



Leicester  
City Council

**SECOND DESPATCH**

**MEETING OF THE ECONOMIC DEVELOPMENT,  
TRANSPORT & TOURISM SCRUTINY COMMISSION**

**WEDNESDAY, 4 DECEMBER 2019**

Further to the agenda for the above meeting which has already been circulated, please find attached the following:

**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.

**27 November 2019:**

**Two questions have been received and are attached for submission to the meeting.**

**Officer contacts:**

***Jerry Connolly (Scrutiny Policy Officer)***

***Elaine Baker (Democratic Support Officer),***

***Tel: 0116 454 6355, e-mail: [elaine.baker@leicester.gov.uk](mailto:elaine.baker@leicester.gov.uk)***

***Leicester City Council, City Hall, 115 Charles Street, Leicester, LE1 1FZ***



# Agenda item 5

- a) Bhavik Chandrahas asks the following questions on behalf of Climate Action Leicester and Leicestershire's transport action group:

**“Question on workplace parking levy related matters.**

As you know the Workplace Parking Levy needs to be clearly linked to an improvement in Leicester’s public transport. It is also being criticised as potentially impacting most heavily on the least well paid in Leicester. Climate Action Leicester and Leicestershire would like to see the money raised by the WPL ring fenced and used to offer concessionary bus travel for people on low incomes. This would make it clear that the council is strongly on the side of its low income citizens who currently can’t afford to use the buses at the same time as genuinely supporting bus use in Leicester which is desperately need to tackle the climate emergency. In this context, can we please ask the following questions:

- How much does Leicester City Council currently spend on subsidising buses? How many bus services does it subsidise? What is the average cost of subsidising one bus service?
- What analysis has the council been doing in terms of who the workplace parking levy will impact on and how much money it could raise? Specifically:
  - a. Roughly how many car parking spaces would the Workplace Parking Levy charge for if it operated only within the inner ring road and if it operated up to the outer ring road?
  - b. Do you have a list of employers who would qualify to pay the Workplace Parking Levy?
  - c. Have you asked where their low waged workers (including contractors and subcontractors) live and travel from thus enabling you to know where bus services need extra support or services?”

- b) Zina Zelter (End of the Road Campaign) asks the following question:

**“The Evesham Rd link’s inclusion in the emerging options of the local plan.**

Thankyou for so clearly supporting the idea of the Evesham link road being taken out of the Local Plan at your last meeting. There was some confusion over whether it is in the Local Plan, so we are seeking clarification.

The potential for the road is in the Emerging Options document which is one of the supporting documents for the Local Plan. We were asking (in confusing language as it turns out) that you recommend to the City Executive that the potential for the Evesham link road (represented we think by a red line and paragraph 8.19) be taken out of the Emerging

Options document so that the road becomes less likely to happen in the future. We got the impression that you would have done this if our wording had been clearer.

Please would you either strongly recommend to the City Executive that the Evesham link road be removed from the Emerging Options document, or confirm that in fact you did already agree to this at the meeting on the 16<sup>th</sup> Oct and it has happened. Thankyou.”