



Leicester
City Council

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

DATE: THURSDAY, 6 AUGUST 2026

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 Agath, Bonham, Clarke, 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:

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

Information for members of the public

Attending meetings and access to information

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

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

Further information

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

Ed Brown, Governance Services on Edmund.brown@leicester.gov.uk. Alternatively, email governance@leicester.gov.uk, or call in at City Hall.

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

PUBLIC SESSION

AGENDA

FIRE / EMERGENCY EVACUATION

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

1. WELCOME AND APOLOGIES FOR ABSENCE

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

2. DECLARATIONS OF INTEREST

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

3. MEMBERSHIP OF THE COMMISSION 2026-27

The Membership of the Commission will be confirmed and noted.

CHAIR	Councillor Sue Waddington
VICE CHAIR	Councillor Ted Cassidy
	Councillor Stephen Bonham
	Councillor Adam Clarke
	Councillor Nags Agath
	Councillor Hemant Rae Bhatia
	Councillor Abdul Osman
	Councillor Nigel Porter

4. DATES OF MEETINGS FOR THE COMMISSION 2026-27

Members will be asked to note the meeting dates of the commission for 2026-27:

26 August 2026
11 November 2026
19 January 2027
25 February 2027

5. TERMS OF REFERENCE

Appendix A

The Commission will be asked to note the Terms of Reference.

6. CALL-IN OF EXECUTIVE DECISIONS: ST MARGARET'S JUNCTION IMPROVEMENT FUNDING AND LEICESTER RAILWAY STATION - FUNDING SUPPORT FROM DEPARTMENT FOR TRANSPORT

Appendix B

Two Executive decisions taken by the City Mayor on 22 July 2026 relating to major transport infrastructure funding has been the subject of a 5-member call-in under the procedures at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules, of the Council's Constitution.

The Committee is recommended to either:

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

7. ANY OTHER URGENT BUSINESS

SCRUTINY COMMITTEES: TERMS OF REFERENCE

INTRODUCTION

Scrutiny Committees hold the Executive and partners to account by reviewing and scrutinising policy and practices. Scrutiny Committees will have regard to the Political Conventions and the Scrutiny Operating Protocols and Handbook in fulfilling their work.

The Overview Select Committee and each Scrutiny Commission will perform the role as set out in Article 8 of the Constitution in relation to the functions set out in its Terms of Reference.

Scrutiny Committees may:

- i. review and scrutinise the decisions made by and performance of the City Mayor, Executive, Committees and Council officers both in relation to individual decisions and over time.
- ii. develop policy, generate ideas, review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas.
- iii. question the City Mayor, members of the Executive, committees and Directors about their decisions and performance, whether generally in comparison with service plans and targets over a period of time, or in relation to their initiatives or projects.
- iv. make recommendations to the City Mayor, Executive, committees and the Council arising from the outcome of the scrutiny process.
- v. review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the Scrutiny Committee and local people about their activities and performance; and
- vi. question and gather evidence from any person (with their consent). •

Annual report: The Overview Select Committee will report annually to Full Council on its work and make recommendations for future work programmes and amended working methods if appropriate. Scrutiny Commissions / committees will report from time to time as appropriate to Council.

The Scrutiny Committees which have currently been established by the Council in accordance with Article 8 of the Constitution are:

- Overview Select Committee (OSC)
- Adult Social Care Scrutiny Commission
- Children, Young People and Education Scrutiny Commission (which also sits as the statutory Education Committee)

- Culture and Neighbourhoods Scrutiny Commission
- Economic Development, Transport and Climate Emergency Scrutiny Commission
- Housing Scrutiny Commission
- Public Health and Health Integration Scrutiny Commission

The key work areas covered by each Scrutiny Commission are to be found here <https://www.leicester.gov.uk/your-council/decisions-meetings-and-minutes/overviewand-scrutiny>

SCRUTINY COMMITTEE: OVERVIEW SELECT COMMITTEE

The Overview Select Committee **will**:

- Scrutinise the work of the City Mayor and Deputy City Mayors and areas of the Council's work overseen by them.
- Consider cross cutting issues such as monitoring of petitions
- Consider cross-cutting issues which span across Executive portfolios.
- Manage the work of Scrutiny Commissions where the proposed work is considered to have impact on more than one portfolio.
- Consider work which would normally be considered by a Scrutiny Commission but cannot be considered in time due to scheduling issues.
- Report annually to Council.
- Be responsible for overseeing the work of scrutiny and the commissions and to refer certain matters to particular commissions as appropriate.

SCRUTINY COMMISSIONS

Scrutiny Commissions **will**:

- Normally undertake overview of Executive work, reviewing items for Executive decision where it chooses.
- Engage in policy development within its remit.
- Normally be attended by the relevant Executive Member(s), who will be a standing invitee.
- Have their own work programme and may make recommendations to the Executive on work areas where appropriate.
- Consider requests by the Executive to carry forward items of work and report to the Executive as appropriate.
- Report on their work to Council from time to time as required.
- Be classed as specific Scrutiny Committees in terms of legislation but will refer cross cutting work to the OSC.

**CALL-IN OF EXECUTIVE DECISIONS
ST MARGARET'S JUNCTION IMPROVEMENT
FUNDING AND LEICESTER RAILWAY STATION -
FUNDING SUPPORT FROM DEPARTMENT FOR
TRANSPORT**

ECONOMIC DEVELOPMENT, TRANSPORT, AND
CLIMATE EMERGENCY SCRUTINY COMMISSION –
6 August 2026
COUNCIL – TBA

REPORT OF THE MONITORING OFFICER

Useful information

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

1. Summary

Two Executive decisions taken by the City Mayor on 22 July 2026 relating to major transport infrastructure funding has been the subject of a 5-member call-in under the procedures at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules, of the Council's Constitution.

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

The 5 Councillors who signed the call in were: Councillor Porter (Proposer), Councillor Kitterick (Seconder), Councillor Kennedy-Lount, Councillor Osman, and Councillor Rae Bhatia

2. Recommended actions/decision

The Committee is recommended to either:

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

Council is recommended to either:

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

3. Scrutiny / stakeholder engagement

N/A

4. Background and options with supporting evidence

The Executive Decision Reports, and Decision Notices are attached as appendices.

5. Detailed report

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

“We the undersigned wish to Call-in the Executive Decision for the Leicester Railway Station and St Margarets Junction Improvement Funding Decision.

Leicester’s taxpayers deserve full transparency from the Labour council regarding the rising costs of the railway station redevelopment to over £32 million and the proposed diversion of nearly £10 million away from vital junction improvement at St Margaret’s Way

Major public concerns.

i) The council must explain why the St Margaret's Way junction suddenly needs £10 million less than it did two years ago?

ii) Clarification is needed from the council as to why the original station scheme failed to attract any contractors, also how future procurement and bidding will be safeguarded against further rising costs and or delays?

iii) Before committing over £32 million to this proposed project, the council must publish crystal-clear evidence demonstrating that this proposed project is financially viable, delivers good value for money and has distinct benefits for the residents of Leicester.”

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

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

The call-in may however be withdrawn if:

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

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

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

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

6.1 Financial implications

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

Signed: Stuart McAvoy, Head of Finance

Dated : 28 July 2026

6.2 Legal implications

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

Signed: Kevin Carter, Head of Law (Commercial Property & Planning)

Dated: 28 July 2026

6.3 Equalities implications

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

Signed: Surinder Singh, Equalities Officer

Dated: 28 July 2026

6.4 Climate Emergency implications

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

Signed: Phil Ball, Sustainability Officer

Dated: 28 July 2026

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

None

7. Background information and other papers:

None

8. Summary of appendices:

Appendix A Executive Decision Report - St Margaret's Junction Improvement Funding – dated 22 July 2026

Appendix B Decision Notice – St Margaret's Junction Improvement Funding – dated 22 July 2026

Appendix C - Executive Decision Report - Leicester Railway Station - Funding support from Department for Transport– dated 22 July 2026

Appendix D - Decision Notice - Leicester Railway Station - Funding support from Department for Transport– dated 22 July 2026

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

No

Executive Decision

St Margarets Junction Improvement Funding

Decision to be taken by: City Mayor

Decision to be taken on: 22 July 2026

Lead director/officer: Andrew L Smith/Dan Pearman

Useful information

- Ward(s) affected: Castle, Abbey
- Report author: Daniel Pearman City Transport Director
- Author contact details: Daniel.pearman@leicester.gov.uk
- Report version number: 1

1. Summary

The St Margaret's junction improvement scheme will infill all subways, improve routes and crossing facilities for pedestrians and cyclists, enable additional tree planning and landscaping, and improve access for buses to St Margaret's Bus Station.

This report seeks approval for scheme funding comprising £2.2m from the Government's Levelling Up fund matched with £3m currently held in the council's capital programme Match Funding policy provision.

2. Recommendations

The City Mayor is recommended to:

- a. Approve the addition of £5.2m to the 2026/27 capital programme for the St Margaret's junction scheme.
- b. Approve the release of £3m currently held in the Match Funding policy provision to part-finance the scheme alongside £2.2m from the Government's Levelling Up fund.
- c. Delegate authority to the Director of Planning, Development and Transportation and Director of Finance to finalise grant funding details with the DfT to secure the Levelling Up fund award.

3. Background and further details

- 3.1 The St Margaret's junction is one of the busiest junctions in the city and is key to the operation of the Inner Ring Road.
- 3.2 The junction includes a number of subways that have been fenced off to prevent anti-social behaviour and has a number of sub-standard crossing points for pedestrians and cyclists. There is significant scope for safety, transport and environmental improvements by infilling the subways and repurposing land currently used for subway access ramps to provide improved, cycling and pedestrian facilities and landscaping.
- 3.3 Work on the junction also provides an opportunity to assist bus movements and reduce congestion experienced around St Margaret's Bus Station.
- 3.4 The scheme would improve the gateway to the city centre and the setting of St Margaret's Church and support the regeneration of adjacent development sites via improved connectivity.
- 3.5 The following scheme benefits are expected:
- The removal of all subways serving the junction
 - Improvements for pedestrians and cyclists to cross the junction safely and comfortably
 - Improvements to public realm including the creation of an expanded landscaped area adjacent to St Margaret's Church
 - Reduced congestion for buses accessing St Margaret's Bus Station
- 3.6 An indicative scheme bid for £12m Levelling Up funding was originally submitted at short notice in July 2022 and was unsuccessful at that time. The Government then offered funding as part of LU3 round. However, following a further delay, owing to the general election, the allocation was confirmed. Initial funding of £800k was then released and accepted by the council for design work in March 2026. Final scheme approval is now expected, subject to agreement of grant details.
- 3.7 Preparatory work has been undertaken to consider options that focus on delivering the main benefits identified above. This considered the need to carefully manage traffic capacity on one of the busiest junctions in the city and maintain flows. Input from our highways, traffic control and public transport teams recommended retaining highway and lane capacity to achieve this and the budget requirement reduced significantly from the original indicative bid.
- 3.8 A budget envelope of £5.2m, including contingency, has consequently been identified to deliver the project. This would be funded through £2.2m from the Government's Levelling Up fund and £3m from the release of match funding held as a policy provision in the council's capital programme. Approval is sought to accept this funding into the capital programme subject to approval of the detailed grant terms.
- 3.9 The scheme is now in detailed design to refine the design ready for construction. This will be subject to further engagement with stakeholders and is expected to commence construction in Summer 2027 and be complete by the end of 2028.

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

4.1 Financial implications

The total cost of the scheme is £5.2m, which will be financed by £2.2m of Levelling Up Fund grant, alongside the release of £3m held within a policy provision for match funding. There is a balance of £9.95m of Levelling Up Funds which are no longer required for the project which DfT has agreed to reallocate to the Rail Station scheme and this will be subject to a separate decision.

Signed: Stuart McAvoy

Dated: 24th June 2026

4.2 Legal implications

The Levelling Up Fund grant funding will be subject to agreement of the detailed funding terms and conditions with the DfT, which should be reviewed by Legal Services prior to execution.

Any contracts required for the design, construction and delivery of the scheme must be procured in accordance with the Council's internal Contract Procedure Rules and the Procurement Act 2023. Appropriate contractual arrangements should be put in place to manage delivery, allocate risk and ensure compliance with the requirements of the grant funding.

Signed: Seema Patel

Dated: 23 June 2026

4.3 Equalities implications

Under the Equality Act 2010, public authorities have statutory duties, including the Public Sector Equality Duty (PSED) which means that, in carrying out their functions they have 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, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The report seeks approval for the St Margaret's junction improvement scheme. The removal of subways and introduction of at-grade crossings is likely to benefit people with disabilities, older people, and those with mobility impairments, who may find subways difficult to access due to steps, gradients, and personal safety concerns. Improved crossing facilities are also expected to support visually impaired users through more legible and safer routes.

Enhanced pedestrian and cycling infrastructure will benefit a wide range of users, including children, families, and those without access to a car, supporting more inclusive access to the city centre and public transport, particularly St Margaret's Bus Station.

The infilling of subways and associated public realm improvements may also reduce opportunities for anti-social behaviour, improving perceptions of safety.

Where there are any improvement works public spaces, considerations around accessibility (across a range of protected characteristics) must influence design and decision making.

This will ensure that people are not excluded (directly or indirectly) from accessing a public space or service, on the basis of a protected characteristic. In order to demonstrate that the consideration of equalities impacts is taken into account, as an integral part of the process going forward it is recommended that an Equality Impact Assessment (EIA) be undertaken. The EIA is an iterative process and should be revisited as part of the decision-making process.

Signed: Equalities Officer, Surinder Singh, Ext 37 4148

Dated: 24 June 2026

4.4 Climate Emergency implications

The suggested improvements to the junction have the potential to make a positive contribution to the Climate Emergency through improved public realm, promotion of active travel, increased urban greening and enhanced climate resilience. However, significant embodied carbon emissions may arise from demolition and construction activities. Opportunities should therefore be maximised to minimise whole-life carbon impacts through material reuse, low-carbon construction techniques, sustainable drainage measures, and extensive landscaping. Overall, subject to detailed design and implementation, the scheme is likely to provide a net positive climate impact through supporting modal shift, urban greening and climate adaptation objectives.

Signed: Phil Ball, Sustainability Officer, Ext 372246

Dated: 24 June 2026

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

NA

5. Background information and other papers:

N/A

6. Summary of appendices:

None

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?

Yes as capital expenditure is proposed in excess of £1m as part of the Local Transport Scheme Programme.

Appendix B

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL EXECUTIVE MEMBER

1.	Decision title	St Margaret's Junction Improvement Funding
2.	Declarations of interest	None
3.	Date of decision	22 July 2026
4.	Decision maker	City Mayor
5.	Decision taken	To approve: a. the addition of £5.2m to the 2026/27 capital programme for the St Margarets junction scheme. b. the release of £3m currently held in the Match Funding policy provision to part-finance the scheme alongside £2.2m from the Government's Levelling Up fund. c. Delegation of authority to the Director of Planning, Development and Transportation and Director of Finance to finalise grant funding details with the DfT to secure the Levelling Up fund award.
6.	Reason for decision	To approve funding to enable delivery of the St Margaret's junction scheme and the transportation and regeneration benefits.
7a.	KEY DECISION Yes/No?	Yes
7b.	If yes, was it published 5 clear days in advance? Yes/no	Yes
8.	Options considered	No alternative options applicable
9.	Deadline for call-in • 5 members of a scrutiny commission or any 5 councillors can ask for the decision to be called-in.	29 July 2026

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL
EXECUTIVE MEMBER

	• Notification of call-in with reasons must be made to the monitoring officer	
10.	Signature of decision maker (City Mayor or where delegated by the City Mayor, name of executive member)	

Executive Decision Report

Leicester Railway Station – Funding support from
Department for Transport

Decision to be taken by: City Mayor

Decision to be taken on: 22 July 2026

Lead director/officer: Andrew Smith/David Beale

Useful information

- Ward(s) affected: Castle
- Report author: David Beale, Programme Manager Development Team
- Author contact details: 37 2904
- Report version number: 1

1. Summary

- 1.1 The purpose of the report is to secure City Mayor approval to accept £9.95m of Government Department for Transport (DfT) grant funding towards the Leicester Station Gateway project.

2. Recommendations

- 2.1 It is recommended that the City Mayor:
 - a. Approve the allocation of £9.95m of Government Department for Transport Levelling Up grant funding into the Leicester Station Gateway project budget and add this to the approved capital programme; and
 - b. Delegate authority to the Director of Planning, Development and Transportation and Director of Finance to finalise grant funding details with the DfT to secure the award.

3. Background and further details:

- 1.2 Leicester Station Gateway is a significant regeneration opportunity for the city. The project comprises creation of a new station plaza and entrance to the north of the building; a reconfigured and expanded concourse including an extended ticket gate line; and, repurposing of the historic porte-cochere as a destination hospitality and retail space.
- 1.3 The scheme will create a high-quality gateway to the city centre and provide significant additional passenger capacity. The station has not received the same level of investment other similar city stations have received elsewhere and the facilities and customer experience are very poor as a result. Without intervention, the station experience, in terms of passenger congestion and safety, is expected to significantly worsen.
- 1.4 The project would also enable longer-term regeneration of land and buildings around the station. The surrounding area is allocated for office-led mixed-use redevelopment, potentially capable of delivering substantial employment growth and supporting Leicester's long-term economic prosperity.
- 1.5 The approved station budget is £22.6m comprised of £17.6m of Levelling Up Government grant and £5m match funding from the Council's resources. Since the

award of the grant planning and listed building consent has been secured, land assembled and technical approval secured from Network Rail. A first stage of enabling works (demolition of 48 London Road) has been carried out.

- 1.6 The Council commenced a procurement exercise for a main contractor but this was subsequently terminated due to insufficient prospective bidders, linked to contractor capacity being focussed on other large rail projects being procured at the same time. During the procurement and post-bid engagement with potential contractors it became apparent that additional funding would be required to complete the scheme. In common with comparable projects in the UK, cost increases are attributed to construction inflation levels of 30%+ since 2021. In addition, the post-tender market engagement provided further information on the likely scale and cost of temporary works needed to maintain operation of the station during construction.
- 1.7 Work to appoint a contractor was paused while officers, working with expert external advisors, reviewed the project budget and also explored all funding options, including from the rail industry (Network Rail/East Midlands Trains) and DfT who are key beneficiaries.
- 3.7 The station scheme is a high priority for DfT and it has agreed to offer Levelling Up funds totalling £9.95m that it has reallocated from The St Margaret's Levelling up scheme.
- 3.8 This additional funding, in combination with the original station funding, will bring the project budget to £32.6m with the council's contribution remaining at £5m. This budget is assessed as sufficient to deliver the main transportation benefits of the station scheme, specifically the reconfigured public realm, new entrance and concourse with a consolidated and extended ticket barrier.
- 3.9 Until we receive tenders back it is not clear that the revised funding package will deliver the full project scope and value engineering may be required. Consequently, The Department for Transport and EMR are also considering an additional £5 million investment made available to enhance the development opportunity and the passenger experience. Confirmation is expected prior to award of the construction contract.
- 3.10 There has been good interest from potential contractors awaiting a second procurement exercise and the additional funding now available is sufficient to immediately progress a new procurement exercise to secure a contractor. Further delay could add additional cost, for example through inflation.
- 3.11 Accepting the additional £9.95m DfT funding offer will allow the project to proceed to procure a contractor starting this summer and concluding spring 2027. Subject to the process progressing as anticipated works could start in spring 2028 and complete in 2030.

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

4.1 Financial implications

This report seeks the addition of £9.95m to the Train Station project, financed by Levelling up grant following agreement by DfT to reallocate funds not required for the St Margaret's junction scheme. The revised budget will rise to £32.6m, which is sufficient to enable a procurement exercise to commence.

Stuart McAvoy – Head of Finance
24th June 2026

4.2 Legal implications

The additional £9.95m DfT funding is subject to conditions which will be reviewed by Legal Services prior to acceptance. The main points include that the grant must be used solely for the capital costs of the project and be spent by March 2029. The project will be subject to regular monitoring and evaluation and any significant changes to the project must be approved by DfT.

Legal Services will provide further advice as required to ensure the agreement is entered into on appropriate terms.

Kevin Carter, Head of Law
29th June 2026

4.3 Equalities implications

The Council has a duty under the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination, advance equality of opportunity, and foster good relations between people who share protected characteristics and those who do not.

The report recommendation to accept the funding into the Leicester Station Gateway project is expected to have a positive impact on accessibility and inclusion. The proposed improvements, including a reconfigured station entrance, expanded concourse, and enhanced public realm, will improve access for all users, particularly for people with disabilities, older people, and those with mobility impairments. Improved pedestrian routes and increased capacity are also likely to benefit passengers with pushchairs and those travelling with luggage.

No adverse equalities impacts have been identified as a result of accepting this funding. As the project moves forward into detailed design and construction, a full Equality Impact Assessment (EIA) should be undertaken and kept under review to ensure inclusive design principles remain deeply embedded throughout delivery.

Equalities Officer, Surinder Singh, Ext 37 4148
Dated 15 June 2026

4.4 Climate Emergency implications

The proposed redevelopment of Leicester Railway Station continues to present a significant opportunity to support delivery of the Council's Climate Ready Leicester Plan. Since 2021, expectations around sustainability and net zero delivery have increased, and

any progression of the scheme would now need to demonstrate alignment with the recently published local plan, including measurable whole-life carbon reduction, low/zero carbon energy systems, climate resilience, and adherence to corporate sustainability standards. The project retains the potential to deliver substantial city-wide emissions savings through modal shift from road to rail, although these benefits should be updated and evidenced using current data. Approval of the additional £9.95m funding would therefore enable a strategically important low-carbon infrastructure scheme to proceed, subject to strengthened sustainability performance targets and robust monitoring, reducing city-wide emissions, modernising a key public asset, and demonstrating leadership in addressing the climate emergency.

Phil Ball, Sustainability Officer, Ext 372246

16th June 2026

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

NA

5. Background information and other papers:

None

6. Summary of appendices:

None

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?

Yes as capital expenditure is proposed in excess of £1m as part of the Local Transport Scheme Programme.

Appendix D

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL EXECUTIVE MEMBER

1.	Decision title	Leicester Railway Station – Funding support from Department for Transport
2.	Declarations of interest	None
3.	Date of decision	22 July 2026
4.	Decision maker	City Mayor
5.	Decision taken	To approve: a. The allocation of £9.95m of Government Department for Transport Levelling Up grant funding into the Leicester Station Gateway project budget and add this to the approved capital programme; and b. The delegation of authority to the Director of Planning, Development and Transportation and Director of Finance to finalise grant funding details with the DfT to secure the award.
6.	Reason for decision	To accept additional Government Grant into the Leicester Station Project in order to enable delivery of the scheme and the transportation and regeneration benefits.
7a.	KEY DECISION Yes/No?	Yes
7b.	If yes, was it published 5 clear days in advance? Yes/no	Yes
8.	Options considered	No alternative options applicable
9.	Deadline for call-in • 5 members of a scrutiny commission or any 5 councillors can ask for the decision to be called-in.	29 July 2026

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL EXECUTIVE MEMBER

	• Notification of call-in with reasons must be made to the monitoring officer	
10.	Signature of decision maker (City Mayor or where delegated by the City Mayor, name of executive member)	