

Leicester
City Council

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

DATE: WEDNESDAY, 5 NOVEMBER 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:

Julie Bryant and Ed Brown (Governance Services),
E-mail: governance@leicester.gov.uk
Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

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- ✓ 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

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

Julie Bryant (Julie.Bryant@leicester.gov.uk) and **Edmund Brown** (Edmund.Brown@leicester.gov.uk) **Governance Services**. Alternatively, email governance@leicester.gov.uk, or call in at City Hall.

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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 27TH August 2025 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. WORKER EXPLOITATION - VERBAL UPDATE

The Director of Tourism, Culture and Economy will give a verbal update on the response to the task group on Worker Exploitation.

8. 'ARC OF DEVELOPMENT' REGENERATION OPPORTUNITIES

Appendix B

Director of Planning Development and Transport submits a presentation on Development Areas in the Heart of Leicester Plan.

9. CYCLE TRACK DEMARCATION

Appendix C

The City Transport Director submits a report to provide members of the commission with details on the processes to create a cycle track, and the usage of demarcation signage/lines/material and provide members of the commission with specific detail about the usage of concrete blocks as a protection measure for cycle tracks.

10. ZEV STRATEGY

Appendix D

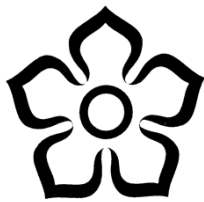
The City Transport Director submits a report to provide members of the commission with an update on the council's Zero Emission Vehicle Strategy.

11. WORK PROGRAMME

Appendix E

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, 27 AUGUST 2025 at 5:30 pm

P R E S E N T:

Councillor Waddington – Chair
Councillor Cassidy – Vice Chair

Councillor Bonham
Councillor Porter

Councillor O'Neill
Councillor Rae Bhatia

* * * * *

166. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Cllrs Waddington and Rae Bhatia would need to leave the meeting at 7pm.

167. 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.

168. MINUTES OF THE PREVIOUS MEETING

In the item on the minutes from the previous meeting, it incorrectly said the previous meeting was 23 April 2024, when in fact it was 23 April 2025.

AGREED:

That the minutes of the meeting of the Economic Development,
Transport and Climate Emergency Scrutiny Commission held on 25th
June be confirmed as a correct record subject to the above correction.

169. CHAIR'S ANNOUNCEMENTS

The Chair relayed the below from the City Transport Director:

- The City Transport Director would once again like to thank members of the commission for their engagement with the Local Cycling and Walking Infrastructure Plan (LCWIP).
- Ward councillors would be invited to attend sessions in September as part of our wider public engagement and consultation approach - these would be arranged at parliamentary constituency level, given that many routes ran through or adjacent to wards.
- Officers were reviewing the possibility of issuing paper maps, again at parliamentary constituency level, to ward councillors. This was likely to be done on a request basis to minimise financial and environmental impacts, but would be an open invitation.
- Details would be shared of the consultation platform and how ward councillors could make comments via that should they wish to.
- Officers would bring the results of the public engagement to the commission when available, subject to arrangements and scheduling with the commission.

The Chair announced that they would be leaving the meeting at 7.00 pm due to another commitment. It was also noted that Councillor Rae Bhatia would be leaving at 7.00pm. The Vice Chair assumed the chairing of the meeting for the remainder of the session.

170. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that none had been received.

171. PETITIONS

The Monitoring Officer reported that none had been received.

172. MARKET PLACE - VERBAL UPDATE

The Director of Tourism, Culture and Economy gave a verbal update on the Market Place. It was noted that:

- A public consultation had been conducted with around 1700 respondents, and just over 60 per cent supported locating the market in front of the Food Hall/ Corn Exchange, equating to more than 1000

people.

- The consultation had provided input into the future use of the area, with strong public support for creating a major new flexible event space in front of the Corn Exchange.
- During the consultation process, a special Scrutiny meeting was held in December 2024 to discuss the proposals. Comments had been fed in to inform the scheme.
- The planning application for the public realm scheme in front of the Corn Exchange had been submitted on 2 June, and this included drainage, lighting and infrastructure. This application was validated by planners on 27 June and was currently in consultation.
- Archaeological investigations were underway, as was standard for a capital scheme of this nature, and findings were due shortly.
- Subject to planning permission being granted and a formal decision to proceed, work could start on site this autumn, and the project was still on track to complete by December 2026.
- The market would continue to operate on Green Dragon Square in the meantime.
- Work by the National Grid was being planned, which would install a new electrical substation within the rear of the Corn Exchange building. This would provide an electrical supply to serve the wider area. This required a planning application to be submitted, and subject to planning approval works could get underway.
- Enabling works to facilitate this work by the National Grid were required, and disruption for these works will be carefully managed.

In discussions with Members it was noted that:

- Clarification was requested regarding whether contractors had been instructed to undertake the works. It was reported that the original contractor for the scheme was already procured. The contractor currently on site had undertaken demolition and preliminary works, although no final decision had yet been made on proceeding with the full scheme.
- Questions were raised on the future of market stalls and traders. It was reported that the market had been relocated to Green Dragon Square, with approximately 20 stall holders and 16-unit traders continuing to operate from that location. The majority of stallholders had been retained, while a small number had chosen to leave or retire.
- It was confirmed that Green Dragon Square would remain in use as the market site until the end of 2026, at which point it would revert to its previous use as an events space.
- The public realm planning application had been submitted, with a decision currently expected at the end of September 2025. This element would provide paving and infrastructure to support the operation of the market. The market structure element required further ongoing development.

- Concerns were raised about the importance of retaining the market's traditional variety of goods. The current proposal emphasised food and related products for the permanent market, although following suggestions from commission members there were plans to hold a programme of speciality markets to allow for a varied offer including pop-up markets. Ongoing engagement with unit traders that need support was continuing to identify options within the wider city and ensure continuity of trading opportunities.
- Some members considered that a market without sufficient variety would not fully meet the needs of the public and suggested the commission may need to continue to advocate for a more diverse offer throughout the year.

AGREED:

- 1) The commission would be kept updated on progress with the project.
- 2) That comments made by members of this Commission be taken into account.
- 3) The commission noted the update.

173. GET LLR WORKING PLAN

The Commission agreed to an agenda variance. The item on Get LLR Working Plan was taken before the update on the Leicester and Leicestershire Business Skills Partnership.

Councillor Rae Bhatia joined the meeting at the opening of this item.

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

The Regeneration Programmes & Projects Manager joined the meeting to assist with the discussion of this item.

The Chair encouraged members to read the Government White paper 'Get Britain Working', as it had some interesting aims in helping people start work or return to work and to remove barriers to getting into work such as health issues and lack of opportunity.

The report was presented and key points included:

- The Government agenda was aimed at addressing the challenges in the area for economically inactive people.
- This was a 10-year plan, so there would be time within the plan for

review as the area may change.

- The timescale from the government was very tight for the preparation of the initial plan, so the Council were pushing forward in developing the plan as much as possible in the timescale.
- A taskforce had been established in conjunction with the Department for Work and Pensions (DWP), the Integrated Care Board (ICB), Leicestershire County Council and Rutland County Council.
- It was aimed to raise the employment level to 80% in the region over time. At this point in time, this would require supporting 35,000 people in the region into work.
- Table 1 of the report showed current employment statistics for the region.
- Table 2 of the report showed that the majority of economically inactive people were looking after family or were long-term sick or had mental health issues or muscular-skeletal issues.
- Retirement had increased.
- The number of people leaving school without skills was an issue to note.
- Labour market analysis sat behind the priorities laid out in the report.
- It was necessary to map service provision so that alignment could be explored, and it was important to engage with wider partners and organisations
- It was necessary to identify priorities and goals in the plan, along with key actions, in the first year. Other necessary actions would most likely be identified throughout the process, and the plan would include a regular review of progress.
- An initial outline summary of the plan was prepared for the end of June. It was aimed to produce a draft of the plan in the coming days and aiming for approval and publication by the end of September 2025.

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

- It was necessary to recognise that there was a challenge to get a plan together in the tight timescale required by DWP. It was necessary to note that this was a live piece of work and had not yet been completed. Scrutiny comments would be helpful to inform the plan at this stage.
- Work was being undertaken to gather data, and different organisations had different data with no organisation having the complete picture, therefore, it was necessary to try and assemble a clear picture from the data available.
- The final document would be presented to the Business Skills Partnership Executive shortly. The DWP requires the plan to be signed off by the Upper Tier local authorities and the ICB.
- A number of actions were necessary, including bringing together a network on how to approach delivery of the plan, perhaps through a working group to address issues.

- It was stressed that this plan was the start of a process rather than an end. It was trying to build a shared view of what the labour market looked like, and an awareness of what potential interventions in the labour market could be. This would come down to choices on priorities and focus and lobbying the government for resources to deliver.
- The government wanted areas to have a plan, and this would need to be followed through with resources. The DWP wanted this as a 10-year plan, so there was a long-term focus.
- Part of the plan would be delivered by the new Connect to Work programme across Leicester, Leicestershire and Rutland, funded by the DWP, aimed at supporting economically inactive people of all ages into work. This would support people going into employment and would include inclusive recruitment practices for employers. People would also be supported once they were in work to help them stay in work.
- The WorkWell programme was working with GP surgeries to identify people in employment but on long-term sickness absence, to support the long-term sick to return to work. This was managed by the ICB and NHS.
- It would be good if these related programmes could be aligned, and the Council was facilitating this and working together for example to coordinate referrals.
- Data did not exist for all of the information about the labour market that might be useful; however, progress had been made in gathering data which might identify potential for further research. The plan incorporated the information known, but other areas for research could come to light.
- The Get Britain Working white paper had commented on hidden pockets of unemployment, such as people who had decided not to look for work for a variety of reasons. Some of these people could potentially get back into productive work with the right support.
- Getting people into work could help reduce the welfare bill and also raise people's quality of life.
- It would be important to work closely with employers to identify companies who wanted to engage with these cohorts of people and provide opportunities.
- The draft plan could be shared with members of the Commission, and members were invited to submit comments to inform the final plan.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account.
- 3) For the draft plan to be shared with members of the commission and comments be invited

174. UPDATE ON LEICESTER AND LEICESTERSHIRE BUSINESS AND SKILLS PARTNERSHIP

The Director of Tourism, Culture and Economy submitted a report to update the Commission on the development and delivery of the Business and Skills Partnership for Leicester and Leicestershire. It was noted that:

- The role of the Business and Skills Partnership and its corresponding Business Board was to work with businesses and stakeholders to drive economic growth and deliver relevant business support initiatives at a regional level across Leicester, Leicestershire and Rutland.
- The partnership's role included a focus on dedicated enterprise zones across Leicester, Leicestershire and Rutland, including MIRA Technology Park near Hinckley, Loughborough University Science and Enterprise Park (LUSEP) and Charnwood Campus in Loughborough.
- As well as delivering skills and apprenticeship support through the Leicester and Leicestershire Careers Hub, delivering the government funded business support service (Growth Hub) alongside the locally funded Create Growth programme, and supporting local economic growth planning.
- The work was aligned with the emerging government plan, which set out a focus on priority growth sectors, national policy and ideas on infrastructure, environment and places. School places and national business growth priorities were highlighted alongside local growth hub support.
- A business board had been formed to provide a business voice into local decision making, with a private sector chair and representation from different sectors.
- Innovation and collaboration with university partners on employment and business skills were highlighted, with sub-groups being established to focus on different areas and programmes as they developed.
- Funding was in place to support elements of employment and business skills as national policy developed following the closure of the Local Enterprise Partnerships including the LLEP in 2024.

In discussions with Members, the following was noted:

- Concern was raised that several successful local businesses were not represented on the board, despite their national recognition and the valuable insight they could provide on running successful businesses.
- It was acknowledged that it was not possible to include every business, as some national and global companies did not always wish to engage, but there were opportunities to review this and reach out to additional representatives and business organisations across the city and county if

there were any obvious omissions.

- Suggestions were made for other businesses that could be approached, including large retailers and employers that originated in Leicester, and it was agreed that the team would review who had been contacted so far and consider further representation.
- Leicester was highlighted as having a distinct economy compared with the county, with many smaller businesses and a diverse workforce, some of whom did not have English as their first language. Members emphasised the importance of reflecting this in board representation if possible.
- It was suggested that the business board should not seek to create a parallel structure to the existing business representative bodies such as the East Midlands Chamber or the Federation of Small Businesses. Their involvement in the board would help to address the challenge of how to maximise representation from a broad range of diverse businesses and sectors.
- Members stressed the importance of the board making a positive difference and delivering tangible benefits for local people, and assurance was given that the board aimed to support programmes of work in transition, business support and small business development, with a focus on ensuring growth translated into meaningful outcomes for local businesses.

AGREED:

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

175. UPDATE ON WORKSPACES CAPITAL FUNDING

Councillor Waddington left the meeting prior to the consideration of this item.

Councillor Rae Bhatia left the meeting prior to the consideration of this item.

Councillor Cassidy Chaired the meeting from this item onwards.

The Director of Tourism, Culture and Economy gave a presentation to update the commission on Workspaces Capital Funding using the slides attached.

Additional key points included:

- The Council had been growing a very successful workspace portfolio over many years, and in particular in the last 18 months.
- Dock 3-5 opened in Autumn 2024 and was focussed on innovation technology businesses, with a mix of office space and light commercial

space.

- Dock 3-5 funding had come from the Levelling-up fund in which one scheme per MP could be applied for, the project of the MP in question had been support for the Enterprise Zone at Space City around the National Space Centre. The Council had been required to provide match funding.
- The initial grant-payment was non-repayable, and the Council could generate revenue and create jobs from the workspace. It could also generate a surplus that could be invested in Council services.
- The city also had a strength in creative design. Pilot House had previously been the largest undeveloped building in Council ownership in the city centre and had been underused for many years. The council had been successful in securing significant Levelling-up funding for this and had provided match-funding, to transform the building into Canopy, with a focus on the creative design sector.
- Canopy was undergoing fit-out works, particularly by the external café-bar operator and associated electrical works.
- Canopy had created 26 workspaces both large and small which were already proving popular. The target occupancy for Canopy was 40% within the first year of opening, and it was already at 38% occupancy several months before opening. This was the best early performance for a new workspace scheme to date.
- The focus was on developing a community of like-minded businesses that could be supported and could support each other.
- Canopy had conference facilities and an exhibition gallery and workshops, so it would be a platform for growth.

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

- At optimum occupancy (90%), the whole portfolio was expected to generate a surplus of £600k per year for the Council. This had been factored into the budget savings profile for the Council. This did not cost the Council in terms of revenue, but at scale it could generate a surplus that could be re-invested into Council services.
- In terms of target revenue – the turnover was expected to rise from £1.6m to 3m once the new workspace schemes were fully occupied.
- Canopy had a letting policy around creative design. Efforts were made to avoid replicating the LCB Depot, and people could choose where they were best suited. Nine companies had signed up so far, one of these was rg+p, who had been the architects of the scheme who had previously been at risk of leaving the city. Another company in Canopy were a leather conservation company from Northamptonshire who had a strong partnership with De Montfort University and would be establishing a repair shop in Canopy to restore leather objects.
- The Council were in conversation with Leicester start-ups to support

scalable technology businesses who may want to move in.

- Companies wanted to be part of an entrepreneurial community, and this was being established at canopy.
- Members could visit the site and would be invited to the launch.

AGREED:

- 1) That the presentation be noted.
- 2) That comments made by members of this commission to be taken into account.
- 3) The members would be invited to the Canopy launch events

176. 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.

It was requested that the Commission consider concrete blocks in the carriageway for cycle lanes and why there was no consultation on them.

The work programme was noted.

177. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting finished at 19:14.

EDTCE Scrutiny Commission Workspaces Capital Funding 27th August 2025



Workspace Growth 2024-25

- Growth from 6 to 10 business workspaces – **90%** growth
- Dock 3/4/5 – opened Sept 2024
- Canopy – opening Oct 2025
- Total **238,000 sq ft** lettable space
- Turnover **£1.6m** to **£3.0m**
- **307** tenant businesses
- **1500** direct jobs supported





Dock 3-5 Capital Funding

Levelling Up Fund*	£12.2m	72.6%
Leicester City Council	£1.1m	6.6%
LLEP	£3.5m	20.8%
Total	£16.8m	

* Part of total Levelling Up Fund grant of £19.433m



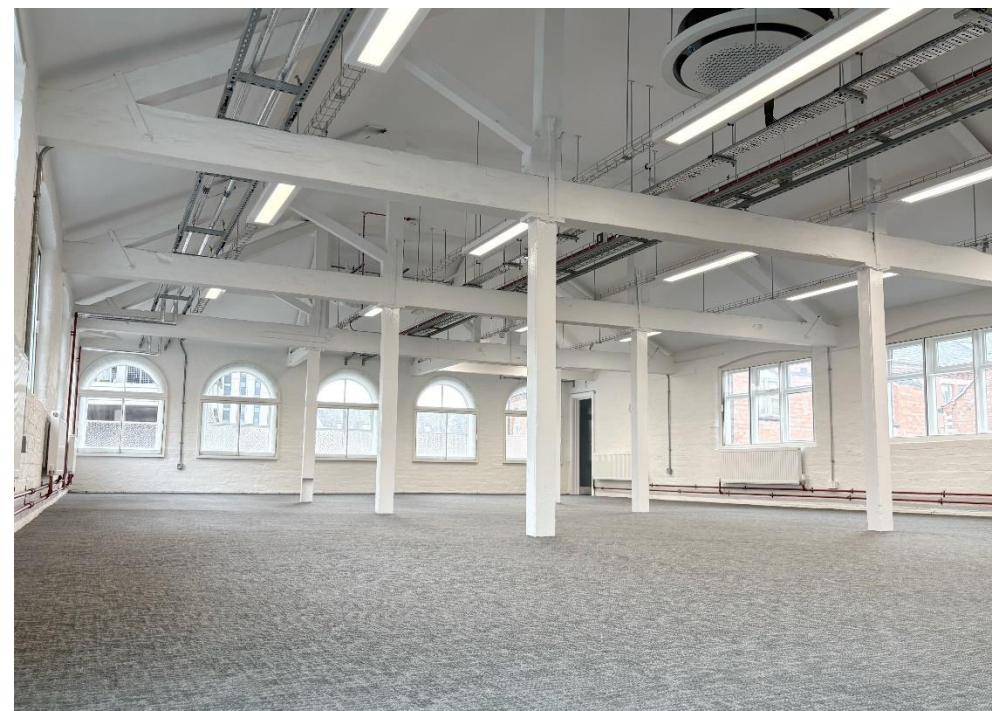
Canopy Capital Funding

Levelling Up Fund	£9.9m	67.8%
Leicester City Council	£4.7m	32.2%
Total	£14.6m	

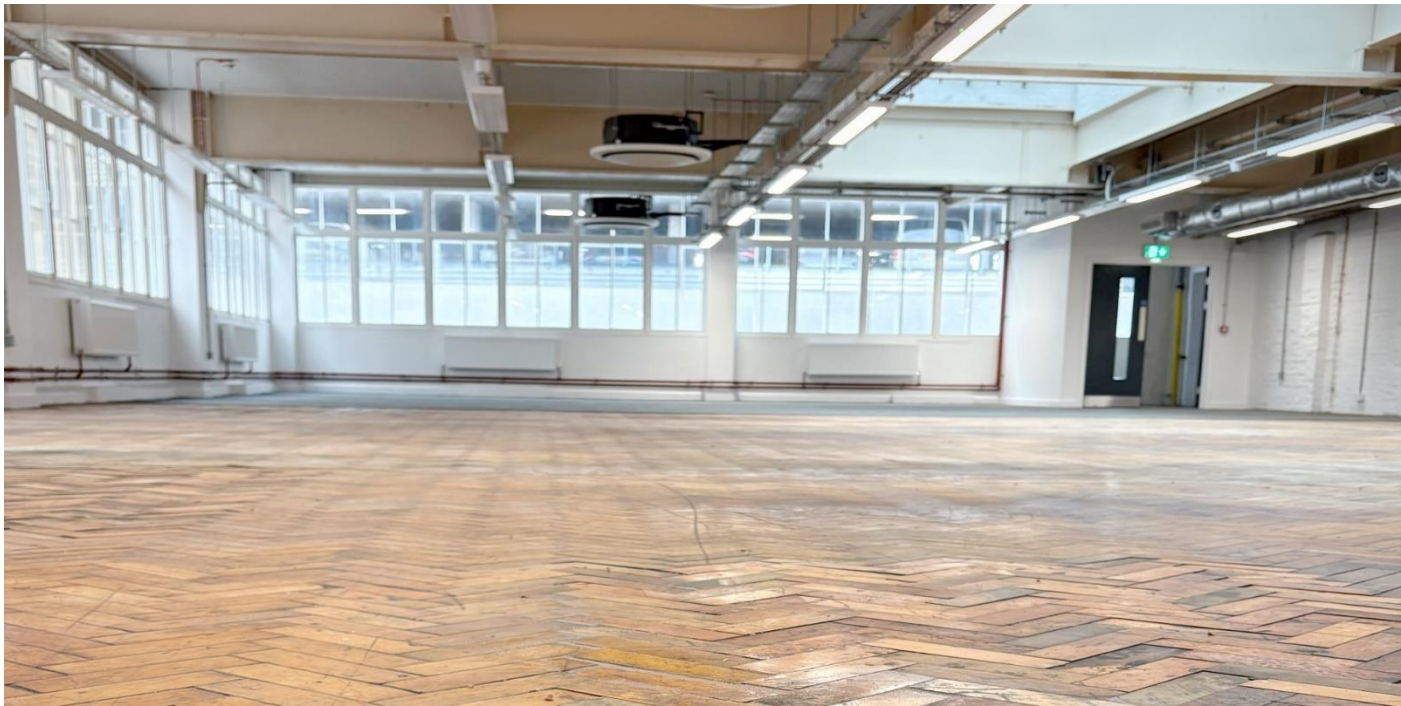
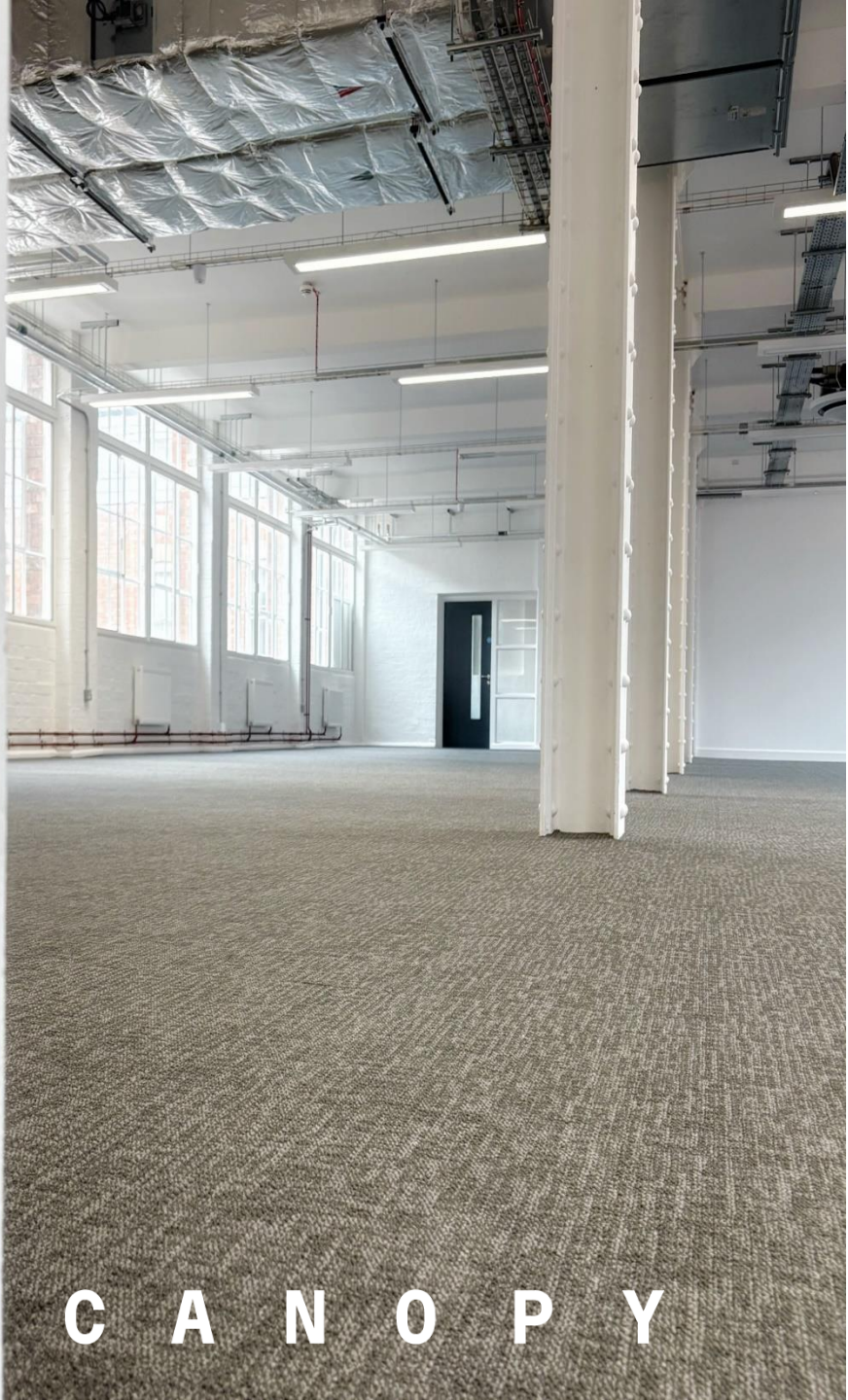
CANOPY



CANOPY



C A N O P Y



'Arc of Development' Regeneration Opportunities

EDTCE

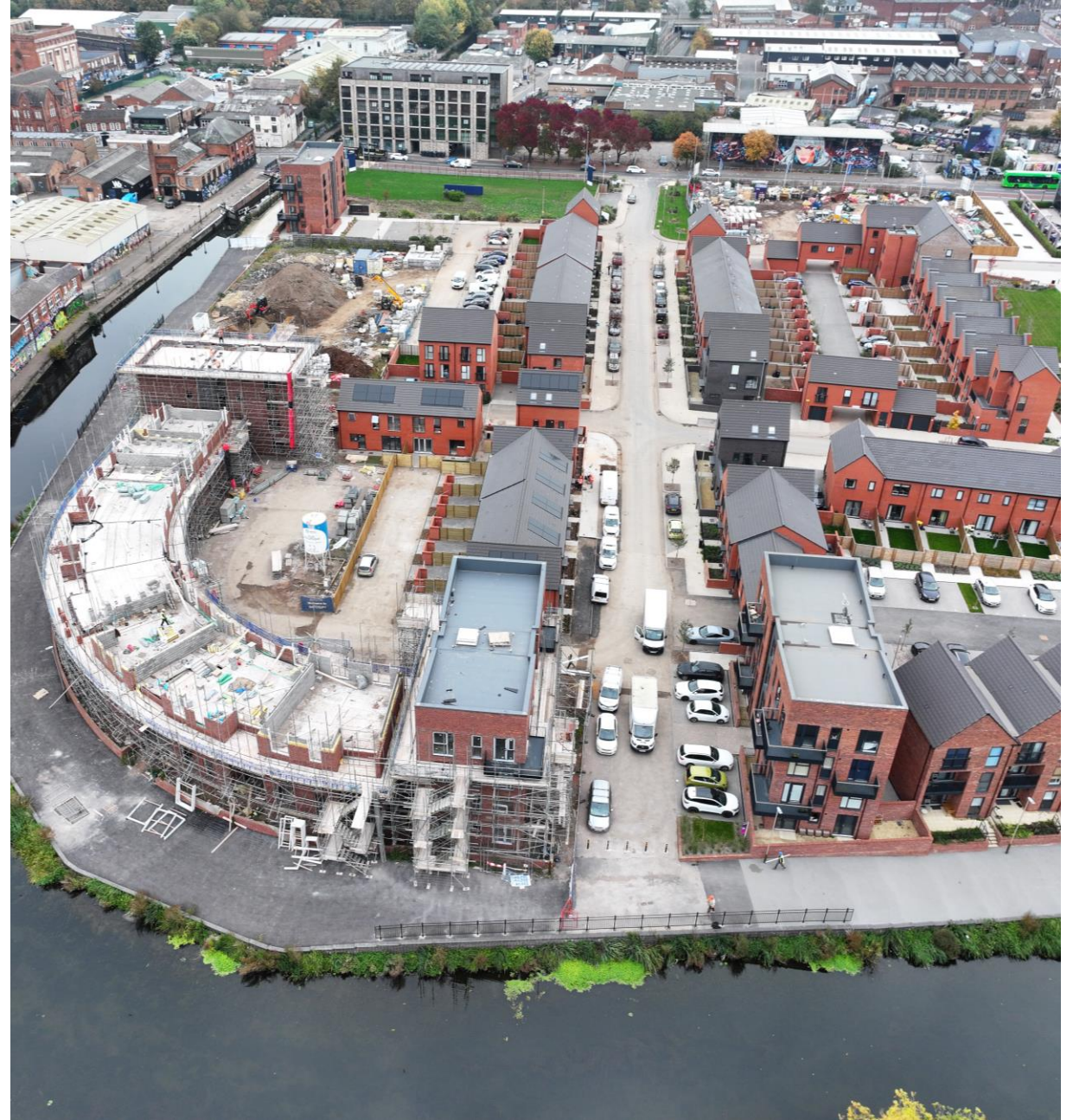
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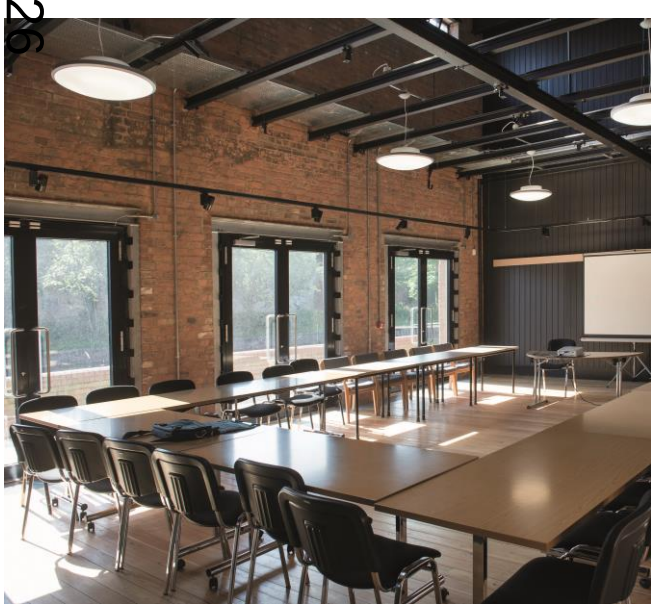
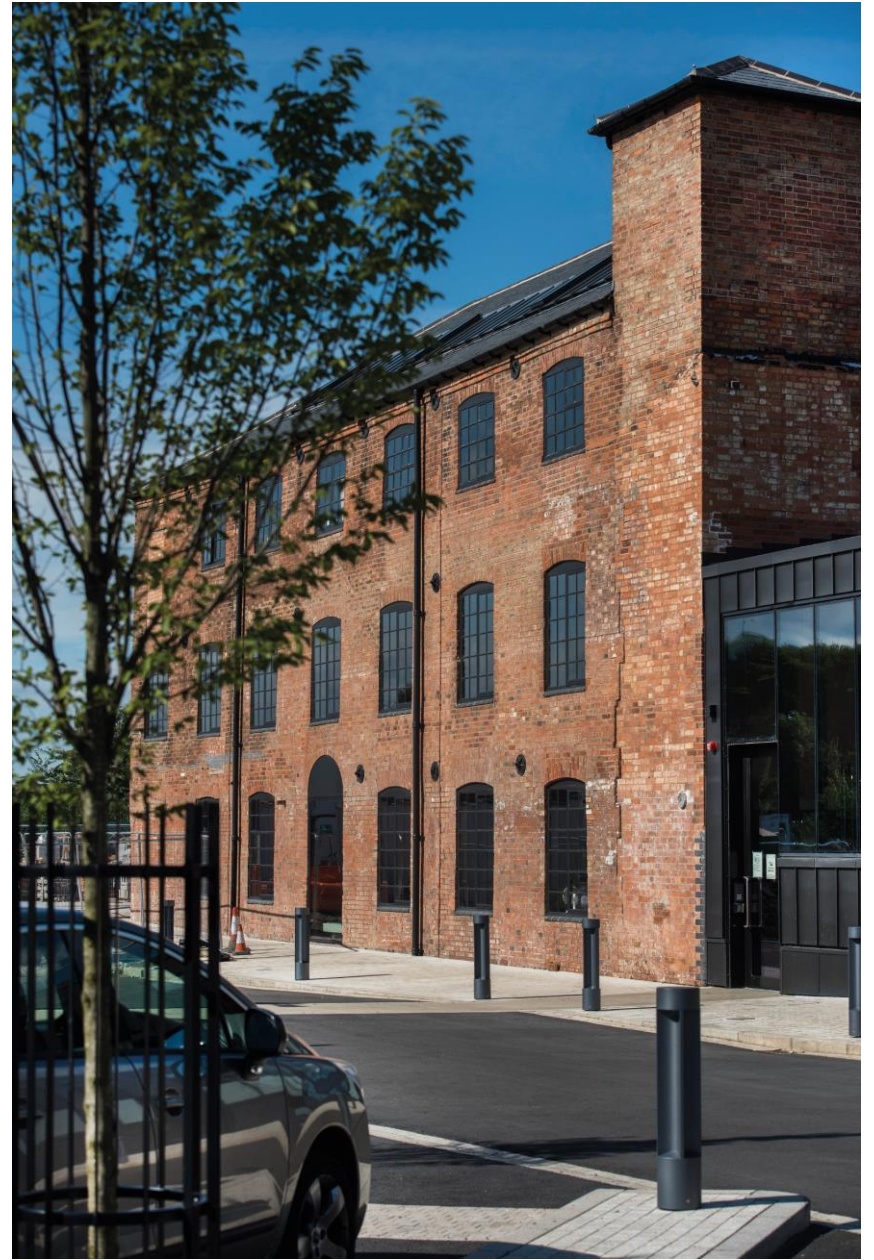


A TEN YEAR PLAN

















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AERIAL VIEW FROM ABBEY PARK

Illustrative aerial view from Abbey Park highlighting the vista along Corah Park, framing the new rear facade of the OTB to create a legible focal point leading visitors into the site. High quality detailing and landscape helps to form engaging views within the site and guide visitors throughout. This view showcases the OTB as the heart of the project, with surrounding structures expanding outwards through carefully considered scale and massing.

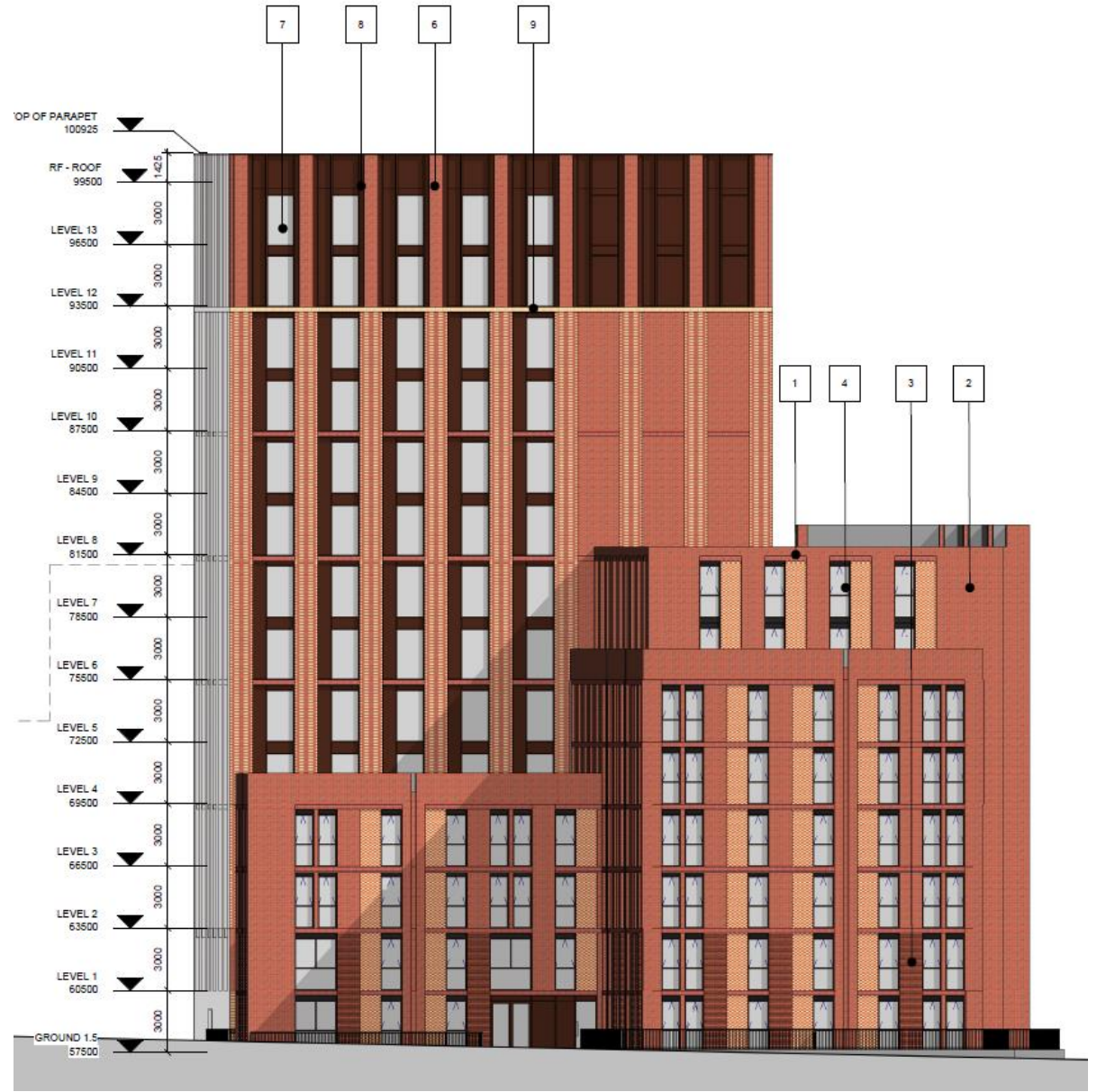
Each building remains interesting and distinct, whilst being visually connected through historic reflections of scale, massing, materiality and detailing, and crucially, physically connected through a responsive and vibrant urban realm.





ed South Elevation









35











www.leicester.gov.uk/heartofleicester

Any questions?

Cycle Track Demarcation

EDTCE Scrutiny

Date of meeting: 05 November 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with details on the processes to create a cycle track, and the usage of demarcation signage/lines/material
- 1.2 To provide members of the commission with specific detail about the usage of concrete blocks as a protection measure for cycle tracks.

2. Definition of a cycle track

- 2.1 Though the terms are often used interchangeably, there is a legal distinction between a cycle track and a cycle lane.
- 2.2 A **Cycle Track** is defined in primary legislation as a way over which the public have a right to pass and repass by pedal cycle, and where they may also have rights on foot. It is an offence under §21 of the Road Traffic Act 1988 to drive or park a motor vehicle in a cycle track. These are usually identified by being physically separate from the carriageway, though that is not a fundamental requirement.
- 2.3 A **Cycle Lane** is specifically a section of carriageway that has been designated for the usage of cycles and may or may not permit usage by other vehicles depending on what markings are used. It is not a specific offence to park within a cycle lane, even a mandatory cycle lane, unless there are also waiting restrictions present. These are usually identified by being at carriageway level and marked with a white line, broken or unbroken.
- 2.4 For the purposes of this document, **Cycle Facility** is used when referring to both cycle tracks and cycle lanes.

3. Process to create a cycle facility

- 3.1 As a rule, a Traffic Regulation Order (TRO) is not required to create a cycle facility.
- 3.2 The exception would be where in the process of introducing the facility, there must be additional controls over usage – for example, creating a contraflow cycle track would require a TRO, as it reverses the direction of travel and applies a one-way restriction; introducing waiting restrictions alongside a cycle lane would also require a TRO.
- 3.3 Creating a cycle lane requires only that the authority install the necessary markings as prescribed within the Traffic Signs Regulations and General Directions (TSRGD).

- 3.4 A highway authority has powers under the Highways Act 1980 (§65) to create a cycle track. This may or may not involve construction work, depending on the nature of the cycle track and location, but the authority is obliged to clearly demonstrate that it has exercised its powers. The exact mechanism is not prescribed in law, and can be set by each authority depending on its constitution, governance arrangement, delegated powers, and equally by the works undertaken – construction work alone may demonstrate an intent to make use of the powers.

4. Purpose and types of demarcation and separation.

- 4.1 The ultimate purpose of a cycle facility is to provide users with a safe space away from other types of traffic, including pedestrians. This therefore requires the usage of some form of demarcation or protection to identify the extent of the facility.

- 4.2 These features can be split into three categories, as below. The presentation attached as Appendix 1 contains visual examples of each category:

i No protection

These may be marked out with compliant lining and paintwork, and may create an offence for a vehicle to drive into the space, but offer no physical protection from motor vehicles.

ii Lightly Segregated

Traffic cylinders, bollards, or low-level features with intermittent gaps and spacing are best considered lightly segregated features. They provide a strong level of visual and physical separation, but do not create a fully stepped and protected track

iii Fully Segregated

Usage of kerbs, either full or half-height, to separate the facility from other traffic. This may be raised to footway level, or may continue to operate at carriageway level but be otherwise separated via a kerb line or buffer strip.

- 4.3 Whilst compliant road markings do provide a designated space, they do not provide a means to physically deter or restrain vehicles and have been found to increase the volume and risk of close passes. They are not likely to be considered safe or attractive to cyclists, who will either avoid using them by not travelling, using the footway, or – if confident – may find it safer to ride in general traffic lanes.

- 4.4 The authority has a duty to ensure the expeditious movement of traffic across the road network, as well as a general obligation to ensure safety and take actions that deliver on local and national objectives around decarbonisation and sustainable travel. The delivery of cycling infrastructure that directly encourages modal shift fulfils all of these objectives.

- 4.5 Given the above, facilities that offer physical protection from motor vehicles are preferred by cyclists and by the authority.

- 4.6 For a constrained urban area such as Leicester, available space is the biggest constraint that dictates the type of facility. Providing sufficient space for cycling, motor vehicles, and pedestrians – alongside other facilities such as bus lanes, bus stops, or pedestrian crossings – can be a significant challenge. As a rule, lightly segregated facilities require less space, and are also easier to install around areas of particular difficulty, such as short stretches of multiple accesses or driveways.
- 4.7 The highway authority has a general power of improvement, that may be used to deliver works on the public highway without planning permission or requiring extensive consultation. This can be used to upgrade, relocate, or replace features on the network.
- 4.8 Note – there are other, additional, types of demarcation depending on specific circumstances. Bidirectional cycle facilities should have some form of visual separation between directions of travel, and if level with a footway there should be a raised section of trapezoidal kerb to provide a tactile level difference for visually impaired users.

5. Guidance

- 5.1 The Department for Transport is the body responsible for issuing design guidance to local authorities in England. It is a condition of government funding to follow this guidance wherever possible, and to document departures from standard where necessary.
- 5.2 Current cycle design standards are held within Local Transport Note 1/20 *Cycle Infrastructure Design*, which replaced LTN 1/08 *Cycle Infrastructure Design*.
- 5.3 Alongside providing design advice and guidance for engineers, LTN 1/20 outlines key principles of cycle network and scheme design that authorities are also obliged to follow – which includes ensuring there is safety and coherence at a network level, by ensuring there is safe segregation of cyclists from vehicles and pedestrians at all times and that space is allocated accordingly to ensure the most efficient modes are able to derive the most benefit.

6. Case study: Aylestone Road

- 6.1 Aylestone Road was designated as a Key Worker Corridor as part of the city council's response to the Covid-19 pandemic, recognising the importance of the route for cycle journeys in all seasons. Though parallel and traffic free, the Great Central Way is not suitable for many users during the winter months or darker mornings/evenings.
- 6.2 In summer 2020, temporary traffic wands were installed on the existing advisory cycle lanes found along sections of Aylestone Road. These were to provide a safer route for the increasing number of cyclists traveling to and from major employment sites, whilst also serving to narrow the road width as a means of reducing vehicle speeds due to local concerns and recent fatalities and serious injuries along Aylestone Road.

- 6.3 The installation was monitored after installation, including comments received from the public. The number of such comments was limited, and the majority related to the temporary nature of the installation, rather than the purpose, and usage by cyclists was found to be increasing.
- 6.4 Funding from the Active Travel Fund, a government programme targeted at making permanent temporary measures introduced during the pandemic, allowed for the replacement of these temporary wands with a more permanent feature.
- 6.5 The installation of a fully stepped cycle facility, as may be found on Welford Road, was found to be out of scope due to cost and a need to deliver at pace to comply with the funding grant. The high volume of accesses along Aylestone Road as well as junctions within the scheme boundary would make the installation of a raised facility a costly and complicated matter, and would require specific consideration for onward connection into existing facilities.
- 6.6 The importance of Aylestone Road to buses, emergency vehicles, and freight was recognised, and a stepped facility was found to present significant challenges to retaining carriageway width without either a great deal of compromise or more heavy engineering works to ensure space was created from the available footway.
- 6.7 An alternative approach was sought and officers identified the concrete blocks that are now in situ. They had been used elsewhere in the country (notably Nottingham and Manchester) to great effect, and their installation was much more secure than the bolt downs that had been used on London Road. Crucially, their width allowed for a minor extension to the cycle tracks, and though it required the removal of some central markings and islands did mean that the relative widths could be maintained through that section of Aylestone Road.
- 6.8 Frontages and residents were notified from September of 2023 of the forthcoming changes to the cycle track, making it clear that this was an enhancement to the existing facility.
- 6.9 Similar features were installed on Braunstone Lane East as part of the same scheme.
- 6.10 Wands were used to provide an additional vertical reference point for drivers, and the spacing between the blocks was designed to ensure that access was maintained to properties, businesses, and junctions.
- 6.11 Red surfacing on the cycle tracks was also arranged, to ensure there was consistency with other sites in the city and to resolve outstanding concerns with the surface quality that had been raised by residents and users.
- 6.12 Some blocks required amendments during and shortly after construction, which resolved the majority of concerns related to access to or from properties and businesses. In addition, following concerns raised over visibility when joining Aylestone Road at certain points, further wands were installed alongside the concrete blocks to provide more vertical visibility.

- 6.13 The result is the creation of unidirectional cycle tracks along around 850m of Aylestone Road, providing protection for cyclists as they navigate a key section of the route. Future projects would look to further extend this section, and provide protection for journeys into the city centre or beyond and greater access to the surrounding amenities, residences, and destinations.

7. Financial, Legal, Equalities, Climate Emergency, and Other Implications

7.1 Financial Implications

There are no direct financial implications associated with this report. As and when new cycle facilities are proposed, the financial implications will be sought.

Signed: Stuart McAvoy – Head of Finance

Dated: 22/10/2025

7.2 Legal Implications

The report sets out guidance and information only relating to the process for creation of cycle tracks and cycle lanes. There are therefore no legal implications arising from the report. Various local highway authority powers are referenced throughout the report.

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

Dated: 14/10/2025

7.3 Equalities Implications

There are no direct equality implications arising from this report, however as noted in the report, pedestrians' needs are considered in the planning of cycle tracks and lanes, and this will impact on a range of protected characteristics. Protected characteristics under the Equality Act 2010 are age, disability, gender re-assignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

Signed: Sukhi Biring, Equalities Officer

Dated: 15 October 2025

7.4 Climate Emergency Implications

There are no direct climate emergency implications associated with this report. Understanding provision of safe cycling options is likely to be of future benefit in supporting active travel within the City.

Signed: Phil Ball, Sustainability Officer, Ext 372246

Dated: 14 October 2025

7.5 Other Implications

8. Appendices and Other Papers

8.1 Appendix 1 – Cycle Lane Demarcation EDTCE Presentation (.pptx)

Cycle Lane Demarcation

EDTCE Scrutiny
5 November 2025

Definitions

Cycle Track

- A way over which the public have the right to pass and repass by pedal cycle (and possibly by foot)
- 51 • A specific offence to drive or park on under the Road Traffic Act.
- Often found physically separate from the carriageway, though still part of the highway

Cycle Lane

- A section of carriageway that has been specifically marked as being for usage by cyclists – advisory or mandatory depending on markings used.
- An offence to drive in if unbroken lines are used, but parking/waiting can only be enforced if there are also waiting restrictions.
- Found on carriageway, though may have additional features to provide some protection to users.

Examples

Cycle Track

Cycle Lane



Process

Cycle Track

- Created using powers from the Highways Act (1980) – authority needs to show that it has exercised its powers.
- Exact mechanism is not prescribed – act of construction may be enough, or if no construction has been required then it will depend on the constitution/scheme of delegation for the authority.

Cycle Lane

- Highway authority installs road markings compliant with the TSRGD 2016.
- Additional upright signage can be installed, any specific restrictions will be subject to a TRO and requisite consultation.

Traffic Regulation Orders (TROs)

- A legal order that governs how or what traffic can use a section of highway. A TRO must follow a defined process, which includes consultation.
- 53 • As a rule, no TRO required to create a cycle lane or a cycle track – the exception is if there also needs to be some form of traffic control, such as creating a contraflow cycle track (where cyclists may only travel in one direction, opposed to vehicle traffic).

Demarcation

- Main purpose of a cycle lane is to provide users with a safe space away from other types of traffic – including pedestrians.
- Demarcation key to defining the edge of the facility and outline to users how they should act and where they can travel.
- Three main categories

No protection

- Cycle lanes marked with paint/thermoplastic only. Often avoided, either by cycling on the footway or (confident cyclists) using the driving lane.
- Awards no physical protection from vehicles or other users, and can be readily interfered with (parking, for example).



Lightly Segregated

- Makes use of bollards, traffic cylinders, or low level features to provide a level of physical protection.
- 51 • Most often used as a temporary measure, or where there are constraints over space and environment that make a full stepped track too expensive or unreasonable.



Fully Segregated

- Provides complete separation for cyclists from vehicles/pedestrians.
- Most often uses a kerb and height differenced (cycle track roughly at footway level), though may be at carriageway level with a buffer.



Aylestone Road – 2019

- Originally an advisory cycle lane, ongoing concerns with safety, overrunning by vehicles, and general vehicle speeds along Aylestone Road.

58



Aylestone Road – 2020

- Temporary traffic wands installed as part of the city's Covid-19 to create a "Key Worker Corridors".
- This was partly to provide a level of protection to users, but also to narrow the road width as a means of controlling vehicle speeds.
- Majority of concerns over this period was due to the temporary nature of the wands – were susceptible to damage, cycle lanes were still narrow, and they were considered unsightly.



Aylestone Road – 2023/4

- Replacement of the temporary features was undertaken using the Active Travel Fund – a government grant primarily intended to make permanent temporary features installed over the Covid period.
- Feature selection was based on need to ensure as much carriageway width could be retained as possible for buses and larger vehicles, alongside funding and timescale restrictions imposed by the funding.



Aylestone Road

- Red surfacing installed to increase conspicuity, additional vertical wands also installed to increase visibility to approaching drivers.
- New crossing facility currently in design to reduce severance to pedestrians.



ZEV Strategy

EDTCE Scrutiny

Date of meeting: 05 November 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with an update on the council's Zero Emission Vehicle Strategy

2. Background

- 2.1 The city council has been actively developing a Zero Emission Vehicle (ZEV) strategy, to outline how we shall support residents and businesses to transition their vehicles to alternative, zero emission fuels.
- 2.2 Work has been progressing for a number of years, though changes to government policy and rapid advancements in the sector has required the strategy be continually refined and information be updated. With the recent reconfirmation of the ZEV mandate – that no new petrol or diesel vehicles may be sold after 2030, outside of specific exceptions – and the consolidation of government funding and clarity therein, it has been possible to finalise our strategy.
- 2.3 Members of the EDTCE scrutiny commission have been involved during strategy development, which included a task group established to examine EV charging points in the city. The findings of this group were reported back to the commission on the 28 August 2024 and their recommendations helped shape the strategy.
- 2.4 The strategy directly supports our bid to government under the Local Electric Vehicle Infrastructure (LEVI) programme, which provides capital funding for authorities to invest in the delivery of charging solutions where there may be less market incentive for the private sector.

3. Summary

- 3.1 Decarbonising the transport network is key to achieving national and local aims around carbon emissions, and a reduction in combustion emissions directly supports objectives around health and air quality. Passenger cars alone account for 16% of national emissions.
- 3.2 The city council has, alongside most transport authorities, adopted a transport hierarchy that identifies what modes are best supported and how. This is:
 - i Reduce the need or distance to travel – provide local services and amenities, or ensure citizens and businesses are digitally connected and able to access services remotely.

ii Walking, wheeling, and cycling – these modes are not only the best for air quality and emissions, but they also tackle issues around inactivity and social isolation which are particularly damaging to our communities.

iii Passenger transport – making use of buses, or for longer journeys trains, substantially reduces the individual journey cost in terms of both air quality and emissions. This is all the more accurate for Leicester, where the growing electric bus fleet means the majority of trips create zero emissions at source.

iv Zero Emission Vehicles – we recognise that not all journeys will be able to be made by all people in the above modes, and so we need to ensure people are supported with converting to zero emission vehicles in the future.

3.3 The strategy outlines overarching principles about how we will support this, including our engagement with the industry, partners, businesses and residents alongside investment in charging infrastructure.

3.4 Alongside this, the document outlines a charging hierarchy – which supports not only our approach to infrastructure, but also where the most utility and efficiency is likely to come from supporting a transition to electric vehicles.

3.5 The strategy does not provide a comprehensive plan for infrastructure investment at this time, although does build upon the principles that have been used in technical assessments to allow officers begin development of that plan.

4. Cross-pavement Channels

4.1 The strategy additionally outlines our concerns over the usage of cross-pavement charging solutions, and why these are not currently supported in Leicester.

4.2 The strategy maintains a commitment to review their usage in trial areas and engage with the sector, recognising how they may allow those without access to a driveway to use lower-cost domestic charging options.

5. Financial, Legal, Equalities, Climate Emergency, and Other Implications

5.1 Financial Implications

As an update report, there are no direct financial implications associated with this report.

Signed: Stuart McAvoy – Head of Finance

Dated: 22/10/2025

5.2 Legal Implications

As the report is a briefing update, there are no specific legal implications arising from the report.

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

Dated: 14/10/2025

5.3 Equalities Implications

The Council must comply with the public sector equality duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

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

This report provides an overview of the councils Zero Emission Vehicle Strategy and outlines the support to both residents and businesses. The council must ensure that all engagement and communication is accessible and targeted at appropriate stakeholders. Equality considerations should be fully integrated into the implementation of the strategy, taking into account the city's demographic profile.

Signed: Sukhi Biring, Equalities Officer

Dated: 15 October 2025

5.4 Climate Emergency Implications

There is a positive climate emergency implication arising from this report. Whilst it is of primary importance to support a reduced need for travel supported by solutions to increase active travel, the use of public transport, and shared mobility, it cannot be ignored that over half of all transport emissions are generated from the use of passenger cars. Providing support for this element of transport emissions to be decarbonised is an important part of achieving net zero within an acceptable timeframe. As sources of electricity are increasingly low carbon (renewable), supporting current and future development of electrical infrastructure also supports the Climate Ready Leicester Plan in terms of increasing electrification of transport.

Signed: Phil Ball, Sustainability Officer, Ext 372246

Dated: 14 October 2025

5.5 Other Implications

6. Appendices and Other Papers

6.1 Appendix 1 – ZEV Strategy

Leicester City Council

Zero Emission Vehicle Strategy

October 2025



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Introduction

Background

Domestic transport is the single largest contributor to UK greenhouse gas emissions, accounting for 29% of the total emissions in 2023. By far the biggest contributor to this is road transport, with passenger cars alone producing 54% of all transport emissions and 16% of the UK's total annual emissions – more than industry or agriculture.

The development of more efficient petrol and diesel engines has made a difference to individual vehicle emissions, but these have mostly been offset by the substantial increase in annual vehicle mileage – from 256 billion in 1993 to 336 billion in 2024. Locally, vehicle miles travelled in Leicester increased from around 784 million in 1993 to 1.02 billion in 2024.

Alongside the wider climate implications, this has an adverse impact on local air quality – transport is a primary contributor to poor air quality, and for Leicester two thirds of NO₂ emissions can be linked directly to motor vehicle traffic.

There remains, therefore, a very clear need and opportunity to decarbonise the transport sector, and successive governments have recognised the importance of Zero Emission Vehicles (ZEV) and alternative fuels in the future transport mix. This has resulted in the UK adopting a ZEV mandate, which requires that:

By 2030

No new petrol and diesel vehicles may be sold, except for hybrids or those produced by small manufacturers

By 2035

No new hybrid vehicles may be sold

All local transport and highway authorities have a role to play in supporting the ZEV transition, including via the delivery and support of infrastructure that enables people to choose and use a ZEV.

However, it must be acknowledged that a 1:1 replacement of combustion vehicles with ZEV alternatives is neither feasible nor desirable. Whilst it does lead to environmental benefits, it does not directly solve issues related to transport poverty, road safety, congestion, and the impacts on local pollution due to particulate matter – tyre and brake wear – are still present.

Leicester City Council has adopted a transport hierarchy, Figure 1, which prioritises the most effective and efficient modes of transport.

At the very top of the hierarchy is reducing the need or distance to travel: ensuring people have access to local services, and ensuring there is support for remote working or online activity.

Active and sustainable travel modes then follow – walking, wheeling, and cycling; then passenger transport; and then shared mobility such as car clubs and ride sharing. The majority of journeys should be made by these mode, and people encouraged by good infrastructure that provides reliability, safety, comfort and expediency.

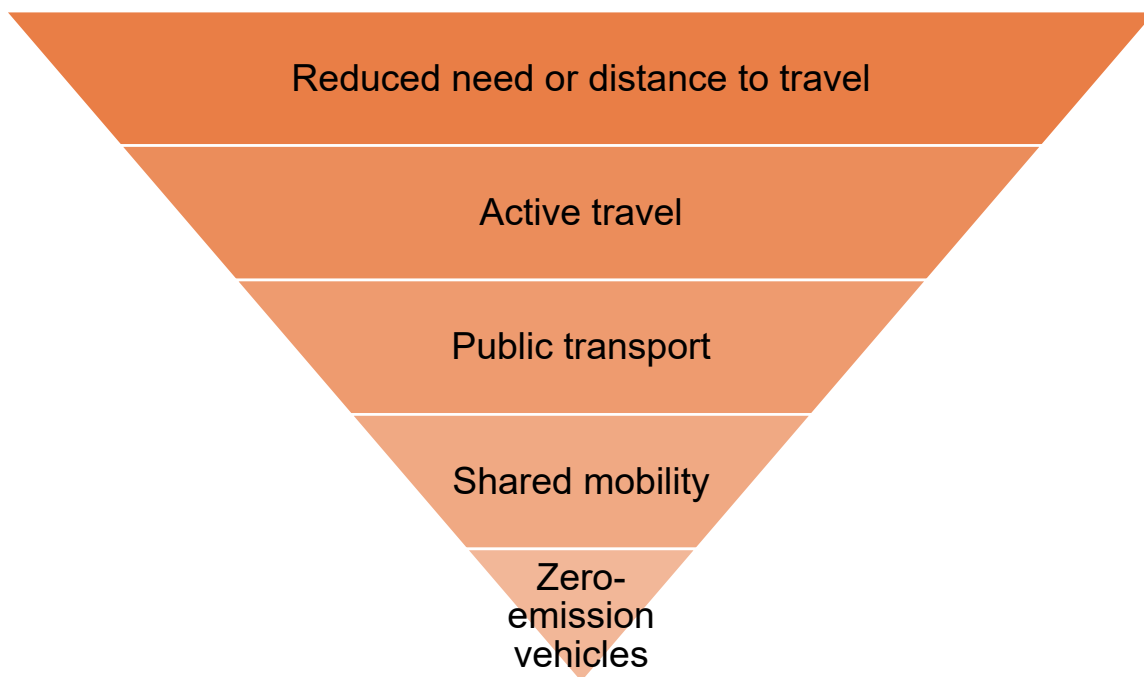


Figure 1 - Transport Hierarchy

There will, of course, still be a need for road transport – for journeys where alternatives are not feasible, or for the delivery of vital goods and services – and for these we must provide a pathway to ensure they are zero emission.

Purpose of this Document

The Leicester ZEV strategy outlines how we intend to support our residents, businesses, and visitors with the transition to a zero-emission transport system, including our roles in providing advice and information, ensuring compliance, and delivering infrastructure where it can be most beneficial.

The sector is continuing to develop at pace, and so we will retain the strategy as a living document.

The strategy is not a definitive list of actions, nor does it outline locations to deliver infrastructure. It is the framework for decisions and actions that impact the sector.

The strategy supports all forms of ZEV. Although battery electric is the most common and has the advantage of widespread public awareness, there are alternative technologies available that may suit specific use cases. It is imperative that the authority engage with the industry to understand these technologies and their route to market and adoption.

Types of Zero Emission Vehicle

Battery Electric

The majority of ZEVs in use in the UK are battery electric vehicles, and are commonly referred to as Electric Vehicles (EVs). They form the core of the government's approach to supporting ZEVs, and are central to the Electric Vehicle Strategy and Transport Decarbonisation Plan.

EVs make use of an internal battery system that can be recharged from either a dedicated charging station – which are now commonly found in supermarkets, service stations, car parks, or even on residential streets – or using domestic supply. The latter is

the most common means of charging, and can offer the user a substantial saving compared to the equivalent petrol costs per mile.

There have been substantial improvements in battery technology in recent years, and modern vehicles can now offer a range the equivalent of a petrol car – a common challenge against the vehicles is limited range, and whilst certain use cases may still impact the overall range, and there is a price premium for some longer distance models, it is now entirely feasible for an EV to possess sufficient capacity for all but the most extraordinary use cases. Charging times have reduced alongside battery capacity, although this is often limited by the age of the vehicle and the charging socket. There is legacy compatibility for most, but only the very latest models of each will provide the fastest charging speeds.

Battery electric vehicles are the primary mode the city council intends to support. The national charging network has grown rapidly, the city's network is expanding in both public and private sites, and there is the potential to support hybrid vehicles using the same network.

Notably, the city has a growing number of electric buses that operate through this technology. Well over half the buses in service are electric, and further routes are due to be electrified over the next 2-3 years.

Many van or commercial vehicle manufacturers now offer a battery electric drivetrain – both for light goods vehicles and, more recently, for heavy goods vehicles or 7.5T platforms. The requirements of these vehicles from a fleet management perspective, and the additional purchase cost, has so far continued to be a barrier to widespread business adoption.

Hybrid

A hybrid vehicle is, simply, a vehicle that makes use of more than one drive system. The most common is for the vehicle to have a small battery and motor that runs alongside a regular combustion engine. The platform determines how this operates, but they usually allow for small trips to be undertaken with pure electric power and then operate as a range extender or acceleration booster on longer trips.

Some hybrids do require external charging (a plug-in hybrid electric vehicle – PHEV), using the same infrastructure as is provided for battery electric vehicles, whilst others are able to recharge in use from their engine or braking systems.

Given the above, no specific infrastructure is required to support uptake of hybrid vehicles. The delivery of EV charging facilities will, by default, provide an opportunity for users of a PHEV to charge and there is no immediate prospect of the supply of petrol or diesel being reduced at either a local or national level.

Hydrogen

A Fuel Cell Electric Vehicle (FCEV) – more commonly known as a hydrogen powered vehicle – uses an onboard supply of compressed hydrogen to provide electricity. Though much quicker to refuel than an EV is to recharge, they do depend on access to hydrogen refuelling facilities. Not only are these rare, but they require specialised infrastructure whilst – broadly speaking – an EV charger requires only there be a local electricity supply with sufficient overhead. The process of generating hydrogen, and transporting to the necessary fuelling stations, also introduces inefficiencies and increases cost.

Given the above, it is not surprising that there is a very limited number of commercial FCEVs available for purchase; however there continues to be interest and investment in the

technology as a potential solution for heavy vehicles and freight. Numerous FCEV buses, and HGV drivetrains are available and in service today as either part of a mixed fleet or demonstrators. Equally, hydrogen powered trains and ships have been trialled as alternatives to diesel.

We will not actively promote hydrogen, nor will the city council invest in delivering any local hydrogen infrastructure, but we will engage with businesses and industry, and officers will ensure they are abreast of the sector and developments therein.

The Leicester Market

As of June 2024, only 2% of cars registered in Leicester were pure electric – a total of 2,954 vehicles, compared to 5,340 plug-in hybrids, 90,755 petrol vehicles, and 51,133 diesels.

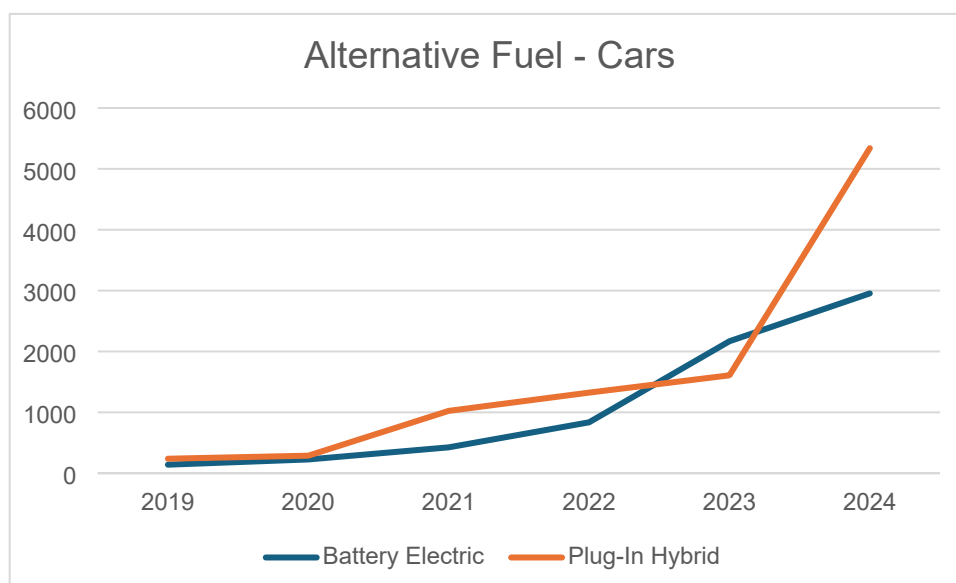


Figure 2 - Vehicle registrations by fuel type

Though the market is small, as shown in Figure 2 there has been considerable growth, and it should also be noted that this dataset is now around 12 months behind and does not include Q1 2025. Historically, most new registrations take place in Q1, and it is likely the actual number is higher.

In comparison, there are currently 202 public chargers across the Leicester network – which equates to 41 vehicles per charger. This is more than may be found in Oxford, Wigan, or Derby but less than Nottingham, Plymouth, or Coventry.

We have no accurate way of calculating how many private charging facilities are available or utilised, but research has consistently shown that adopters of EVs at this point are overwhelmingly those with off-street parking so they may make use of cheaper overnight energy rates to offset the higher purchase cost.

The city council has been installing various charging options across the city with available grants over recent years, including lower powered lamp column chargers in residential neighbourhoods or Park and Ride sites; and higher-powered rapid chargers in city centre car parks and kerbside locations. As part of our delivery, we have closely monitored the uptake and usage of these charging types to understand how much latent demand can be exposed via infrastructure projects alone.

To date, we have found that though new rapid chargers and city centre options show growing and healthy usage, the uptake of residential charging has been disappointing. Our research and engagement suggested that there would be a strong demand and now, some years later, usage numbers have remained stagnant or in some cases reduced considerably.

Perceptions and Barriers

The DfT recently published the Autumn 2024 wave of the technology tracker – a survey of over 7,000 individuals on various aspects of new and emerging transport technologies. As part of the survey, respondents were asked about vehicle purchasing intentions:

- 69% of respondents who intended to purchase or lease a car or van said they would most likely choose second-hand
- 38% planned to replace with petrol
- 27% planned to replace with hybrid, but 50% identified a non plug-in hybrid as being their preferred option. As noted above, the overall benefits of these vehicles from a decarbonisation standpoint is much lower.
- Only 10% intended to purchase a pure electric vehicle.

Specific questions about electric vehicles were asked as part of the survey – though overall levels of public knowledge and awareness are high, specific responses relating to the advantages or disadvantages of electric vehicles do evidence areas of concern and where the authority must target and tailor our approach accordingly:

- 14% of respondents did not believe there was any advantage to EVs
- 71% of respondents felt that less distance could be travelled on a single charge than the equivalent tank of fuel.
- 72% of respondents felt that there were not enough charging points available
- 70% felt the purchase cost was a disadvantage.

From the above, we can infer that the growth of the second-hand market and subsequent reduction in purchase price will be a key driver in the ability to transition vehicles away from fossil fuels. It should be noted, however, that the experiences of users with older, or first generation EVs, with regards to battery life, battery health, and the cost of end-of-life care for these crucial elements has created a level of negative perceptions that persists online. Only once the newer generation of vehicles approach end of first owner/lease in greater numbers will these concerns subside.

In addition to the above, there are local factors that we consider will slow the EV uptake within Leicester, including but not limited to –

- A large volume of terraced housing stock, coupled with a high demand for kerbside parking spaces, in dense residential areas.
- A very low level of income – Leicester had the lowest level of gross disposable household income in 2021, at £14,605 compared to a UK average of £20,425. This can directly impact:
 - The continuing price premium when purchasing a new electric vehicle
 - The relative infancy of the second-hand electric vehicle market, concerns that surround older models, and the rapid pace of technological development reducing the allure and utility of older model EVs
 - The ability to access finance or lease deals

- Car ownership below the national average, with 33% of households not having access to a car or van compared to a national average of 24%

The Role of the Authority

As a unitary authority, Leicester City Council are well placed to influence the growth of ZEVs through numerous channels, and we intend to do so via specific guiding principles – engagement, communication, education, and delivery.

Our specific intentions are outlined below:

Work with businesses, freight, and industry

We will continue to work with partners across various industries on the decarbonisation of their fleets via the provision of advice and guidance. Using our existing links with business and industry, we will convene appropriate working groups for relevant sectors and encourage participants to share their knowledge and experience in the field – and will use our position in the market to ask that manufacturers, providers, and other key stakeholders attend these groups.

We will listen and respond to the comments and challenges from partners, and use our position to share and escalate these concerns – where they have national relevance – to the Department for Transport or the Office of Zero Emission Vehicles.

We will work with the city's bus operators to decarbonise their fleets via grant schemes such as the Zero Emission Bus Regional Areas (ZEBRA) grant, and in line with our commitments under the Bus Service Improvement Plan.

We will recognise the need to transition our own fleet, and share learning and experience from the council's electric vehicles with industries and partners in a robust and frank manner to grow confidence and understand risks.

Ensure compliance

We will ensure that charging points installed on the highway network are compliant with accessibility standards, and when installed they are delivered to the standards that highway improvement works should be.

We will ensure that the obligations of developers under the planning and building control regulations are followed, and that new estates have at least the minimum number of required charging options and that these are equivalent to those found on the Leicester network.

We will ensure that EV bays are enforced appropriately, to ensure that those users needing to charge can have the greatest opportunity to access a public charging facility.

We will take a zero-tolerance approach on the placement of cables or wires across the footway to charge an electric vehicle, given the risk this poses to pedestrians, and will ensure that we respond robustly when concerns are raised with us on these issues.

Provide advice and guidance to users

We will maintain a dedicated ZEV presence on the Leicester City Council website, where people can obtain information on the council's approach and the wider sector.

We will maintain a facility for people to raise issues or questions with the authority, and will use this to establish and maintain a Frequently Asked Questions document held on this website.

We will challenge misinformation, ensure that advice and information on street assets is accurate, and ensure that our communications are in a format that is accessible to all.

Understand and work to resolve barriers

We will engage with key stakeholders, including disabled access and user groups, to understand specific needs related not only to infrastructure, but the surrounding EV ecosystem from manufacture through to operation and maintenance

We will continue to engage with the sector and industry at a local and national scale, with colleagues and partners across the region and government, to ensure we understand tactics and approaches that have led to growth and how we may influence them.

We will actively monitor our EV infrastructure, and ensure that lessons are learned from sites that are performing well and that are underperforming.

Install EV infrastructure

Making use of government funding, such as the Local Electric Vehicle Infrastructure (LEVI) Fund, alongside our own funding to expand and support the expansion of infrastructure across the city, ensuring that there are multiple options available.

We will ensure that our infrastructure is accessible to all users.

We will ensure that the placement of EV infrastructure does not adversely impact other highway users – particularly pedestrians.

Infrastructure Hierarchy

Based on the research available, our own analysis, and engagement with residents, we do not believe that EV infrastructure alone is the core barrier to uptake in Leicester – it is instead the cost of purchase, compounded by the nature and perception of the second-hand market, that constrains current demand.

In addition, our experience has shown that EV usage does not increase with local residential charging availability. As it remains the case that there is still a cost premium to accessing public charging, we believe this further indicates that the principle barrier is cost.

To that end, though infrastructure delivery by the authority is a key part of our strategy, our approach is to target infrastructure investment where it can serve the greatest number of users with the highest amount of turnover, to maximise throughput of vehicles into the local market.

Our infrastructure hierarchy outlines not only the level of utility for each charging option, but where we feel suitable investment can enable the most benefit for the most number of users.

Infrastructure requirements and considerations

Regardless of location or type of charger, there are certain aspects that we will consider universal and must be true on all publicly accessible chargers. As a rule, compliance with PAS 1899 will achieve our minimum expectations

Accessibility

All public chargers must consider users with specific access needs, and ensure they are appropriately designed, easy to understand and use, and located in easily accessible areas and locations. We will engage with specific disability access groups as part of ongoing procurement to ensure that any supply we partner with for chargers installed on our behalf are fully compliant and accessible.

Capacity and turnover

The installation of charging points must consider the impacts on existing users, including what capacity is lost on the highway, and the utility of the site for high turnover charging operations to ensure minimum idle time.

Where there is a mismatch between demand for EV charging and availability of local parking, there is more likely to be noncompliance and obstruction to the charging site. Equally, sites where there is a high demand and little provision can create issues with traffic circulation and loss of local parking capacity.

Enforcement

All sites must have the required infrastructure to permit enforcement – including signage, Traffic Regulation Orders, and road markings.

Ease of use

Charging infrastructure should be easy to use, self-explanatory, uncomplicated, and offer limited opportunities for mistakes or inaction to lead to the user facing unexpected charges or penalties.

The charging hierarchy

The city council has developed the charging hierarchy as a means of demonstrating the utility of various charging solutions, as well as the level of priority we intend to award to each variant.

Given the relatively small size of the market at present, our priorities are to those solutions that can cater for the widest possible audience with the minimum amount of additional journey requirements. It is recognised that the city's network requires a mixture of these and potential future solutions such as battery replacement or wireless charging bays.

1 – Charging from domestic supply using off-street parking

Charging from a domestic energy supply remains the most cost-effective means of operating an EV, though is available only to those with suitable off-road parking facilities.

The city council acknowledges that this will be a deciding factor for many when considering the purchase of an EV. We retain processes for property owners to apply for a vehicle crossover (a “dropped kerb”) so that they may create a hardstanding and off-road parking facility; however we recognise that this will not be suitable for all locations or property types within the city.

2 – Destination charging at key locations

Opportunity charging at existing car parks serving businesses such as supermarkets, or at retail parks and city centre car parks, allows for users to charge their vehicles during idle times whilst going about their day. Not only does this reduce the need for specialist journeys to charging infrastructure, it also provides a service to a userbase across the city and wider region.

We will continue to facilitate the installation of chargers of this type in car parks and facilities that we operate or own, whilst also working with the private sector to encourage delivery within their own assets. Additionally, we will continue to work with the Distribution Network Operator – the National Grid – to ensure there is sufficient network capacity for charging facilities in the locations they are needed and provide a benefit.

3 – On street charging in residential areas

Our existing residential charging facilities have shown a disappointing level of usage, despite installation in locations where there were indications of local demand and support.

We accept that the future network must include items of this nature, however we will ensure these are delivered where there is clear demand given the impact on overall parking capacity, and the cost of installing and maintaining underutilised charging assets.

4– Charging hubs

A charging hub is a dedicated location offering charging solutions to a wider area – distinct from a destination charger as the primary purpose of travel is to access EV charging.

The deployment of such hubs within the city is difficult, given the lack of available land, and they can lead to additional trips being generated – whilst also providing a poorer service than destination charging options or increasing the volume of residential supply.

5 – Charging from domestic supply without off-street parking

We are aware of a growing number of cross-pavement solutions coming to market to provide options for those residents that do not have access to off street parking. We have not, yet, approved any of these for usage within the city.

We continue to have reservations over these products, for a number of reasons:

- It is not possible to guarantee the availability of parking outside a specific property – in many Leicester streets parking demand already exceeds supply – and these solutions may create disputes with other residents.
- In many Leicester streets, the available carriageway width is too narrow to permit parking on either side of the street and we will not permit cables to be run across the carriageway; this would exclude a considerable number of residents.
- The solutions on the market are not fully accessible, and are not fully usable by those with limited mobility.
- As a non-standard piece of equipment, there are additional maintenance costs that may fall to the authority or require we take on additional liabilities.
- The ownership, deployment, and access models currently available are highly variable and it remains to be seen what is most effective for the authority and users.

We are continuing to monitor the sector and those authorities that have enabled solutions either fully or on a trial basis so that we may understand how our concerns have been addressed and resolved.

We will keep this provision under review.

List of actions

Ensure EVs are treated appropriately within the city's transport hierarchy

Encourage journeys be switched to walking/wheeling/cycling, passenger transport, and then remaining vehicle journeys support the transition to EV.

Ensure that new developments have appropriate EV charging provision, in relevant locations, and are future proofed as much as possible.

Recognise that not every EV has four wheels – support electric mopeds, motorcycles, and e-bikes with appropriate information, parking, and charging facilities where possible.

Provide the right infrastructure, in the right location

Engage with providers and the public to promote the message that infrastructure should be usable by all

Provide on street charging in a way that is appropriate to the environment, accessible, and effective.

Respond to public concerns and feedback over charging access, including locating chargers where they will be most effective in supporting EV users.

Continue to consider options to allow for cross pavement charging

Support the transition of combustion vehicles to EVs

Work with electric suppliers to ensure those that can and want to charge from home, have grid capacity to do so.

Provide information for citizens and visitors to Leicester on the EV industry and market.

Encourage events, open days, and trials within Leicester to ensure people have access to EVs before making the purchase.

Consider proposals for car clubs and car sharing that is EV focused and available to city residents.

Encourage businesses to transition to EVs throughout their supply chain

Support the ongoing rollout of electric buses

Support integrated charging systems and site sharing to maximise charging efficiencies and reduce cost.

Establish an EV forum as a subbranch of the workplace travel forum and the Leicester Business forum.

Work with partners and industry to understand and forecast trends and changes

Work with the Distribution Network Operator to understand capacity issues within Leicester, and work to resolve to facilitate future expansion.

Continue to engage with neighbouring authorities, regional authorities, and key stakeholders – including businesses, industry groups, and accessibility groups – to ensure the strategy reflects the needs of the city and is communicated consistently.

Maximise opportunities to secure funding from government or other sources to deliver on the strategy

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

Meeting Date	Item	Recommendations / Actions	Progress
25 June 2025	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.	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.	1b) On workplan TBA 2d) On workplan TBA 3) Arranged for 15th July.
27 August 2025	1) Market Place Verbal Update 2) Update on Leicester and Leicestershire Business Skills Partnership 3) Get Britain Working 4) Workspaces Capital Funding	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) Worker Exploitation – Verbal Update 2) Development Areas in Heart of Leicester Plan 3) Cycle lane demarcation. 4) EV Strategy	4) To include updated policy document	
14 January 2026	1) Transport affordability 2) Get LLR Working update 3) Planning and Building Control Income 4) Worker Exploitation – Executive Response.	1) To include information on affordability for young people. 2) To include partnership plan for labour market.	
11 March 2026			
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
Adult Skills Devolution	To come once more is known on local govt re-organisation and timeline for devolution.	

Local Transport Funding Progress		
Bio-Diversity Net Gain		
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	To show more details about community engagement and consultation, particularly showing how to engage with those who are digitally excluded. Also to include information on who is consulted on the width of cycle routes. To be covered in informal sessions.	
Market place update		

