



Leicester
City Council

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

DATE: WEDNESDAY, 27 AUGUST 2025

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 Cassidy (Vice-Chair)

Councillors Bonham, Clarke, O'Neill, Osman, Porter and Rae Bhatia

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

For Monitoring Officer

Officer contacts:

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Further information

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

Ed Brown (Governance Services) Edmund.Brown@leicester.gov.uk and **Julie Bryant (Governance Services)** Governance@leicester.gov.uk
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PUBLIC SESSION

AGENDA

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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 25th June 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

6. PETITIONS

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

7. MARKET PLACE - VERBAL UPDATE

The Director of Tourism, Culture and Economy gives a verbal update on the Market Place.

**8. UPDATE ON LEICESTER AND LEICESTERSHIRE
BUSINESS AND SKILLS PARTNERSHIP**

Appendix B

The Director of Tourism, Culture and Economy submits a report updating the Scrutiny Commission on the development and delivery of the Business and Skills Partnership for Leicester and Leicestershire.

9. GET LLR WORKING PLAN

Appendix C

The Director of Tourism, Culture and Economy submits a report providing an overview of the development of a Get Leicester, Leicestershire and Rutland Working Plan.

10. UPDATE ON WORKSPACES CAPITAL FUNDING

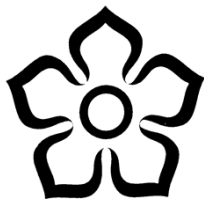
The Director of Tourism, Culture and Economy gives a presentation to update the commission on Workspaces and Capital Funding.

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



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Appendix A

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

Held: WEDNESDAY, 25 JUNE 2025 at 5:30 pm

P R E S E N T:

Councillor Waddington – Chair
Councillor Cassidy – Vice Chair

Councillor Bajaj
Councillor O'Neill
Councillor Porter

Councillor Bonham
Councillor Osman

* * * * *

151. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies for absence were received from Cllr Rae Bhatia
Apologies for absence were received from Cllr Clarke, Cllr Bajaj substituted.

152. 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.

153. MINUTES OF THE PREVIOUS MEETING

Those who were present at the previous meeting agreed the minutes to be correct.

AGREED:

That the minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 23 April 2024 be confirmed as a correct record.

154. MEMBERSHIP OF THE COMMISSION 2025/26

The Membership of the Commission was confirmed as follows:

Councillor Waddington (Chair)
Councillor Cassidy (Vice-Chair)
Councillor Bonham
Councillor Clarke
Councillor O'Neill
Councillor Rae Bhatia
Councillor Osman
Councillor Porter

155. DATES OF MEETINGS FOR THE COMMISSION 2025/26

The dates of the meetings for the Commission were confirmed as follows:

25 June 2025
27 August 2025
5 November 2025
14 January 2026
11 March 2026
22 April 2026

156. TERMS OF REFERENCE

The Commission noted the Scrutiny Terms of Reference.

157. CHAIR'S ANNOUNCEMENTS

There were no announcements.

158. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The following question was presented to the commission by Dr Spowage:

Why are there no automatic bollards on the Granby Street Pedestrian and Cycle Zone that is between Northampton Street and St Georges Way?

The bollards are on the plans that were presented to this committee on 13th October 2021 (available in the public reports pack, p.107) and are a part of the tender, and therefore I expect that money will have been allocated for them.

The Leicester and Leicestershire Enterprise Partnership delivery plan for 2022/2023, published on 7th December 2022, notes that the Granby Street scheme is now complete (p.8).

The Leicester and Leicestershire Enterprise Partnership Annual Update, published on 7th December 2022, talks of the Granby Street regeneration project as if it were complete (p.4).

However, the automatic bollards have not been installed and I cannot find any public reference to their omission. I have highlighted this issue multiple times on the Love Leicester portal but there has been no tangible improvement. In fact, the situation has been getting worse. This Pedestrian and Cycle Zone is used as a cruising strip by motorists. I have observed and documented up to seventeen vehicles at a time illegally parked and illegally driving along this section of Granby Street. This happens every day, at all times of the day and night. The Civil Enforcement Officers are overwhelmed. There are often so many motor vehicles that the whole street becomes blocked; usually by large SUVs, taxis and luxury track cars. As a cyclist, I have suffered three near misses with motorists on this section of Granby Street, and have witnessed a number of close calls between other cyclists and motorists, and between pedestrians and motorists. It feels like, and I believe this is an incredibly unsafe and unpleasant place for pedestrians and cyclists.

The Chair thanked Dr Spowage for the question and invited an officer to respond.

The Director of Planning – Development Transportation responded noting the following:

- The issues highlighted were known issues.
- The bollard installation was in the pipeline, and this was to be reflected during the current meeting.
- Subject to the programme approval, the bollards should be installed at the Granby Street section and would be similar in nature to the ones already placed with the central area of the city.

In response to a supplementary question from Dr Spowage on whether it would still be the case that plans included bollards at both ends of the section, the Director of Planning, Development and Transportation responded that:

- He would consider Dr Spowage's thoughts and would come back to him.
- The bollard position had not yet been finalised and Dr Spowage's input was welcomed.

In response to a further supplementary question from Dr Spowage regarding timescale and whether there was any reasoning behind the delay on bollards in this section compared to the rest of the city, the Director of Planning, Development and Transportation responded:

- The Council had been working closely with the police to prioritise appropriately.
- For the second phase it was necessary to consult and engage with

interested parties.

- It was hoped for the Granby Street Pedestrian and Cycle Zone bollards to be installed either later this year or by early 2026.

The following question was presented to the commission by Dr Patel and taken as read, with the questioner not being in attendance:

Having a look at the new parking signs around the city I have noticed that the 'Monday-Sat' or 'Monday -Fri' are missing. I am assuming this now means that street parking fees now apply 7 days a week. This was not included in the executive decision report in March 2025. Can the responsible person/City Mayor please address the following questions;

- 1. Why was this change not clearly stated or highlighted in the relevant Executive Decision report?*
- 2. Do parking charges still apply on bank holidays?*
- 3. Can the signs be changed back so there are no parking charges on Sunday?*

The Chair invited an officer to respond. The City Highways Director responded as follows:

The application of parking fees to Sundays and Bank Holidays was discussed by the EDTCE Scrutiny Commission on 23rd April 2025 following the “call-in” of the Executive Decision dated 25th March 2025 to increase parking fees and charges.

- 1. Why was this change not clearly stated or highlighted in the relevant Executive Decision report?*

The Executive Decision to introduce charges for on-street parking on Sundays and Bank Holidays was taken on 7th November 2022. The decision report was published on the Leicester City Council website. Paragraph 5.4 of the Executive Decision Report stated that “these proposals are predominantly an alteration to the existing fees and charges and include proposals to charge the standard rates for parking on Sundays and Bank Holidays at car parks and on-street locations”. The Decision was open to being ‘called-in’, but this was not taken up.

The implementation of the changes was subject to a number of activities before it could be applied, which included carrying out the statutory Traffic Regulation Order Consultation process required to change the parking orders to include for the application of parking fees on Sundays and Bank Holidays. The timing of the implementation was also linked to the roll out of the “Pay by Phone” option for payment of parking fees due to the changes required to the statutory signage on-street.

The proposals to amend the Traffic Regulation Order were formally advertised on-street and in the *Leicester Mercury* on 8th June 2023.

The proposals to charge for on-street parking on Sundays and Bank Holidays would: -

- i) Ensure turnover of on-street parking spaces within the City

- Centre, addressing all-day commuter parking on Sundays in support of short stay retail and visitor parking.
- ii) Help with meeting the operational running costs for managing parking and enforcement services in the city on Sundays and Bank Holidays, and supporting highway and transport improvements more generally.
 - iii) Bring on-street parking charging in line with off-street car parks where payment for parking on Sundays is normal practice.
 - iv) Disabled Blue Badge holders will still be able to park for free.

After careful consideration of objections received to the proposals, advertised as part of the Traffic Regulation or the section consultation process, the decision to implement the changes was confirmed on 16th April 2024. The new Traffic Regulation Order came into force on 2nd June 2025.

2. Do parking charges still apply on bank holidays?

The parking charges applied on all days of the week, including Bank Holidays.

3. Can the signs be changed back so there are no parking charges on Sunday?

The rationale for introducing charges for parking on Sundays and Bank Holidays was set out in the Executive Decision report dated 7th November 2022 and there were no current plans to review this again, it was discussed at the last scrutiny commission before the changes were implemented.

The Chair thanked the Officer for his response and invited questions and comments from the commission. Key points to note were as follows:

- A report was scheduled on the scrutiny work programme, which would update the commission on outcomes since the parking charge changes had come into effect. It was too early at present to observe outcomes.
- The Chair noted that she had raised an issue with the Parking Enforcement Team where a member of the public had been confused by the signage on Sunday parking.

AGREED:

- 1) For a liaison with Dr Spowage over the siting of the Granby Street Pedestrian and Cycle Zone bollards.
- 2) For a response to be passed on to Dr Patel

159. PETITIONS

The Monitoring Officer reported that none had been received.

160. OVERVIEW OF ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY.

The Director Planning of Development and Transportation and Director for

Tourism, Culture and Economy gave a presentation using the slides attached to the agenda. This provided an overview of the Economic Development, Transport and Climate Emergency Scrutiny Commission, giving a reminder of the services sitting within the commission. Additional points to note included:

- An unsuccessful procurement exercise had taken place for the train station, and a second procurement exercise is being progressed following review. It was anticipated that this would be taken back to market in the next few months.
- Figures on the annual maintenance costs for the city bus stations would be circulated to the commission.
- An offer to tour the Waterside development had not been taken up yet by the commission, the invite remained open.
- There had been several successful bids to secure funding from central government over previous years. Projects such as Canopy, Dock and the LCB Depot had all been created largely out of these funds.
- Newly available property and land was usually taken up by businesses very quickly
- Current government funding was typically directed towards housing or transport, so opportunities had now reduced. The Industrial Strategy had been published recently so prospects were being explored. There could be potential to work with the private sector.
- Each asset disposal had a level of certainty with external advice taken from qualified valuers. A report would come to scrutiny on the disposal of general assets.

The Director of Tourism; Culture & Economy provided an overview of his division, noting the following:

- The construction of the new business workspace Canopy (the redeveloped Pilot House) was complete, and was now at the fit out stage. The building was anticipated to open in early September, and would include a new café. The workspace was already 38% pre-let. The name 'Canopy' had been developed with branding consultants to reflect the architecture of the building and the creation of a protective and welcoming space for businesses.
Market rents had been set at a good level and it was estimated that when Canopy was fully occupied in several years this would contribute to the revenue surplus generated by the workspace portfolio and was already factored in to financial planning for the Council.
- Sector training facilities, such as the Construction Hub at Bishopdale in Beaumont Leys supported individuals from disadvantaged communities.
- A high-profile Apprentice Graduation ceremony was due to take place shortly with an anticipated attendance of around 150-200 apprentice graduates.
- The commission would remain updated on timescales for the market place development. A planning application for works on the public realm, in front of the Corn Exchange, had been submitted. Work on the design of the development on the market structure in front of the exchange was

ongoing.

- A high profile event showcasing Leicester's fashion and textiles sector, organised by Fashion Enter, had been delivered at Athena on 14th May 2025 with 65 local manufacturers exhibiting. This had drawn an attendance of over 1000 people with industry speakers and specialists engaging with that event including local MP, Liz Kendall. Events like these were important to support the core of local manufacturing businesses in the sector, protecting jobs for local communities.
- A Creative and Cultural strategy had just been launched for the city which would support the growth and development of this key sector. One element was recognising that there are opportunities to raise the profile of the Leicester's creative and cultural economy, and an online platform was about to be launched to do this.
- Regarding the new supported employment programme Connect to Work working across Leicester Leicestershire and Rutland, the Department of Work and Pensions were specific about what funding should be spent on. The aim was for job coaches to work with individuals for up to 12 months to help them to find and stay in work. 75% of the programme was required to be delivered in health settings and would be commissioned out to specialist providers.
- The Get Britain Working Plan will see the development of a partnership strategy to understand and address issues around the labour market, and specifically how to address high levels of economic inactivity. This work has started to look at how a range of organisations support pathways into employment. More information could come to the commission at a later date to review progress of these initiatives.

AGREED:

- 1) For figures on the bus station running costs to be circulated to the commission.
- 2) For the item on Workspaces Funding (Dock and Canopy) to come to Commission.
- 3) That the commission note the presentation.
- 4) That comments made by members of this commission to be taken into account.

161. LOCAL TRANSPORT FUNDING

The City Transport Director presented the reports attached to the agenda. These were to be taken in tandem to provide members of the commission with details of the government grants made available for transport improvements in the 25/26 financial year, and to advise members of the commission of the projects and programmes these grants will allow us to deliver or support. Key points to note were as follows:

- The vast majority of funding available to the service came via

Government grants. Bids had not always come to fruition, but Leicester did tend to have more success than other local authorities. The government had announced that they were intending to move away from this method, towards an allocation approach.

- £21.9m of additional grants have been made available to the authority for this financial year. This was across the Active Travel fund, the Local Transport Grant, the Bus Service Improvement plan, the Consolidated Active Travel Fund, the Local Transport Resource Grant and the Bus Service Operators Grant.
- The Local Transport Grant was only initially available, for this financial year, to local authorities in the North and the Midlands. The primary restrictions were that the grant cannot be spent on heavy rail, or on the strategic road network.
- The Consolidated Active Travel Fund would allow continuation of work including promoting safe access to school.
- All grants mentioned must be spent by the end of the financial year, apart from the Consolidated Active Travel Fund which must be spent by March 2027, but projects must be on site by March 2026.
- The Consolidated Active Travel Fund would allow for preparation and delivery of Rally Park phase 2 which included extending the project across the bridge at Fosse Road North, enabling connections into the new school sites.

The Chair thanked The City Transport Director for the presentation and welcome questions and comments from the commission. Key points to note were as follows:

- Regarding spending, the announcement of funding had come relatively late, time was of the essence and works were being prioritised to achieve best success. Conversations on timeframe flexibility could take place with central government.
- In response to a question, it was noted that the report of Rally Park running costs had also included aspects such as lighting and vegetation and were not only reflecting the costing of the new path and cycleways.
- Confidence had grown in the ability to retain staff.
- Suitable projects that were quicker to complete were at the forefront of planning.
- Illuminated street signage required considerable consultation and designing, and also entailed maintenance and running costs. Street sign legislation dictated the lighting put in place.
- Proposals on the work to take place on Aylestone Road would be circulated to members.
- The 20 mph scheme was limited by resource but the potential would be explored for this to be expedited.
- The Local Transport funding would remain in place up until 2030, absolute confirmation was awaited from the Department of Transport. Further details were expected to come in the Autumn for travel planning. It was then hoped that a programme spanning multiple years could be developed, rather than creating annual programmes.

- Members were invited to give their views on establishing the local neighbourhood improvement plan. The current plan was to maximise by joining into programmes that had already delivering, this would reduce overall costs.
- The 10 highest priority pedestrian crossings had been brought forward to ward briefings as the prioritisation programme. An analysis tool developed with Active Travel England had ensured maximum investment. Details of this could be shared with the commission.
- External consultants were not usually brought in, unless there was a specifically required skill set that they could bring.
- Funding benchmarking with other local authorities was problematic due to centre government changes to funding allocation. It remained to be seen how Leicester fared but certainly the indicators were that Leicester was not disadvantaged.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account.
- 3) For a breakdown of Rally Park costings to be shared with the commission.
- 4) A copy of the proposals for road resurfacing on Aylestone Road would be circulated.
- 5) Details of 10 highest priority crossings to be shared.
- 6) Progress reports to come to the Commission.

162. 25/26 BUS SERVICE IMPROVEMENT PLAN GRANT

The City Transport Director submitted a report to provide details of the Department for Transport 25/26 Bus Service Improvement Plan (BSIP) and Bus Service Operators Grant (BSOG) to members of the commission and to outline the intended approach for the deployment of funds related to BSIP and BSOG.

Key points included:

- The grant process had been competitive.
- The Council was part of the Leicester Buses Enhanced Partnership.
- The funding for the Improvement Plan must be spent on projects within the published Bus Service Improvement Plan, that were previously agreed and approved by the Department for transport (DfT), and projects that promoted bus use for residents and visitors to the city.
- Procuring buses or routes at short notice resulted in very high costs, especially when only operating for a short period of time. This hampers direct investment, and restricted how the authority can invest the funding.
- Another difficulty had been that capital schemes such as bus priority

required extensive design, modelling, engagement and consultation.

- Priorities for the programme therefore included:
 - Areas where there is opportunity to obtain private sector investment.
 - Projects that were deemed deliverable against the March 2026 deadline.
 - Opportunities which could benefit revenue-saving and passenger growth.
 - Areas where future withdrawal of funding would not be disruptive or damaging.
 - Areas which will improve the network and the accessibility of the network, and where research showed that investment could lead to long-term sustained passenger growth.
- It was proposed that the programme:
 - Operated a grant scheme for purchasing electric busses, similar to the DfT Zero Emission Bus Regional Areas scheme.
 - Continued the same level of support for the Hop! service and the Park and Ride service.
 - Maintained real-time information.
 - Supported Greenline routes.
 - Provided branding, marketing and promotional work across the Leicester flexi area.
 - Provided additional printed timetable information at certain bus stops.
 - Supported the development of future programmes.
 - Supported staff resource required for delivery of services.
- The programme allowed for the potential of up to £23m in investment, including match funding from bus operators.
- Future funding was dependent on hitting deadlines, so it was important to get the scheme up and running.

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

- In response to questions about whether subsidies lead to passenger growth, it was stated that the market was there in terms of discounting fares and running on certain routes, however, services needed to cater for the market and the need of travel in terms of journey times. Research maximised the opportunity to continue services and services would receive newer electric buses, which had faster acceleration and were more comfortable, which has led to people changing their travel habits.
- This was only a 1-year programme, so investment would only be made in what would yield long-term benefits.
- In response to a query about whether services in Thurncourt ward could be established as part of the scheme, it was explained that new drivers would need to be recruited and new buses purchased, this would mean a heavy cost premium. Therefore, new services were not considered directly as part of this funding. However, if multi-year funding was secured, then this could be considered.

- The scheme would support the Hop! Service, the Hospital Hopper service and the Park and Ride system.
- In response to a request that the Park and Ride service stop at Leicester Royal Infirmary (LRI), it was noted that the 203 stopped at LRI and the 103 stopped nearby at St Nicholas Circle. There was also a long-term ambition for the Park and Ride service to serve employment hubs in the city.
- The funding deadline was nine months away, so there was not much time to develop proposals, but more could be taken on if multi-year funding was secured.
- In response to a request for the expansion of real-time information, it was noted that this was being considered. The contract for maintenance of real-time information was being renegotiated and this would take the majority of the year, however, from next year onwards the real-time information could be expanded.
- It was noted that there was a rolling programme across the city to improve bus stops, particularly in terms of where they needed to be and whether services could continue operating to and from them. Work was being conducted with operators on where the core routes were and funding options for the future were being considered. A small number of sites would be looked at towards the end of the year as a proof of concept.
- In response to a query about the possibility of reducing fares for certain groups, it was noted that the Government's £3 cap would remain until 2027. It was further noted that blanket schemes had most likely benefitted existing bus users, but had not increased bus users. Subsidy schemes would therefore be reviewed as they came to an end to consider gaps in the market and tailoring fares to benefit people. Caution was advised as costs could outweigh benefits and it was noted that such plans could take many months of legal and contractual engagement, so it would be difficult to do this year.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account.

163. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN - APPROACH TO INFORMAL SESSIONS.

The City Transport Director discussed with the Commission as to how they wished to approach informal scrutiny sessions on the Local Cycling and Walking Infrastructure Plan.

Whilst there would be engagement at Ward level, the Commission could consider the plan more holistically.

It was suggested that it would be preferable to commence scrutiny in July due to funding limitations.

It was suggested that 'walking buses' could be considered as part of the scrutiny.

AGREED:

That an online session be convened for members of the Commission to consider the plan.

164. WORK PROGRAMME

Members of the Commission were invited to consider content of the work programme and were invited to make suggestions for additions as appropriate to be brought to future meetings.

The work programme was noted.

165. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting finished at 19:20.



Update on Leicester and Leicestershire Business and Skills Partnership

EDTCE Scrutiny Commission

Date of meeting: 27th August 2025

Lead director/officer: Peter Chandler/ Phoebe Dawson

Useful information

- Ward(s) affected: All
- Report author: Phoebe Dawson
- Author contact details: Phoebe.Dawson@llbsp.org.uk
- Report version number: 1

1. Summary

The purpose of this report is to update the Scrutiny Commission on the development and delivery of the Business and Skills Partnership for Leicester and Leicestershire.

2. Recommendation(s) to scrutiny:

EDTCE Scrutiny Commission are invited to:

- Note the ongoing development of the Business Board and the establishment of specialist sub-groups
- Note the financial position of the Business and Skills Partnership

3. Detailed report

3.1 In April 2024 the former LLEP team transitioned to the Leicester and Leicestershire Business and Skills Partnership (LLBSP), and the LEP board was disbanded and a new Business Board was formed

3.2 The role of the Business and Skills Partnership and its corresponding Business Board is to work with businesses and stakeholders to drive economic growth and deliver relevant business support initiatives at a regional level, working across Leicester, Leicestershire and Rutland. This is achieved by:

- Supporting the designated Enterprise Zones, which include sites in the County at MIRA Technology Park (MIRA) near Hinckley and at Loughborough University Science and Enterprise Park (LUSEP) and Charnwood Campus in Loughborough;
- Delivery of Skills and apprenticeship support, including the work of the Leicester and Leicestershire Careers Hub;
- Delivery of the government funded business support service (Growth Hub) and locally, the Create Growth programme;
- Local economic growth planning.

3.3 The Business Board brings local business perspectives into regional decision-making.

National and local delivery updates

3.4 The UK government launched its Industrial Strategy in June 2025. The strategy is a comprehensive plan designed to boost productivity and economic growth across the country. Its core focus is on creating an environment where businesses can thrive, innovation is encouraged, and high-quality jobs are plentiful.

- 3.5 The strategy focuses on eight key growth-driving sectors, often referred to as the "IS-8". These sectors are where the UK already has significant strengths and the potential for substantial future growth. The priority sectors are:
1. **Advanced Manufacturing:** This includes areas like next-generation vehicle production, zero-emission flight technologies, and autonomous driving solutions.
 2. **Clean Energy Industries:** Aiming to capitalize on the global market opportunity for the net-zero transition, this sector covers renewable energy (especially offshore wind), carbon capture, utilisation and storage (CCUS), low-carbon hydrogen, nuclear, and gigafactories.
 3. **Creative Industries:** Encompassing film, television, music, video games, advertising, and marketing, leveraging the UK's world-leading creativity and culture.
 4. **Defence:** Focusing on backing UK-based businesses through increased defence spending, procurement reform, and supporting defence exports.
 5. **Digital and Technologies:** With an ambition to make the UK a global leader in creating, investing in, and scaling fast-growing technology businesses, including frontier technologies like Artificial Intelligence (AI), Advanced Connectivity Technologies, Cyber Security, Engineering Biology, and Quantum.
 6. **Financial Services:** Aiming to maintain the UK's position as a global financial hub and a leader in fintech.
 7. **Life Sciences:** Strengthening the UK's position in pharmaceuticals, biotechnology, and medical technologies, and leveraging big data and AI in healthcare.
 8. **Professional and Business Services:** Supporting the growth of the UK's globally renowned professional services sector, including legal services and legal tech.
- 3.6 Beyond these specific sectors, the strategy also emphasises five foundational pillars that underpin overall economic growth:
- **Ideas:** Boosting research and innovation.
 - **People:** Developing a skilled workforce for good jobs and greater earning power.
 - **Infrastructure:** Upgrading the UK's transport, digital, and energy infrastructure.
 - **Business Environment:** Creating the best conditions for businesses to start, grow, and invest.
 - **Places:** Ensuring prosperous communities across all parts of the UK, building on local strengths and economic clusters.
- 3.7 As well as the Industrial Strategy the government have also launched its **Small Business Plan** and the **Business Growth Service**.
- 3.8 The **Business Growth Service** is a new, integrated initiative specifically designed to provide tailored support for small and medium-sized enterprises (SMEs) across the UK that are looking to scale up and grow. It acts as a central hub, bringing together various government-backed and private sector resources to offer a streamlined approach to business development. The service is delivered online and locally via the Government-funded Growth Hub and provides:
- **Access to Finance:** Guidance and connections to a range of funding options, including grants, loans, and equity investment.
 - **Specialist Advice:** Expert support in areas such as leadership development, digital adoption, export potential, and innovation.
 - **Networking Opportunities:** Facilitating connections with mentors, peer groups, and potential collaborators.

- **Skills Development:** Resources and programs to help businesses upskill their workforce and address talent gaps.

- 3.9 The Business Growth Service's mission is to transform how businesses access government and partner support by creating an inspiring, seamless and trusted experience that connects all businesses to the right advice and support when they need it most. It aims to reduce complexity, so businesses feel less confused, less alone and more confident to start, grow and succeed.
- 3.10 The LLBSP and Growth Hub will work with the Business Growth Service to simplify the landscape of business support, making it easier for ambitious SMEs to access the tools and expertise they need to overcome barriers to growth, create jobs, and contribute significantly to the UK economy.
- 3.11 We will work with the Business Growth Service to simplify the landscape of business support, making it easier for ambitious SMEs to access the tools and expertise they need to overcome barriers to growth, create jobs, and contribute significantly to the UK economy.
- 3.12 Following the launch of the Industrial strategy and the Small Business Plan, strategic authorities are required to work with their business boards to develop a Local Growth Plan. Whilst Leicester and Leicestershire is not a devolved area, it shares significant sector specialties with the IS-8 sectors and it has been suggested that a local growth plan which covers Leicester, Leicestershire and Rutland, would support the Business Board, the upper-tier local authorities and our partners and stakeholders to agree a strategic focus and support potential future bids for funding and investment.

The Business Board

- 3.13 Guidance issued from government stated that Business boards should follow certain key principles to ensure effective business involvement in local decision-making.
- 3.14 They should engage business representative organisations such as the local Chamber of Commerce, the Federation of Small Businesses and should include a diverse range of businesses reflecting local economic strengths and priorities, ensuring representation across different sectors, sizes and geographic areas, including urban, and rural to promote a diversity of voices.
- 3.15 The Leicester and Leicestershire Business Board is in development. Three posts are being held vacant, with the plan to recruit to after the launch of the Industrial Strategy to ensure alignment with identified key sectors. As the strategy was launched late June, recruitment to these positions is now underway. There is also a vacancy retained for a Rutland based business and the Business Board Chair is working with Rutland County Council to recruit to this position.

Business Board membership (as of July 2025)

Name	Organisation	Size of Business/representing	Sector	Local Authority
Andy Reed	Saje Impact	Micro	Business and recreation consultancy	Charnwood
Nick Owen	Mighty Creatives	Small	Creative agency	Leicester City
Sarah Windrum	Horiba Mira and Mira Technology Park	Large	Professional, scientific and technical activities	Hinckley & Bosworth
Erika Hardy	Everards	Medium	Accommodation and food service activities. Manufacturing	Blaby
Rob Walker	Caterpillar	Large	Manufacturing	Hinckley & Bosworth
Jennifer Thomas+HA7:H11	Federation of Small Businesses	Representing sole-traders to SMEs	Other service activities	Leicestershire & Northamptonshire
Scott Knowles	East Midlands Chamber of Commerce	Representing small to Large businesses	Other service activities	East Midlands
Chris Corkan	Make UK	Representing SME Manufacturers	Other service activities	East Midlands
Neil Mchee	Leicester Business Voice	Representing sole traders - SMEs across Leicester and Leicestershire	Administrative and support service activities	Leicester City
Kevin Allen-Khimani	Voluntary Action Leicester	Representing all voluntary organisations across Leicester and Leicestershire	Support for Voluntary Sector	Leicester City
Katie Normington	De Montford University	Representing the HE sector	Education	Leicester City
Corrie Harris	Loughborough College	Representing the FE sector	Education	Charnwood
Craig Bentley	Institute of Directors	Representing senior leaders/directors across Leicester, Leicestershire and Rutland	Other service activities	Leicestershire & South East Midlands
Cllr. Jewel Miah	Charnwood District Council	Representing the District and Borough councils	Public Sector	Charnwood
Cllr Gale Waller	Rutland County Council	Leader of UTLA	Public Sector	Rutland
Sir Peter Soulsby	Leicester City Council	Leader of UTLA	Public Sector	Leicester City
Harrison Fowler	Leicestershire County Council	Leader of UTLA	Public Sector	Leicestershire

3.16 In order to ensure that the board is fully representative of Leicester and Leicestershire business community, and to support the board to focus on priority delivery areas, the board has approved the establishment of three sub-groups, these are:

- Innovation
- Employment and Skills
- Business Support

3.17 These sub-groups will be chaired by a representative from the Business Board and include a mix of members from the Business Board and the relevant, wider business and skills community. The terms of reference and membership to these sub-groups are in development.

Financial position

3.18 The Council retains revenue reserves from the LLEP to underwrite the transition costs and on-going activity of the Business and Skills Partnership. The £3,506k balance as at 1st April 2024 is committed for this purpose, of which £344k was drawn down to cover the net operating costs during 2024/25.

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

4.1 Financial Implications

There are no financial implications beyond those identified within the body of the report.

Signed: Stuart McAvoy, Head of Finance

Dated: 14th August 2025

4.2 Legal Implications

Legal advice has been sought throughout the disbandment of the LLEP, this has and will support, where relevant, the approach to asset ownership, transfer, staff and where relevant novation of agreements relating to contracts for grants/ loans and management of the LLEP legacy budgets.

Signed: Mannah Begum, Head of Law – Commercial Legal, Principal Lawyer

Dated: 06 August 2025

4.3 Equalities Implications

The report provides an update to the Scrutiny Commission on the work of the Business and Skills Partnership for Leicester and Leicestershire. The Leicester and Leicestershire Business and Skills Partnership (LLBSP) is a collaborative initiative designed to enhance economic growth, business development, and skills improvement within the Leicester and Leicestershire region. There are no direct equality comments arising from the report. Initiatives that aim to drive forward regeneration and growth in the local economy should lead to better prospects. It is important that to ensure the careers guidance and support provided is unbiased and accessible to all young people from across all protected characteristics.

Signed: Equalities Officer, Surinder Singh Ext 37 4148

Dated: 12 August 2025

4.4 Climate Emergency Implications

There are no climate emergency implications arising directly from this report, but it is worth noting the importance of aligning economic development, business support and skills activities with the council's strategic approach to decarbonisation, climate resilience and adaptation. There are benefits to be had in terms of economic growth, employment opportunities and poverty reduction from grasping the opportunities around developing the 'green economy'. In addition, there is a need to support business with both the transition to a net zero economy and with becoming resilient to the impacts of climate change.

There is already good work represented in the Climate Ready Leicester Plan on green skills development and supporting the greening of the tourism sector, for example. The LLBSP will have an important role in linking the economic and climate agendas moving forward to maximise the opportunities for both.

Signed: Phil Ball, Sustainability Officer, Ext: 37 2246

Dated: 8 August 2025

4.5 Other Implications

None

5. Background information and other papers:

In the Spring Budget of March 2023, the Chancellor announced that the Government was "minded" to withdraw central core funding for Local Enterprise Partnerships (LEPs) starting in April 2024. This decision was officially confirmed in August 2023. The Government also indicated that funding for several key LEP functions - such as business representation, strategic economic planning, and the delivery of government programs (where directed) - would be transferred to Upper Tier Local Authorities (UTLAs), where these functions are not already managed by combined authorities or the Greater London Authority. The expectation was for UTLAs to collaborate across functional economic areas.

In April 2024 the LLEP transitioned into the UTLAs, as the Leicester and Leicestershire Business and Skills Partnership. The team work across Leicester, Leicestershire and Rutland and deliver government funded delivery across the region. The work of the team is steered by the Executive Board (City Mayor and Leader of Leicestershire County Council) and the Director of Business and Skills LLBSP, Director of Tourism, Culture and Economy at Leicester City Council, and Deputy CEO Leicestershire County Council.

6. Summary of appendices:

N/A

Get LLR Working Plan

EDTCE Scrutiny Commission

Date of meeting: 27th August 2025

Lead director/officer: Peter Chandler/Joanne Ives

Useful information

- Ward(s) affected: All
- Report author: Joanne Ives
- Author contact details: joanne.ives@leicester.gov.uk
- Report version number: V1

1. Summary

- 1.1 This briefing provides an overview of the development of a Get Leicester, Leicestershire and Rutland Working Plan.

2. Recommendations

- 2.1 To note the development of the Get Leicester, Leicestershire and Rutland Working Plan. Scrutiny members are invited to comment on the report and the actions being undertaken, and in particular to comment on the six key issues referenced in section 3.7.

3. Background and options with supporting evidence

- 3.1 Local areas have been invited by the Department of Work and Pensions (DWP) to develop detailed plans that address the challenges related to labour force participation (employment, unemployment and economic inactivity) and progression in work. Ideally DWP intend that these set out the ambition for the next 10 years alongside more immediate goals and actions.
- 3.2 DWP has tasked Leicester City Council as the responsible lead for leading the development of a local Get Britain Working plan for Leicester, Leicestershire, & Rutland, working with Leicestershire County Council, Rutland County Council, Jobcentre Plus and the Integrated Care Board.
- 3.3 There a small budget of £100k from DWP in development of this plan which will be used to support staff working on the proposal and external costs. Government have not confirmed if there will be any funding following the development of the plan but if this is not the case it is worthwhile to undertake this piece of work as this type of plan currently does not exist and can be used to help strengthen the relationships and work around Health, Work and Skills for our residents/businesses.
- 3.4 Local Get Britain Working plans are central to the Government's ambition for a thriving labour market where everyone has the opportunity for good work and to get on in work and where we achieve the ambition of an **80% employment rate**.
- 3.5 Latest data show that to reach the 80% employment rate across LLR, 37,040 people would need to move into employment. The table below shows the split across the LLR area, noting significant moves in geographical areas over the 12-month period:

Table 1: Employment Rate by Area

Data timeframe	2021	Jan-Dec 24		Apr-Mar 25	
Area	Population	Employment Rate / No's	Individuals to move into employment	Employment Rate	Individuals to move into employment
Leicester City	366,940	72.0%	19,000	65.8%(157,100)	34,020
Leicestershire County	712,632	79.1%	4,000	79.1% (337,800)	3,720
Rutland County	41,342	68.1%	2,500	83.4% (17,100)	0
Total LLR	1,120,914	76.3%	25,500	74.6% (512,000)	37,040

Table 2: Individuals Economically Inactive

Economically Inactive Rate by Reason (Apr 24- Mar 25)												
	Student		Looked After Family/Home		Temp Sick		Long Term Sick		Retired		Other	
Area	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
City	18,900	28.6	17,600	26.6	-	0.0	15,400	23.3	3,300	5.0	10,100	15.3
County	25,800	31.7	11,900	14.6	1,500	1.8	18,700	23.0	11,500	14.1	12,000	14.7
Rutland	1,100	34.4	-	-		0.0	-	0.0	700	21.9	-	0.0
	45,800	30.4	29,500	19.6	1,500	1.0	34,100	22.6	15,500	10.3	22,100	14.7

3.6 Table 2 provides an overview of the reasons why individuals are inactive. As you will note a significant number is attributed to people on long term sick, students or looking after family.

3.7 The local Get Britain Working plans are intended to tackle the six key issues identified in the government's Get Britain Working White Paper:

- too many people are excluded from the labour market – especially those with health conditions, caring responsibilities or lower skill levels
- too many young people leave school without essential skills or access to high-quality further learning, an apprenticeship or support to work so that they can thrive at the start of their career
- too many people are stuck in insecure, poor quality and often low-paying work, which contributes to a weaker economy and also affects their health and wellbeing
- too many women who care for their families still experience challenges staying in and progressing in work
- too many employers cannot fill their vacancies due to labour and skills shortages, holding back economic growth, driving up reliance on overseas labour, and undermining living standards
- there is too great a disparity in labour market outcomes between different places and for different groups of people

3.8 Local areas have been asked to **prioritise focusing on addressing economic inactivity at the local level**, and to initially prioritise the following key aspects:

- establishing the formal governance arrangements
- agreeing ways of working with partners
- analysing economic inactivity data and causes
- mapping existing provision for inactive cohorts
- identifying any duplication, gaps, and opportunities for future action

3.9 Areas have the flexibility to develop local Get Britain Working plans which will have the maximum impact within their areas. However, there are some core elements which will be expected in all plans:

1) Labour market analysis - analysis of key local labour market challenges for different groups of people across the economy, ensuring collective agreement on these key local issues

2) Drivers and Causes of Economic Inactivity (and wider labour market issues where possible) - a thorough analysis documenting the primary drivers and causes of economic inactivity within the region

3) Current System and Offer – Detail of the current support landscape across organisations (for individuals and employers) and the differing responsibilities and contributions of different stakeholders

4) Working with partners – an outline of how stakeholders can collaborate to increase engagement with support, ensure provision is aligned and improve outcomes

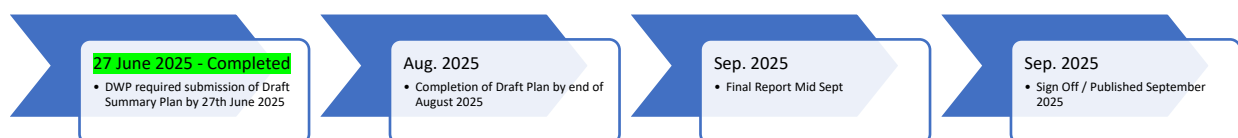
5) Systemic changes - the changes which are required to local systems to improve outcomes and enhance the effectiveness of the system, as a whole.

6) Priority Actions and Longer-Term Goals - a clear action plan for how partners will collaborate to develop support and services that address local priorities and improve local outcome indicators. This should cover actions for the next 12-24 months and steps towards achieving longer-term objectives.

7) Governance, local engagement, and future iterations – detail of governance arrangements in place related to sign-off, how the partnership will continue to be involved and the process for updating plans and monitoring progression.

Design of Leicester, Leicestershire & Rutland Working Plan (GLLWP)

3.10 We were required by DWP to submit initial summary information on a DWP template by no later than 27th June 2025 (completed). Followed by a published final plan by September 2025. To achieve this we are aiming to have a draft plan completed by the end of August 2025 to allow this to be signed off by project partners.



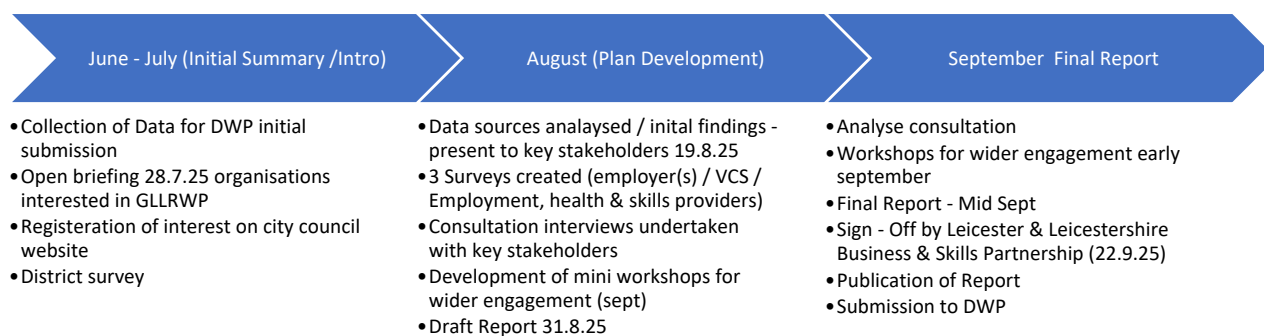
3.11 The development of local Get Britain Working plans is being overseen by a formal partnership of key local stakeholders from:

- Leicester City Council
- Leicestershire County Council
- Rutland County Council
- District Councils (through engagement via questionnaire)
- Integrated Care Board

- Jobcentre Plus

3.12 Specialist consultancy (Amion Consulting) has been appointed to help develop the final plan as we do not have existing resources in house to undertake this exercise across the LLR area.

3.13 An overview of the work undertaken and scheduled in outlined below.



3.14 We will be aligning with other local plans that relate to the labour market such as the Connect to Work delivery plan, Local Skills Improvement Plan, Integrated Care Board Work and Health strategies and WorkWell pilot, and the various UK Shared Prosperity Fund programmes. A key to the plan and benefit will be the bringing together more closely the work of the health, employment and skills leads.

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

4.1 Financial implications

As referenced within the body of this report, the Council has been allocated £100k of grant funding for the development of a Get LLR Working Plan. Local delivery of the initiatives identified within the plan will be subject to their own funding arrangements, and these will require consideration as they develop.

Stuart McAvoy – Head of Finance

Signed: Stuart McAvoy, Head of Finance

Dated: 14th August 2025

4.2 Legal implications

This report recommends that the Council becomes the responding lead for the delivery of the Get Britain Working Plan. Should this require entering into and complying with the Department of Work & Pensions' grant agreement conditions and guidance. The Council will also need to enter into agreements with the relevant Partnership Authorities to govern accountabilities and responsibilities.

The Council has the power under Section 1 of the Localism Act 2011 to do anything that individuals generally may do (general power of competence), this includes the ability to enter into the aforementioned agreements. Whilst the report does not suggest this, the Council in its capacity as the lead will need to ensure that the funding to be used whether forward funded (by way of a grant) or in the commissioning of procured activity, the Council must comply with the Procurement Act 2023 and the Council's Contract Procedure Rules or

undertake Subsidy Control assessments where applicable legal support to be sought as required.

Signed: Mannah Begum, Principal Solicitor, Commercial Legal

Dated: 7th August 2025

4.3 Equalities implications

Public authorities have a continuing Public Sector Equality Duty (PSED) which means that, in carrying out their activities (including designing and operating complaints procedures), they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, 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 paper outlines the development of the "Get Leicester, Leicestershire and Rutland Working Plan," which aims to address labour market challenges and economic inactivity. Economic inactivity, refers to people out of work and not actively seeking employment, has notable disparities across different demographics. The plan focuses on improving the local labour market by addressing issues like skills gaps, unemployment, and the quality of work available. Initiatives that aim to help more people find jobs and get on at work should lead to positive impacts for people from across many protected characteristics.

Signed: Equalities Officer, Surinder Singh, ext. 37 4148

Dated: 11th August 2025

4.4 Climate Emergency implications

There are no direct climate emergency implications associated with this report.

Signed: Phil Ball, Sustainability Officer, Ext: 372246

Dated: 12 August 2025

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

None

5. Background information and other papers:

The link to the Government White paper is as follows: [Get Britain Working White Paper - GOV.UK](#)

6. Summary of appendices:

7. 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

8. Is this a “key decision”? If so, why? No

**Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2025 – 2026**

Meeting Date	Item	Recommendations / Actions	Progress
25 June 2025	<ul style="list-style-type: none"> 1) Introduction to EDTCE. 2) Connecting Leicester programme – Local Transport Grant 3) Bus Service Improvement Plan 4) Local Cycling and Walking infrastructure plan – approach to informal sessions. 	<ul style="list-style-type: none"> 1a) Breakdown of running costs of bus stations to be produced for members. 1b) Item on Workspaces Funding (Dock and Canopy) to come to Commission. 2a) Breakdown of costs of work in Rally Park to be shared with members. 2b) Copy of proposal for Aylestone Road to be shared with members 2c) Details of 10 highest priority crossings to be shared with members. 2d) Progress reports to come to the Commission. 4) Informal Scrutiny to be arranged on this. 	<ul style="list-style-type: none"> 1b) On workplan TBA 2d) On workplan TBA 3) Arranged for 15th July.
27 August 2025	<ul style="list-style-type: none"> 1) Market Place Verbal Update 2) Update on Leicester and Leicestershire Business Skills Partnership 3) Get Britain Working 4) Workspaces Capital Funding 	<ul style="list-style-type: none"> 1) To include information on the revenue costs to operate the market 2) To include information on adult skills devolution, timelines from the government, information on the rural and urban makeup of the board, and money in reserves at the end of the financial year. 3) Looking at how Dock and Canopy are funded. 	

Meeting Date	Item	Recommendations / Actions	Progress
5 November 2025	1) Asset Disposal 2) Development Areas in Heart of Leicester Plan	1) To update on list of potential assets for disposal.	
14 January 2026			
11 March 2026	1) Adult Skills Devolution	1) To come once more is known on local govt re-organisation and timeline for devolution.	
22 April 2026	1) Car Park Usage	1) To show figures of Council car park usage to ascertain if car park usage has increased or decreased since charges have increased.	

Forward Plan items (suggested topics)

Topic	Detail	Proposed Date
Local Transport Funding Progress		
Bio-Diversity Net Gain		
Electric Vehicle Strategy	To include updated policy document.	

Local Plan Modifications Consultation.	To be briefed to all members following report from inspectors.	
Levelling up - Railway Station update.		
Budget reductions and areas under review	Requested at meeting of 31 st January 2024 when discussing Revenue Budget.	tbc
Local Walking and Cycling infrastructure plan	<p>To show more details about community engagement and consultation, particularly showing how to engage with those who are digitally excluded.</p> <p>Also to include information on who is consulted on the width of cycle routes.</p> <p>To be covered in informal sessions.</p>	

