



Leicester
City Council

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

DATE: WEDNESDAY, 20 MARCH 2024

TIME: 5:30 pm

**PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles
Street, Leicester, LE1 1FZ**

Members of the Committee

Councillor Waddington (Chair)

Councillor O'Neill (Vice-Chair)

Councillors Batool, Dawood, Osman, Porter, Rae Bhatia and Whittle

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

For Monitoring Officer

Officer contacts:

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PUBLIC SESSION

AGENDA

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1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members will be 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 Commission held on 31 January 2024 are attached and Members will be asked to confirm them as correct record.

4. PETITIONS

The Monitoring Officer to report on any petitions received in accordance with Council procedures.

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer to report on any questions, representations and statements of case received in accordance with Council procedures.

6. 20MPH ZONES INFORMAL SCRUTINY - UPDATE

The Chair will give a verbal update on the informal scrutiny work on 20mph Zones in the City having presented it to the Executive.

7. ELECTRIC VEHICLE CHARGING INFORMAL SCRUTINY - UPDATE

The Vice-Chair and the City Transport Director will give a verbal update on the informal scrutiny work on Electric Vehicle charging points in the city following the first meeting of the task group.

8. WATERSIDE UPDATE

The Director of Planning, Development and Transport will give a presentation on the Waterside development. Updates will also be given on Pioneer Park and the Brownfield Land Development Approach.

Slides to follow.

9. LABOUR MARKET: WORKER EXPLOITATION **Appendix B**

The Head of Economic Regeneration submits a report relating to worker exploitation in sectors other than the textiles sector.

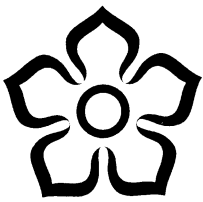
10. LLEP ARRANGEMENTS **Appendix C**

The Director of Tourism, Culture and Inward Investment submits a report to reflect on the impact of Leicester and Leicester Enterprise Partnership spanning from its inception in 2011 to the present day and to acknowledge the progress on the transfer of LLEP functions into Leicester City Council under the direction of the new Leicestershire and Leicestershire Economic Growth Board.

11. WORK PROGRAMME **Appendix D**

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

12. ANY OTHER BUSINESS



Leicester
City Council

Appendix A

Minutes of the Meeting of the

ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY
SCRUTINY COMMISSION

Held: WEDNESDAY, 31 JANUARY 2024 at 5:30 pm

P R E S E N T :

Councillor Waddington (Chair)

Councillor Batool
Councillor Dawood
Councillor Rae Bhatia

Councillor Chauhan
Councillor Porter
Councillor Whittle

In Attendance

Deputy City Mayor, Councillor Clarke – Climate, Economy and Culture

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47. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr O'Neill.

48. DECLARATIONS OF INTEREST

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

Councillor Batool declared that with regard to Item 8 – Labour Market: Economic Inactivity and ESOL, she was working for the UK Shared Prosperity Fund (UKSPF) project.

49. MINUTES OF THE PREVIOUS MEETING

AGREED:

That the minutes of the meeting of the Children, Young People and Education Scrutiny Commission held on 7 December 2023 be confirmed as a correct record.

50. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The following question was presented to the Commission by Mr James Blackhall:

Given the council's commitment to Net Zero and supporting those who are economically disadvantaged is it truly acceptable that a flexi four-week ticket is rising by nearly £10?

In response to the question the Director for Planning, Transportation and Development noted that:

Fares for all bus tickets in Leicester were determined commercially by the bus operators, with the Council having no legal control.

Costs for operating buses had been rising faster than inflation for the past 2 years, with driver wages, fuel, insurance and repair work all rising quickly.

As a result commercial bus operators were increasing ticket prices nationally.

Whilst this was regrettable, it should be noted that, through the council working closely with bus operators through the Enhanced Partnership, the Leicester bus network has remained comprehensive, with over 30 high frequency, more reliable routes running throughout the day. Many other areas in England have seen significant service cuts following Covid.

In addition, nearly half the network was now operating with new electric buses with more accessible onboard facilities, real time information displays and new shelters at all main stops across the city.

Bus travel in Leicester remained comparatively good value.

As well as the national £2 single fare there are also travel discounts for the elderly, disabled, for those who are unemployed and for eligible school children.

The range of unlimited, all operator, Flexi tickets remained good value given the significantly improved network now being provided. Compared with other nearby cities such as Nottingham and Derby prices were still competitive. A four-week equivalent flexi ticket in Nottingham cost £85.50 and in Derby £85.00 compared with £74.00 in Leicester.

In addition, following an initiative coordinated by the council, Leicester remained the only area outside of London with all-operator contactless fare capping. This guarantees the cheapest fare for any combination of trips made on any bus operator over a day or week, with no further charge for any travel made once the fare cap has been reached.

There was one free bus service under a government funded trial, namely the Hop! city centre circular.

The Chair thanked Mr Blackhall for the question and Officers for the response.

51. PETITIONS

The Monitoring Officer reported that none had been received.

52. DRAFT GENERAL REVENUE BUDGET 2024/25

The Director of Finance submitted a report detailing the proposed Revenue Budget for 2024/25.

The Head of Finance (CDN) then presented the report.

Key points included:

- The budget was very challenging for the 2024/25 financial year and was the worst outlook that the Council had ever faced.
- Without drastic action, the Council would not be able to balance the budget in the 2025/26 financial year.
- A Section 114 notice would not mean that the Council was bankrupt, as Councils cannot technically go bankrupt. A Section 114 notice would state that the Council's resources could not meet its commitments and as such it could mean a freeze on commitments and government interventions.
- Many other Councils were in a similar position to Leicester.
- Whilst not directly linked to EDTCE, a growth in statutory services had put pressure on the budget, for example, the costs of Adult and Children's Social Care, pressure on home-to-school transport and the homelessness budget.
- The budget was in a volatile position and there was expected to be a need to add a further £11m to the final budget, largely due to an increase in minimum wage which had raised care costs and homelessness.
- The growth in statutory services and the failure of the government to provide adequate funding had meant it was difficult for local authorities to keep up. Despite pressures and inflation increasing since 2021, the government had only just announced additional funding for local governments, however, this may only amount to around £3m for Leicester City Council.

- There was £10m of savings in the budget, but this still left a large sum to be met from the reserves.
- A further austerity drive from the government was signalled from 2025-26. Analysis from the Institute of Fiscal Studies showed that there would be a real-terms cut of 3.4% per year for services other than the NHS, aid and defence.
- The Council approach to budget reductions had been to use a managed reserves strategy, however, the proposed budget would make use of all reserves available.
- Some local authorities had been offered exceptional financial support from the government which in some cases allowed them to use the proceeds from the sale of assets to balance the revenue budget, and in some cases allowed councils to increase their council tax above the 5% permitted. However, no local authority had been offered extra money. No exceptional financial support would be offered to Leicester City Council in 24/25 as it was able to balance the budget.
- The commission was directed to Appendix 1 of the report, in particular highlighting those budget ceilings for service areas under the scope of the commission. Decisions already taken had the effect of reducing the budget in some areas (i.e. savings). Service areas and services were expected to manage inflationary pressures in their own budgets.

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

- These savings showed the impact of decisions already taken on next year's budget throughout the year that had been shared through executive decision reports.
- The budget for repairing potholes had not been reduced.
- A comparison of money in the current budget compared with the 2012/13 budget once adjusted for inflation was raised. This would be raised in Overview Select Committee (OSC) as this was an issue about the overall budget rather than specific to this Commission and as such OSC would be a more relevant context. The Head of Finance (CDN) agreed to look into the issue further prior to OSC.
- The peer review had commenced. To date, much of the work had been desktop based and would progress over the coming months with face-to-face work and would result in the identification of potential areas for savings.
- It was not always easy to identify which areas were statutory and which were not. There were elements of statutory services within most budget ceilings. Even if a service was statutory, this did not mean that it could not be provided differently or more cost-effectively. So, savings may still be sought within statutory services; all areas needed to be looked at for potential savings.

- Within the £600m of additional funding for Local Authorities from the government, there was no specific allocation to Leicester City Council (LCC) as yet, however it was thought that LCC would receive around £3m. Of this it was thought that much of this would be ringfenced for Adult Social Care (ASC) due to pressures on the area.
- The national Fair Funding Review of local government funding was reliant on the government. It aimed to produce a revised formula for the allocation of funding to Councils. This was not within the control of the local authority, and it was not clear if or when this work will take place.
- Officers and the executive were looking at ways to balance the budget. The peer review was one element to support this work. If a list of discretionary services existed then this could be shared, but it was reiterated that it was not just discretionary services under review.
- It was requested that the Commission receive reports on the work done by the Executive on proposals for the 2025/26 budget reductions and the areas under review.
- In response to a query about selling assets, it was noted that if the Council could not balance its budget, then, with government permission, the rules on selling assets could be relaxed, however, the council was not yet in that position. With specific regard to potentially selling a museum artefact, it was warned that there may be consequences such as losing accreditation from the Arts Council. It was clarified that this was a Capital matter.
- It was suggested that the Fair Funding Review did not take account of the increase of the city's population since 2011. It was further suggested that an aging population and the cost of care were also budgetary pressures.

AGREED:

- 1) That the report be noted.
- 2) That the Commission receive reports on the work done by the Executive from January on the 2025/26 budget reductions and the areas under review.
- 3) That comments made by members of this commission to be taken into account by the lead officers.
- 4) That the report be brought to Overview Select Committee prior to Full Council.

53. DRAFT CAPITAL PROGRAMME 2024/25

The Director of Finance submitted a report detailing the proposed Capital Programme for 2024/25.

Key points included:

- This was a one-year programme of schemes from grants, borrowing and the sale of assets. The programme was limited to one-year due to the uncertainty of resources, the impact of inflation and to ease pressure on revenue budgets.
- The Commission were given a rundown of expenditure relevant to Economic Development, Transport and Climate Emergency, including:
 - £3.3m for the continued Highway Capital Maintenance programme.
 - £2.6m to continue the programme of works constituting the Transport Improvement Programme.
 - £400k for local environmental works within Wards.
 - £300k to continue the Flood Risk Prevention Scheme.
 - £200k for enveloping of front walls.

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

- The Flood Risk Prevention Scheme figure of £300k was established to support the work of the Flooding and Drainage team to bring forward schemes in terms of flood risk management, particularly relating to potential highway drainage and sustainable drainage schemes. This figure was sufficient and supported the team's work with the key partner the Environment Agency. Further to this there were other opportunities to bid for grant funding from the government and through the local levy, including through the Trent Regional Flooding & Coastal Committee to try and find other sources of funding to support that work. Successful examples of the partnership working included the £8m major flood risk management schemes completed along the Rover Soar in recent years to improve the flow of flood water through the city at Aylestone Meadows, Ellis Meadows and a new flood bypass culvert at Loughborough Rd bridge.
- The Council had two machines for clearing drains, one of which was held as a spare, although this spare had been used during the recent flooding incidents. The work of the Cleansing Services team who were responsible for clearing leaf fall was also funded from revenue. Leaf fall had traditionally been a problem and the team had a list of problem areas that needed tackling regularly. This issue also fell under the remit of the Culture and Neighbourhoods Scrutiny Commission
- The Disabled Facilities Grant fell under the remit of Housing Services and the Housing Scrutiny Commission. These grants were offered across the city and not limited to specific Wards.
- The front walls scheme was aimed at repairing collapsing front walls of run-down property frontages along key gateways and in district centres which significantly impact on the street scene appearance making areas look run down and unwelcoming. Areas where front walls had already been tackled included Green Lane Road, Evington Road and Narborough Road. The poor state of walls along Welford Road was the next area being considered in order to improve the street scene.

- Pots of money existed within policy provisions within the capital budget and these were subject to executive decisions to release the money into the programme. This included money needed to assess the scope of a scheme as sometimes it was necessary for a scheme to incur upfront expenditure; officers were able to release up to £250k for this purpose.
- In terms of neighbourhood road repairs, it was clarified that patching needed to be carried out before surface dressing. Money was prioritised for streets where the team were aware of issues, and Ward members were engaged through periodic briefing sessions to identify local neighbourhood priorities.
- In terms of Transport Improvement Works, a list of works was brought to member briefing sessions. This included issues such as 20mph zones, local safety initiatives, cycling and walking initiatives and contributions to statutory functions. This list could be shared with the Commission.
- The reasons behind the speed limit on the A6 included the reduction of death and accidents. There were further plans to introduce a 'Red Route' and a Bus Lane which would make changes on how the road operated. It was considered that a 30mph limit was safer than 40mph due to the proximity of housing and shop fronts. Blackbird Road would also have a 30mph speed limit introduced.
- With regard to the phasing out of the Leicester and Leicestershire Local Economic Partnership (LLEP), LCC would continue to receive funding as the accountable body, however, this would be subject to Government arrangements on how it could be spent and could come with conditions.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account by the lead officers.
- 3) That the report be brought to Overview Select Committee prior to Full Council.

54. LABOUR MARKET: ECONOMIC INACTIVITY AND ESOL

The Director of Tourism, Culture and Inward Investment submitted a report summarising the levels of economic inactivity and English language proficiency across Leicester's labour market, and the interventions commissioned in response to these issues by the UK Shared Prosperity Fund.

The Head of Economic Regeneration presented the report.

Key points included:

- The report concerned features of Leicester's labour markets, specifically economic inactivity and English as a Second Language (ESOL).
- Leicester had a higher-than-average unemployment figure which disguised a distinctive feature of the labour market around economic inactivity.
- Definitions of economic inactivity included people who are not employed, seeking work, or available for work due to various reasons such as students, retirees, homemakers, and those who have given up searching for a job.
- Many people withdrew from the Labour Market during the Covid-19 pandemic, sometimes this was due to them feeling discouraged or due to health issues.
- Many people were involuntarily inactive, and it was thought that they could re-join the workforce with the right encouragement. Support was directed to this target group.
- There was a high proportion of economically inactive people in Leicester, however the share of these who did not want a job was lower in Leicester than the national average, and a quarter were long-term sick.
- Another feature of economic inactivity in Leicester was a low level of proficiency in the English language and the demographic structure of Leicester was a feature of this. 7% of Leicester residents could not speak English which was the third highest percentage out of all Local Authorities in England and only 70% spoke English as a first language compared to just over 90% in England.
- Resource was being directed to areas of need and funding was being allocated to these issues.
- Twelve external organisations were delivering support through the Shared Prosperity programme and there were two projects focused on economic inactivity, and two focussed on ESOL and basic skills.
- Future initiatives from the Department for Work and Pensions (DWP) included one that proposed to allocate funding directly to local authorities focussed on supported employment for disabled people to enter the economy, however, no detail had been announced at the time of the report.

The Head of Adult Education gave a presentation on ESOL provision using slides as attached in the agenda pack.

Key points other than those on the slides included:

- The Twin Training ESOL programme focussed on qualifications to get people into work.
- The Adult Education team with their VCS partners were focused on the Everyday English scheme which provided informal first steps into ESOL, opportunities to build confidence in everyday situations and a limited number of places for asylum seekers and others who were not otherwise eligible for ESOL funding. A caseworker supported individual to progress onto more formal learning opportunities.

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

- Points were raised about the locations of the schemes and services within the city. It was clarified that whilst the organisations involved may be based in a certain location, they delivered support across the city and the area where they were registered did not reflect the focus of their delivery. The delivery would be tracked over the next 18 months and the outcomes of the delivery could be reported back to the Commission. A list of delivery locations and service recipient locations (where postcode declared) could be provided to members of the commission so that they could help to identify gaps in the service and suggest further locations.
- Points were raised about the importance of ESOL to support integration.

A representative of partner-organisation Positive Communities gave a presentation using slides as attached.

Key points other than those on the slides included:

- It was noted that Positive Communities provided support in Stoneygate, Wycliffe, North Evington, Spinney Hills and Evington Wards and the rest of the city was covered by a partner organization called Futures.
- There was considerable demand for the services on offer.
- Mobilisation involved working with partners on community-based marketing and outreach they were now into a period of intensive delivery over the next 15 months to hit targets.
- There was a very strong partnership among members, including the BYCS, and they met regularly.
- A referral mechanism existed to support clients who might want to be supported by different organizations.
- The importance of working with the Council was recognised.
- UKSPF was a shared effort between the Council and all of the various providers. Council officers were thanked for their support.
- A longitudinal evaluation was being undertaken to look at people's journeys across the 18 months and looking at how they could be supported.
- There was a potential to bring partners together to form a legal entity to do further work and bid for tenders.

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

- The programme lasted 18 months. Unit costs per person were similar to the European Social Fund and the Community Renewal Fund. People

would require intensive support. Partners delivered support at minimum cost and there was no excess expenditure, this was very cost effective.

- In response to a query about providing support within places of employment, it was stated that this was not within the scope of the funding criteria, however, if there was an opportunity it was thought that some partners would be enthusiastic, however, it would be up to the government to fund such an initiative. It could be difficult to get employers to release staff to take part in such schemes.
- The funding currently available was less than the previous funding from the European Union.
- In terms of projects being on track it was early days as delivery had just started, but signs were positive. Delivery was above target.
- Some organisations in Positive Communities were ESOL partners and as such they were aligned in delivery.
- Delivery occurred in peaks and troughs.
- Pottery classes offered were very full. Expansion could be difficult due to the facilities being expensive.
- A potential error was flagged in the table showing unemployment figures. This would be checked with the Office of National Statistics.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account by the lead officers.
- 3) That outcomes of delivery of ESOL to be brought back to the Commission following tracking over the next 18 months.

55. 20MPH ZONES INFORMAL SCRUTINY

The Chair submitted a report providing an overview of the Commissions examination of the policy regarding the implementation of 20mph streets in Leicester.

Key points included:

- The bespoke method adopted by the Council was seen as preferable to having a default 20mph speed limit. This approach allowed for consultation, improvements and traffic-calming.
- The commitment of achieving 20mph coverage of 80% of suitable streets was supported but recommended aiming for 100% of appropriate residential streets, and it was suggested that these should include post-completion feedback and the air quality data in these areas should be monitored.

- It should be ensured that schemes were self-enforcing and looked at older 20mph streets to see if the traffic calming measures needed to be modernised.

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

- Data presented before the work group suggested that accidents were reduced in 20mph zones. Data on air quality was not widely available as such but monitoring would be undertaken.
- Commentary from the government cautioned against a blanket 20mph limit. The Outcome of the work group landed on the same position in continuing this approach.
- Regarding a future work group on 24-hour bus lanes, guidance was expected from the government, but had so far not been produced.
- The targets were thought to be realistic as they were based on an assessment of what was possible and practical. It was suggested that the Council should stretch its targets.
- The Senior Governance Officer who supported the work group was thanked.
- A schedule of delivery dates and locations of 20mph streets was requested. This could be considered at 6-monthly meetings as this was an opportunity to share the programme.
- Investment would be made in Knighton to reduce speeds.
- Speeding issues in Aylestone were raised along with the possibility of 20mph streets in the Ward.

The Chair noted that this was an illustration of a short task group. The next task group would consider Electronic Vehicle (EV) charging points and the one after that would look at 24-hour bus lanes once government guidance was received. These were also aimed to be short task groups.

Invitations for expressions in sitting on the EV Charging task group would be sent out once the scope of the group was established.

AGREED:

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

56. WATERSIDE VISIT

The Commission were asked how they wanted to proceed with the Waterside visit.

AGREED:

That the relevant office be informed that two members of the Commission wished to have a site visit and a presentation be produced and presented to members in the meantime.

57. STORM HENK FLOODING UPDATE

The City Highways Director submits a report updating the Commission on the response to the flooding impacts in the City arising from Storm Henk.

Key points included:

- The briefing note provided background to the incident. This was a rapidly developing issue as the situation had gone from a steady state on the Monday to rapid flood warnings overnight. The flooding did not manifest itself until the following day and it was not understood until the early hours of the Wednesday as to where the impact was.
- Calls had been responded to and activities had been coordinated. Teams had monitored river levels.
- A number of streets had been badly affected. This had been very distressing for residents.
- The Fire Service had been worked with, especially on Thurcaston Road and Beaumanor Road where people had needed to be evacuated by boat and taken to Rest Centres or other accommodation such as staying with family or friends.
- During the recovery phase, the Council had been very active in affected areas, speaking to people about support needed and cleanup needed and helping them to get back to a situation that was as normal as possible.
- Internally flooded houses would take time to deal with.
- The Council were looking to help people gain access to government grants to help. The Council could also help people to contact insurers and landlords.
- Drop-in sessions were being held in Rushey Mead with partners who could help.
- An email had been sent to all members setting out financial support for residents and businesses. In the long term there would be support for property resilience.
- Work had been undertaken to improve the flow of the River Soar. Had this not been done then the situation would have been worse.

- In terms of defending properties, there were economies of scale which needed to satisfy the Government cost-benefit tests for funding. Sometimes it could cost more to defend a house from flooding than the house was worth.
- Property Resilience Grants were a way forward for some properties to protect themselves.
- The level of rainfall had not been exceptional, but other weather events such as Storm Babet in October 2023 and subsequent rainfall had left the ground saturated.

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

- In terms of access, residents known to be flooded were contacted directly. There was also a website whereby people could obtain links and information and the details they needed.
- There was a community recovery grant of up to £500 available for residents who had been flooded internally. To be eligible for this grant, water would have needed to have entered living space and made a dwelling unliveable for 48 hours. Further to this, eligible houses would receive a Council Tax discount for a minimum of three months. If they had temporary accommodation in the meantime (that was not a second home), the discount might also apply to that. There was financial support for businesses available of up to £2500, details of this offer were available on the Council website.
- If residents enquired with the Council in need of support, officers could help.
- In terms of lessons learned and preventing future incidents, the criteria for a Section 19 investigation under the Water Management Act had been triggered. This would take time as the Environment Agency was responsible for flood risks from rivers. Most causes of flooding in Leicester during Storm Henk were from the River Soar where there had already been meaningful interventions through previous work with the Environmental Agency and it was thought that all meaningful interventions that would currently satisfy the government criteria for getting funding under the current thresholds had been exhausted. It was possible that the government may change the thresholds in future.
- Funding from the government had not increased with inflation. This was a concern. There was a levy scheme whereby the council contributed the Environmental Agency to support a strategic approach to investment across East Midlands Councils.
- A partnership between the insurance industry and the government was ongoing and would remain in place into the 2030s. This partnership was aimed at providing insurance to people struggling to get insurance in flood risk areas. Additionally, members could help residents to look at insurance options.
- The machinery available to the Council for unblocking drains and clearing gullies was adequate. It was further clarified that the flooding that had occurred in June 2023 was due to surface water flooding following an extreme

thunderstorm, whereas the current flooding issues were mostly due to river flooding where river levels had risen due to prolonged and steady rainfall.

- A process had commenced for a more targeted approach gully cleansing, going to specific areas and organising road closures where roads were heavily parked.
- Thurnby brook had burst its banks on Tuesday 2nd January. This was classed as a main river. Managing flood risks from rivers was the responsibility of the Environment Agency, however, the Council worked with them.
- Since it was unclear who residents needed to contact regarding flooding issues, it was suggested that it needed to be made clear who was responsible for which aspects, or to have a single point of contact to direct people.
- There was lots of information on the LCC website, however, it was acknowledged that it was a challenge to help understanding amongst the public.
- It was suggested that residents could sign up to the Environment Agency Flood Warning process. Further to this, the Commission were informed that there was a lot of advice on flood plans available from the Environment Agency. Another option for residents in an emergency flooding situation was to contact the emergency services. Another option in less urgent situations was the Council's out-of-hours phone number.
- New planning applications needed to go through the Flooding and Drainage team. Development on flood plains was restricted, and due process was given to ensure that such developments were not at risk of flooding. If building on a flood plain, part of the planning process looked at mitigating impacts and compensation.
- A point was raised regarding one-way valves in water gullies. This would be discussed outside the meeting.

AGREED:

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

58. WORK PROGRAMME

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

The work programme was noted.

59. ANY OTHER URGENT BUSINESS

There being no further items of urgent business, the meeting finished at 19:57.

Labour Market: Worker Exploitation

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 20th March 2024

Lead director: Mike Dalzell

Useful information

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

1. Purpose of Report

- 1.1 This report on Leicester's labour market focuses on worker exploitation in sectors other than the textiles sector.

2. Summary

- 2.1 Following proactive work to address concerns of non-compliance in Leicester's garment sector, the City Mayor's Strategic Plan includes a commitment to expand the remit of the Labour Market Partnership to tackle any other sectors which may be blighted by low pay and poor conditions.

3. Recommendations

- 3.1 Members are invited to comment on the report and the proposed approach.

4. Report/ Supporting Information

- 4.1 The Leicester Labour Market Partnership was launched in September 2019 to bring together key partners to look at ways to proactively address concerns of non-compliance in Leicester's garment sector. Although enforcement powers and resources rest exclusively with national regulators rather than local authorities, Leicester City Council established and funded a Community Safety (Labour Market) Coordinator post as a pilot initiative to progress this area of work. The Council funded this post for an initial three-year period from March 2020 to March 2023.
- 4.2 The Leicester Labour Market Partnership had a three-pronged approach – Enforcement, Engagement with communities and partners, and Economic regeneration of the textile sector. This work established Leicester City Council as one of the leading local authorities that have worked proactively to drive local changes to improve working conditions for residents.
- 4.3 The Leicester Labour Market Partnership subsequently helped to align the work of local agencies with Operation Tacit (Op Tacit) - a period of enhanced enforcement activity by national agencies which commenced in July 2020 following widespread media reporting of allegations of modern slavery in the Leicester garment industry.
- 4.4 The operation, led by The Gangmasters and Labour Abuse Authority (GLAA), involved close working with labour market enforcement bodies, police, the National Crime Agency (NCA), and the Health and Safety Executive (HSE) in partnership with Leicester City Council and community and workers' groups. Op Tacit has been one of

the largest multi-agency labour enforcement operations of its kind with significant resources contributed by the partners involved.

- 4.5 The national Director of Labour Market Enforcement has since undertaken an independent review of Op Tacit. Cllr Clarke and several Council officers were interviewed as part of this review in mid 2022, and we understand this review was completed some time ago. Despite a commitment to publish the findings in 2023 this has not yet happened.
- 4.6 A picture of local labour markets, focal points of exploitation, and enforcement is hampered by two key aspects. First, official statistics might be too crude to support focused actionable measures while, second, enforcement powers rest at the national level. As such an evidence base will be important to inform any role for the Council in responding to these issues with partners.
- 4.7 Local university partners have been invited to support work to research and assess the scale and extent of labour exploitation in different sectors in Leicester. This work could then inform options for how the council might respond. The scope of this work would have a likely impact on a range of Council service areas, including for example Community Safety, as well as engagement with external partners so could provide a solid foundation for future work in this area.
- 4.8 The proposed objectives for this work are as follows:
- To conduct a literature review of relevant policies at the national and local level that relate to labour exploitation in specific economic sectors.
 - To gather and assess any data or intelligence relating to the existence of labour exploitation by economic sector, and specifically in Leicester.
 - To map and engage with the various potential stakeholders, confirming their roles and the potential engagement, compliance and enforcement approaches to be used to tackle labour exploitation.
 - To inform future sector and location-focused multi-agency enforcement interventions, and in particular the potential role of the City Council (noting current and anticipated resource constraints)
- 4.9 Professor Nik Hammer, Director of the Future of Work Cluster at the University of Leicester, has suggested how this work might be progressed. In order to establish a robust picture of labour market exploitation in Leicester, Professor Hammer proposes the following tasks:
- a) scope the literature regarding sectors and practices of labour market exploitation;
 - b) map relevant local stakeholders;
 - c) develop a systematic picture that emerges from a review of administrative data and local stakeholder experiences.
- 4.10 Coordination amongst local stakeholders (e.g. local government and agency representatives, trade unions, community groups) could be harnessed to build an evidence base on sections of the local labour market as well as to coordinate feasible interventions.

4.11 Key dimensions for any research could be established in consultation with stakeholders. The review could for example have a specific focus on business sectors where labour exploitation is likely to be more prevalent (e.g. social care, nail bars, car washes, etc).

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

6.1 Financial implications

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

Stuart McAvoy – Head of Finance

6.2 Legal implications

The Modern Slavery Act 2015 is the key legislation relating to the modern slavery and sets out the relevant criminal offences, prevention orders, the role of the Independent Anti-Slavery Commissioner and the obligations on organisations. The Act is supported by various regulations and statutory guidance. The Council is under a duty under Section 52 of the Act to notify the Home Office when they come across potential victims of modern slavery. It is also under duties to safeguard child and vulnerable adults who may be involved in modern slavery.

Mannah Begum, Principal Solicitor (Commercial and Contracts Legal) Ext: 1423

6.3 Equalities implications

This paper on Leicester's labour market focuses on worker exploitation in sectors other than the textiles sector and proposed approaches going forward.

As the number of people participating in the workforce continues to rise, it is important to ensure that workers employment rights are protected, and that, for example, they receive the National Minimum Wage and the National Living Wage. Exploitation can happen to anyone, whether they are from the UK or abroad. Offenders often target people with vulnerabilities, whether that's down to their personal circumstances, their employment status, their language abilities or something else that isolates them from other people.

Initiatives that aim to deliver benefits by enforcing protection of workers from labour market exploitation should lead to positive impacts for people from across many protected characteristics. It is important to ensure that communities and employees are fully aware of their rights and how to seek support should they need it. Engagement with stakeholders and communities should be accessible.

Equalities Officer, Surinder Singh, Ext 37 4148

6.4 Climate Emergency implications

There are no significant climate emergency implications directly associated with this report. In general, as project delivery generally contributes to the council's carbon emissions, any impacts of delivering this work could be managed through measures such as encouraging and enabling low carbon travel by staff, using buildings and materials efficiently and following sustainable procurement guidance, as relevant and applicable.

Aidan Davis, Sustainability Officer, Ext 37 2284

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:

N/A

8. Summary of appendices:

N/A

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

10. Is this a "key decision"? If so, why?

No



The impact of LLEP and transition arrangements for the future.

Lead director: Mike Dalzell
Report Author: Pheobe Dawson

Useful information

- Ward(s) affected:
- Report author: Phoebe Dawson, CEO LLEP
- Author contact details: phoebe.dawson@llep.org.uk
- Report version number plus Code No from Report Tracking Database:

Suggested content

1. Purpose of report

- 1.1. To reflect on the impact of Leicester and Leicester Enterprise Partnership spanning from its inception in 2011 to the present day.
- 1.2. To acknowledge the progress on the transfer of LLEP functions into Leicester City Council under the direction of the new Leicestershire and Leicestershire Economic Growth Board

2. Summary

- 2.1 The Leicester and Leicestershire Enterprise Partnership (LLEP) has made a profound and lasting impact on its region's economic landscape during the 13 years to 2024.
- 2.2 Through its focus on business growth, skills development, apprenticeships, innovation, and sustainability, it paved the way for local organisations to thrive and local people to seize upon a host of opportunities.
- 2.3 Success has been built on the unwavering commitment, creativity, and collaboration of partners, stakeholders, board members, and officers. Their dedication and expertise were the driving force behind the creation of positive opportunities for tens of thousands of businesses and individuals.
- 2.4 LLEP-led initiatives have not only driven economic growth but also fostered a spirit of entrepreneurship and innovation in the region. Great strides have been made in addressing key challenges, from bridging skill gaps, to attracting investment, to promoting low carbon economies.
- 2.5 When reflecting on the impact of the past 13 years and contemplating the future, the LLEP played an influential role in the development of partnerships and its capacity to foster economic prosperity within Leicester and Leicestershire

The future

- 2.6 The Chancellor announced in the Spring Budget (March 2023) that the Government was 'minded to' withdraw central government support (core

funding) for Local Enterprise Partnerships (LEPs) from April 2024 and transfer their functions – namely, business representation, strategic economic planning, and the delivery of government programmes where directed – to local authorities, where they are not already being delivered by combined authorities or the Greater London Authority.

- 2.7 In August 2023, Government wrote to LEP Chairs, Combined Authority Mayors, Local Authority Leaders confirming their 'minded to' decision.
- 2.8 Government confirmed that where not delivered by a combined authority, or in areas where a devolution deal is not yet agreed, the Government expects these functions to be exercised by upper tier local authorities (UTLAs), working with other upper tier local authorities, over functional economic areas.
- 2.9 Government published initial guidance on transition of those functions in August 2023.
- 2.10 To ensure effective consultation with partners and stakeholders, and a smooth transition, it was agreed that members of the LLEP Board and a District Council representative would join senior officers of the UTLA's and the LLEP CEO to create the LLEP Transition Board.
- 2.11 The LLEP Transition Board is committed to ensuring a strong business voice is maintained to support the UTLAs to deliver strategic economic planning, and ongoing delivery of specific government programmes where directed.
- 2.12 In November 2023, government requested that all LEPs and UTLAs submit an Integration Plan, detailing the proposed new model for business and stakeholder representation.
- 2.13 In Leicester and Leicestershire, the UTLAs submitted an integration plan with a suggested model where business and stakeholder representation would be delivered via a Business and Stakeholder Advisory Forum, and the chair of that board will report into a suggested Economic Growth Board with the two upper tier local authority leaders.
- 2.14 As of 1 March, the feedback on the proposed integration plan had not been received.
- 2.15 In the interim, Government published further guidance on the role and proposed functions of the new Economic Growth Board 19 December 2023. They also confirmed that the UTLA taking on the LEP function would receive up to £240k to support transition 2024/25. Any further funding would be subject to spending reviews.
- 2.16 The guidance was clear that the development of Local Economic Strategy, management of government programmes, and business voice representation are the key functions for Economic Growth Boards.
- 2.17 To ensure that work wasn't delayed, the UTLAs and LLEP CEO had already approved these functions for transition.

- 2.18 Government have suggested that they wish to be in receipt of refreshed economic strategies by October 2024, however further guidance on this is due June 2024.
- 2.19 In lieu of any further clarification on funding the UTLA and LLEP Transition Board have agreed to underwrite delivery for the new Economic Growth Board utilising LLEP reserves.
- 2.20 Support for Enterprise Zones, Skills and Apprenticeships, The Business Gateway Growth Hub and work of the Leicester and Leicestershire Careers Hub will continue.
- 2.21 The team is in an organisation review which will see 13 posts made redundant and the creation of 7 new posts.
- 2.22 It is proposed that LLEP private sector Directors will step down 31 March 2024 and the company will transfer to public sector ownership with 2 UTLA officers as Directors.
- 2.23 Delivery of the new Economic Growth Board will commence 1 April 2024.

3. Recommendations

- 3.1 Members are encouraged to review the contents of the report and the progress regarding the future of Economic Development across Leicester and Leicestershire.

4. Report/Supporting information including options considered:

Overview

- 4.1 The Leicester and Leicestershire Enterprise Partnership (LLEP) was formed in 2011 to foster closer collaboration between local authorities and the private sector. Its purpose was to drive economic growth and job creation regionally.
- 4.2 In the 13 years that followed the LLEP led more than 360 projects, bringing almost £860 million of investment into its region. Notable successes, such as the introduction of Enterprise Zones, attracted development, innovation, and jobs.
- 4.3 Businesses of all sizes benefited. As well as developing infrastructure to attract global players, start-ups and SMEs have been supported. The

Business Gateway Growth Hub helped more than 16,000 local small businesses, enhancing productivity and delivering growth through tailored assistance and grants.

4.4 The LLEP Careers Hub bridged the gap between education and industry, providing high-quality guidance to young people as they made big life decisions. Regional skills gaps were addressed through an advisory panel and apprenticeship strategy.

4.5 In later years activity was underpinned by strategic pillars of innovation, inclusivity, productivity, and sustainability as the region emerged from the Pandemic.

4.6 In 2023 the UK Government announced that LEPs were no longer to be centrally funded, with responsibilities and functions moving instead to local authorities.

4.7 Strategy

4.8 Economic development in Leicester has been largely driven by LLEP strategies. Consistent top level development plans have shaped the local economy, from the original Strategic Economic Growth Plan to the Economic Growth Strategy launched in 2021.

4.9 Furthermore, skills strategies have been mapped out to align with future employment needs – ensuring local skills training meet real life industry needs. Taking a proactive approach, the LLEP implemented a host of initiatives, such as the Energy Infrastructure Strategy and Business Tracker Survey, to promote decarbonisation and gain a deeper understanding of business sentiment.

4.10 The LLEP has been a resilient and adaptable advocate, adjusting its strategies to correspond with changing economic landscapes and evolving business and community needs. Its significant efforts in fostering diversity, driving economic growth, and engaging with various sectors have significantly impacted the region's development trajectory.

4.11 Impact

4.12 Since its establishment in 2011, the LLEP has allocated more than £232,254,013 across 362 projects, resulting in the creation or safeguarding of 7,408 jobs, the development of 262,198 square meters of commercial floorspace, and the construction of 97 kilometres of cycle lanes.

4.13 Notable capital projects include:

4.14 **Leicester Tissue Company** a £1 million grant to convert paper reels into a variety of tissue-based products, supporting the creation of at least 80 jobs.

4.15 **Gresham** a £4 million loan to transform the vacant former Fenwick's department store into serviced apartments, co-working business spaces, and four new commercial units.

- 4.16 **River Soar** a £7.5 million grant to safeguard 1,852 homes from flooding, as well as mitigating risk, cycling routes were installed and ecological conservation was supported ecological enhancements at Aylestone Meadows and Ellis Meadows.
- 4.17 **IBM** a £1 million grant to fit out premises on New Walk leading to the creation of at least 100 high skilled jobs.
- 4.18 **St Margarets Bus Station** a £10.5 million grant to develop the first carbon neutral bus station, enabling the conversion from diesel buses to all electric vehicles.
- 4.19 **Skills and Innovation Village at Leicester College** a £3.27 million grant to build a purpose-built facility to expand motor vehicle engineering at Abbey Park Campus.
- 4.20 **Space Park** a £8.17 million grant towards the development of a global hub for space research, learning, public engagement and innovation.
- 4.21 **E E Smith Contracts Ltd** a grant of £43,750 to purchase a spray booth which led to the creation of 13 jobs.
- 4.22 **LCC Workspace Phase 3** a grant of £3.5 million for the development of the additional co working spaces within the Enterprise Zone.
- 4.23 **3 Digital C's (Confidence, Creativity, Competence)** a grant of £65,677 to support the WEA to deliver digital skills to disadvantaged adults.
- 4.24 Enterprise Zone**
- 4.25 Enterprise Zones were developed to provide a targeted boost to local economies designed to use local skills and clusters to contribute to national growth. The ability of EZs to retain growth in business rates for 25 years has empowered the LLEP to reinvest in site development and building workforce skills.
- 4.26 Created in 2015, Leicester Waterside is currently being transformed from an under-utilised area into a vibrant high-tech community. A gateway to the city centre boasting mixed-use development, including Grade-A office space and R&D workshops, which will further encourage industry-academia collaborations, home to Space Park Leicester and much more, it is building partnerships that are initiating innovative developments in diverse sectors, from space observation to achieving net zero emissions.
- 4.27 Careers Hub**
- 4.28 Formed in 2018 the Careers Hub has grown into a key strategic player in connecting education and business. An integral part of the national Careers & Enterprise Company network, it has effectively constructed alliances between schools, colleges and businesses. The Careers Hub is currently partnered

with every secondary school and college in Leicester to offer a comprehensive, progressive career education plan.

4.29 The Careers Hub also funds projects supporting teachers, parents, carers and young people, for example in collaboration with Ash Field School and Enable, it offered students the chance to organise and run a coffee morning, gaining practical skills while instilling a sense of social responsibility.

4.30 Business Gateway Growth Hub

4.31 Since 2015 the Growth Hub has supported over 16,000 businesses by offering tailored assistance to boost productivity, innovation, and sustainability, it has accelerated development of SMEs across a host of industries. Providing services such as a first point of contact for business information and programmes, it has signposted to finance, led and supported business-related events, and enhanced support programmes.

4.32 The Growth Hub's achievements were consistently bolstered by the forging of collaborative partnerships. Programmes such as Manufacturing Growth and Ambition to Grow were designed to address sector-specific challenges, while initiatives such as Made Smarter and Create Growth brought significant investment to support local manufacturing and creative businesses.

4.33 Skills and Apprenticeships

4.34 The LLEP has dedicated substantial efforts to improve inclusivity in recruitment, enhance area connectivity, tackle skill priorities, and promote best practices. The utilisation of Skills Reports has been pivotal in shaping curriculum planning and crafting region-specific skill development strategies. The commitment of the LLEP's specialised Skills Team to closing skill disparities in our region is indicative of the strides made in advancing the skills agenda.

4.35 The LLEP recognises challenges faced by SMEs in identifying suitable skills support offers. The solution is the Building the Workforce of the Future guide. This presents case studies and comprehensively addresses typical skill challenges for employers, successfully reaching 5,000 small businesses.

4.36 Innovation

4.37 The LLEP Innovation Strategy is a 10-point plan, underpinned by principles of the Economic Growth Strategy, to promote innovation across all businesses. The core aim is to enhance productivity, aspiring for a 5% economic growth beyond the national average. This is a critical undertaking, offering a response to weak productivity, low R&D expenditure relative to the national standard, and the prevalence of small businesses in the region.

4.38 The annual Leicestershire Innovation Festival celebrates innovative activity and businesses across the region. From just three events in 2018, it has flourished into a festival of 20 events, drawing more than 1,200 registrations in 2023 alone.

4.39 Sustainability

4.40 LLEP participation in carbon reduction programmes has helped businesses to dramatically reduce CO2 emissions. Through the Business Gateway Growth Hub, support was offered to businesses through the Zellar low carbon digital platform. Access enabled 100 businesses to reduce their carbon footprint. This support resulted in energy savings in excess of £301,000 and the prevention of 230 tonnes of CO2 emissions.

5. Financial, legal and other implications

5.1 Financial implications

5.2 Legal implications

5.3 Climate Change and Carbon Reduction implications

5.4 Equalities Implications

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

6. Background information and other papers:

7. Summary of appendices: n/a

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

No

9. Is this a “key decision”?

No

10. If a key decision please explain reason

In determining whether it is a key decision you will need consider if it is likely:

- to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council’s budget for the service or function to which the decision relates.
- to be significant in terms of its effects on communities living or working *in two or more wards in the City*.

Expenditure or savings will be regarded as significant if:

- (a) In the case of additional recurrent revenue expenditure, it is not included in the approved revenue budget, and would cost in excess of £0.5m p.a.;
- (b) In the case of reductions in recurrent revenue expenditure, the provision is not included in the approved revenue budget, and savings of over £0.5m p.a. would be achieved;
- (c) In the case of one off or capital expenditure, spending of over £1m is to be committed on a scheme that has not been specifically authorised by Council.

In deciding whether a decision is significant you need to take into account:

- Whether the decision may incur a significant social, economic or environmental risk.
- The likely extent of the impact of the decision both within and outside of the City.
- The extent to which the decision is likely to result in substantial public interest
- The existence of significant communities of interest that cannot be defined spatially.

**Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2023 – 2024**

Meeting Date	Item	Recommendations / Actions	Progress
27 July 2023	An overview presentation of EDTCE services and key issues.		
21st September 2023	1) Flooding update Report 2) Sector Skills 'Bootcamps' 3) 20 mph Streets topic, informal scrutiny proposal report.	3) To set up an informal 'task group' to focus on this work	3) A programme of meetings for members has now been set up. A final report/recommendations will be brought to EDTCE in early 2024.

Meeting Date	Item	Recommendations / Actions	Progress
18 October 2023	1) Bus Lanes Progress Report 2) A6 Bus Lanes/Red Routes TRO Report 3) Rally Park Active Travel Scheme Report	1a) Data to be provided on usage of buses since implementation of bus lane on Aylestone Road. 1b) Data to be provided on income collected through enforcement and where/how this has been spent. 1c) Data to be provided on breakdown of appeals regarding enforcement. 1d) Officers to liaise with Members on possible timeframe for Task Group on 24/7 Bus Lanes informal scrutiny. 2) Officers to consider further public engagement with objections received to scheme. 3a) Officers to consider best approach to retain trees and improve visibility/safety as part of design process. 3b) Officers to consider liaising with Parks about possibility of voluntary group in area for biodiversity gain and enjoyable space. 3c) Further details to be shared with the Commission once scheme designed for comment.	1a) Document shared with Commission members. 1b) Information available on council open data platform 1c) Information shared with members. 1d) Presentation on EV Charging to be given to determine if that or 24hr bus lanes is next informal scrutiny work. 2) Meeting/drop-in session for objectors to be arranged. 3a) Will be included in design work. 3b) Will be carried out as part of scheme. 3c) Noted.

Meeting Date	Item	Recommendations / Actions	Progress
16 November 2023 - special meeting	Climate Change Strategy Plan – consultation	<ol style="list-style-type: none"> 1) List of members of the Leicester Climate Emergency Partnership to be updated to include Active Leicester and to update the NHS representation. 2) Climate impact of the pension fund and the Council's previous urging of the County Council / support for the County Council to address the issue to be acknowledged in the document. 3) Consider lengthening the time-frame for the consultation and making the consultation documents more accessible and easier to engage with (it is acknowledged that this might be difficult due to time constraints). 4) Consider more venues other than schools for Tiny Forests. 5) Consider adding an appendix on how Leicester could be 'greened'. 6) Consider options on the Food Plan such as diets and ingredients. 7) Consider use of a 'Kite Mark' for businesses to show that they are climate ready. 8) Consider scope for joint work with Public Health. 9) Clarify in report why parking levy and road use charges were referred to. 	<ol style="list-style-type: none"> 1) List to be updated in final version of the action plan. 2) To be actioned in final version of the action plan. 3) Consultation period extended until 28th Jan 2024. 4) Sustainable Schools Team in discussion with Parks to ascertain if there are other suitable sites. 5) To be considered during the preparation of the final action plan. 6) Officer group to be established to investigate options and make recommendations for updating the Food Plan. 7) To be considered in any future small business funding schemes. 8) Will be taken into consideration as future projects are constructed to build on existing joint working (largely through Energy Projects team) 9) To be addressed in the final action plan.

<p>7 December 2023</p>	<p>1) Energy Efficiency for homes – including green homes scheme, solar panels, insulation of private homes and LCC offer/grants. 2) Draft Adult Education ‘Accountability Agreement’ 3) EV Charging Points Presentation 4) Informal Scrutiny Work – Verbal Update</p>	<p>1a) Obtain data on what EON were completing with ECO funding. 1b) Obtain figures on the cost of retrofitting all desired properties. 1c) Officers to come to Ward Community Meetings to disseminate info to tenants and residents, perhaps with a brief presentation on what could be offered and what could be offered to that Ward in particular. 1d) District Heating System – find out if metering on LCC properties would be a big burden on tenants budget-wise. 1e) Alternative heating options (i.e. heating a person rather than a house) to be laid out in future reports. 1f) Energy bill data to be gathered from New Parks work so as to measure benefits of retrofitting and relative benefits of different kinds of retrofitting.</p> <p>2a) Retrofitting Boot Camp to be considered. 2b) Obtain statistics on the number of people coming from the county to the city to learn, particularly in terms of post-Covid decline. 2c) Local Skills Improvement Board – link to plan to be circulated to members.</p> <p>3/4) EV Charging to be next topic of informal scrutiny.</p>	<p>1a) Data will be obtained from EON as this scheme progresses. 1b) A very approximate estimate of funding required will be provided. 1c) The team are in discussion with Member services about attending a selection of Ward meetings where there are suitable off-gas properties that might benefit from HUG 2 funding. Further information to be provided about which wards will be covered in due course. 1d) In progress with Housing. 1e) LCC will not be promoting heating of individuals rather than housing units because of risks to health. Air temperatures below 15C have adverse effects on respiratory health. Unheated housing is prone to damp and mould which also creates health issues. We will be pursuing all opportunities to bring in further funding for energy efficiency schemes in private sector housing. 1f) Energy billing data for New Parks scheme cannot be obtained retrospectively, as it was not included as a requirement of the scheme that residents have signed up to. We will investigate collecting energy data as part of any new schemes that we seek funding for in future.</p> <p>2a) Currently being considered. 2b) There has been a 2% increase in the proportion of enrolments from city residents:</p> <ul style="list-style-type: none"> • In 2018-19 80% were city residents, • In 2023-24 82% are city residents. <p>2c) Link circulated to members.</p>
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<p>31 January 2024</p>	<ol style="list-style-type: none"> 1) Annual Council Budget reports re: EDTCE budget position 2) Labour market - jobs and skills; barriers; access to ESOL; (invite appointed SPF partners to present and discuss these issues). -To Include Shared Prosperity Fund. 3) 20mph Task Group Report. 4) Waterside visit. 5) Update on flooding. 	<ol style="list-style-type: none"> 1a) Look into the comparison of money in the 2012/13 revenue budget compared to the current revenue budget once adjusted for inflation ahead of OSC. 1b) Produce a list of discretionary services and statutory services. 1c) Breakdown of what is in line for contingencies and provisions to be produced. 1d) Commission to receive reports on the work done by the Executive from January on the 2025/26 budget reductions and the areas under review. 1e) List of transport improvement works to be shared with Commission. 2a) Outcomes of delivery of ESOL to be brought back to the Commission following tracking over the next 18 months. 2b) A list of delivery locations and service recipient locations (where postcode declared) to be provided to members of the commission so that they can help to identify gaps in the service and suggest further locations. 2c) Unemployment for male and female unemployment do not add up to the total unemployment figure in Table 1. 3) Schedule of delivery dates and locations of 20mph streets to be produced and sent directly to members, and included in highways briefings with members to discuss priorities. 4) Relevant office to be informed that 2 members want a site visit and a presentation to be produced and given to members in the meantime. 5) Consideration be given to a single point of contact for flooding issues or 	<ol style="list-style-type: none"> 1a) Relevant officers attending OSC have been informed that the question may arise. 1b) Issue is being explored. 1c) Breakdown shared with members of the Commission. 2a) Delivery outcomes are being tracked and can be reported as required over the next 18 months. 2b) A list of delivery locations for ESOL has been sent to Commission Members. Delivery locations for the other labour market projects in the UKSPF programme will be monitored and reported during the lifetime of the programme. 2c) The data in Table 1 has been provided by the ONS. The data for male and female unemployment is based on small sample sizes for individual local authority areas and so are estimates only. 3) Shared as part of the 20mph review - delivery dates could not be provided as these have not been programmed, are across multiple years, and is subject to the current schemes in delivery. 5) In an emergency or where there is risk to life from flooding, then members of the public should always ring 999.
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Meeting Date	Item	Recommendations / Actions	Progress
		other ways to make it clear to residents who to contact about flooding issues.	The Council's website includes clear and detailed information on the roles of the different agencies and who to contact about different types of flooding, with the contact details: Flooding and watercourses (leicester.gov.uk) Report flooding (leicester.gov.uk)
20 March 2024	<ol style="list-style-type: none"> 1) 20mph Zones – Update from the Chair 2) EV Charging 3) Waterside Presentation including update on Pioneer Park/Brownfield Land development approach. 4) Labour Market: Worker Exploitation (<i>of interest to other scrutiny areas e.g. community safety; culture & n/hoods scrutiny</i>). Scoping paper. 5) LLEP Arrangements 		

Forward Plan items (suggested topics)

Topic	Detail	Proposed Date
EV Strategy consultation	Informal Scrutiny Work ongoing.	tbc
Budget reductions and areas under review	Requested at meeting of 31 st January 2024 when discussing Revenue Budget.	tbc
20mph Task Group – Executive Response		tbc
ESOL – Outcomes of delivery	Raised at meeting on 31 st January 2024. It was mentioned that delivery would be tracked over the next 18 months.	2025/26 municipal year.
Ashton Green and Railway Station approach		
Bio-Diversity Net Gain		tbc
Connecting Leicester programme		tbc
Local Transport Plan		tbc
Inward investment and place marketing		tbc
Electric Vehicle Charging Points – Overview Presentation/Report		tbc - ASAP

