



Leicester
City Council

MINUTE EXTRACT

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

Held: WEDNESDAY, 31 JANUARY 2022 at 5:30 pm

P R E S E N T :

Councillor Waddington (Chair)

Councillor Batool Councillor Dawood
Councillor Osman Councillor Porter
Councillor Rae Bhatia Councillor Whittle

In Attendance:

Councillor Clarke – Deputy City Mayor (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.

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.