

Leicester
City Council

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

DATE: THURSDAY, 4 MARCH 2021
TIME: 4:00 pm
PLACE: Zoom Virtual Meeting

Members of the Commission

Councillor Waddington (Chair)
Councillor Sandhu (Vice-Chair)

Councillors Broadwell, Fonseca, Joel, Porter, Rae Bhatia and Valand

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

A. Thomas .

For Monitoring Officer

Officer contacts:

Sazeda Yasmin (Scrutiny Policy Officer)

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Further information

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

Ayleena Thomas, Democratic Support Officer on 0116 454 6369.

Alternatively, email ayleena.thomas@leicester.gov.uk, or call in at City Hall.

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

AGENDA

LIVE STREAM OF MEETING

A live stream of the meeting can be followed on this link:

https://www.youtube.com/channel/UCddTWO00_gs0cp-301XDbXA

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

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

3. MINUTES OF THE PREVIOUS MEETING

**Appendix A
(Pages 1 - 14)**

The minutes of the meeting of the Economic Development, Transport and Tourism Scrutiny Commission held on 14 January 2021 are attached and Members are asked to confirm them as a correct record.

4. PROGRESS ON MATTERS RAISED AT THE LAST MEETING

5. CHAIR'S ANNOUNCEMENTS

6. PETITIONS

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

7. 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.

8. LLEP ECONOMIC RECOVERY PLANNING

**Appendix B
(Pages 15 - 24)**

The Director of Leicester & Leicestershire Enterprise Partnership (LLEP) submits a presentation to update Members of the Commission on the LLEP Economic Recovery Planning.

9. CITY ECONOMIC RECOVERY PLAN - UPDATE

**Appendix C
(Pages 25 - 46)**

The Director of Tourism, Culture and Inward Investment submits a presentation to update Members of the Commission on the City Economic Recovery Plan.

10. TRANSFORMING CITIES SCHEMES - CONNECTED LEICESTER

**Appendix D
(Pages 47 - 78)**

The Director of Planning, Development and Transportation submits a report on the Transforming Cities Schemes – Connected Leicester.

The scheme proposals being presented for discussion are:

- Connected Neighbourhoods – Beaumont Leys
- Anstey Lane
- Abbey Park Road

Scrutiny Commission Members are requested to note the officer comments made in response to issues raised by them at the recent informal commission briefing. Further comments can be made at the Scrutiny meeting and these can be considered as the schemes are developed in detail prior to scheme delivery.

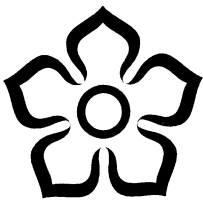
11. DISCUSSION ON POTENTIAL ITEMS FOR UPCOMING COMMISSION MEETINGS

Commission Members will be given an opportunity to discuss any prospective items they feel will be relevant for this Commission.

12. QUESTIONS FOR THE CITY MAYOR

The City Mayor will answer questions raised by members of the Commission on issues not covered elsewhere on the agenda.

13. ANY OTHER URGENT BUSINESS



Leicester
City Council

Appendix A

Minutes of the Meeting of the
ECONOMIC DEVELOPMENT, TRANSPORT AND TOURISM SCRUTINY
COMMISSION

Held: THURSDAY, 14 JANUARY 2021 at 4:00 pm

P R E S E N T:

Councillor Waddington (Chair)
Councillor Sandhu (Vice Chair)

Councillor Broadwell
Councillor Fonseca

Councillor Porter
Councillor Rae Bhatia

Councillor Valand

In attendance:

Councillor Clarke – Deputy City Mayor Environment and Transportation
Councillor Myers – Assistant City Mayor Policy Delivery and Communications
Councillor Patel – Assistant City Mayor Communities Equalities and Special Projects
Sir Peter Soulsby – City Mayor

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108. WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting, reminding everyone that this was a virtual meeting, as permitted under Section 78 of the Coronavirus Act 2020, to enable meetings to take place whilst observing social distancing measures.

At the invitation of the Chair, Members and officers present at the meeting then introduced themselves.

109. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Joel.

110. DECLARATIONS OF INTEREST

Councillor Broadwell declared a Disclosable Pecuniary Interest in relation to the general business of the meeting, in that she was a sole trader running a

business building and refurbishing electric bikes.

111. MINUTES OF THE PREVIOUS MEETING

a) 19 November 2020

Further to minute 98, "Minutes of the previous meeting", it was noted that:

The Director of Leicester and Leicestershire Enterprise Partnership (LLEP) be invited to attend the next meeting and the Partnership's Economic Recovery Plan be circulated to Members.

AGREED:

1. That the Director of the Leicester and Leicestershire Enterprise Partnership be invited to attend the next meeting and be requested to provide copies of the Partnership's Economic Recovery Plan to all members of this Commission.

112. PROGRESS ON MATTERS RAISED AT THE LAST MEETING

b) 19 November 2020

Further to minute 98, "Minutes of the previous meeting", it was noted that:

That the Commission supported the provision of English classes for Speakers of Other Languages be extended to people without the usual documentation. Progress had been made looking at next year's budget to identify funds for this.

113. PETITIONS

The Monitoring Officer reported that no petitions had been received.

114. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that no questions, representations, or statements of case had been received.

115. TRANSFORMING CITIES SCHEMES - CONNECTED LEICESTER

The Director of Planning, Development and Transportation submitted a report on the Transforming Cities Schemes – Connected Leicester.

The City Centre Streets Programme Manager introduced the report and noted the basis of the Transforming Cities Bid which was submitted just over one year ago to the Department for Transport (DfT) and was supported with a grant to LCC of £32.5m. The current scenario was that people were travelling more on a day to day basis and with plans to build 40,000 houses in and around the city and the increasing usage of private cars, it was noted that the city's road network could not manage this level of usage and there was no space to

provide increased capacity. However, if it were possible to accommodate an increased capacity, this could lead to more pollution and a reduction in road safety amongst other concerns. The view was that it was therefore necessary to reduce congestion, improve access for all and find ways of improving air quality by providing good alternatives to car usage through public transport and active travel modes. Better public transport was required but this would also need to have reliable service times. To help this situation the increase of cycling and walking would also be promoted.

During the briefing session recently held with Members and Officers, three schemes were considered:

- A6 Abbey Lane/ St Margaret's Way - improving bus use down that corridor and significant improvements for cyclists and pedestrians.
- Melton Road scheme – improvement for buses.
- Anstey Lane scheme – some improvement for buses, a bus lane and a bus only road between Beaumont Centre and Anstey, in addition to walking and cycling provision along the entire route. It was anticipated that the section which would be provided imminently was the section of Anstey Lane from Buckminster Road towards the outer ring road and further linkages which were being looked at in more detail considering various options to provide the best facilities possible.

The following points were then made in discussion:

- A query raised at the briefing session as to why all the TCF schemes were taking place in the West and not the East of the City and it was further reiterated at this meeting that South of the city also required development.?

Response from the City Centre Streets Programme Manager:

It was responded that with the resources which were available, it was better to focus in one particular area. Furthermore, DFT wanted to look at specific areas, however future bids for more funding were anticipated to enable expansion of the work in other areas.

- Action on a larger scale was required including greater investment and support from central government.

Response from the City Centre Streets Programme Manager:

Further support was required, either direct or through strategy from central government.

- The report noted the increase of people cycling and walking however there were concerns about the bus usage.

Response from the City Centre Streets Programme Manager:

As a result of Covid-19, there was currently reduced capacity on buses, it was hoped that this was a short-term issue and these services would see a return to normal usage at some point. The department would be working closely with buses in relation to bus priority measures and to

ensure the maximum benefit was obtained out of the bus facilities being provided.

- From the report, it was identified that there had only been an increase of 700 cyclists for the London Road corridor scheme since 2016, the Member reported that this would calculate as £8.5k per additional cyclist. There were concerns that based on the above calculations what was the likelihood of reaching even close to the target? In addition, the Member felt that the coronavirus pandemic hadn't been taken into account when carrying out the assessments and most business were now considering working from home and therefore the Council needed to be capable of adjusting to the changing environment.

Response from the City Centre Streets Programme Manager:

With regard to the issues of the Coronavirus and its effects, in the period prior to Christmas when out of lockdown it was reported that daytime traffic levels were approaching pre Covid-19 usage but we were not seeing an increase on top of that during peak periods. It was recognised that there may be less travel to work in the city centre, but it was still a requirement to promote those other forms of travel. Providing bus priority measures also had a positive spill over effect.

- At the briefing, Members had concerns of additional bus lanes due to the knock-on impact it had on congestion and air pollution. Concerns that taking out a lane instantly reduced the road capacity and people were not travelling by bus which probably would not change in long or short term.

Response from the City Centre Streets Programme Manager:

Where bus priority measures were being installed, the aim of the design of the corridors was to make them capacity neutral where possible, this term was explained in more detail - the bus lanes would benefit the buses and encourage modal shift from cars to buses but aimed to not dis-benefit car drivers.

- It was expressed that traffic in Leicester would be difficult to control by reducing traffic. It was requested to confirm whether the bus lanes would be in action at peak times or 24hours? And what were the future plans for the rest of the City?

Response from the City Centre Streets Programme Manager:

The bus lanes being proposed were intended to be 24-hour bus lanes, the reasons behind this were further explained.

- It was queried whether cycle lanes would be two way and whether they would be shared with pedestrians? Complaints were often received from disabled persons in relation to issues of sharing space with pedestrians and cyclists and more recently there were increased concerns about people using electric scooters with a fear of competition for space on these shared lanes.

Response from the City Centre Streets Programme Manager:

This issue had been recognised, and it was sought where possible to implement segregation, however physical constraints of the road network didn't always allow for this. It was not currently lawful to use an electric scooter on the public highway except for current government pilots, however there could be changes on this in the future.

Officers were thanked for the work taking place. It was noted that there would be a further consultation with all councillors whose wards were affected by these schemes.

AGREED:

1. That the Commission note the officer comments made in response to issues raised by them at the recent informal commission briefing.
2. That comments made by this Commission be considered as the schemes were developed in detail prior to scheme delivery.

116. ADULT SKILLS AND LEARNING

The Director of Tourism, Culture and Investment submitted a report to provide details of the impact of COVID-19 on the Adult Skills and Learning Service, the service's initial response in the 2019-20 academic year and the impact on the Autumn 2020-21 programme.

The Head of Adult Skills and Learning Services presented the report and noted the efforts of addressing the impact of Covid-19 on the service. Enrolment figures were strong at the beginning of the academic year 2019-20 and following lockdown most courses still continued but in a virtual format and some also moved to an informal model. Due to digital exclusion factors including lack of confidence, this caused for a decrease to 60% of people that continued on the course however some people who didn't engage before were now engaging due to this online option. Following OFSTED's visit in September, a report was received which gave positive feedback. Another impact of the pandemic were the required venue changes and 2 metre social distance restrictions which restricted class sizes at the beginning of the 2020-21 academic year. Many positives derived from online and distant learning and it was therefore anticipated that this aspect would be retained moving forward. However, many learners still preferred the classroom option. The financial implications to the service remain unclear however the Government announced expansion of free level 3 qualifications. Plans for September courses had commenced.

The Commission welcomed the report and made the following points during discussion:

- A Member of the Commission asked for clarification of the mechanism whereby the government could request back funds for underperformance. What was these percentage in previous years, and could these claw back decisions be appealed?

Response from the Head of Adult Skills and Learning Services:
The percentage of fund received for each learner dependant on the chosen course, their achievement and progression was explained. It was further noted that if the learner completion amount was under 97% of allocation, the government could claw back some of the funding.

- Are the Council able to provide money to help people get on courses and reskill, for example to be able to get into employment for construction work?

Response from the Head of Adult Skills and Learning Services:
The new Textiles Training Academy launching later in the year would support individuals looking to work in fashion and textiles sector.

Response from the Head of Economic Regeneration:
Funding had been secured from CITB to establish a specific sector focussed training initiative for the construction sector which would be based at Ashton Green. Working with specialist training providers this would help provide people with the basic skills required for entry level to gain a specific qualification. Furthermore, work was taking place collaboratively with a range of construction companies and this would bring together businesses to target skills and would be bought forward later in the year. This could also be targeted to particular groups such as women and Black and Minority Ethnic (BME) communities.

- Scale of Operations?

Response from the Head of Economic Regeneration:
The textiles training academy is being established in a 6,000sq ft space and when established aims to support at least 400 individuals per year. The Construction Training Hub at Ashton Green would offer classroom-based learning onsite and aims to support 400 people until March 2023. Both initiatives would naturally take time to build up a pipeline and demand.

The Adult Skills Service were thanked for adapting their role and developing new skills in this time. It was hoped that the problems encountered would provide new learning opportunities and that adult education in the future should play a part in rebuilding and re-engaging. A re-analysis of what was currently being done was encouraged.

The Head of Economic Regeneration was also thanked, and the two centres were looked forward to.

- A Member welcomed the idea of an academy training construction site, however had concerns in relation to a textile's college and its potential competition in addition to the environmental damage. It was felt that existing manufacturers should pay more to upskill staff.

Response from the Deputy City Mayor for Environment and

Transportation:

The purpose of LCC bringing this space where there was a high concentration of textile factories, allowed us to have intelligence to look at what was taking place in the industry. Works within the industry would also support a more vibrant sector.

Response from the Head of Economic Regeneration:

A lot of textile businesses in the city had done well but had been negatively impacted by the negative press attention. Those businesses had an ongoing need to attract skilled workers in order to continue the manufacture of good quality products. This project sought to address that need and create a beacon for the sector around good practice. Leicester was noted to be the second largest cluster nationally in the textiles sector and also the largest garment sector in the UK, this was mainly a result of the skills available in the city. The aim was to retain those skills and encourage companies to grow the manufacturing base. 'Fashion Enter' who were the UK's leading specialist training provider in the fashion and textiles sector, had been procured to manage and operate the textiles training academy and were working closely with LCC to do something positive for the city and the sector.

The report from the House of Commons Education Committee in relation to Adult Skills and Lifelong Learning was presented, highlighting key elements from the report including: Labour Market changes, return on investment, benefits for health and wellbeing, policy and recommendations.

- It was requested that the City Council offer its full support to the recommendations included in the House of Commons Education Committee report to communicate this with government. It was believed if implemented that the recommendations would make a significant difference to opportunities in Leicester.

Response from the City Mayor:

That this would be a very helpful contribution to the response being provided. The Chair would be notified of the draft response.

AGREED:

1. That Leicester City Council write a response to offer its full support to the recommendations included in the House of Commons Education Committee report.
2. That the successful transition to online and distance learning is noted and the service staff commended for their commitment and hard work in challenging circumstances.
3. That the Commission be provided with further updates in the future.

117. WOMEN TALKING, CITY LISTENING: SUMMARY REPORT

The Director of Delivery, Communications and Political Governance submitted a report to outline the research undertaken by the City Listening Project team

over the previous 12 months and summarise the key findings and recommendation relevant to this committee.

The Assistant City Mayor for Communities, Equalities and Special Projects introduced the report and noted the importance of this work in terms of equalities and giving women in Leicester a voice. Leicester was one of three cities awarded funds to carry out this project to research women's position in the city. The project which had now concluded, was jointly carried out with the Neighbourhoods and Equalities teams. The research focussed on identifying barriers to equality and women's achievements in diverse communities of Leicester and to gain their view as to what solutions would work for the challenge's women faced on a day to day basis. These very valuable insights and dialogue were used to help produce recommendations for local and national government. Department management teams had been enthusiastic about taking forward the recommendations and also added some of their own recommendations in areas of work that they would like to see further developed. For Leicester City Council (LCC) all the recommendations taken forward would be reported back through the equalities action plan.

Area Development Manager for Neighbourhoods and Environmental Services added that there were two ways of using this research; the report had direct recommendations however some projects were using the research as evidence to better other works/ projects. The government had recently informed the service that they would like to make contact with some of the stakeholder groups who engaged with LCC during their research, to ask further questions in relation to childcare and childcare provision.

The Commission welcomed the project and made the following points during discussion on the report:

- Will the equalities action plan then be incorporating or taking forward many of the recommendations that were included in the report?

Response from Area Development Manager for Neighbourhoods and Environmental Services:

Once the current vacancy in the Equalities Manager post had been filled it would be in the equalities plan to ensure that the recommendations were followed up. This would ensure the longevity of the project and also look at more research outside of the recommendations.

- Concerns were expressed for the safety of women especially in dark areas, can the streetlights be brightened?

Response from the Director of Planning, Development and Transportation:

The service carried out equalities impact assessments on all projects which considered all aspects of equalities including those that related to women. For instance, lighting matters, Leicester City had a good network of LED lighting which served the community and allowed for lights to be altered depending on safety concerns.

- How do we influence workplace and flexible working?

Response from the Head of Economic Regeneration:

It was noted that this team managed the Employment Hub service which involved working with businesses to encourage them to recruit people into their workforce. When developing employment skills plans with businesses, it was noted that this helps steer them to address the barriers within employment that the report highlights. In addition, the workspace portfolio was bringing forward flexible workspaces and business space that can be accessed flexibly. It was further noted that the city had a high proportion of small micro businesses and freelancers, which would create good opportunities for women to work.

- The report noted women who may want to participate in learning or other things but found childcare as an issue, what were your insights from the Adult Education side?

Response from the Head of Adult Skills and Learning Services:

There was some funding to support childcare however these had to be OFSTED registered providers. This was recognised to be a barrier however online learning had offered many women an opportunity to overcome some of the childcare issues. One of the key things identified due to Covid-19 was the impact of home-schooling on women as they faced issues of not having enough devices or bandwidth to share amongst family.

The Assistant City Mayor for Communities, Equalities and Special Projects would be working with the Assistant City Mayor for Job, Skills, Policy Delivery and Communications to look at digital issues.

It was emphasised that this was a live document so other aspects may also derive from it and therefore the Equalities team would be producing regular reports. The view was that it was a process to address the recommendations, some of which could be addressed at the local level however some may also need to be addressed at government level. Thanks, were extended to all Officers who worked on the project.

AGREED:

1. That the Commission welcome and note the contents of the report, in particular the findings of the research project and the recommendations (both local and national).
2. That the Commission endorse the recommendations in principle, subject to any comment and/or revisions.

118. DRAFT GENERAL FUND BUDGET 2021/22 AND DRAFT CAPITAL PROGRAMME 2021/22

The Director of Finance submitted the reports which set out the City Mayor's proposed Draft General Fund Budget 2021/22 and Draft Capital Programme 2021/22.

The Deputy Director of Finance introduced the Draft General Fund Budget report, explaining that this year's budget had been set in a time of extreme uncertainty. The pandemic had hit, after dealing with 10 years of severe funding cuts of over £100m government funding. At present, the full extent of spending which would result from the pandemic restrictions was not known and some services may need to be reshaped to best meet the need of the new environment when the pandemic was over.

The government had now published the draft finance settlement for local government. This however was published after the publication of Leicester's draft budget report and therefore the figures in the final report would be subject to some limited change.

It was explained that this year the budget was a one year stop gap budget, as it was unclear as to the ongoing impact of the pandemic, on spending and on the economic downturn. There had been minimal changes to the budget for 21/22 and no further information had been received from government regarding the budget beyond this period.

The Deputy Director of Finance noted that significant amount of funds still needed to be provided for Social Care which included £10m for adult social care and of this, the government only provided £3m. In order to contribute to this gap, the government proposed that the Council increase Council Tax by an additional 3% which would raise £3.6m but would still result in a shortfall of funds. Leicester City Council along with other councils, were still awaiting the social care funding review. Members' attention was drawn to the table on pg. 5 which set out how the draft budget was balanced with the use of £20m of reserves. However, the Council's ability to use reserves was declining. Substantial savings would need to be made to balance the budget in future years.

Comments received from Members of this Committee would then go to the Overview Select Committee and subsequently Full Council 17 February 2021.

Following comments from Members of the Commission, officers provided the following responses:

- Concerns that it was the wrong time to put pressure on people with an increase in Council Tax and as reported the adult social care precept would only raise £3.6m which would not be sufficient for the gap. It was queried also as to why the Council were investing in specific named projects.

Response from the City Mayor:

The difference between the Capital fund and the draft General Fund Budget 2021/22 was clarified. It was confirmed that the investment of some of the Council's capital resources had been used to enable the regeneration of the city and to ensure a continued revenue stream into the future which did have a positive impact into the Council's position with regard to their revenue budget.

The City Mayor noted that he would be happy to talk in detail about the specific project the Member of Commission was referring to, so as to demonstrate what a good proposal it was in terms of the regeneration of the city and also

contribution to the revenue fund.

- Clarification was requested relating to the actual figures that the Council had faced as a result of loss/ cut in government funding?

Response from the Deputy Director of Finance:

It was confirmed that the losses had been very significant, but it was difficult to clarify the exact reduction in funding. The Deputy Director of Finance offered to circulate this information to the particular Member following the meeting.

- It was requested to clarify the budget for 2021/ 22, in relation to Economic Development on page 25 of the report?

Response from the Deputy Director of Finance:

It was noted that these were already approved savings as part of previous spending reviews in previous years budgets. In regard to page 25, the Officer clarified the figures were referring to additional income generation from the workspace units.

Response from the Director of Tourism, Leisure and Inward Investment:

The turnover of the economic regeneration service was noted to be quite significant, this reflected that the service had been particularly effective both at generating income from the commercial workspace portfolio and external grants. Hence, the net cost to the Council was noted as relatively small.

- There would be savings from the conservation team of £25k, how?

Response from the Director of Planning, Development and Transportation:

The Council previously had one conservation officer, which increased to two for the purpose of specific projects. One of the posts had now been reduced to part time (at the employee's request) and the £25k was noted as the savings from this job role.

- Comprehensive financial review, how proposing to go about that?

Response from the Deputy Director of Finance:

The Director of Finance would lead on this and would look at projections put forward by the government with regards to future funding, the ongoing implications of the pandemic, and the position of the Council's reserves.

- The budget proposed a 5% increase in Council Tax and noted the groups who would be significantly impacted by this. Is the Council Tax support scheme robust to meet the increased needs which may come about?

Response from the City Mayor:

The importance of committing to put adequate funds to one side to provide for those in the most need of relief was noted.

Response from the Deputy Director of Finance:

There had seen an increase in demand for Council Tax support this year as a

result of the pandemic. There was also a lot of demand for the various Covid-19 support schemes which became available. Since the budget report was published, the government would be making additional funding available to councils.

AGREED:

1. That the report be noted.
2. That the comments made by the Commission be noted.
3. That the Executive be requested to reflect in the final budget report the relief schemes that may be necessary as a result of the Council Tax increase.
4. That the Finance Officers be thanked for preparation of the report.

DRAFT CAPITAL PROGRAMME 2021/22

The Deputy Director of Finance introduced the draft Capital Programme report explaining that the future position remained uncertain both nationally and with the Council's own finances and therefore a one-year skeleton capital programme had been proposed. Much of the spending which took place in the next financial year would be a catch up of the current year's programme.

The proposed Capital Programme 21/22 was in the order of £20m and separately around £58m of works on Council housing and affordable properties which was set out in the Housing Revenue Account Report.

Details of the Capital Fund projects were summarised in the report and the schemes had been noted in different categories throughout the report based on the type of scheme and whether further approvals were required before the commencing of the scheme and where the capital resources to fund the schemes were also included. The Capital Strategy was included as an appendix.

- In regards to spending capital towards housing, it was stated that at a previous meeting it was reported that the government had set out a strategy which meant that the Council was unable to provide houses built to the highest environmental standards due to the costs of building exceeding the rent that the Council receives. Clarification was requested as to why are we not able to build houses to these environmental standards in Leicester?

Response from the City Mayor:

We are seeking to ensure that in the building of properties that we meet high environmental standards. There were currently a number of discussions as to what were the highest environmental standards. The City Mayor would be happy to report on this matter to the Housing Scrutiny Commission to ensure funds were spent efficiently and properties built with awareness to help tackle climate emergency.

- The Council previously had a proposal to allocate £7m to purchase ex local authority housing, how has this progressed?

Response from the City Mayor:

It was reiterated as to the difference between the two funds and noted that when investments are used wisely it can produce regeneration of the city and produce income which did support the revenue budget.

There was a commitment to increase the availability of Council owned homes and to meet the growing need for people to have decent affordable homes managed by a responsible landlord. As part of this, the Council would be purchasing some already existing properties but also investing substantially in the construction of new properties.

- With reference to two policy provisions identified as part of this programme, £0.5m to assist with Black Lives Matter, what was envisaged?

Response from the City Mayor:

It was noted that the Council wanted to put significant resources into the commitment that was shared, to ensure everything that could be done to progress the Black Lives Matter agenda in Leicester. It was noted that the £0.5m would most likely go towards enabling an upgrade to the African Caribbean Centre. In order to do this, discussions would take place with the African and Caribbean community to determine what would be the most useful improvements.

- Commercial activity, any plans for using this policy to acquire properties?

Response from the City Mayor:

The City Mayor was determined that the Council should on an annual basis, produce a report in relation to the Council's corporate estate fund as was previously done. It was anticipated that this report would be brought forward in the next few months with a return to this being an annual report to Council.

AGREED:

1. To bring back a future report to the Housing Scrutiny Commission on how the Council was tackling climate emergency when building houses.

119. QUESTIONS FOR THE CITY MAYOR

No questions were submitted.

120. CLOSE OF MEETING

The meeting closed at 6:46pm.

LLEP Economic Recovery Planning

Economic Recovery



ANALYSE Economic Shock – immediate and ongoing

- Business & Economic Intelligence Updates
- Ongoing business surveys: Leicester and Leicestershire Business Survey 2020, Brexit Outreach Questionnaire, Business Tracker Survey
- Utilisation of analytical tools, e.g. EMSI, Experian, Bureau van Dijk FAME database, Leicester-Shire and Rutland online
- Commissioning sector impact research

16



Create short-term economic recovery PLAN

- Established Economic Recovery Cell of key partners representing wider stakeholder community, ensuring synergy with partner recovery plans
- Covid-19 Economic Recovery Action Plan published December 2020
- Immediate priorities and interventions to be actioned in 2021 in mitigation of the impact of Covid-19 and EU transition

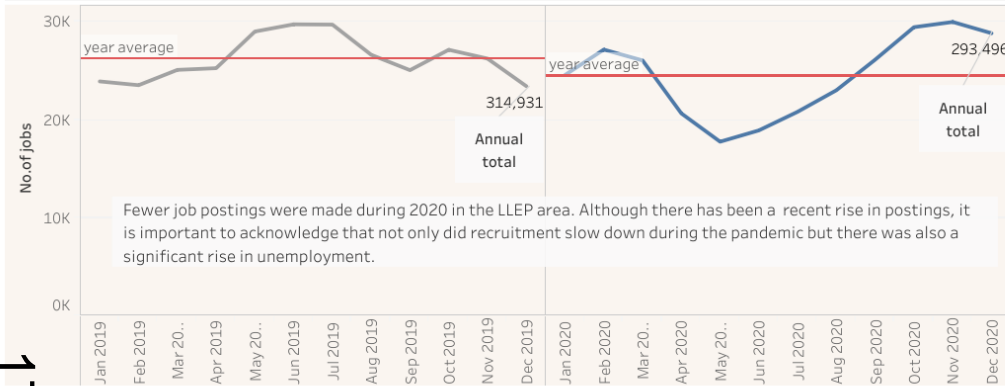


Develop long-term economic recovery STRATEGY

- Cambridge Econometrics commissioned to assist in the development of a ten year economic recovery strategy for Leicester and Leicestershire, taking into account draft Local Industrial Strategy Priorities in tandem with emerging issues at national and local levels
- Indicative timeline for completion: June/July 2021

Job Postings data

LLEP job postings to 2019 to 2020



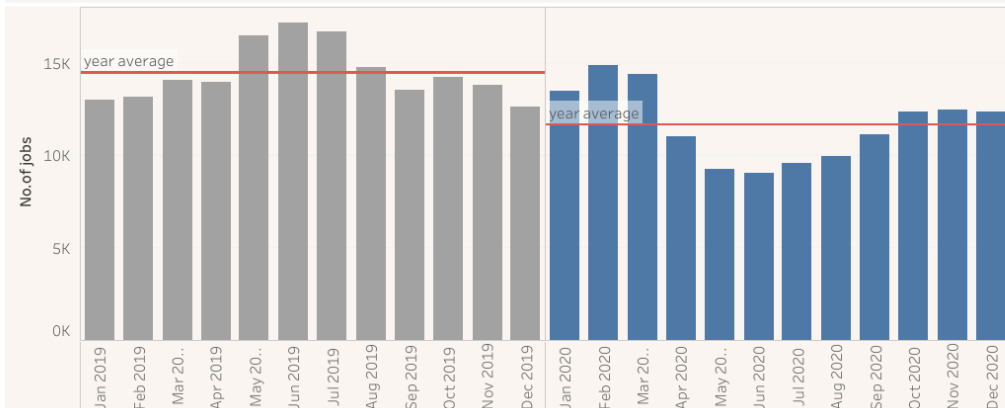
Data source from EMSI economic modeling: <https://www.economic-modeling.com/>

Job Posting numbers are to be used as a guide only to monitor trends. The data will not exactly reflect the number of jobs available as recruitment is often informal and not..

17

Select authority from the menu

Leicester



Local Authority Name

- Blaby
- Charnwood
- Harborough
- Hinckley and Bosworth
- Leicester
- Melton
- North West Leicester..
- Oadby and Wigston

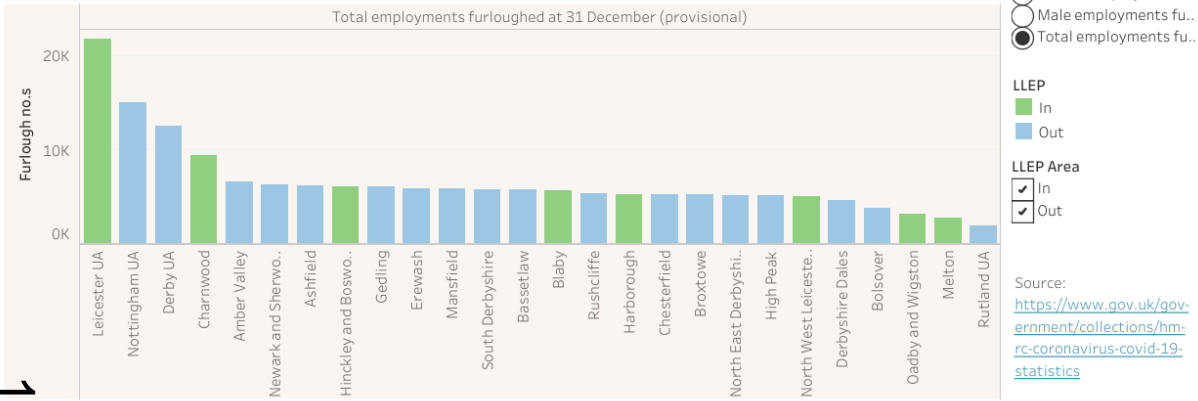
Year

- 2020
- 2019

Job Postings Data

HMRC Furlough Statistics - overall numbers

Total employments furloughed at 31 December (provisional)



Employee group
 Female employments fu..
 Male employments fu..
 Total employments fu..

LLEP
 In
 Out

LLEP Area
 In
 Out

Source:
<https://www.gov.uk/government/collections/hmrc-coronavirus-covid-19-statistics>

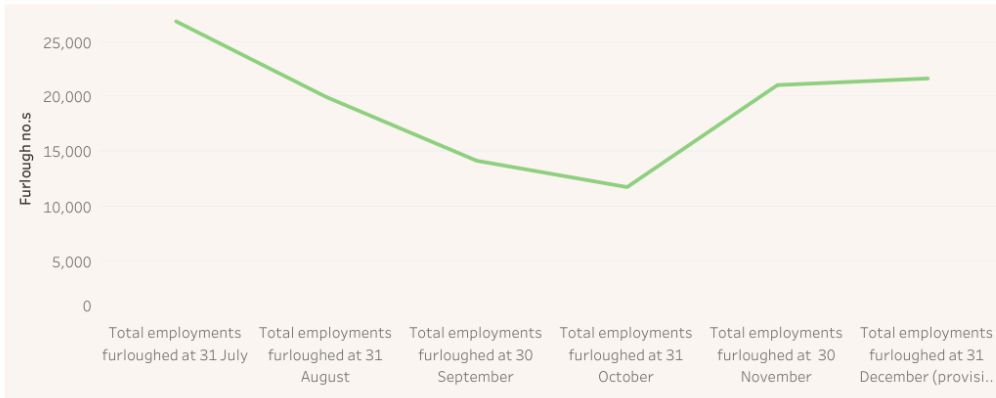
County and district / unit..
 Leicester UA



Furlough Data

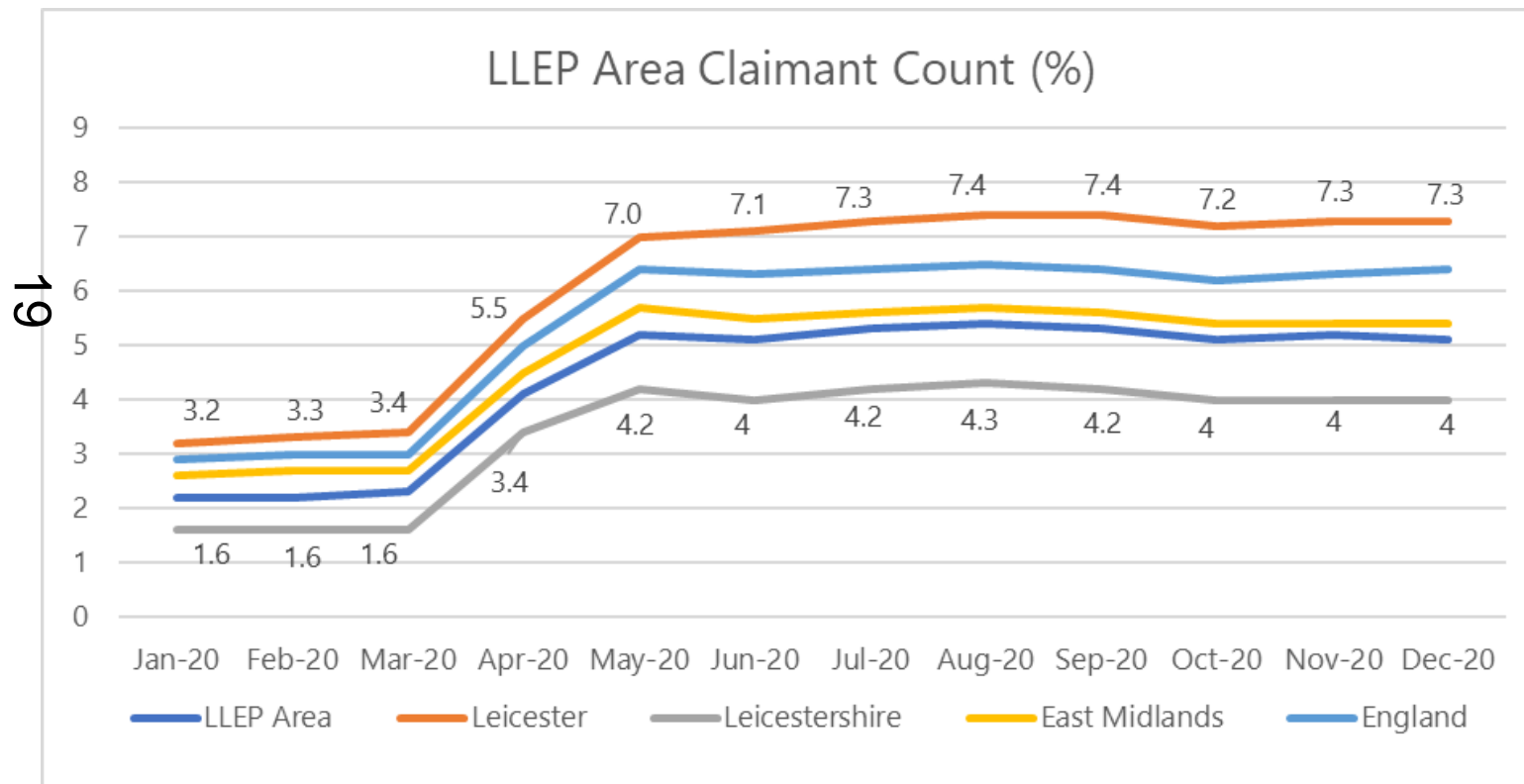
81

Total number of eligible staff furloughed - time series



Claimant Count 31 December 2020

LLEP Area Claimant Count (%)



Recovery Plan Sections

20



Business
recovery



People,
employment and
skills



Green
recovery



Innovation,
science
and
technology



Infra-
structure

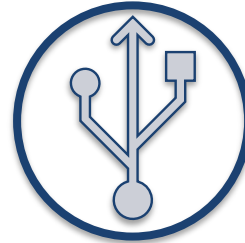
'Golden Threads'



Place: development of place based deals and implementation of recovery plans for our city, towns and rural areas



Green recovery: accelerating our sustainable and clean growth and exploiting our natural capital assets



Digital: infrastructure, skills and transformation



Inclusive growth and wellbeing



Progress and funding (1)

Repurposed LLEP GPF funding allocated to following interventions within Recovery Plan:

People, Employment and Skills

- £500K Kickstart SME Extension
- £90K establishment of area Digital Skills Partnership, appointment of Digital Skills Coordinator and procurement of research into digital skills deficits in Leicester and Leicestershire
- £100K NEET prevention through intensive targeted support

22

Business

- £300K additional grant funding for small businesses
- £185K allocated to Invest Leicester to increase and accelerate showcasing of Leicester and Leicestershire as a great place for visiting, investing and living by developing digital and video content and pro-active marketing.

Progress and funding (2)

Green Recovery

- £100K allocated to the development of Low Carbon Action Plan through
 - Low carbon training for LLEP staff to enable embedding of green recovery in all aspects of LLEP activity
 - Establishment of a focus group of businesses engaged in the sector, and development of a support package to support businesses to reduce their emissions/impact
 - Progression of large scale strategic investment projects

Innovation, science and technology

- £100K allocated to implementation of MIT REAP strategy to enable SMEs to take advantage of advanced technologies, particularly in manufacturing, and to access local expertise available through the three universities in the area
- Establishment of a LLEP Innovation Board to drive forward this strand and impact on productivity levels in our region

Progress and funding (3)

£20m Getting Building Fund

Delivery of four key infrastructure projects through the Getting Building Fund which mitigate against the impact of Covid-19:

- Junction 23 M1 / A512 Access Improvements;
- St. Margaret's Gateway;
- SportPark Pavilion 4 and
- Granby Street and St. George's Street Regeneration Gateway.

City Economic Recovery Plan - Update

- Programme Management Group established
- Develop SMART plan by end March 2021
- National policy on pandemic will dictate speed of recovery
- Good progress drawing in external finance to support plan
 - ESF for 'People' activities circa £4m
 - Gov't grants for business and economic recovery (£100m + £10m)
 - Healthier Lives application (£500k)
- This update will focus on activity to date in key areas
 - Support for people
 - Support for business
 - City Council as an employer
 - Measuring Impact
 - City Promotion

25



Leicester
City Council

Appendix C

People

LASALS Redundancy Support Package

- Careers advice & planning
- Online jobsearch, application and interview skills
- Employability skills –pre-employment courses, courses to retrain, self-employment courses, digital skills for work.
- 256 people helped to date
- From April 2021 free first level Level 3 qualifications for career development

26

People 1

- Employment Hub
 - Supporting businesses with recruitment needs for apprenticeships, traineeships, work experience and jobs
 - Extension secured for £2m ESF funding until Dec 2023 – Key Decision pending
 - Aiming to support 300 SMEs/ create 224 jobs
- Apprenticeship Levy Transfer:
 - Creating additional opportunities through use of City Council and Asda Levy funding enabling businesses who do not pay apprenticeship Levy to receive 95% of the training costs for new apprentices.
- Kickstart Gateway
 - Approved as DWP gateway for 87 vacancies covering both city and county internal placements and a number of businesses across Leicester and Leicestershire. Number potentially can be increased once initial agreement in place and more vacancies identified enabling paid work for unemployed 18–24-year olds.

27

People 2

Youth Employment Hub

- Virtual service with a physical hub in the old Visit Leicester site to support young people into employment.
- ESIF and DWP funded project – target 400 people assisted in Year 1
- DWP, Connexions, LASALS & The Employment Hub

28

People 3

Textiles Training Academy

- Developing technical and higher-level skills with specialist training provider Fashion Enter.
- ESOL including employment rights
- Short, intensive Sector based work academies with work experience.

29



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People 4

Construction Training Hub

- On site at Ashton Green
- Construction specific employability skills
- CSCS cards
- Inclusive recruitment into the construction industry

30



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People 5

Digital Inclusion

- Basic Digital Skills training
- Digital Device Loan scheme – 80 devices in year 1
- Referral system to target those most digitally excluded
- Loans managed & distributed through Home Library service
- Smart Cities, LASALS & Neighbourhood Services



People 6

Ex-Offenders Project

- In partnership with PCC, DWP and LCC
- Supporting ex-offenders into employment
- Development of Ex-offender Charter
- New post funded by £35k DWP grant

32



Leicester
City Council

People 7

Graduate Retention

- Partnership with De Montfort University and University of Leicester, with joint project manager post
- Leicester Graduate City project supporting graduates with internship opportunities with local businesses
- Funded by £840k European Social Fund grant
- 1st cohort being targeted June 2021, working with 96 SMEs/ 72 internships



People 8

Economies for Healthier Lives

- Joint working between Public Health, Economic Regeneration, DMU, VCS
- 34 • Focusing on reducing health inequalities of people furthest from the labour market and those displaced as a result of COVID-19
- £500k bid submitted to Health Foundation for joint post and programme to support mental and physical health including volunteering



City Council as an Employer

Entry to Employment posts since Aug 2020

- 19 new apprentices now in post
- 12 apprentice roles out to advert
- 3 awaiting approval to advertise

- 5 new graduates now in post
- 1 graduate role out to advert
- 1 awaiting approval to advertise

- Recruitment discussions ongoing for Kickstarts, Apprentices and Graduates

35

City Council as an Employer

Future Actions Entry to Employment (E2E)

- Supporting recruitment of entry level posts in service areas
- Record and monitor E2E recruitment activity
- Record and monitor existing employees upskilling via apprenticeships
- Quarterly dashboard reports showing E2E for Directors
- Promotion of three E2E schemes to leaders and managers
- Workforce planning conversations on E2E with leaders and managers
- E2E Education programme with resources for leaders and managers

Economic Recovery Plan - Business

Business Grants

- Over £100m of business support grants distributed to over 7000 businesses since March 2020
- £10m of discretionary funding, can be used through to March 2022
- Local focus on businesses that have to be closed and/or which have significant premises costs
- Phase 1 currently available will commit over £6m, with an on-going review of policy

37



Leicester
City Council

Business Grant

Discretionary Business Grants (additional to the £100m)

- 213 Small Business Recovery Grants approved; Grants between £1-£3k across Leicester / Leicestershire; £0.5m grant pot
- 38 Business Growth Grants approved; Grants of up to £25k across Leicester/Leicestershire; £1.4m grant pot
- 73 Café Seating Grants approved; Grants of up to £4k; scheme currently closed
- Nearly 600 Shop front improvements grant enquiries received for grants up to £5k. Scheme currently closed while assessing those in pipeline due to volume

Business Support

Business support

- Business Gateway Growth Hub : partnership between City Council, LLEP, East Midlands Chamber, County Council
- Advice, grants and webinars/ events
- Over 4000 business enquiries since March 2020



Business

Workspaces

- Current high occupancy in Economic Regeneration Workspaces including LCB Depot, Dock, Leicester Business Centre
- Dock Grow On Workspace opens Feb 21 with over 50% pre-let
- Gresham Works flexible workspace in ex-Fenwick building opening Autumn 21

40

Dashboard – Measuring Impact

- Economic Recovery Dashboard to track economic recovery and performance – first draft available end March 21
- 41 • Basket of economic indicators will track the impact on people and businesses
- Being built by Smart Cities team on the Open Data Platform, joining other city level data

Sample Economic Recovery Data and Dashboard Plan

Economic Recovery Data and Dashboard Plan

Economic Recovery Data Plan

42

November 2020

New datasets plan for ODP:

- Employment and Unemployment Rates
- Claimants including UC
- NEET

First Datasets on ODP

January – February 2021

15+ new datasets including:

- Employment
- Unemployment
- JSA and UC Claimants (by age, gender, ethnicity)
- Job Posting

Dashboard – first version

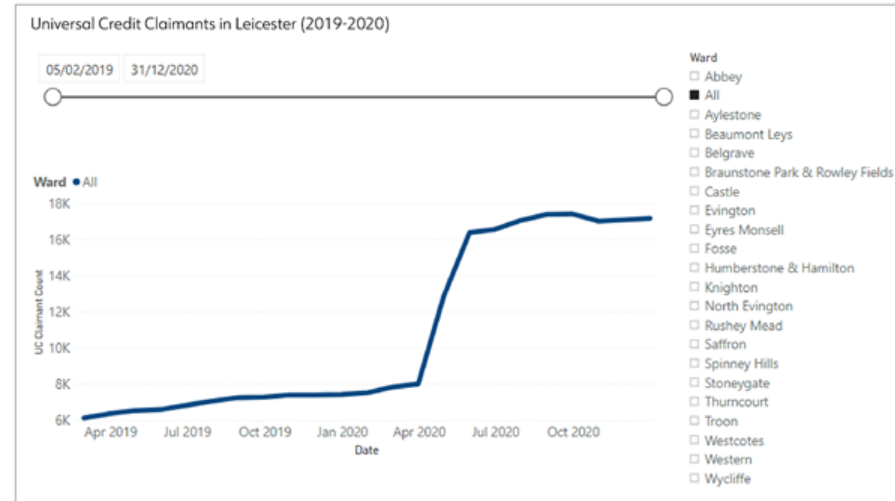
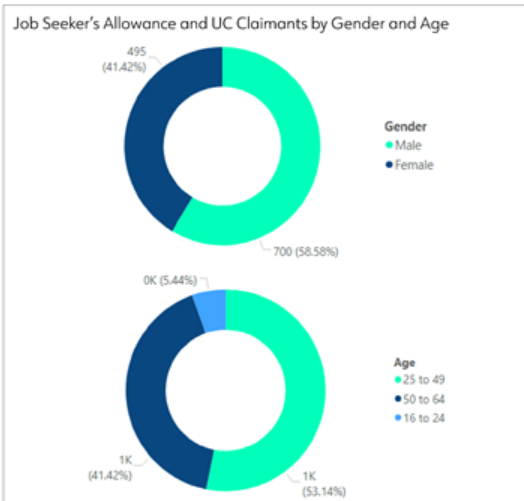
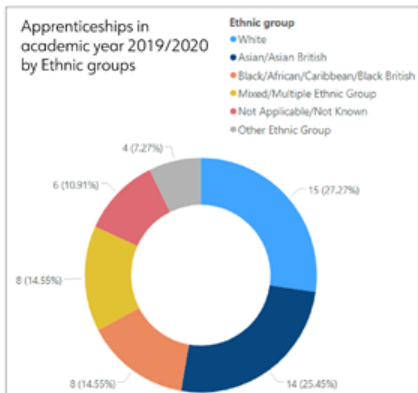
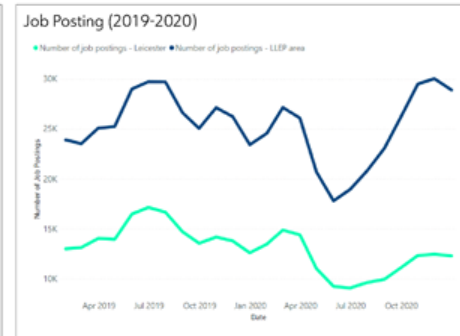
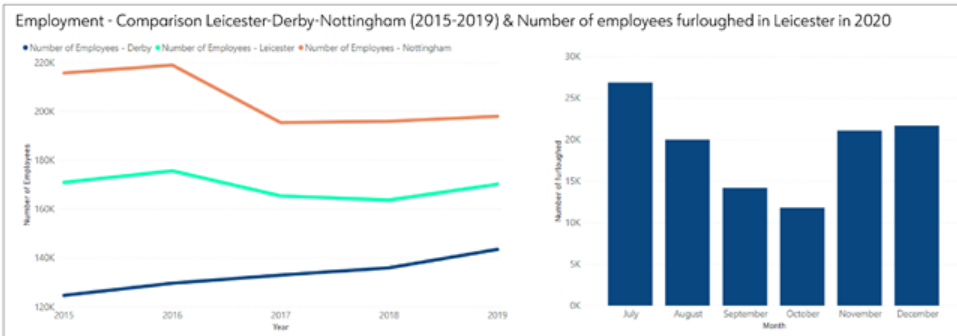
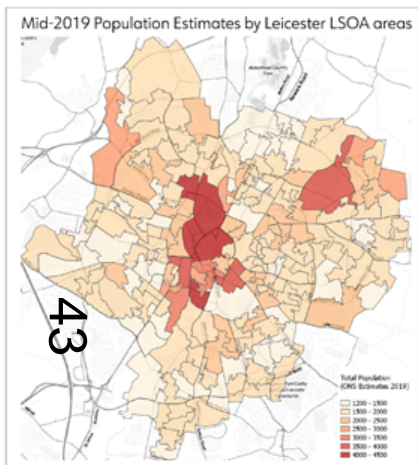
End of March 2021

Dashboard on the ODP

Datasets expansion and regular update



Economic Recovery Dashboard



City Promotion

- Developing new 'Itineraries and Trails' guides to support domestic tourism – by May 2021
- £185k grant secured from LLEP to boost Place Marketing and deliver new video & digital content/marketing to 'Uncover the Story' of key City destinations as part of wider strategic tourism programme and to support inward investment activity.
- ERDF Reopening High Streets Safely city centre and neighbourhoods £318k
- BID Leicester £198k ARG grant funding ensures high level of activity in city centre in 2021

44

City Growth Plan

- Work now started
- Second stage – longer term city economic plan
- Will be a comprehensive plan covering regeneration / housing / investment / business / skills
- Will be worked up for second half of 2021

45

Transforming Cities Schemes – Connected Leicester

EDTT Scrutiny

Date of meeting: 4th March 2021

Lead director/officer: Andrew L Smith/Barry Pritchard

Useful information

- Ward(s) affected: ALL
- Report author: Satbir Kaur
- Author contact details: Satbir.kaur@leicester.gov.uk
- Report version number: v1.2

1. Summary

- 1.1. The Transforming Cities Fund (TCF) programme aim is to deliver a transformational programme of public, sustainable and active transport schemes to support city economic growth and climate emergency actions. The programme aims to provide improved choices for commuters to travel by bus, cycle and walking as attractive alternatives to car use.
- 1.2. The scheme proposals being presented for discussion are:
 - Connected Neighbourhoods – Beaumont Leys
 - Anstey Lane
 - Abbey Park Road

2. Recommended actions/decision

- 2.1 Scrutiny commission members are requested to note the officer comments made in response to issues raised by them at the recent informal commission briefing. Further comments can be made at the Scrutiny meeting and these can be considered as the schemes are developed in detail prior to scheme delivery.

3. Scrutiny / stakeholder engagement

- 3.1 A separate pre meeting was held with scrutiny members on 18th February 2021 to enable clear understanding by scrutiny members and discussion on each of the scheme proposals. Councillors were asked if they required hard copies of the scheme plans before the meeting and these were sent out to those who requested them.
- 3.2 Stakeholder engagement for Connected Neighbourhoods, Beaumont Leys with Babington Academy, ward councillors and local residents was carried out January 2021, with no adverse comments. Public engagement is expected to be carried out from March 2021 for Anstey Lane South and Summer 2021 for Anstey Lane North and Abbey Park Road.

4. Background and options with supporting evidence

See section 5

5. Detailed report

Scrutiny members requested the details of the new schemes be discussed in a separate session to enable clear understanding by scrutiny members and discussion on each of the scheme proposals. This session was held on 18th February 2021 where plans were shared and discussed. A copy of the presentation is attached as Appendix 1 for information.

A summary of the questions and officer responses are shown in table 5.1 below:

Table 5.1

	Councillor question/comments	Officer response
1.	Anstey Lane North; Cllr Bhatia expressed his delight and support of the new proposed green route along Anstey Lane instead of Calver Hey Road. Cllr Fonseca asked for further detail on the pink and blue routes which were discounted. Cllr Fonseca was also in support of the new route once the other routes were explained.	The blue and pink routes go through residential streets such as Darenth Drive/through the pedestrian subway and onto a footpath on the Outer Ring Road. These options were discounted due to issue with steep ramps on the subway. The green route is the best route as it links to existing facilities and the proposed new crossing is in a well-used section of the route.
2.	Anstey Lane South – Buckminster Road experimental closure: concerns raised about impact on local residents. Cllr Waddington’s view was the closure would be highly unpopular with residents. This view was supported by Cllr Bhatia and Cllr Valand. Cllr Bhatia suggested an alternative cycle route along Brading Road to link up with the facilities provided on Groby Road. Also concern raised about loss of access to shops for customers. Cllr Waddington felt widening the footway by reducing the grass verges would be a good option as there are currently issues with damage from parked cars. Also wishes to see plans for A50 to understand tie in and how a cycle lane can be provided on Woodgate which has some narrow sections. Cllr Fonseca asked how long the experiment would be in place. Raised concern 18-months is a long time, especially as the proposals are not consulted upon before they are implemented.	Officers to investigate the alternative route of routing cyclists along Brading Road and report findings back to the 4th March meeting. The shops generate additional traffic, reducing access for general traffic would be a benefit to local residents. Officers anticipate bringing the A50 scheme proposals , including for Woodgate, to the meeting in May 2021. Officers explained the closure could be put in as an experimental order to see what the effects are. The order can be in place for up to 18 months, objections can be raised during the first 6 months to allow for the proposals to be amended or withdrawn. The order can be withdrawn at any time and the closure removed or made permanent after 6 months.

3.	<p>Abbey Park Road: Cllr Bhatia stated this was welcome news and long overdue as there were discussions at EDTT meetings 4 or 5 years ago about the need for a footbridge over the river parallel to the road bridge.</p> <p>Cllr Waddington asked when local consultation would take place.</p> <p>Cllr Valand attended the site visit and felt the scheme was good news for the City.</p>	<p>Officers stated some engagement on the bridge proposals had already taken place; a site visit with the City Mayor and ward councillors took place last autumn and there was support from all who attended. Public consultation will commence in Summer 2021 as the scheme is not on site until early 2022. Officers to feedback responses from future engagement with ward councillors.</p>
4.	<p>Cllr Fonseca asked when they would see some investment in the east of the city as current investment is focussed on the west only.</p>	<p>TCF funding was required by DfT to be targeted at supporting existing major urban growth areas which for Leicester largely focussed on the north/west/south sides of the city. The TCF schemes include improvements to Melton Road/Belgrave Road/Belgrave Gate north building on the previous improvements at Belgrave Circle. TCF corridor schemes will also support people commuting from the east, particularly from Belgrave, Rushey Mead, Hamilton and north Evington to the industrial areas at Beaumont Leys and other parts of the city. The TCF funded Bikeshare scheme includes docking stations across the central area of the city including to the east of the city. Potential future opportunities to the east of the city will be considered as part of new programmes such as the Active Travel Fund for cycling and walking and also as part of the emerging Local Transport Plan.</p>

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

6.1 Financial implications

The authority has been awarded £32.5m DfT funding towards a £71m TCF Programme. The costings for the three schemes are as follows:
David Hall, Accountant, Ext 37 4086

6.2 Legal implications

n/a

6.3 Equalities implications

An Equality Impact Assessment is being produced for each scheme as part of the design process.

6.4 Climate Emergency implications

UK government figures show that transport was responsible for around 25% of all carbon emissions in Leicester. Following the council's declaration of a climate emergency in 2019 tackling these emissions is a vital part of our ambition for Leicester to reach carbon neutrality.

The TCF programme is a key part of the council's work to tackle emissions from transport through enabling sustainable transport options including walking, cycling and public transport. Sustainability comments have been provided on the road layouts of some of the TCF schemes, including on the need to consider sustainable construction materials and processes and the need for wider work to improve sustainable transport opportunities in the city to ensure delivery of the intended benefits.

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:

None

8. Summary of appendices:

Appendix 1 – TCF EDTT pre meet 18th February 2021 v1.3 (PowerPoint presentation)

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

Transforming Cities Fund – Connected Leicester

53

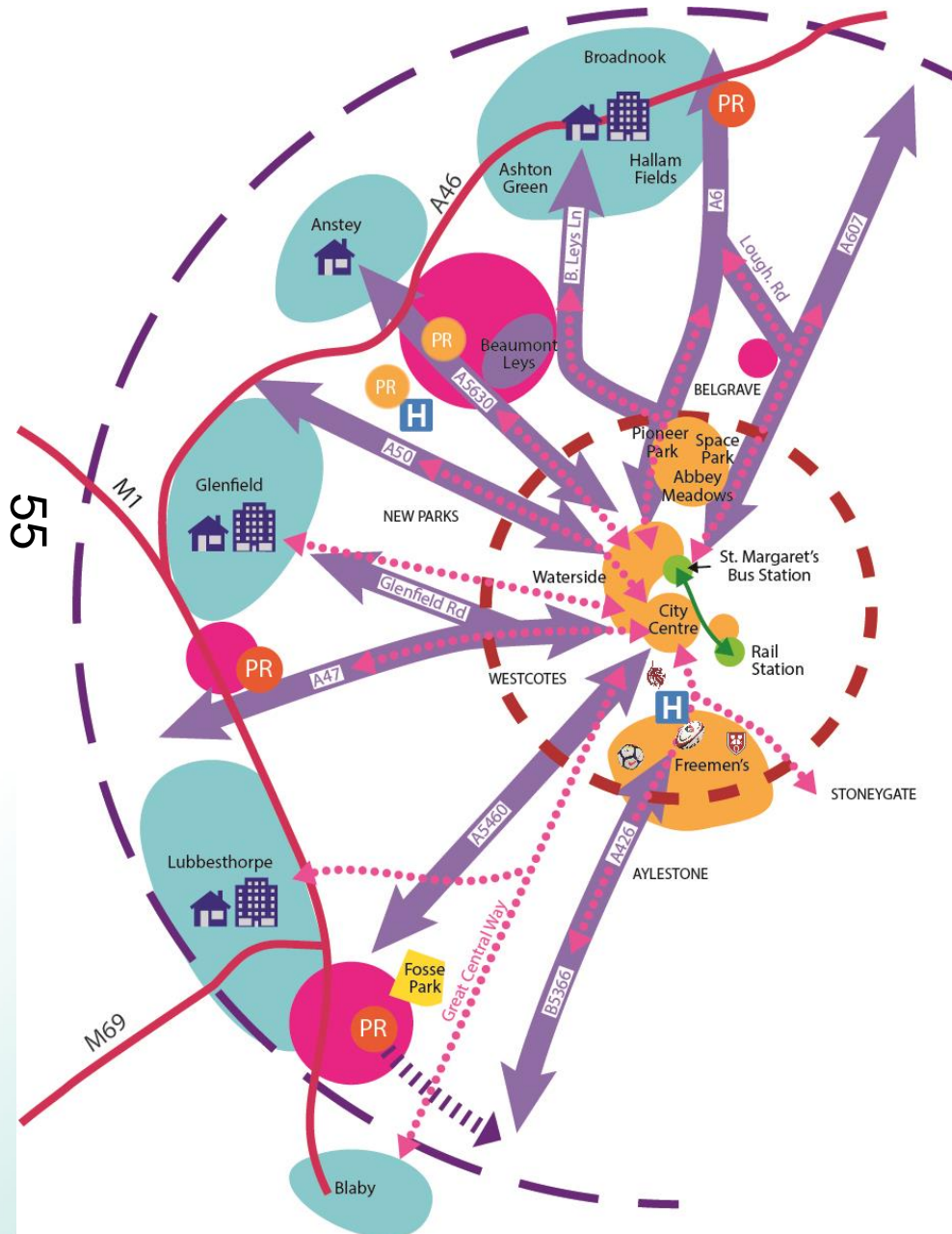


EDTT pre meet: 18th February 2021

Transforming Cities Fund (1)

- TCF programme aim is to deliver a transformational programme of public, sustainable and active transport schemes to support city economic growth
- The programme aims to provide improved choices for commuters to travel by bus, cycle and walking as real and attractive alternatives to car use
- LCC have been awarded £32.5m DfT funding towards a £71m TCF Programme.
- Programme currently over period to March 2023

Transforming Cities Fund (2)



Connected Leicester - Hub & Spoke Plan

- Urban Growth Areas (underway/planned)
- Regeneration Areas (housing/commercial)
- Major Retail/Leisure Expansion
- Existing out of centre employment areas
- Connecting Leicester Neighbourhoods
- Proposed Hub Improvement
- Proposed Hub Link
- Proposed Cycle/Walking Corridors
- Proposed Bus Corridors
- Orbital Bus Link - Soar Valley Way
- 10 minutes cycle time (155,000+ people)
- 30 minute bus travel time (500,000+ people)
- Park and Ride
- Proposed Park and Ride Site
- Leicester Royal Infirmary
- Leicester City FC
- Leicester RUFC
- Leicester University
- De Montfort University

TCF Scheme proposals

- Connecting Leicester Neighbourhoods – Beaumont Leys
- Anstey Lane
- Abbey Park Road

56

Connected Neighbourhoods, Beaumont Leys (1).

- The first phase is on site, constructing improvements to Lismore Walk.
- As part of the next phase of works it is proposed to remove the current pedestrian underpass on Lismore Walk and provide at an grade crossing on Strasbourg Drive.
- DfT have authorised the use of parallel zebra crossing on a road hump.
- There is no negative impact on existing street calming features along Strasbourg Drive.
- 57 The proposal will require the removal of 14 trees, will replant 28 as mitigation.
- Implementation of crossing requires removal of a bus stop, there is another close by. Babington Academy are in support of the proposals as are the bus companies.
- Engaged with ward councillors and local residents, no adverse comments received.
- Scheme programmed to be on site April 2021 for 16 weeks.

Connected Neighbourhoods, Beaumont Leys (2).



Anstey Lane Review

- As mentioned previously further consideration has been given to this scheme
- As a result
 - a new link from Anstey lane to Beaumont Centre is proposed
 - The link along Buckminster Road and its connection at Fiveways has been reviewed

59

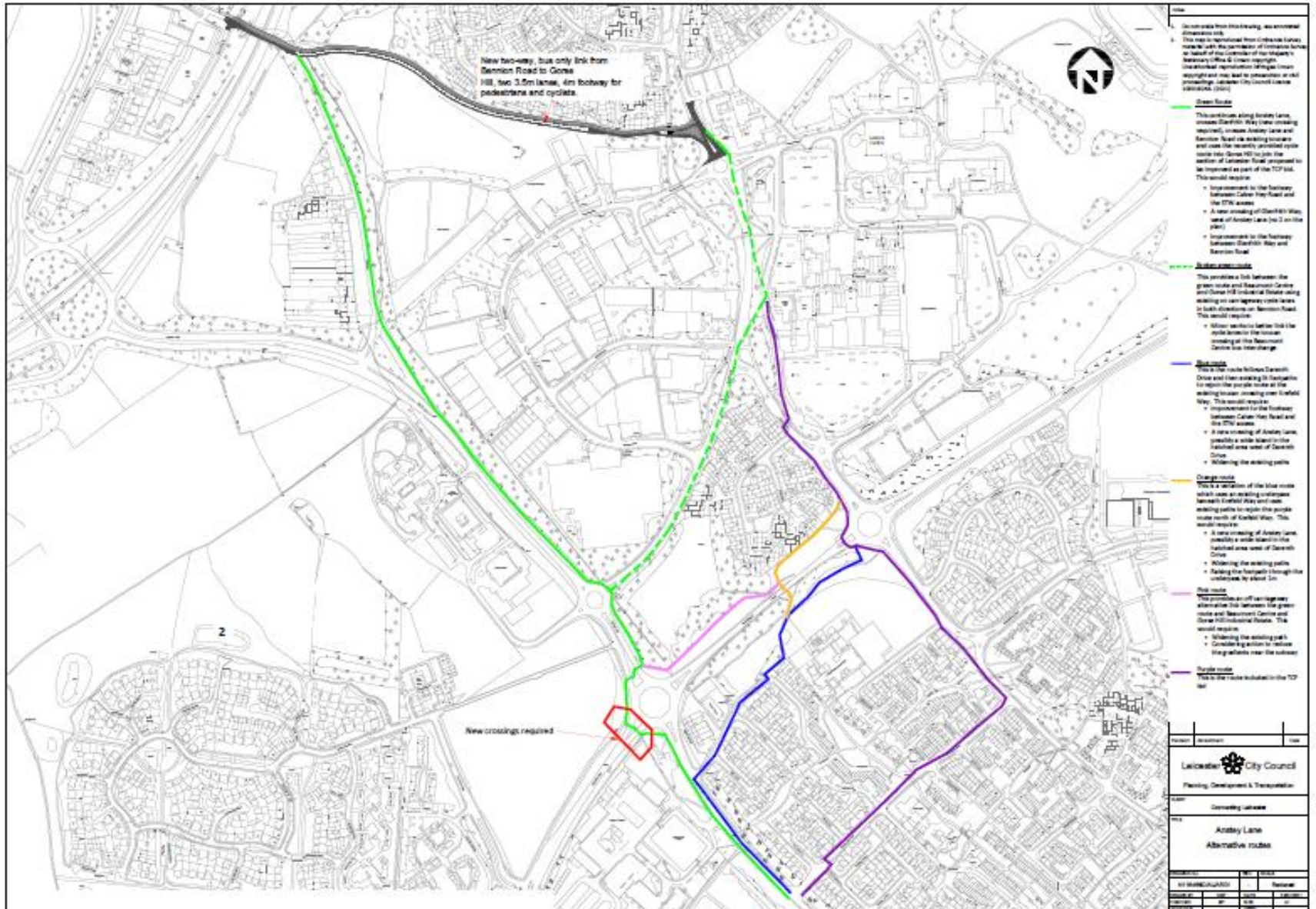
Anstey Lane Review: North (1).

- The current cycleway scheme proposal continued north from Anstey Lane at Calver Hey Road and followed the purple route (see next slide)
- 60 • Detailed design has revealed issues with this route including difficulties over subways and some safety concerns
- Alternative routes are as shown on the plan, most using existing footpaths and residential roads widened and improved as necessary



Anstey Lane Review: North (2).

61



Anstey Lane Review: North (3).

- Preferred route is shown in green and follows the main roads – it provides a more strategic link on the radial route
- It links with recent off-carriageway cycle facilities built as part of improved link to A46 and uses Gorse Hill to connect with original route to Anstey
- Also utilises on-road cycle lanes on Bennion Road to link with Beaumont Centre and Gorse Hill Industrial Estate; these would be protected with wands
- Controlled crossings of Glenfrith Way would be required

Anstey Lane north of Calver Hey Road



63

Google



Google

Bennion Road Cycle Lanes




64

Anstey Lane Review: South

- The current cycleway scheme proposal follows Anstey Lane to join with Blackbird Road
- The route would then use Ravensbridge Drive and St Margaret's Way to reach the city centre
- Further consideration of this route has identified that a better and more direct route for cyclists to access the city is via Buckminster Drive and the TCF scheme proposed on Frog Island/Woodgate

Anstey Lane



 Anstey Lane south of Calver Hey Road

Anstey Lane section
between Avebury Avenue
and Buckminster Road



Buckminster Road

Footway widened to 3m for pedestrians and cyclists

Proposed experimental road closure

New five ways junction

67



10000
1:10000
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Name	Author	Date
Leicester City Council Planning, Development & Transportation		
Consultation		
Anby Lane - South Alternative routes		
Version	Rev	Notes
01/2018/000001	001	Created
02/2018/000001	002	Revised
03/2018/000001	003	Final
04/2018/000001	004	Final

Buckminster Rd looking south from Anstey Lane junction



Anstey Lane Review: South

- Two options exist for provision for cyclists on Buckminster Road
- The first is to widen the footway on the north east side
- The second is to create conditions for safe cycling on the carriageway by introducing a point road closure as shown on the plan
- Introducing the road closure experimentally would allow its effect to be monitored

Anstey Lane Review

- It is recommended that:
 - Consultation be undertaken on the Anstey Lane/Buckminster Road route between Fiveways and Glenfrith Way with the experimental closure
 - Subject to the outcome of the consultation this section be constructed this year
 - Detailed design of the remainder of the route north of Glenfrith Way and including the bus only road be undertaken for construction in 2022

Abbey Park Rd

- Create an environment which promotes increased movement by walking, cycling and public transport whilst maintaining existing capacity for other motorised traffic.
- Phase 1 of the scheme (west of the bridge to the A6 junction) was on site October 2019 completed March 2020.
- Off road segregated cycle facilities were created.

71

Abbey Park Road works completed to west of bridge



- Peak - 532 cyclists per day 7am – 7pm (29.05.20, both directions).
- A May 2019 survey on the same stretch of road recorded 288 cyclists over the same period

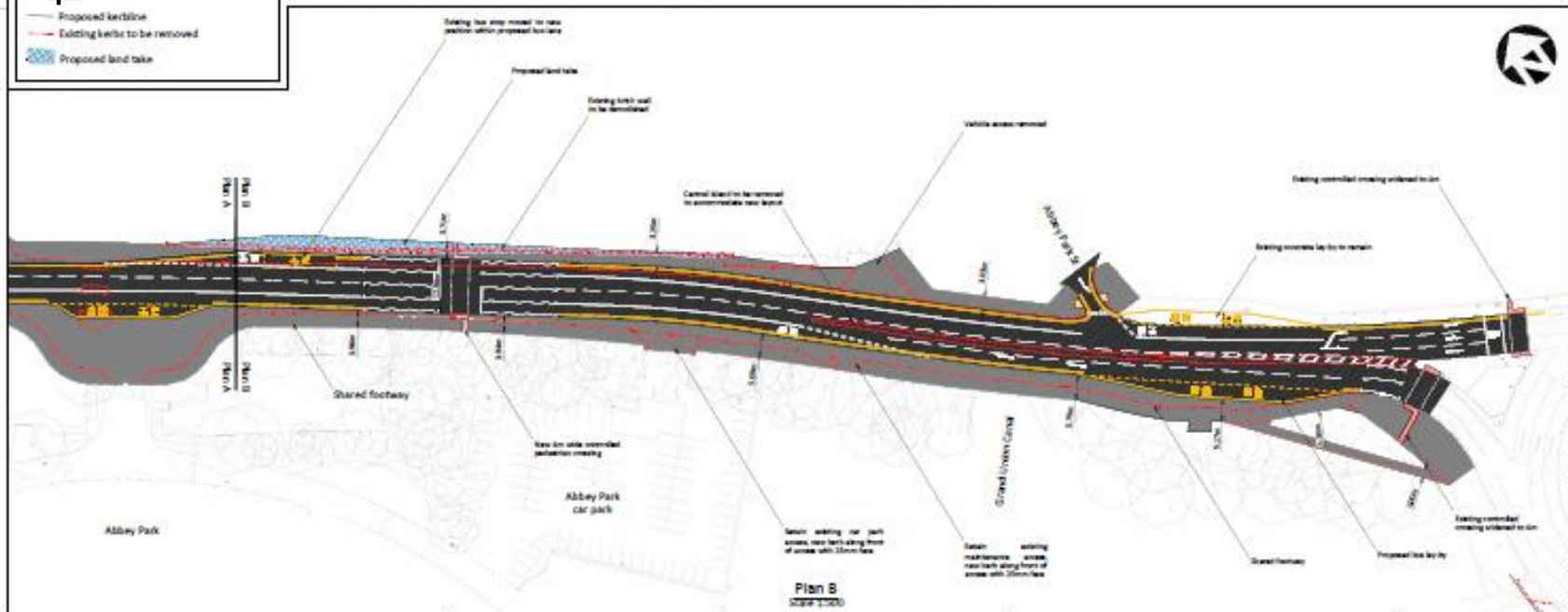


Abbey Park Road (1).

- The next phase will provide bus lanes to prioritise bus movements onto and off Belgrave Circle
- Provide off road facilities for cyclists and improved crossing points for pedestrians and cyclists
- Deliver maintenance and strengthening works to the existing Abbey Park bridge
- A new footbridge (to north of existing bridge) for pedestrians and cyclists.
- The scheme is programmed to be on site Jan 22 engagement with the public -Summer 2021.

73

Abbey Park Road (2).



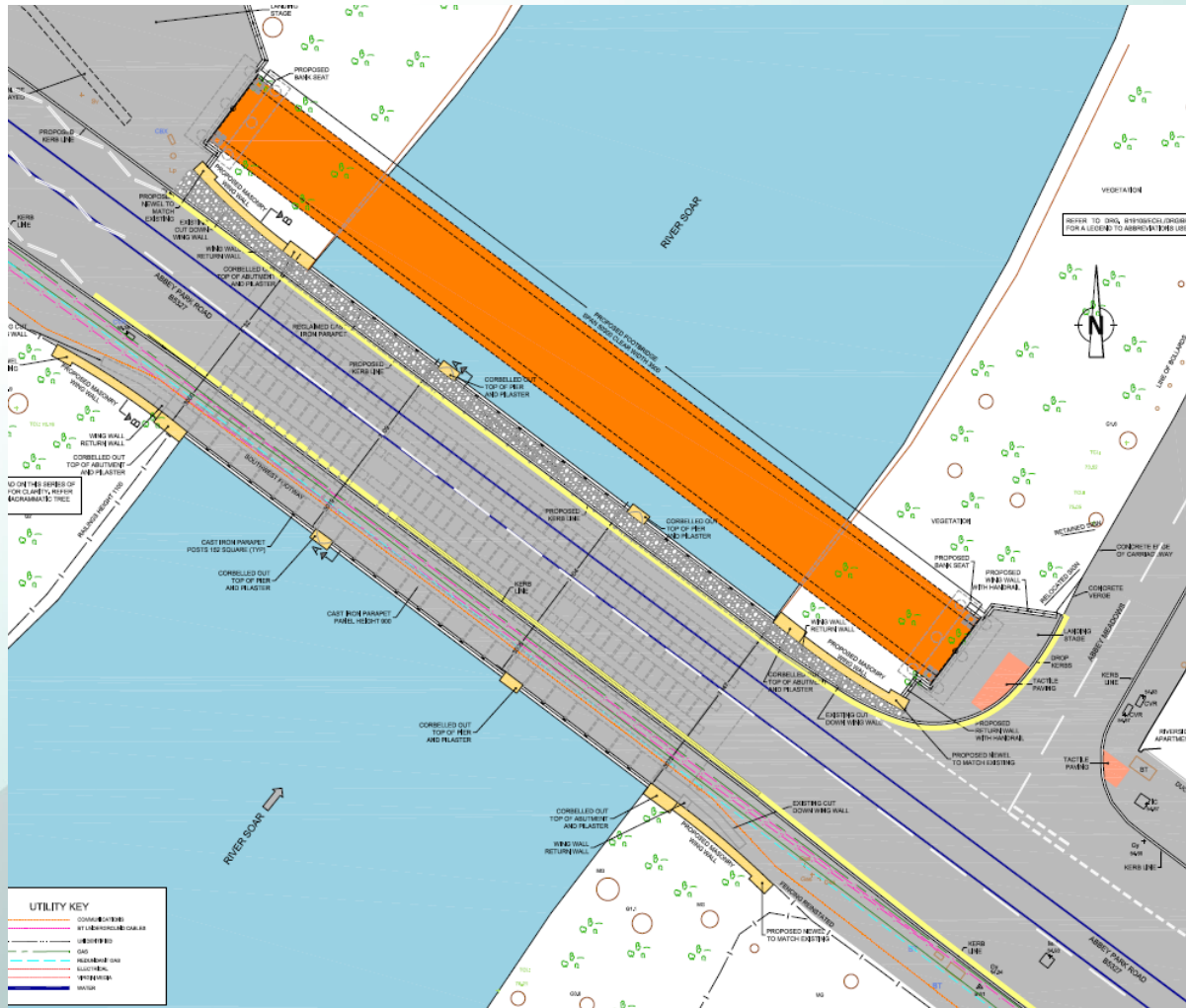
- Notes**
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 - The drawing is to be read with all relevant design drawings.
 - Turning lanes to be 3.2m with average slopes stated elsewhere.

Source	Amount	Use
 Leicester City Council Planning, Development & Transportation		
Project: Abbey Park Road Option 3 - Outbound bus lane South shared footway		
PROPOSED	100	1,000
EXISTING	100	0
TOTAL	200	1,000

Abbey Park Road (3). New cycle and pedestrian bridge

Proposed location of new bridge is circa 2m north of existing bridge

75



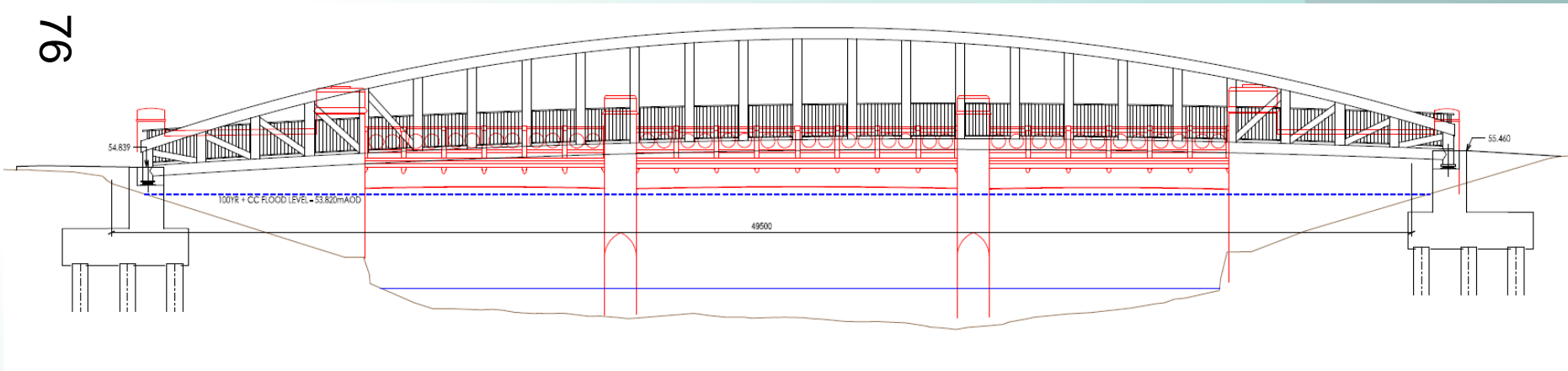
Abbey Park Road (4).

A single span bridge similar style to Birstall

Propose to install a single span bridge with a similar span to the bridge in Birstall, with two bank seats, which reduces work close to the river edge. This option provides good visibility up the river and of the existing road bridge. The new bridge provides a clear width of 3.5m.

Approximate construction cost for bridge = £1.25m

76



Abbey Park Road – new pedestrian bridge



Next steps

- Schemes presented to EDTT Scrutiny 4th March 2021 with comments from 18th February pre meeting.
- 78 • Public engagement on schemes.