



Leicester
City Council

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

DATE: WEDNESDAY, 6 NOVEMBER 2024
TIME: 5:30 pm
**PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles
Street, Leicester, LE1 1FZ**

Members of the Committee

Councillor Waddington (Chair)
Councillor Dr Barton (Vice-Chair)

Councillors Bajaj, Batool, Osman, Porter, Rae Bhatia and Singh Sangha

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

For Monitoring Officer

Officer contacts:

Ed Brown (Governance Services) and Julie Bryant Governance Services (Governance Services),
Tel: 0116 454 3833, e-mail: committees@leicester.gov.uk , Edmund.Brown@leicester.gov.uk ,
Julie.Bryant@leicester.gov.uk
Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

Information for members of the public

Attending meetings and access to information

You have the right to attend formal meetings such as full Council, committee meetings, City Mayor & Executive Public Briefing and Scrutiny Commissions and see copies of agendas and minutes. On occasion however, meetings may, for reasons set out in law, need to consider some items in private.

Dates of meetings and copies of public agendas and minutes are available on the Council's website at www.cabinet.leicester.gov.uk, from the Council's Customer Service Centre or by contacting us using the details below.

Making meetings accessible to all

Wheelchair access – Public meeting rooms at the City Hall are accessible to wheelchair users. Wheelchair access to City Hall is from the middle entrance door on Charles Street - press the plate on the right hand side of the door to open the door automatically.

Braille/audio tape/translation - If you require this please contact the Governance Support Officer (production times will depend upon equipment/facility availability).

Induction loops - There are induction loop facilities in City Hall meeting rooms. Please speak to the Governance Support Officer using the details below.

Filming and Recording the Meeting - The Council is committed to transparency and supports efforts to record and share reports of proceedings of public meetings through a variety of means, including social media. In accordance with government regulations and the Council's policy, persons and press attending any meeting of the Council open to the public (except Licensing Sub Committees and where the public have been formally excluded) are allowed to record and/or report all or part of that meeting. Details of the Council's policy are available at www.leicester.gov.uk or from Governance Support.

If you intend to film or make an audio recording of a meeting you are asked to notify the relevant Governance Support Officer in advance of the meeting to ensure that participants can be notified in advance and consideration given to practicalities such as allocating appropriate space in the public gallery etc..

The aim of the Regulations and of the Council's policy is to encourage public interest and engagement so in recording or reporting on proceedings members of the public are asked:

- ✓ to respect the right of others to view and hear debates without interruption;
- ✓ to ensure that the sound on any device is fully muted and intrusive lighting avoided;
- ✓ where filming, to only focus on those people actively participating in the meeting;
- ✓ where filming, to (via the Chair of the meeting) ensure that those present are aware that they may be filmed and respect any requests to not be filmed.

Further information

Ed Brown (Governance Services) and Julie Bryant Governance Services (Governance Services),
Tel: 0116 454 3833, e-mail: committees@leicester.gov.uk , Edmund.Brown@leicester.gov.uk ,
Julie.Bryant@leicester.gov.uk
Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

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

PUBLIC SESSION

AGENDA

FIRE / EMERGENCY EVACUATION

If the emergency alarm sounds, you must evacuate the building immediately by the nearest available fire exit and proceed to the area outside the Ramada Encore Hotel on Charles Street as directed by Governance Services staff. Further instructions will then be given.

1. WELCOME AND APOLOGIES FOR ABSENCE

To issue a welcome to those present, and to confirm if there are any apologies for absence.

2. DECLARATIONS OF INTEREST

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

3. MINUTES OF THE PREVIOUS MEETING

Appendix A

The minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on Wednesday 28th August 2024 have been circulated, and Members will be asked to confirm them as a correct record.

4. CHAIR'S ANNOUNCEMENTS

The Chair is invited to make any announcements as they see fit.

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

Any questions, representations and statements of case submitted in accordance with the Council's procedures will be reported.

6. PETITIONS

Any petitions received in accordance with Council procedures will be reported.

7. 20 MPH REVIEW - EXECUTIVE RESPONSE

The Chair of the Economic Development, Transport and Climate Emergency Scrutiny Committee will provide a verbal update on the Executive response to the 20 MPH Scrutiny review report.

8. LEICESTER MARKET REDEVELOPMENT [Appendix B](#)

The Director of Tourism, Culture & Inward Investment will present a report providing members of the commission with details of the proposed option for the redevelopment of Leicester market, the rationale behind the proposal and to invite members to comment as part of a consultation period that runs until December 9th 2024. After the consultation period has ended a final decision will be confirmed.

9. HEART OF LEICESTER PLAN [Appendix C](#)

The Director of Planning, Development and Transport submits a report for the commission to consider issues and opportunities facing the city centre area, both now and over the coming years and contribute their thoughts and ideas to inform the development of a 'Heart of Leicester' Plan.

A presentation will be given at the meeting to lead discussion.

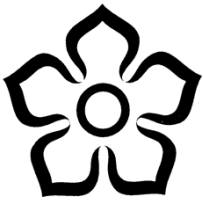
10. 24 HOUR BUS LANES - SCRUTINY REVIEW - VERBAL UPDATE

The Chair will provide an update on the Scrutiny Commission's ongoing scrutiny review of 24 Hour Bus Lanes.

11. WORK PROGRAMME [Appendix D](#)

Members of the Commission will be asked to consider the work programme and make suggestions for additional items as it considers necessary.

12. ANY OTHER BUSINESS



Leicester
City Council

Appendix A

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

Held: WEDNESDAY, 28 AUGUST 2024 at 5:30 pm

P R E S E N T:

Councillor Waddington - Chair

Councillor Bajaj
Councillor Chauhan
Councillor Porter

Councillor Batool
Councillor Osman
Councillor Singh Sangha

Also present:

Sir Peter Soulsby – City Mayor
Councillor Geoff Whittle – Assistant City Mayor for Environment and Transport
Councillor Molly O'Neill – Chair of the Task Group on Examining EV Charging Points

* * * * *

87. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies were received from Councillor Rae Bhatia. Councillor Chauhan substituted.

Apologies were received from Councillor Dr Barton. She would join online.

88. DECLARATIONS OF INTEREST

Members were asked to declare any interests they may have had in the business to be discussed.

There were no declarations of interest.

89. MINUTES OF THE PREVIOUS MEETING

It was raised that there had been inaccuracies in minutes from 2023. In the meeting of 27 July 2023, Cllr Batool gave apologies, but this was not noted in

the minutes. This was noted by the Commission.

AGREED:

- 1) That the minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 18 July 2024 be confirmed as a correct record.
- 2) That the minutes of the meetings on 27 July 2023 approved by the Chair be amended in the above respect to correct an inaccuracy subsequently discovered.

90. CHAIR'S ANNOUNCEMENTS

The Chair reminded the Commission that the first meeting of the informal scrutiny to consider bus lane operating hours would be on 4th September.

Executive members were reminded that the response to the recommendations of the informal scrutiny task group on 20mph zones was still being awaited by the Commission.

91. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that none had been received.

92. PETITIONS

The Monitoring Officer reported that none had been received.

93. MARKET PLACE - QUESTIONS TO CITY MAYOR

The City Mayor attended the meeting to answer questions from members of the Commission regarding potential proposals for the market place.

The Chair noted that a preferred option was still to be decided upon, and once it was, it would be considered by the Commission.

The City Mayor gave some background on the issue and noted that:

- Whilst the area had been used as a market place for around 800 years, for much of this time its use had been flexible to include uses other than markets.
- It had become clear that the stalls and roof had become worn down.
- Previously, out of trading hours, the space had become an intimidating area for the public and people had not wanted to walk through or around it.

- The roof cover had meant that the space was unsuitable to be used for other purposes.
- It had been decided to replace the roof and reinvest in the market place. When the roof was taken down, it had been thought as to whether a similarly inflexible structure was desirable given what had been revealed, and whether it would be more desirable to have a space that could be used more flexibly and also allow the facades of adjacent buildings to be seen.
- The City Mayor was intensely aware that traders were understandably troubled at the prospect of not returning to the original site.
- The City Mayor had met with traders and had constructive discussions. They had put their case strongly and the City Mayor understood their concerns.
- Broadly speaking, the options for the future location of the market were:
 - Return to the original proposal with the market in the original location in front of the Corn Exchange.
 - Keep the market on Green Dragon Square.
 - Use space being cleared between Green Dragon Square and Cank Street.
 - Locate the market in front of the Food Hall, keeping a portion of the remainder of the space in front of the Corn Exchange open and flexible in terms of use.
- The City Mayor would meet with traders again once the preferred option was confirmed. There would then be a process of consultation which would invite comments on the proposed option. During this consultation period there would be a further opportunity for scrutiny to ask questions and comment.

The Commission was invited to ask questions and make comments and the City Mayor to respond. Key points included:

- The City Mayor had looked at markets around the country and had reported back on how good several were. However, this did not necessarily mean that they could be copied.
- Once the old market had been demolished the potential of the space was revealed. Many had questioned whether returning to the traditional layout of the market in that location was the best use of the space. Planning permission had already been granted to develop across the whole space, and it could still be decided to return to this option. However, other options had seemed attractive and were worth considering.
- In terms of contractors, they had been brought in to take down existing stalls and clear the space. Contractors were keen to proceed once a decision was made.
- In terms of timescale, it was aimed to talk with traders in the next three-to-four weeks, after which there would be a consultation over approximately six weeks. Whichever option was chosen, it would not be

delivered instantly. The more elaborate the solution, the longer it would take to deliver.

- In terms of planning, any solution would need a further planning application and consent. This was an argument for sticking with the original plan. However, there was a once in a lifetime opportunity to think about how the space was used so it was important to get this right, even if it took slightly more time.
- Costs would depend on which option was taken. The original scheme would be one that was costly. It was thought that other solutions ought to be containable within the original costs and could possibly even be cheaper. This would need to be worked out before a decision was made as cost was important.
- The Director for Tourism, Culture and Inward Investment noted that almost all traders had relocated to the Temporary Market site on Green Dragon Square, and most of those were still trading. Rents were still charged but at a discounted rate to support traders during the period of the disruption.
- The timeframe for when the redeveloped market would be open, and trading would depend on the option chosen. It was thought that the longest option would be to rebuild on the Cank Street link and the quickest would be to keep the market on Green Dragon Square. It was further thought that the next quickest option would be to put a structure on part of the market square and it was thought that the original proposal would take some time.
- It was planned to invite comments on the proposed solution. Time and cost needed to be taken into account.
- In response to concerns raised over what had happened with the market in Nottingham, the City Mayor suggested that the Council could learn from what had happened in Nottingham.
- In response to concerns raised about the attractiveness of the surrounding buildings, it was stated that amongst those in support of leaving the space open were the Civic Society due to the facades being revealed.
- The project should consider how Anti-Social Behaviour (ASB) could be managed, particularly when the market was closed at night.
- It was reiterated that there was a lot of construction work associated with the original scheme and that the Cank Street link option would also take a long time as it would involve demolition and design. Construction on only part of the square could be less problematic, however, experts would need to be consulted to inform the way forward.
- It needed to be ascertained what would be deliverable, and what time and cost it would take.
- The City Mayor stated that it had been a pleasure to work with the market traders who were passionate about their businesses and their stake in the market, and who had put forward constructive suggestions.

AGREED:

That Scrutiny is given an opportunity to comment on the proposed option.

94. EXAMINING ELECTRIC VEHICLE CHARGING POINTS IN LEICESTER - INFORMAL SCRUTINY

The Chair proposed an agenda variance for Examining Electric Vehicle Charging Points in Leicester – Informal Scrutiny was taken next.

The Chair of the task group submitted a report examining electric vehicle charging points in Leicester. The Commission were asked to note the report and support the recommendations set out in paragraph 1.2 of the report.

Key points included:

- There was still a long way to go to meet the government deadline of 2035 (production of petrol vehicles to cease).
- Analysis was ongoing for use of LEVI funding and examining how to match local needs and requirements.
- In terms of the potential effect on the National Grid, capacity was lacking for a mass move to electric vehicles.
- Possible options to explore in the future related to converting existing petrol stations to electric charging stations.
- In terms of private sector provision, charging points could be provided based on supply and demand. This could be better for some consumers, but would mean that charging points would only be installed where profitable.
- There needs to be further examination of driving habits in the city. For those working in the city, many take public transport due to limited parking options.

The Committee were invited to ask questions and make comments. Key points included:

- In terms of the timescale implementation for recommendations it was emphasised that there was reliance on central government, and it was currently unclear as to what their approach for local authorities would be. The Council had submitted ahead of deadline for LEVI funding, but no further details had been received.
- Officers were in the process of developing strategies (encompassing the recommendations) and hopefully would look to adopt something within 6-9 months of receiving guidance from central government. It was acknowledged that the new government had other priorities and that there had been a parliamentary recess.

The Chair asked Councillors to agree the recommendations put forward.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account by the lead officers.
- 3) That the report be presented to the Executive and the response from the Executive be brought back to the Commission.

95. WORKSPACE DEVELOPMENT

The Director of Tourism, Culture and Inward Investment submits a report providing members of the commission with an update on the delivery of new workspaces at Dock 3/4/5, the Ian Marlow Centre and at Pilot House, which have all been part funded by the Levelling Up Fund.

The Director of Tourism, Culture and Inward Investment introduced the report and noted that the strategy responded to a shortage of suitable land and premises and the report was an update on levelling up schemes and investment through this. The programme being delivered was very substantial.

The Head of Economic Regeneration then presented the report. Key points highlighted included:

- For many years workspaces had been progressed as a tool of development.
- The Levelling-Up scheme had been competitive and the Council had needed to bid for the funding for these projects.
- In the conclusion of the programme, the Council would be directly managing ten workspaces with a further two that had been developed over recent years that were managed by East Midlands Chamber on behalf of the Council.
- Currently the Economic Regeneration service managed six workspaces, these included the LCB Depot, Makers Yard and Phoenix Square Workspace, Dock 1 and Dock 2 at Space City and Gresham Works.
- Gresham Works had been opened in the Spring of 2022 in the building that used to be Fenwick's Department Store. This included co-working spaces for people in the city centre.
- The workspaces were aimed at priority economic sectors such as creative industries or the wider knowledge economy.
- There were currently over 91,000 square feet of space for business tenants and accommodating over 650 employees directly. These also had a wider supply chain impacting the wider city and beyond.
- The capital projects mentioned in the report would deliver a 120% increase in workspace in a short amount of time. Once fully occupied, the portfolio would house more than 1100 jobs.
- Dock 3/4/5 followed on from the existing workspace of Dock 1 and 2,

which had been very popular and had high occupancy. Dock 3/4/5 comprised three further buildings including nine industrial units. In Docks 1 and 2, industrial units had been popular.

- Sustainability credentials were important, and the Council had led the way in bringing forward sustainable development. Dock 3/4/5 were net-zero builds which included a range of sustainability measures including EV charging and air source heat pumps.
- Dock 3/4/5 had been developed by the Council's development team and were completed by development partner Brackley Construction in May 2024, and the buildings were in the process of being fitted out before new tenants moved in. Several companies were moving in from early September and a public launch was planned for 2nd October.
- The Ian Marlow Centre had been part of the same levelling up fund proposal which would provide further workspaces across 21 new units. These were also sustainable with a high energy performance rating. It made use of solar panels and was well insulated. It was aimed for completion in October 2024.
- Pilot House built on the strength of creative industries in the city, with Leicester having a significant cluster of creative design businesses. The building was a collection of six buildings that were council owned but were underutilised. The project was bringing these buildings into a single complex and provided 29 different workspaces with a cafe, meeting, conference and exhibition facilities.
- Pilot House would also be a sustainable development, albeit that the project involved the refurbishment of a series of heritage buildings rather than new build which restricted what was possible from a sustainability perspective. Despite these limitations, roof insulation and solar panels had been installed and a good sustainability rating was targeted.
- The Pilot House project was on track to open in Summer 2025 and there had been good work done in terms of the refurbishment. There had been strong early interest in the scheme and 24% of the space had already been pre-let.
- Marketing for the Pilot House project would feature in the LCB20 celebration of the twenty-year anniversary of the opening of LCB Depot.

The Commission was invited to ask questions and make comments and the officers to respond. Key points included:

- The projects were praised, particularly in terms of the use of the sites and jobs created.
- Section 3.3 of the report outlined the number of units and companies anticipated. The Council had some experience of managing similar space. Dock 3/4/5 anticipated 54 businesses moving in.
- In terms of collaboration with the universities, De Montfort University was a key partner helping to attract inward investment in the creative sector and to attract graduates to take up jobs in the area.

- In response to a question about whether the land could have been better used for housing, the Deputy City Mayor for Housing, Economy and Neighbourhoods explained that whilst housing was important, it was also necessary to provide for employment uses based on strategic need.
- With regards to an observation that a lot of the land at the Ian Marlow centre appeared to be a car park, it was explained that the scheme was intended for industrial/commercial uses, and as such vehicular access for heavy goods vehicles needed to be provided, along with space for their large turning circles.
- In response to further queries about parking, it was noted that LCB Depot did not have parking as it was a city centre site and therefore it was desirable to encourage use of sustainable transport. Pilot House would include people working in arts and design and as such there was less need for delivery access when compared to the Ian Marlow Centre. There was a lower ground floor basement for some delivery access and cycle storage, but there were limited number of car spaces as it was necessary to encourage sustainable travel such as cycling or public transport.
- With regard to a point made about the glass roofs at Pilot House, it was noted that experts had been employed to maximise sustainability and see where improvements in that area could be made. It was further noted that glazing provided a nice environment to attract businesses to move in.
- With regard to the plan to have a café at Pilot House, it was clarified that this was based on the success of the café at the LCB Depot, which added a sense of community as well as attracting wider audiences and encouraging the general public to use the building. It was not intended to run the café in-house and there would be a procurement process to bring in a commercial operator to run it. This would also create an opportunity for rental income, this would need to be ascertained at the procurement stage.
- It was clarified that the two workspaces at Leicester Food Park and Friars Mill were being managed by East Midlands Chamber rather than by the Council. This outsourced management arrangement was required as a condition of European funding at that time.
- In relation to the distinction between these workspaces and those managed by the Estates and Building Services Division, the purpose of the Economic Regeneration workspace portfolio is to support businesses in priority economic sectors (for example the creative industries). This was achieved through building a community of business and providing a range of support services at each site. Other workspaces in the corporate estate portfolio are held for a different investment purpose, e.g. for capital appreciation and the generation of ongoing revenue income, rather than providing sector support.

AGREED:

That the update be noted.

96. RALLY PARK UPDATE

The City Transport Director submitted a report providing members of the Commission with an update on progress of the Rally Park Project.

Slides were presented as attached with the agenda pack. Additional points included:

- Work is currently taking place on phase 1.2 which fitted well with school holidays. Phase 1.1 would follow.
- Key improvements were to be made with park entrances with a view to creating better access to nearby schools.
- Upcoming changes along walking routes would increase visibility and tackle issues with anti-social behaviour.

The Commission was invited to ask questions and make comments and the officers to respond. Key points included:

- A request for a breakdown of costs was agreed.
- The need for CCTV with the park being a through route to schools was emphasised.

AGREED:

That the update be noted.

97. AIR QUALITY ACTION PLAN CONSULTATION

The City Transport Director submitted a report providing details on the proposed new Air Quality Action Plan for Leicester and associated consultation and advising members of the commission of the process by which they may provide comments for the plan.

Slides were presented as attached with the agenda pack. Additional points included:

- NO₂ Compliance was achieved across all 5 sites in monitoring year 2023.
- Diesel cars were the major contributing vehicle to NOx emissions (55%)
- Work to deploy electric buses has significantly reduced bus emissions.

The Commission was invited to ask questions and make comments and the officers to respond. Key points included:

- Management of traffic flows using signalling and smart controllers would be looked into when opportunities arose.
- Officers were engaging with schools and families providing educational

materials and are also connecting with businesses regarding sustainability. Councillors were also encouraged to engage.

- City air quality is monitored via Zephyrs positioned throughout the city & through virtual measuring.
- There is a current planning review and colleagues are taking advice at this early stage.

AGREED:

That the update be noted.

98. WORK PROGRAMME

It was requested that the report on post-LLEP arrangements include support provided to businesses.

A report on City Centre Improvements could potentially to come to the next meeting. It was requested that this include reasons for the apparent relative success of Fosse Park in comparison to the city centre and lessons that could be learned.

It was requested that an item come to the Commission on the Local Plan once a report had been completed by the inspector.

The work programme was noted.

99. ANY OTHER BUSINESS

There being no other items of urgent business, the meeting closed at 19:38.

Appendix B

Leicester Market Redevelopment

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 6th November 2024

Lead director: Mike Dalzell

Useful information

- Ward(s) affected: All
- Report author: Mike Dalzell/ Peter Chandler
- Author contact details: peter.chandler@leicester.gov.uk
- Report version number: 1

1. Purpose of Report

- 1.1 To provide members of the commission with details of the proposed option for the redevelopment of Leicester market, the rationale behind the proposal and to invite members to comment as part of a consultation period that runs until December 9th 2024. After the consultation period has ended a final decision will be confirmed.

2. Report

- 2.1 The original scheme to redevelop Leicester market was paused in May 2024. Once the old market had been demolished the potential of the space was revealed, and the City Mayor and others questioned whether returning to the traditional layout of the market in that location was the best use of the space. Whilst the area had been used as a market place for around 800 years, for much of this time its use had been flexible to include uses other than markets. This pause has allowed options for the best use of the space to be considered.
- 2.2 Several options have been under active consideration:
- Returning to the original proposal which has the market occupying the bulk of the space now cleared
 - Keeping the market permanently on Green Dragon Square.
 - Locating the market in the link between Green Dragon Square and Cank Street.
 - Locating the market in front of the Food Hall, on space now cleared
 - Not having a market at all
- 2.3 The City Mayor has met with market trader representatives several times throughout this process, and this has been a constructive dialogue. During these discussions traders felt strongly that they would prefer to return to a site in front of the Corn Exchange. They also indicated that they would not need to occupy all of the space for a market, as had been envisaged in the original scheme.
- 2.4 Many comments were received from people following the decision to pause the scheme. The majority welcomed the proposal to create a major new event space in the heart of the city, including many local businesses and representatives of the heritage sector. Some also questioned the need for a market at all and felt it was no longer viable or necessary. However, it is considered that the market remains a key ingredient of the city centre offer and an important part of the fabric of the city which we should retain, though it is accepted that concerns regarding the current offer also need to be addressed.
- 2.5 The options reviewed have concerned the respective advantages of location and scale of the market and how best to combine that with making maximum use of the

cleared area. The option now proposed would create both a new market building immediately in front of the Food Hall together with a substantial new flexible space on the remaining cleared area. This would allow Leicester's historic market to return to the traders favoured site, while keeping the market place as a flexible space for a range of uses – as it was for hundreds of years. Artist impressions of the proposed option are attached in the Appendix.

- 2.6 The proposal would create a new home for Leicester Market in a light and airy structure adjacent to the existing food hall. The steel-framed building would feature a distinctive saw-tooth roof with automated shutters. This would enable the building's open sides to be closed to secure the site when the market was not in use. The scheme would provide 48 new stalls that could be fully dismantled and cleared if needed to support events and speciality markets in the adjacent public space.
- 2.7 Keeping the market place as a flexible space for public events would enable the area to host speciality markets, live music, festivals, Christmas events or sporting celebrations. The whole site would be paved in high-quality porphyry, with colourful planters helping to create an attractive, versatile space.
- 2.8 Subject to a final decision following this consultation and planning approval for the proposed option, the new events space could be available in early 2026, with the new market building opening by spring/summer 2027.
- 2.9 The majority of market traders relocated to the temporary market on Green Dragon Square in November 2023. Rents charged have been discounted to support traders. Under this new option all market traders would continue to trade there until spring/summer 2027 when the new market was completed.
- 2.10 The proposed option has a number of advantages. Firstly it is the preferred location for traders. The new market can both act as a destination to help animate the wider area by drawing footfall whilst also directly benefiting from the footfall generated by other uses of the remaining space. It is also immediately adjacent to the food hall, supporting a combined destination food offer. The remaining space is also the most obvious location for 'spill over' specialist temporary markets that can enhance and support the permanent offer. The other options considered did not offer these advantages. It is considered that the flexible events space would be a very useful addition for the city which would be lost if we returned to the original design.
- 2.11 Remaining on Green Dragon Square was not considered viable in the long term. Some additional minor improvements to the current layout and facilities are being delivered now to improve the current offer but the structures were never designed to be permanent. Access to and through the space is tight and some design elements are inherently problematic. For example the drainage system for the square was not designed for structures to sit on it and it is not feasible to secure the site out of hours, other than by fencing which has to be taken up and down on a daily basis and which is not economic in the long term.
- 2.12 Careful consideration was given to the option of relocating the market to the area between Market Place North and Cank Street. In addition to the issues noted above, this option in construction terms is technically more challenging and risky. It requires the demolition of all the council owned properties (Nos 12-20) fronting Green Dragon Square, substantive buttressing of the remaining walls and dealing with existing

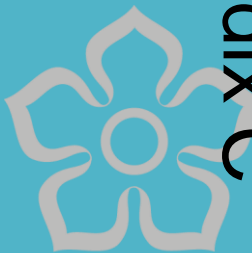
basements. That option would also rule out alternative uses of the location which could offer better value for the wider area.

- 2.8 A consultation inviting comments on this proposed option opened on Monday 28th October 2024 and is open for six weeks until Monday 9th December 2024. Details of the consultation have been published on the Council website at <https://consultations.leicester.gov.uk/communications/leicester-market>.
- 3.8 Scrutiny member's comments on the proposed option will be included as part of the consultation. All feedback received will help inform the final decision, paving the way for a scheme that will bring new life to Leicester's market place and contribute to the regeneration of the wider area.

Leicester Market

Proposed Option October 2024

15



Leicester
City Council

Appendix C







8







Heart of Leicester Plan

EDTCE Scrutiny Commission

Date of meeting: 06/11/2024

Lead director: Andrew Smith: Director of Planning,
Development and Transportation

Useful information

- Ward(s) affected: All
- Report author: Andrew Smith
- Author contact details: andrewl.smith@leicester.gov.uk
- Report version number: 1

1. Summary

The city centre is key to the local economy and provides a central hub for retailing, services, facilities, visitor attractions and is developing as a place to live and a neighbourhood in its own right. Its health and continued development is fundamental to the fortunes of the city as a whole.

A 'Heart of Leicester' plan is being developed to consider the range of issues facing the city centre area and potential priorities for delivering improvements over the next ten years.

Engagement is taking place with a range of stakeholders and the views of the Scrutiny Commission members are sought.

A presentation will be provided at the Scrutiny Commission meeting to inform a discussion.

2. Recommendation to scrutiny

The Scrutiny Commission is invited to consider issues and opportunities facing the city centre area both now and over the coming years and contribute their thoughts and ideas to inform the development of a 'Heart of Leicester' Plan.

3. Detailed report

Background

The future of our city centre is fundamental to the fortunes of the city as a whole. It is the centre for shopping and work, a hub for culture, leisure, sport and education, and the provider of essential services to everyone in Leicester. It is also our shop window for visitors and to those considering investing in our city.

However as with all city centres and towns across the country, Leicester city centre has faced constant challenges including:

- Potential wholesale clearance in the Loseby Lane and St Martin's areas back in the 1980s
- The recent impacts of Covid including accelerated changes in shopping habits to more online purchasing and the reduction in working from offices, reducing spend in city centres
- Competition, particularly from out of town retailing at Fosse Park
- The closure of household name brands such as M & S
- The pressure for more centrally located homes

- The decline of traditional industries resulting in less footfall and derelict sites
- Addressing transportation needs and related issues such as air quality
- Management and maintenance of the centre, including anti-social behaviour and 'street lifestyles'

Previous Support and Investment

The city centre and adjacent areas has received substantial support from the council and its partners/funders over many years to bring about substantial improvement related to its retail function, transportation, public realm and environmental improvement, development of new homes and workspaces and education and learning provision, leisure and tourism related development and events.

The following provides examples of some of the support and investment (including partner, private investor and grant funding) that has contributed to the continued development of the city centre and reinforced its central role in supporting the economy of the city and providing central facilities and services for city residents:

- Over 2,000 new student, rental and family homes and new schools delivered at Waterside regeneration area with over £300m of private sector investment.
- Housing development in the central area has grown the city population from 5,000 in 2004 to 22,000 in 2022 – leading to many more construction activity and related employment, and new local consumers and workers living in the centre
- New creative, financial services and technology workspaces delivered by the council using Government funding that will create over 1,000 new jobs centrally
- Investment in university and college campuses e.g. DMU Mill Lane and Freemans Common UoL schemes
- Investment in new facilities at UHL Trust's LRI hospital
- Private investment in new retail and leisure in the centre e.g. Highcross and St Martin's Square. Supported by council investment in 84 new shopfronts/pavement cafes and restaurants, e.g. Granby Street
- New and improved cultural and tourism centres such as KRIII visitor centre and schemes nearing completion for a new interactive Roman Museum at Jewry Wall and Heritage and Learning Centre at Leicester Cathedral
- Success of our sporting clubs and investment in their facilities e.g. Mattioli Arena and new hotel and fan Zone at Tigers. Planned LCFC stadium expansion
- New hotels e.g. Waterside, Welford Road, Peacock Lane
- Over 300 events per year and over 150 high quality street art murals
- 134 new green electric buses (50% of city fleet), two new bus stations, new bus shelters/stops and Real Time Information.
- Rail Station redevelopment underway
- New public realm, improving streets and creating new public squares such as Jubilee Square and Green Dragon Square.
- Creating the largest Pedestrian Priority Zone for safe cycling and walking in the country
- Quality Mark for City Council car parks
- Investing in the built heritage including Greyfriars and Churchgate Heritage Action Zones with over 100 buildings restored
- Over 300 Story of Leicester heritage panels
- Purple Flag accreditation for a safe and thriving city centre at night

- Project Harmony led by community safety, including the police to tackle ASB hotspots and link to housing support services

Plan Development

The plan was initially conceived as a city centre plan but it was felt that it should reflect the key role the centre plays for all communities and residents as a place to live and neighbourhood in its own right, a place of work and a place to visit for people living across the city and beyond. Consequently, the emerging plan has been titled 'Heart of Leicester' Plan.

Engagement has been ongoing with the council's internal services and lead members and with external stakeholders including business groups, retailers and developers for example.

Three spatial levels of plan focus are envisaged for those that increasingly live in the centre itself, those that live across the city, and those that live in the wider region:

- An exciting new **neighbourhood** and place to live and work
- An accessible hub for work, shopping and leisure **for everyone in the city**
- A thriving and well connected **regional centre**

A number of priorities has emerged from stakeholder discussions to date and an interconnected set of themes is proposed as follows:

- **Sustainable Neighbourhood:** Highlighting the growing role and importance the centre and adjacent areas such as Waterside have as a place to live for people
- **Working and Learning Hub:** Highlighting the need to provide new centrally located jobs alongside homes and build on the recent investment in new workspaces. Also the important role of the universities and colleges with over 45,00 students
- **Thriving Retail:** Recognising the continued importance of the centre to provide the city's main retail provision, acknowledging the change in retail trends.
- **Sporting and Cultural City:** Recognising the important role of sport, culture, events and tourism investment for city residents and in attracting visitors
- **Connected Centre:** Highlighting the substantial investment in bus services, cycling and walking and expanding the range of travel options as an alternative to car use
- **Beautiful, Green and Historic Place:** Recognising the rich built heritage and improvement in the public realm supporting continued investment in the centre
- **Welcoming Place:** Acknowledging the importance of a well managed and safe and well maintained centre

The revised Market scheme will be a key investment in the centre, supporting retailing and events, that will be subject to consultation, and once finalised the final scheme proposals will be included in the plan.

Once stakeholder engagement has completed a final version of the 'Heart of Leicester' Plan will be published and promoted through the council's web site. This is expected to be published early next year will set out the challenges faced by the centre and planned priorities for improvement and investment over the coming ten years. This will include activity involving, or led by, partners and also investment from the private and voluntary sectors.

The plan will be used as a means to highlight priority actions and as a promotional tool for attracting partner and private and grant (including Government) funding investments. To this extent it is a living document and can be updated as appropriate.

The Scrutiny Commission will receive a presentation on current issues and opportunities and will be invited for their thoughts on what they feel should be included in the plan.

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

4.1 Financial Implications

The Heart of Leicester Plan sets out some key themes for the future development of the city, as well as examples of recent successes. Any future schemes related to the plan would require appropriate funding and would require the usual City Council approvals before commencing

Signed: Jade Draper, Principal Accountant

Dated: 21/10/2024

4.2 Legal Implications

Legal can advise and support where necessary in the creation of the Heart of Leicester Plan and can advise on the implications and ongoing transactions or matters arising out of any such plan.

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

Dated: 21/10/24

4.3 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, 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.

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 also requires that reasonable adjustments be made so that disabled people are not excluded from places that serve the public, including publicly accessible open spaces. This duty is on-going and anticipatory and, therefore, reasonable and proportionate steps to overcome barriers which may impede people with different kinds of disabilities.

There are no direct equalities implications arising from the report recommendations as the report is for consideration, rather than decision. However, the future and on-going approach to city centre accessibility will have equalities implications. The report outlines intentions to

improve– it is important as part of this to consider the needs of people with a range of different disabilities and impairment needs (for example, those with dementia, visual impairments, mental health conditions, neuro diverse conditions such as autism, learning disabilities and so on) in addition to older people and those with the protected characteristic of pregnancy and maternity. It is vitally important that less visible disabilities are taken into account, as they can pose just as much of a barrier as a physical disability.

Accessible and inclusive design relating to highway and transport schemes in an around the City Centre will support the general aims of the PSED and will be beneficial particularly in removing barriers to participation in public life. Ongoing engagement and consultation with key service user groups, disability groups and organisations is a vital aspect of ensuring that an inclusive approach which is consistent with the requirements of the Equality Act 2010 is taken. It may be the case that an Equality Impact Assessment is required to develop the proposal in order to ensure that the possible impacts across all protected characteristics are taken into account.

Signed: Surinder Singh

Dated: 18 October 2024

4.4 Climate Emergency Implications

Following the council's declaration of a climate emergency and ambition to reach net zero carbon emissions for the council and the city, the council has a key role to play in taking a lead on tackling carbon emissions and climate adaptation within the city. It recently adopted the Climate Ready Leicester Plan including an updated strategy and a new programme of actions.

The city centre is a major source of emissions within Leicester, including from homes, businesses, transport, waste and consumption, and the impacts of climate change are among the range of threats facing the area, including flooding, extreme weather and heatwaves. The development of the Heart of Leicester Plan therefore presents a vital opportunity to encourage and enable climate action in this part of the city.

As such, further development of the plan needs to have regard to the council's strategy for achieving a Climate Ready Leicester. This includes consideration of all opportunities to embed action on the climate emergency within each of the emerging themes identified. This should also include highlighting the co-benefits of climate action for the city, such as financial savings, increased adaptation, improved transport links, health benefits and economic opportunities.

Signed: Aidan Davis, Sustainability Officer

Dated: 22 October 2024

4.5 Other Implications

None

5. Background information and other papers

None

6. Summary of appendices:

None

**Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2024 – 2025**

Meeting Date	Item	Recommendations / Actions	Progress
18 July 2024	<ul style="list-style-type: none"> 1) An overview presentation of EDTCE services and key issues. 2) Terms of Reference. 3) 24-hour Bus Lanes – informal session scope. 4) Worker Exploitation – Informal session scope. 	<ul style="list-style-type: none"> 3) Report to consider potential informal scrutiny. 4) To include recommendation on how to proceed with the work. 	
28 August 2024	<ul style="list-style-type: none"> 1) Levelling up - Workspace Update – including sustainability of buildings. 2) Rally Park Update. 3) Market Place – Questions to City Mayor. 4) Electric Vehicle Charging – Informal Scrutiny Report. 5) Air Quality Report 	<ul style="list-style-type: none"> 2) Breakdown and further details of paths, plants, surfacing material and lighting with the Commission. 3) Report regarding option taken to come to the Commission to include more information to be given on option of partially covering square and potential ways to manage ASB in the area. 5a) Signalling and Smart Controllers to be looked into and taken forward when opportunities arise. 5b) Members to engage with consultation with schools on green energy products. 	

Meeting Date	Item	Recommendations / Actions	Progress
6 November 2024	<ol style="list-style-type: none"> 1) 20mph review – Executive Response 2) Market Place report 3) Plan for City Centre Improvement. 4) Bus Lanes Informal Scrutiny – Verbal Update 	<ol style="list-style-type: none"> 3) More detailed report to be brought to the Commission following initial report on 20 March. 	
8 January 2025	<ol style="list-style-type: none"> 1) Bus Partnership Plan 2) Ashton Green development update 3) 24-Hour Bus Lanes – Informal Scrutiny Report. 4) Draft General Revenue Budget and Capital Programme 2025/26 	<ol style="list-style-type: none"> 1) To be brought to commission prior to going out to public consultation. 	
12 March 2025	<ol style="list-style-type: none"> 1) Inward investment and place marketing 2) Skills update to include ESOL – Outcomes of delivery and Skills Bootcamps. 3) Post-LLEP Arrangements and Economic Strategy Refresh. 4) Levelling up - Railway Station update. 5) Connecting Leicester programme – Local Transport Fund 6) Waterside Visit – feedback 7) Shared Prosperity Fund – Programme Report. 	<ol style="list-style-type: none"> 2) Raised at meeting on 31st January 2024. It was mentioned that delivery would be tracked over the next 18 months. 	

Meeting Date	Item	Recommendations / Actions	Progress
23 April 2025	1) 20mph Update. 2) Electric Vehicle Strategy 3) Bio-Diversity Net Gain		

Forward Plan items (suggested topics)

Topic	Detail	Proposed Date
Local Plan	To be considered by scrutiny following the report from the inspectors. Likely to be in 2024/25 municipal year.	
Budget reductions and areas under review	Requested at meeting of 31 st January 2024 when discussing Revenue Budget.	tbc
Implications of new government	Requested at meeting of 18 July 2024	

