over a 50-year period.

Through the acquisition of an additional 134 units of accommodation, it is anticipated that there will be financial benefits to the General Fund through reduced expenditure on temporary accommodation. The net benefit to the Council is expected to be in the region of £2.6m per year.

Stuart McAvoy – Head of Finance

19.02.2025

5.2 Legal implications

Acquisition

1. Ordinarily, the Council would acquire land and property for the provision of housing accommodation pursuant to Sections 9 and 17 of the Housing Act 1985 (as amended). However, the Full Council decision in February 2024 authorised acquisition utilising General Funds for homelessness and SAP purposes. The acquisition of this building would therefore be proposed under the Council's general powers under the Local Government Act 1972 supported by the Localism Act 2011.
2. A full title investigation and due diligence exercise have been initiated but would require to be finalised with a satisfactory report on title prior to exchange of contracts and completion of any purchase.
3. From the terms of the report, the property is currently unoccupied, and the intention is for the Council to acquire the freehold title with vacant possession.
4. Student accommodation and temporary accommodation both fall within the Sui Generis planning category, although planning permission will be required for a change from student to temporary accommodation. The Heads of Terms have made provision for this.
5. The Council has a fiduciary duty to its taxpayers in relation to proper stewardship of public monies. It is noted that Red Book valuations have been obtained for the Property.

Zoe Iliffe, Principal Lawyer (Property, Highways & Planning)

19.02.2025

5.3 Climate Change and Carbon Reduction implications

Housing is one of the largest sources of carbon emissions in Leicester, responsible for 33% of emissions. Following the city council's declaration of a Climate Emergency in 2019, and its aim to achieve carbon neutrality, addressing the emissions from housing is vital to the council's efforts to reduce carbon emissions. This is particularly important within the council's own housing stock where it has the greatest level of control.

Opportunities to ensure that this purchase will provide energy efficient low carbon housing should be investigated as relevant, which is likely to depend on the status of the building at the time of purchase. This could include consideration of the levels of insulation, use of low energy lighting and appliances and the installation of low carbon heating and renewables and potential improvements that could be made.

Achieving a high level of energy efficiency would reduce the energy bills and carbon emissions of the property and could also increase its value and the level of comfort for occupants.

Aidan Davis, Sustainability Officer
19.02.2025

5.4 Equalities Implications

When making decisions, the Council must comply with the Public Sector Equality Duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, to advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

In doing so, the council must consider the possible impact on those who are likely to be affected by the recommendation and their protected characteristics. Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

Provision of good quality affordable homes for local people that help to address current provision, both in terms of lack of availability and suitability are likely to have positive impacts in terms of the aim of the PSED to advance equality of opportunity for people from across all protected characteristics. In order to demonstrate that the consideration of equalities impacts has been taken into account in the development of the proposals and as an integral part of the decision-making process, an Equalities Impact Assessment has been undertaken which is attached at **Appendix D**.

By providing affordable housing where peoples' needs are met in a community setting there is also potential to better foster good relations between those who

share a protected characteristic and those who do not. It is important that inclusive design principles are adhered to in any development of the property.

Surinder Singh, Equalities Officer
19.02.2025

5.5 Other Implications

None

Background information and other papers:

6. Summary of appendices:

Not for Publication – Appendix A – Confidential financial information

Appendix B – Location Plan

Not for Publication – Appendix C1-3 – Internal/External Valuations

Appendix D – Equality Impact Assessment

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

No. However, Appendix A and C (1-3) are marked “Not for Publication” because they contain exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 as amended: i.e., “Information relating to the financial or business affairs of any particular person (including the Authority holding that information)”.

8. Is this a “key decision”?

Yes

9. If a key decision, please explain reason

Expenditure on an individual site (acquisition of land/buildings and/or construction) for Affordable Housing which exceeds £1m.

Appendix B – Location Plan

