

Leicester
City Council

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

DATE: WEDNESDAY, 23 MARCH 2022

TIME: 5:30 pm

**PLACE: Meeting Rooms G.01 and G.02, Ground Floor, City Hall, 115
Charles Street, Leicester, LE1 1FZ**

Members of the Commission

Councillor Joel (Chair)

Councillor Singh Sandhu (Vice-Chair)

Councillors Fonseca, Malik, Porter, Rae Bhatia, Singh Johal and Valand

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

For Monitoring Officer

Officer contacts:

Sazeda Yasmin (Scrutiny Policy Officer)

Aqil Sarang (Democratic Support Officer),

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

Aqil Sarang, Democratic Support Officer on 0116 4545591.

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AGENDA

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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 - 20)**

The minutes of the meeting of the Commission held on 1 January 2022 and 24 February 2022 are attached and Members are asked to confirm them as correct record.

4. 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.

5. PETITIONS

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

6. TRAFFIC REGULATION ORDER - HARRISON ROAD AND STAFFORD STREET

**Appendix B
(Pages 21 - 38)**

The Director for Planning, Development and Transportation submits a report on Traffic Regulation Orders.

Members of the Commission are recommended to note the report and provide any comments to the Director of Planning, Development and Transportation.

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7. TRANSFORMING CITIES FUND - UPDATE

**Appendix C
(Pages 39 - 72)**

The Director of Planning, Development and Transportation submits a report updating the Commission on the Transforming Cities Fund scheme.

Members of the Commission are recommended to note the report and pass any comments to the Director of Planning, Development and Transportation.

**8. INWARD INVESTMENT / PLACE MARKETING
UPDATE**

**Appendix D
(Pages 73 - 78)**

The Director of Tourism, Culture and Inward Investment submits a report updating the Commission on progress with the inward Investment and place marketing elements of the economic recovery plan.

Members of the Commission are recommended to note the update and pass any comments to the Director of Tourism, Culture and Inward Investment.

9. LEICESTER ADULT EDUCATION UPDATE

**Appendix E
(Pages 79 - 90)**

The Director of Tourism, Culture and Inward Investment submits a report providing an update on Leicester Adult Education.

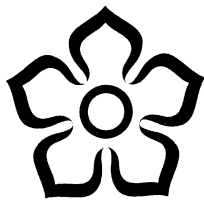
Members of the Commission are recommended to note the update and pass any comments to the Director of Tourism, Culture and Inward Investment.

10. WORK PROGRAMME

**Appendix F
(Pages 91 - 98)**

For Members' consideration, the work programme for the Commission is attached.

11. ANY OTHER BUSINESS



Leicester
City Council

Appendix A

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

Held: WEDNESDAY, 19 JANUARY 2022 at 5:30 pm

P R E S E N T:

Councillor Joel (Chair)
Councillor Sandhu (Vice Chair)

Councillor Malik
Councillor Porter

Councillor Rae Bhatia
Councillor Singh Johal

In Attendance

Councillor Clarke – Deputy City Mayor, Environment and Transportation
Councillor Myers – Assistant City Mayor, Jobs, Skills, Policy Delivery and Communications

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51. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Fonseca and Valand.

52. DECLARATIONS OF INTEREST

Members were asked to disclose any pecuniary or other interests they may have in the business to be discussed on the agenda.

Councillor Malik declared an interest in agenda item 6, Community Renewal Fund, in that he worked for an organisation which was part of one of the Consortium which had been successful in the funding program.

Councillor Porter declared an interest in agenda items 7 and 8 that he was not in favour of bus lanes but believed he should not be excluded from any debate in terms of the agenda items.

Councillor Joel declared an interest in agenda item 6, Community Renewal Fund, in that she knew Zinthyia Ganeshpanchan from Zinthyia Trust who was present at the meeting, having worked with her previously around domestic violence.

In accordance with the Council's Code of Conduct, these interests were not considered so significant that they were likely to prejudice the Councillor's judgement of the public interest. The Members were not, therefore required to withdraw from the meeting.

53. MINUTES OF THE PREVIOUS MEETING

Councillor Porter stated he should be recorded as being in attendance at the last meeting of the Economic Development, Transportation and Climate Emergency held on 15 December 2021.

AGREED:

That the minutes of the meeting of Economic Development, Transportation and Climate Emergency held on 15 December 2021 be confirmed as a correct record, subject to the amendment above.

54. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that no questions, representations or statements of case had been received in accordance with Council procedures.

55. PETITIONS

The Monitoring Officer reported that no petitions had been received.

56. COMMUNITY RENEWAL FUND

The Director for Tourism, Culture and Inward Investment submitted a report which updated the Commission on the successful application to the Community Renewal Fund. Members of the Commission were recommended to note the report and make any comments to the Director for Tourism, Culture and Inward Investment should they wish to.

Councillor Myers, Assistant City Mayor for Jobs, Skills, Policy Delivery and Communications, introduced the report and drew Members' attention to the following information:

- Para 3.12 – 3.14 gave a wider context to how brilliantly Leicester had done in securing all five bids and the amount of money it had attracted. It was testimony to the good work done by the Council to turn around a very complicated process quickly, and to exercise good judgement across the 29 projects submitted.
- He thanked the City of Leicester and the organisations that had contributed to that process and come up with compelling projects.
- The projects will benefit the city with some vitally important work.

Mike Dalzell, Director Tourism, Culture and Inward Investment noted the range of projects supported allowed for a focus on businesses, communities and

individuals. He noted feedback from East Midlands Chamber of Commerce, one of the project partners, that the city was by far the most advanced of the local authority areas in the region. The council had agreed contracts with the government, individual contracts with each project, had agreed payment mechanisms and first payments had been sent.

It was reported that Government had been looking for innovative projects and they could help guide what the future UK Shared Prosperity Fund was going to look like. Given the good collaboration between the various projects, there was real enthusiasm for lessons to be learned and new approaches to be tried. There was an important evaluation thread throughout, and it was hoped that by the end of the projects in June there would be concrete suggestions and ideas on what could happen next.

Zinthiya Ganeshpanchan, CEO for Zinthiya Trust, who is leading the She Inspires Business Playbox partnership, was invited to address the meeting and noted:

- Their project partnership consisted of five not for profit organisations, providing business start-up support as well as employment support to women primarily from ethnic minority communities who had been impacted by the pandemic and post-pandemic.
- Carbon emissions were an important focus for the start-up business support being delivered as part of the project.

Members were given the opportunity to ask questions and were responded to as follows:

- It was noted that in paragraph 5.1 in the report that £59,000 would be used to cover the cost of the council acting as accountable body for the CRF programme to ensure the five projects were adhering to the regulations of the funding, progress reports were made to government, evaluations were being undertaken etc. The money would come into the Council's Economic Regeneration service budget to fund contract officers working on the programme.
- It was asked how success would be measured. It was noted the council team would work with each project to demonstrate and evidence that outputs had been achieved. Output targets had been set for each project by government, and there was a requirement for a formal evaluation of each project to be undertaken.
- Ms Ganeshpanchan further noted that Zinthiya Trust has a robust monitoring system as part of the project, that could record every individual assisted and their 'distance travelled'.

It was noted that the Leicester Textiles Renewal project would be delivered by the city council. Members suggested that although a lot of support was being targeted at workers to deliver garment skills and training, the management of those businesses needed support too, for example, with Health and Safety. It was noted that workers could be working in a badly managed environment.

In response Councillor Clarke, Deputy City Mayor for Environment and Transportation, informed the meeting that over the past few years European Regional Development Funding (ERDF) had been used to engage with over 200 textile businesses, supporting them to grow, including with free impartial advice and access to grants. Textile businesses had received webinars and events training online, particularly during Covid, which included support for ethical and legal compliance, alongside general business growth and support topics.

Peter Chandler, Head of Economic Regeneration Tourism, Culture and Inward Investment also noted the project complemented other general programmes of support to businesses being delivered through the Growth Hub and that support for businesses was central to the new Community Renewal Fund project. As part of the programme the Council was recruiting a cohort of initially 20 businesses to join a development programme, working closely with partners Fashion Enter and De Montfort University to help the businesses to develop. Small grants would be made available to those businesses to help them to implement innovations to develop and grow their business, including specific support from the Fashion Technology Academy.

A capacity register was being established for retail buyers, to determine capability and manufacturing volumes for the various businesses.

Officers were in contact with retailers and e-retailers who had their own auditing systems, as well as audit providers to ensure consistency on those compliance and audit regimes. Also noted there had been a whole series of workshop programmes via the Growth Hub to show what 'good' looked like and this project could offer support and practical assistance to companies on compliance.

Members found the feedback encouraging but noted some workplaces may not be compliant with HSE, and that some landlords and business owners did not understand the legal requirements.

Councillor Clarke informed the meeting the council's work covered these areas and that it had been well documented in the Leicester Labour Market Partnership annual review. This included what the City Council was doing but were also working with those other agencies that had powers to enforce on labour market and modern-day slavery issues, including the GLAA, HSE, HMRC and Leicestershire Police. It was noted the Council has established the Leicester Labour Market Partnership and funded a coordinator role. Members were encouraged to report any issues they encountered to the Leicester Labour Market Partnership and the relevant agencies.

Councillor Clarke informed the meeting that the annual review report for the past year was currently being compiled and would be brought to a future meeting of the Committee. At the request of the Chair, the report for the previous year would be circulated to Members as a refresher of information.

Councillor Porter raised the following concerns over the textile industry in

Leicester:

- The typical business model within the textile industry was to focus on price, with retailers being forced to produce fabric at cheaper and cheaper prices, creating a downward spiral.
- Businesses should be encouraged to produce higher quality garments, made from sustainable fabrics.
- The Council should inspect dye house businesses to ensure they were not producing noxious fumes or emitting discharges into the sewage system or waterways.

Councillor Clarke responded that the Council did not absolve itself from responsibility in terms of pollution but was the responsibility of the Environment Agency. He acknowledged that what had been described quite rightly was an entangled regulatory system that was very difficult to unpick, and a legal framework and policy environment that was not working for the country. He added he had been pushing Government to bring forward its own stated manifesto pledge to develop a single enforcement body for the labour market and would continue to lobby MPs to do so.

In addition, Councillor Clarke supported a campaign to establish a garment trade adjudicator or 'watchdog' who could be appointed to ensure that manufacturers did not become victims of supply chain pricing pressures. He agreed that change was needed both for the issues of workplace exploitation, and on the environmental concerns, so the best possible garments were made in Leicester in the best possible working environments.

Members suggested that when working with auditors, environmental issues were considered alongside other factors such as health and safety, pay and rights of workers.

The Chair asked how best practice regarding CRF programmes could be identified and how the city compared with other authorities and how often evaluation updates would be brought to the Commission. It was noted that the city council was already in contact with other local authority Economic Regeneration teams elsewhere in the region and were exchanging information about recording information, outputs etc. In terms of evaluation, a group including representatives from all projects was already working together on evaluation. It was suggested that there be a further report to the Commission after the interim review which will take place just after the end of March and then towards the end of July following the end of the programme.

The Chair thanked the officers, Councillors and community group presenting the report. The Commission was asked to note the report.

AGREED:

1. That the report be noted.
2. The current Leicester Labour Market Partnership report be circulated to Members of the Committee.
3. Community Renewal Fund evaluation updates be brought as

soon as feasible following the March 2022 interim review and at the end of July 2022 after the programme concludes and final evaluation reports have been prepared.

57. CONSIDERATION OF OBJECTIONS TO THE LEICESTER TRAFFIC REGULATION (BUS LANE AND BUS GATES) (GROBY ROAD) (AMENDMENTS) ORDER (NO.8) 2019

The Director of Planning, Development and Transportation submitted a report to the Commission to consider unresolved objections to The Leicester Traffic Regulation (Bus Lane and Bus Gates) (Groby Road) (Amendment) Order (No. 8) 2019. Members were asked to give views to the Director to be taken into account when reaching a decision on whether or not to implement the proposed Traffic Regulation Order (TRO) and install the bus lane.

John Dowson, Major Transport Projects Manager, presented the report and drew Members' attention to the following:

- There were a number of popular buses that frequently used Groby Road, in particular Arriva 26, 27 29 services and University Hospitals Leicester bus services.
- Delays varied during peak periods for buses but could be up to eight or nine minutes. With the installation of a bus lane, it would allow buses to bypass queues, making them more reliable and consistent and provide assurance to passengers.
- The proposal had been advertised and objections had been received. There was concern from a resident about access to their property. It was explained that it was permissible to drive short distances in the bus lane for access.
- Objections had been received from Ward Councillors Bhatia, Cassidy and Waddington, who had raised concerns with the length of the bus lane, impact on residents, and the linkage and timing of the bus scheme with the Five-Ways junction scheme. Discussions had been held with the Councillors concerned.
- The Council had submitted a strong business case for the bus lane, and the Government had agreed to fund the work through its National Productivity Investment Fund.

Councillor Bhatia was invited to elaborate on objections he had made on behalf of residents, and made the following points:

- He was not in objection to the bus lane as such but believed there was a cumulative impact of several issues and he wanted all issues to be taken into account.
- He believed the 24 hours, seven days a week operation of the lane could not be justified based on the frequency of the buses at off peak times and residents could benefit from use of the lane off-peak.
- The Five-Ways junction works proposed the removal of the right-turn into Blackbird Road from Woodgate and could force traffic to continue straight to turn right onto Medina Road from Groby Road. This could cause queueing

problems on Groby Road if drivers had to wait behind those turning right into Medina Road.

- There was proposed to be a new school entrance on Garland Crescent. Account should be taken on effects on the filter lane to turn right into Garland Crescent and this would need extending and may have an impact if traffic were queueing back up Groby Road.

The officer noted the concern around the 24/7 hours for the bus lane. It was reported that EDT Scrutiny Commission in 2015 had examined bus lanes at a policy level and had felt it appropriate where possible for bus lanes to be 24/7 on the grounds it that gave greater clarity to drivers, in particular on radial routes in and out of the city, rather than having drivers querying whether or not it was in operation. It was reported that where there were other 24/7 lanes they operated better, and were always designed so there was no disbenefit for peak traffic. He added that the overall importance of bus lanes were to ensure that route that buses were reliable. He also said buses were also a big part of making the city carbon neutral.

It was further reported that Medina Road and the Five-Ways scheme were moving to a point where the scheme could be consulted upon again and there would be a programme for that and further opportunity to discuss those proposals. It was acknowledged that with all the schemes in that part of the city, including the new school, the Council had to plan for all of the traffic as best as it could.

The Chair asked that another meeting be arranged with Councillor Bhatia to clarify the points made, as some time needed to be given to consider how the points could be resolved or responded to. She added that feedback on the information from the follow-up meeting be shared with Members of the Commission. The Director of Planning, Development and Transportation confirmed a follow-up meeting would be arranged as it was important to get the scheme right and that there was a common understanding of the benefits, and what some of the issues might be that arise from the project.

A Member asked that if the 24/7 bus lanes were to provide greater clarity, why there were so many people being fined by using the lanes, and he asked to see evidence to support the statement. It was noted Saffron Lane bus lane was peak period only, and everyone could understand timings on a sign. He said that to have no timings at all might be confusing to drivers. He added that to really deter motorists from using the bus lane it should be made more obvious cameras were being used and being enforced with signage to make the scheme more honest. He added that Nottingham City Council ran the scheme and had to generate significant funding every year in order to make the scheme self-sufficient. He also noted traffic queueing had a resultant pollution and congestion caused by the bus lane in Aylestone.

The officer addressed the points, noting that the signing of bus lanes and camera enforcement conformed with national requirements for road signing and directions and were legal, and if a driver wanted to appeal a charge issued, they could do so. It was noted the lining and signing was part of an adjudication

process in appeals and was external to the city council, and enabled that lining installed according to regulations, to be critiqued. He added that the enforcement of bus lanes by camera ensured lanes were not unduly driven in, and helped to keep lanes clear for buses to ensure they worked as intended.

The Director of Planning, Development and Transportation added that in terms of the effectiveness of enforcement, there was a correction of behaviour in drivers after an initial period, and could be evidenced and showed they had the impact expected. He picked up on the point about Nottingham City Council and targets. He said there were no targets from Nottingham, that Leicester City Council made the decisions on where the cameras were installed, how they operated and the enforcement decisions, and Nottingham processed back-office tasks only.

Councillor Clarke said he would be happy to discuss with officers signing used compared with other parts of the country, and to look at that in the round, and to make comparisons to respond to the Members points.

The Chair thanked the officers and Councillors for their comments in input.

AGREED:

That:

1. The report be noted.
2. A meeting be arranged with Councillor Bhatia to clarify points in objection made. Information from the meeting to be provided to the Chair.
3. The Deputy City Mayor, Councillor Clarke, to provide comparable information on signage for bus lanes from other areas of the country to be provided to Members of the Commission.

58. CONSIDERATION TO OBJECTIONS TO THE LEICESTER CITY COUNCIL (MELTON ROAD A607, LEICESTER) (24 HOUR BUS LANE) TRAFFIC REGULATION ORDER 2021

The Director Planning, Development and Transportation submitted a report to the Commission to consider unresolved objections to the Leicester City Council (Melton Road A607, Leicester) (24 Hour Bus Lanes) Traffic Regulation Order 2021. Members were asked to give views to the Director to be taken into account when reaching a decision on whether or not to implement the proposed Traffic Regulation Order (TRO) and install the bus lanes.

Steve Richards, Senior Project Manager, presented the report and drew Members' attention to the following:

- As part of the Transforming Cities Programme the Council had advertised the proposal to extend the existing bus lanes on Melton Road towards Lanesborough Road, and from Lanesborough Road to Troon Way junction. The proposal was to improve bus journey times during busy periods. The Council had received six objections, and in summary were around operating

the bus lanes 24/7, congestion concerns, potential impact on air quality, U turn opportunities along the road, and the impact of larger vehicles having to turn into the bus lane in order to make a U turn.

- To address some of those concerns the scope of the scheme had been extended to improve the U turn facility at Oakland Avenue, which would enable more vehicles to wait and not obstruct through traffic.
- The scheme had been designed so the capacity of the signal junction at the Troon Way / Watermead Way junction was capacity neutral, i.e. it would not have an effect on the number of vehicles that would be able to travel through the junction at any one time.
- The objectors had been offered an opportunity to talk about their reasons for objection, but the offer was only taken up by one person, who took the opportunity to reiterate their views on why it was not appropriate to introduce the bus lane on that stretch of the road.

Members were then given the opportunity to ask questions which were responded to as follows:

- The main delays for buses were during the relevant peak hours, inbound in the morning and outbound in the evening. However, it was noted that Melton Road was a busy road throughout the day and traffic trends had changed in recent times, with an extended period of high traffic movement from midday around the city through to the early evening peak. Therefore the buses would be able to bypass any queuing traffic generated on Melton Road.
- In terms of passenger numbers, reference was previous experience of the Aylestone Road bus lane had seen an increase in 13% passenger use as a result of the introduction of the bus lane, and it was anticipated that there would be a similar increase in passenger numbers on the proposed Melton Road given the residential development to the north of Melton Road with Rushey Mead and Thurmaston village, etc..
- The current U turn facility was considered to be substandard. The proposal was to improve the reservoir for the right turn to enable turning vehicles to move out of the way of through traffic and create a safer environment
- A Member asked if additional camera warning signs could be used to prevent drivers entering the bus lane.

Councillor Clarke made reference to Arriva being pleased with the performance of buses on the A426 corridor, and he was also pleased that electric buses in the shape of Park and Ride had been introduced on the A426 as the first electric buses, and the plan was to electrify every single bus service in the city. He added that in looking at public transport, buses were a priority and crucial in generating the modal shift in order to meet the outcomes needed in terms of air quality, the climate emergency, and he was also proud the city would have the first UK net zero bus station.

He added there was a plan for an expansive network of tram like buses to serve every community in the city, including employment areas. The discreet bus lane projects should not be looked at in isolation, but as part of a network that the city hoped would deserve to be compared with some of the best

European models. Councillor Clarke added that when declaring the climate emergency in February 2019, it was done to make tough decisions that would improve the lives of people in the city, today and for the future.

Councillor Clarke also referenced the bus service that had been introduced from Broughton Astley to Leicester as a result of the introduction of the A426 bus lane and would circulate evidence to Members of the Commission to that effect.

In discussing the 24/7 element of bus lanes around the city, Councillor Bhatia queried if a similar system could be adopted as smart motorways, when a red sign would notify drivers that the bus lane was in use, and green meant a motorist could use the bus lane, which he believed would save confusion for the driver.

Andrew Smith, Director of Planning, Development and Transportation said he always welcomed smart solutions to highways issues and would take the suggestion back to the team for discussion. However, an important fact around bus lanes was the need to follow prescribed rules, how bus lanes were set out, and how they were signed. He explained the rules were tried and tested national rules so there was an understanding of the rules across the country, and users should understand the rules wherever they may be. He added that with the introduction of new technology, there needed to be considered the cost of running it and break down.

The Chair noted the comments made and asked that Councillor Clarke provide the requested information on the A426 passenger numbers to Councillor Porter, and officers take on board the suggestions made by Councillors Bhatia and Porter.

The Chair thanked the officers and Councillors for their comments and input.

AGREED:

That:

1. The report be noted.
2. Councillor Clarke provide requested information to Commission Members on passenger numbers on the A426 corridor.
3. The suggestion of using technology to reinforce bus lane signage be taken by the Director of Planning, Development and Transportation.
4. The suggestion of including camera enforcement signage on bus lanes be considered.

59. TRANSFORMING CITIES FUND

The Director of Planning, Development and Transportation submitted a presentation to update the Commission on the Transforming Cities Fund (TCF) updates. Members of the Commission were recommended to note the presentation and make any comments to the Director of Planning,

Development and Transportation of they so wished.

Steve Richards, Senior Project Manager, delivered the presentation, and provided an update on the Braunstone Gate and Parker Drive / Beaumont Leys Lane schemes:

- For Braunstone Gate, it was a progression of the Covid Scheme introduced in 2020. The idea was to improve the footways to make it a more attractive environment and safer route, particularly for cyclists, by reducing through traffic movement.
 - There had been some challenges with bus companies and officers were working to find a solution that would allow the proposal to be taken further forward.
 - Next steps would include consultation with businesses in January / February 2022. A meeting had previously been held with some businesses earlier and feedback received would be reviewed and considered.
 - It was proposed to start on site in May, with City Highways constructing the scheme.
 - Artist impressions were provided to give Members an idea of the scheme being aimed for. There was also potential for a possible scheme being introduced for the evening which would close the central part of the street to vehicle movements to allow the food and beverage businesses to expand out into the street and create an environment where people felt safe and wanted to spend time in.
 - Access to Braunstone Gate from the leisure centre would be restricted to bus only to encourage walking and cycling links from the West End to the city centre. The plan showed the scheme in more detail.
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- For the Parker Drive / Beaumont Leys Lane scheme, the intention was to improved pedestrian cycling along Blackbird Road.
 - There were various constraints on different parts of the project, as there were lots of mature trees on the two corridors which were being kept, and a shared facility was being provided.
 - The section on Parker Driver had a very wide footway which would provide a segregated facility, and the junction with Somerset Avenue would be improved to reduce the crossing distances for pedestrians and cyclists.
 - Construction would take place between April to December 2022 by City Highways. The budget estimate was just under £1million and would provide a link to a number of TCF schemes, namely the A50, Anstey Lane South, Buckminster Road, the A6 and Beaumont Walk.
 - The report contained a number of photos and images of plans to highlight the proposed improvements. Ward Councillors had also been provided with information for their review and comment on the scheme.
 - Consultation with external stakeholders and Ward Councillors would start towards the end of January and February 2022, with the intention of being on site Spring 2022.

Members were then given the opportunity to ask questions and information was provided as follows:

- It was queried how residents would access Bede Street, what vehicles would be allowed on Braunstone Gate during the day if it was buses only in one direction, bollards were shown with vehicles up to them, and what would happen to the two taxi stands on Braunstone Gate. It was acknowledged there would be challenges to possible pedestrianisation of part of Braunstone Gate on Friday and Saturday evenings, and it was recognised that access to Bede Street would need to be maintained at all times. Clarity around Bede Street would be provided in the future before any work was done.
- The report had shown traditional signing, and officers would explore the opportunity to use electronic signs to change the message when the road was closed to through traffic.
- When previously engaging with businesses in the area, one taxi company was in favour of the scheme as they saw it as an opportunity to generate more patronage for their business by have greater numbers of people in the area.
- It was further explained that buses and cyclists only would be allowed onto Braunstone Gate from Duns Lane, but in the other direction from Narborough Road there would be no restriction of travel. It was further noted the left turn from Western Boulevard would be closed to create a lower trafficked street and encourage better walking and cycling without introducing a formal cycle lane. Vehicles exiting Bede Street would be able to turn left or right onto Braunstone Gate. The only section that would be for buses only would be the entry point at the leisure centre end to Braunstone Gate.
- Councillors queried how residents on Bede Street would access their property if the bollards were in use on Braunstone Gate. It was explained the message on the signage would be looked at, for example, access for residents only on Friday and Saturday evenings. It was noted that phase one of the scheme would not include those bollards which could be introduced retrospectively.
- Members asked for clarity on the Parker Drive scheme up to Heacham Drive from Halifax Drive. It was responded there was a temporary cycle lane on Beaumont Leys Lane, and the intention was to convert the footway from the filling station up to Beaumont Walk, to be a shared facility for the short term, which could be reviewed as and when demand for cycling increased, and further work would continue funding permitted.

Councillor Clarke, Deputy City Mayor for Environment and Transportation, said the Braunstone Gate scheme was an interesting challenge that had been discussed by members of the community. He added that the issues were not unsurmountable as bollard entry had been introduced for businesses in the city and the Council had experience of thinking through those types of problems. He added that it was a fantastic part of the city, and with being so close to the university and city centre, with vibrant businesses that deserved the sort of environment being proposed, and there was a keenness in the community to regenerate the area. Members welcomed the scheme and added that a cultural change was welcomed by the community. Members also noted it would generate the night-time economy for the economic benefit of the city.

Members made the raised the following observations and concerns and responses were made:

- It was asked what, if any, comments had been received from the police made in terms of how they thought that crime and anti-social behaviour would be reduced as a result of the proposed scheme.
- Members were further keen to stress that proper consultation should take place with groups representing people with mobility or disability issues who had in the past felt excluded as a result of some of the schemes introduced. It was confirmed that the Council regularly consulted with representatives of mobility, disability and visually impaired groups.
- Clarification was sought on the legal process for implementing a traffic ban on a road if at certain times access would be required for deliveries. It was noted there would not be a ban on vehicles. The closure would be proposed, but if there were objections it would go to a public enquiry in front of an inspector, where all parties would be invited to present their case. The decision of the inspector would be binding on both parties.
- It was confirmed that traffic entering from Narborough Road would be able to travel the full length of Braunstone Gate.
- The Chair asked if there would be any adverse impact on the area with increased footfall. It was noted that the aim of the scheme was to increase footfall, to encourage people to access the facilities for entertainment, eating and drinking, as well as providing a safer environment to encourage cycling.

The Chair asked that the Commission note the report and officers note the comments made by Members.

AGREED:

That:

1. The report be noted.
2. Officers to provide clarity around access to Bede Street prior to any work commencing on the scheme.
3. The Director of Planning, Development and Transportation note the comments of Members.

60. DRAFT REVENUE BUDGET AND CAPITAL PROGRAMME 2022/23

DRAFT REVENUE BUDGET 2022/23

The Deputy Director of Finance submitted a report the purpose of which was to describe the City Mayor's draft budget for 2022/23. The Commission was recommended to consider and comment on the City Development and Neighbourhoods Element of the budget. The Commission's comments would be forwarded to the Overview Select Committee as part of its consideration of the report before presentation to the meeting of Council on 23rd February 2022.

Amy Oliver, Head of Finance, presented the report. It was noted the revenue budget looked at the day to day running costs of the Council, and cost of individual divisions,

and as had been for a number of years, was focused around the decade of austerity the Council had experienced, the current pandemic that had affected some of the budget reviews that would have taken place, and the current social care funding crisis.

Members were asked to note the budget presented showed a funding gap for the next financial year and the years after, which was forecast to rise to £50million for 2023/24. For 2022/23 the budget gap would be met from reserves, but for 2023/24 the project gap could no longer be managed by the Reserve Strategy. The report talked about a budget review to try and bridge the gap.

Members were then given the opportunity to ask questions, and the following responses were given:

- It had been reported across the country that as a result of Brexit and the pandemic that a large number of people had left the country. It was asked that, in terms of Leicester's population and the money received from Council Tax, had the Council seen a decline in the tax received from vacant properties? The meeting was informed that Council Tax was based on the properties rather than the number of people living in the city, and there were also various discounts given for example single people households that would impact on the Council Tax due.. It was further noted that if a property became vacant then the owner continued to be liable for Council Tax after the first month.
- Members were informed the Council Tax base had increased slightly for the past financial year which was helping the Council's budget. New builds were also adding to the tax base, for example, schemes such as Ashton Green.
- Members referred to section 4.23 in the report, and the £4.3million income shortfall in City Development and Neighbourhoods. It was reported that the shortfall was being met with Government grant received to support the authority through Covid.

The Chair thanked the officer for the report.

AGREED:

1. That the report be noted.
2. Information on Council Tax changes per population be provided to Members.

DRAFT CAPITAL PROGRAMME 2022/23

The Deputy Director of Finance submitted a report the purpose of which was to provide information to the Commission on the draft Capital Programme for 2022/23. The Commission was recommended to consider the report and comment on report. The Commission's comments would be forwarded to the Overview Select Committee as part of its consideration of the report before presentation to the meeting of Council on 23rd February 2022.

Amy Oliver, Head of Finance, presented the report.

The Chair asked that at section 3.19(c) in the report, it mentioned £250,000 had been

set aside for festive decorations, and as reported was a higher than usual amount. It was noted the authority was given money to help with the impact of Covid, and it was identified that some of the schemes, such as improving the decorations, would help with the regeneration of the city and assist with economic recovery, so rather than the £50,000 as usual for the annual programme, additional money had been invested upfront, and would help upgrade decorations around the city, and they would be more environmentally friendly.

The Chair thanked the officer for the report.

AGREED:

1. That the report be noted.

61. WORK PROGRAMME

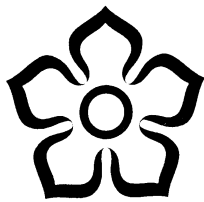
The work programme was noted.

HGV Training initiatives to be added to the work programme. Officers to explore and promote to under-represented communities. The Director of Planning, Development and Transportation to pursue with officers and to share information on initiatives.

62. ANY OTHER BUSINESS

Members were asked to note the Special Meeting of the Commission on 24th February 2022 to discuss the Workplace Parking Levy.

There being no other items of urgent business, the meeting closed at 7.46pm.



Leicester
City Council

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

Held: THURSDAY, 24 FEBRUARY 2022 at 5:30 pm

P R E S E N T :

Councillor Joel (Chair)
Councillor Sandhu (Vice Chair)

Councillor Fonseca
Councillor Porter

Councillor Singh Johal
Councillor Valand

Also in attendance:

Deputy City Mayor, Councillor Clarke
Councillor Rae Bhatia
Councillor Solanki

* * * * *

63. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Malik.

64. DECLARATIONS OF INTEREST

Councillor Sandhu, Vice Chair of the Commission, declared that he ran a small family business in the city centre which did not provide parking to its employees and would be considering the item with an open mind.

Councillor Porter declared that he had spear headed a campaign against this proposal.

65. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Chair noted that the email representations that had been received in relation to the Workplace Parking Levy (WPL) from school teachers would be considered as part of the main item.

66. PETITIONS

The Monitoring Officer noted that none had been received.

67. WORKPLACE PARKING LEVY

The Chair noted that the Chairs and Vice Chairs of other Scrutiny Commissions had been invited to attend and participate in the discussions.

The Deputy City Mayor for Environment and Transportation introduced the item as a manifesto commitment. It was noted that this was radical action to the climate emergency, consideration of public health and the need for an improved infrastructure for public transport with the growth in population. Extensive engagement had been carried out with stakeholders and the concerns raised had been highlighted.

The Director for Planning Development and Transportation delivered a presentation providing the Commission with an overview of the Workplace Parking Levy (WPL) consultation.

As part of the presentation the Director of Planning Development and Transportation gave a summary of what the WPL was and detailed the future benefits of a WPL in Leicester.

It was noted that the consultation had launched on 16 December 2021 and would end on 13 March 2022. This process had allowed for engagement with key stakeholders, extensive cover through various media outlets and over 2700 responses on the consultation to date.

It was further noted that the next steps following the end of the consultation would be to consider the responses received in detail. Ultimately a business case would need to be submitted to the Secretary of State who would be the final decision maker and the earliest date the proposal could be introduced would be the spring of 2023.

As part of the discussion with the Members of the Commission it was noted that:

- A survey team would engage with employers to identify who had more than 10 parking spaces provided and who would qualify for the WPL
- Nottingham City Council took an early decision and adopted the WPL in 2012, this took a number of years to develop and measure the levels of success
- Officers would provide Members of the Commission information on the ratio of the funds that would be generated from the WPL from different organisations
- Vast majority of the objections to the WPL had been received from schools in the city
- Officers were confident that the business case developed was robust and the consultation process had allowed for wide responses from the public
- Some members of the Commission recognised the need for a WPL and suggested it was overdue.
- Support from Nottingham City Council was available to help avoid any

potential issues and with the new technology available, the delivery of the WPL would be made easier

- The analysis of parking spaces would be done through a targeted approach focussed on the larger businesses in the city. It was suggested that at least 80% of textile industries in the city would receive the small employer discount and this would help protect small businesses in the city
- Support would also be available to businesses, and all liable businesses in the city would be able to licence their workplace parking online.
- Based on what would be possible from contributions from the government and bus operators, the potential £450 million would be invested in funding bus infrastructure, cycle and pedestrian routes
- The Leicester Bus Partnership would help deliver a more frequent and reliable bus service that took into account including local neighbourhoods across the city
- A new fleet of electric buses with investment from the central government, the bus companies and the local authority would allow for improved services
- Members of the Commission suggested reconsidering the 10-parking space figure that would qualify businesses for the WPL, it was suggested that some of the smaller businesses were more profitable than the larger businesses
- Concerns were raised on the impact that the WPL would have on residential parking and on local jobs
- It was noted that hotspots of displaced parking in residential areas were being considered and the introduction of new measures to tackle these issues were in consideration
- It was suggested that the aim for the WPL was to create an environment for the future and that in a previous study a 10th of businesses in cities were looking to relocate as a result of congestion
- Nottingham City Council had stated that there were no tangible negative impacts on investment following the introduction of the WPL

In further discussions, a Member of the Commission raised concerns on why the scheme was unfair and being considered at an inappropriate time. As part of the discussions, it was noted that:

- The De Montfort University (DMU) Business School reports including an Economic Impact Study showed that Leicester City had adopted a fair and proportional approach and Members were invited to read the study that had been developed by DMU
- The 2011 Census Report highlighted that 40% of households across the city didn't have access to a private car. The introduction of the new infrastructure would potentially increase new employment opportunities for those in low-income employment without access to a car and that additional arrangements for shift workers could also be considered with employers
- 25% of carbon emissions come from transport and the requirement from government was to achieve net zero carbon emissions by 2030 and objectives had been provided to achieve the net 0 target.
- Although substantial evidence was not available on the modal shift away from the private car, one study in Nottingham showed that 8.6% of commuters had changed their mode of travel at least partly because of the WPL. The WPL

modelling suggests that in real terms the roads would look like how they are during the school holidays at peak times

- Although the tram service had been beneficial in support of the WPL in Nottingham, it would be more cost effective and easier to implement the use of electric buses in Leicester with additional electric buses that are best suited to local neighbourhoods and that an alternative option for a congestion charge had also been considered

In further discussions it was noted that charge for the WPL would only increase in line with inflation and that the council were bound to the initial cost and indexation. The objective of the proposal was to be fair to both employers and employees and that concerns raised of the retention of staff in the medium and smaller sized businesses had been considered.

The Vice Chair of the Neighbourhood Services Scrutiny Commission raised the concerns of local schools and whether the consultation had reached further into local communities. It was noted that the consultation had been most effective and had a far reach where engagement with many people had been made possible and that schools across the city had also provided feedback.

Officers also noted that the aim of the proposal was not to deter business or investment away from the city and rather to attract future investment with investment in a much-improved city transport system.

It was also noted that the engagement process with the NHS had started at an earlier date to address any inequalities and mitigate any unintended impacts.

The Chair of the Commission took the opportunity to thank everyone for their contributions and raised concerns on the accessibility of the consultation and whether the consultation would be reaching as many people as possible. The Chair suggested that the consultation process should ensure that a diverse set of voices were heard from across the city.

AGREED:

- 1) That the Director of Planning, Development and Transportation be requested to revisit the Equality Impact Assessment.
- 2) That the Director for Planning, Development and Transportation be requested to give due consideration to the level of engagement and the challenges highlighted.
- 3) That the Director of Planning Development and Transportation be requested to provide the Commission with an update report in the future; and
- 4) That the report be noted.

68. ANY OTHER BUSINESS

There being no other items of urgent business, the meeting closed at 7:33pm.

Appendix B

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 23 March 2022

**Consideration of Objections to Harrison Road Area
Controlled Pavement Parking Zone, Junction
Protection and Stafford Street [Residents' Only
Parking] Permit Scheme Traffic Regulation Order
2022**

Lead Director/Officer: Martin Fletcher
City Highways Director

Useful information

- Ward(s) affected: Rushey Mead
- Report author: Martin Fletcher
- Author contact details: 374965
- Report version number: 01

1. Purpose of Report

To enable the EDTCE Scrutiny Commission to consider unresolved objections to the **Harrison Road Area Controlled Pavement Parking Zone, Junction Protection and Stafford Street [Residents' Only Parking] Permit Scheme - Traffic Regulation Order (TRO) 2022** and give their views to the Director of Planning, Development and Transportation, who will take them into account when reaching a decision on whether or not to make the provisions of the proposed TRO permanent.

2. Summary

Leicester City Council has carried out public consultation and advertisement, of proposals to introduce a variety of restrictions around the Harrison Road area, that covered eighteen streets. Following the consultation, several proposals were dropped as there was no support for their introduction from affected residents. This included the majority of the one-way street restrictions and most of the residents parking schemes proposed. However, the Council is proposing to:

1. Provide an area wide Controlled Pavement Parking Zone (CPPZ) where cars can park partly on the footway only in signed bays, that would operate all hours on all days. This is similar to the scheme introduced in Braemar Drive a few years ago.
2. Introduce junction protection (double yellow lines) on roads that currently do not have that provision.
3. Implement a residents' only parking scheme (RPS) in Stafford Street and Edensor Street, operating all hours on all days for Permit Holders only (except in signed bays). Stafford St is currently one-way along part of its length and the scheme proposals include making the whole of Stafford St one-way.

The proposals were advertised on-street and in the Leicester Mercury on 23rd September 2021 and covered those areas shown within by the blue boundary in Appendix A Plan 1.

Following the consultation and advertisement, the Council received numerous objections against residents only parking for the northern section of Harrison Road (Marfitt St to Stafford St), Lancashire Street and St Michaels Avenue. However, whilst there were several objections relating to Stafford Street, the Council had received numerous phone calls and emails supporting the introduction of a scheme on that street.

As part of a review of all the comments with Councillors and the City Highways Director, it was agreed that certain elements of the original proposals should be considered for implementation, as they supported pedestrian movements and safety.

Controlled Pavement Parking Zone (CPPZ).

Regarding the creation of a CPPZ, the Council has four unresolved objections. Whilst one objector supported the introduction of a CPPZ, they did not support the Council allowing for footway parking bays (*part on carriageway and part on footway*). Due to the nature of the street layout and the width of the road, the Council was to formalise the parking bays so it could guarantee a minimum width for pedestrians of 1.5 metres. This was to allow clear passage for wheelchairs, prams and buggies. This objector wanted the footways to be for pedestrians and cycles only and not shared with any motor vehicles. The other three objectors were against a footway parking ban, as they argued it would affect traffic flow and deliveries.

Residents Only Parking in Stafford Street and Edensor Street.

The issue of residents' only parking for Stafford Street has been subject to further direct engagement with residents on that street. A questionnaire was sent to all 84 properties and another petition against the introduction of a permit scheme was received. Both councillors and officers carried out a door knocking exercise to speak to residents' face to face, to try and address some misinformation/misunderstanding that had been circulating and fueling the objections.

The results from this direct engagement, showed that 59% residents supported a permit scheme. Also, 58% of those who signed the petition against the scheme had changed their mind.

There are six unresolved objections for Stafford Street. It should be noted that some objectors to the permit scheme do not live in the street.

3. Recommendations

It is recommended that the members of the EDTCE Commission give their views for the Director of Planning, Development and Transportation to take into account when reaching a decision on whether or not to support the introduction of the permanent order for the Residents Parking Scheme for Stafford Street, the area wide Controlled Pavement Parking Zone, regularising footway parking partly on the footway in signed bays, and the inclusion of junction protection on streets without this restriction.

4. Scrutiny / stakeholder engagement

Consultation for the Harrison Road area proposals went out to statutory consultees including Council colleagues in December 2020. Prior to the consultation there were discussions with the councillors from both Rushey Mead and Belgrave Wards, as the original proposals impacted both wards.

In accordance with the statutory process, proposals were sent on 12th December 2020 by e-mail to Ward Councillors for Rushey Mead and Belgrave Ward. They were also sent to the Chief Officers of Police, Fire and Ambulance Services and other consultees, including the lead member for Highways and Transportation. Other representatives consulted included local bus companies, the Freight Transport Association and officers within the Council, for example those responsible for school and cycling issues. A period of 6 weeks was allowed to receive replies due to the Christmas Period.

The Police replied by e-mail on 31 December 2020 with comments and questions to the proposals, but they did not raise any objections. An objection from another consultee was submitted on the 18th December 2020, based on the grounds that footways should only be for pedestrians. In principle, they could not support motor vehicles being parked partly on the footway even in marked/signed bays.

Letters and plans informing residents about the proposals were sent to 1400 properties within the scheme area (See Appendix A, Plan 1) on the 23rd September 2021. The proposed Traffic Order was also advertised on street and in the Leicester Mercury on 23rd September 2021, with a closing date for comments and objections on the 18th October 2021. This gave 26 days for responses; the minimum legal requirement is 21 days.

The letter and plan and the advert gave details of how stakeholders could provide feedback to the proposed scheme to the tro-yorkhouse@leicester.gov.uk e-mail address. In particular, in accordance with Traffic Order procedures, objections to the proposals were to be submitted by the 18th October 2021.

5. Detailed report

The full set of proposals for the Harrison Road area we have consulted over relates to the narrow terraced residential streets bounded by Melton Road, Harrison Road and Cannon Street to Stafford Street. The area and proposals are shown within the blue borders in Appendix A, Plan 1. Following the consultation a number of the proposals have now been dropped. However, consideration is still being given to implementing the following:

- Controlled Pavement Parking.
- Stafford Street Residents' Only Parking.
- Junction Protection.

5.1 Controlled Pavement Parking Zone (CPPZ)

It is intended to introduce an area wide CPPZ on all streets within this boundary. Vehicles will not be allowed to park on footways unless in a marked/signed bay. This will regularise the current situation, maximizing on-street parking availability whilst helping to prevent parked cars from wholly obstructing the footways.

The marked bays will be formalised so that they are partly on the footway. At least 1.5 metres of the footway will be kept clear for pedestrians. Where the street is wide enough to accommodate parking wholly on the carriageway, then bays will NOT appear partly on the footway. This prohibition will operate on all days and at all hours of the day.

5.2 Stafford Street Residents' Parking Scheme (RPS)

The proposed RPS will only apply to Stafford Street and Edensor Street, This is shown as part of Appendix A - Plan 2. This will be in the form of Permit Holders Only past this point (except in signed bays) restriction, with the majority of the street only available for permit holders to park. However, to support local businesses there will be a 7.5 metre motorcycle bay and a 10 metre shared use bay, that can accommodate permit holders at all times, and limited waiting for 30 minutes with a no return for 1 hour, from Monday to Saturday 7.30am to 6pm.

Stafford St is currently one-way along part of its length between Melton Rd and Edensor St. The proposals include for making the whole of Stafford St one-way.

5.3 Double Yellow Line (DYL) Junction Protection Markings.

For streets within the Harrison Road area, there are several where there are no DYL junction protection markings at the bell-mouths to prevent inconsiderate parking. Parking at these points restricts visibility for both pedestrians and drivers at the junction, blocks pedestrian crossing points and can make it difficult for large vehicles, including fire engines, to turn into streets.

Within this area, there are some streets with junction protection and the DYL lengths are in the region of 5 to 10 metres. The Council is looking to install junction protection on those streets that do not currently have them in place. It is proposed that these DYLs should not be less than 5 metres. It is noted that the Highway Code informs drivers that they should not be parked within 10 metres of a junction. Given the nature of the street layout and the demands for parking, it is recommended that there should be a minimum of 5 metres of DYL.

Unresolved Objections.

For the proposals that the Council is proposing to take forward outlined above, there are a total of 11 unresolved objections. These are objections received within the statutory consultation ended on 18th October 2021, although objections and enquiries have continued to be received.

There are four objections to the CPPZ, six objections to the Stafford Street RPS and one objection to the junction protection. Please see Appendix B – unresolved objections with officer response (with personal details removed). Only the relevant part of their objection has been listed.

The objectors raised various concerns some of which were common to more than one objector. Where different objectors raised a common issue, the same response was used. Therefore, we have listed the objectors that raised a particular issue and given the response that was sent (with additional information where appropriate).

The objectors either responded to say that they wished to continue with their objection, or we replied to say that if they did not reply then we would consider that they wished to continue with their objection.

Objectors 1 to 4: Introduction of a footway parking ban on all streets within the Harrison Road Area.

Regarding the issue of introducing of an area wide footway parking ban except in signed bays. Two of the objectors supported the proposal for its introduction of this type of restriction. However, they objected on the grounds that the Council should not then permit footway parking in marked /signed bays. There should be a commitment that the footways are for pedestrian and cycle use only. For the other two objectors, their objection is based on the grounds that it would affect local business and footfall to local shops. As part of that, one of these objectors also raised the point that junction protection would also affect local shops and footfall to these shops.

Objectors 5 to 10: Introduction of a Residents Permit Scheme on Stafford Street and Edensor Street.

In relation to the proposed introduction of a RPS and extending the existing one-way restriction to include the whole length of the road. Objections were received against the permit scheme only, as follows:

Two objectors, who did not live on the street, stated that they were against the proposal and that, if anywhere, the restriction should be on Belgrave Road and Cossington Street.

Two of the objectors raised the issues of insufficient parking provision on the street that a permit parking scheme would not resolve. For local businesses, this would also have an impact on them.

One objector raised the concern that the side access to their business on Stafford Street would be blocked by the shared use bay.

One objector was opposed to a permit scheme and felt that the street had been a motorbike circuit due to a motorbike business located on that street and that testing was being carried out on the street that the residents parking scheme would not stop this.

Displacement parking has not been raised as an objection for Stafford Street. However, there is the potential for displacement parking to other nearby streets who have rejected proposals for residents parking as part of the wider consultation across the area.

Objector 11: Junction Protection.

One objector raised concerns via a local Ward Councillor over the introduction of double yellow line parking restrictions at junctions, citing concerns for loss of passing trade to their business. However, as the junction markings are being proposed to improve safety and will be kept to maximum of 5m, there is not expected to be any material impact on safe parking capacity.

Resolved/withdrawn objections.

As the Council is no longer proposing to take forward other measures in the Harrison Road area, all other objections to those proposals have been resolved.

Other supporting information.

Following the consultation and public advertisement of the proposals, both the Council and Ward Councillors have been contacted by residents on Stafford Street raising concerns about ongoing parking problems and their desire for the introduction of a permit scheme. These residents felt a lot of misinformation was circulating.

It was agreed by both the Ward Councillors and the City Highways Director that the Council would undertake more focussed survey work with Stafford Street residents to see if there was support for a permit scheme.

Just prior to the questionnaire being sent out, a petition from a resident of Stafford Street, signed by 49 households out of a total of 84 properties, was received stating that they did not support a permit scheme.

Stafford Street Residents' Surveys.

On the 2nd December 2021 a letter with a questionnaire and a frequently asked question sheet (*about residents permits and cost of permits*) was sent out to the 84 properties on Stafford Street. In addition, on the 23rd January 2022 both Ward Councillors and Officers carried out a door knocking exercise to speak to residents to answer any questions they had about permits and the cost relating to permits.

From the questionnaire and the door knocking exercise the results came back as follows:

- Of the 84 properties, **4** were empty.
- A total of **49** properties were in support of a scheme, this included 4 taken from questionnaire.
- There were **16** properties against a scheme, again **7** were taken from the questionnaire.
- This left only **15** properties who did not respond to both the questionnaire or answered the knock on door.

28 out of 49 residents who signed the petition against a residents' scheme, changed their mind to support a permit scheme.

Visitor & other permits:

For Stafford Street proposals, the Council would issue the standard permit allocation in line with Council policies and procedures. As such, up to 4 permits can be issued to each household, at a cost of £25 per permit. In addition, for businesses, they are also entitled to apply for 4 business permits at the cost of £100 per permit with a Vehicle Registration Number (VRN) on it, £150 with no VRN assigned. There is also an ability to apply for visitor permits which would be available to residents and businesses within the scheme. It should be noted that there is an exemption for residents with a Blue Badge and for residents who are of state pension age.

Feedback letter sent week commencing 14th March 2022.

A letter to all residents on Stafford Street and Edensor Street has been sent informing them of the result of the survey.

Summary.

The formal consultation did not generate significant levels of objection to the introduction of a CPPZ or junction protection, which are essential to improving road safety for residents, pedestrians and other road users.

Following extensive consultation and focussed engagement in Stafford Street in particular, officers feel that there is sufficient support to justify the introduction of a RPS on this street.

Officers therefore remain supportive of implanting these measures.

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

6.1 Financial implications

The advertising cost to make the Traffic Regulation Order permanent is estimated to be £1,000 to be funded from existing budgets within the capital programme. If the scheme becomes permanent, then income in year two could be in the region of £4k. The first year of the scheme, it has been agreed, permits will be issued free of charge. The income from the permits is to finance the administration of the scheme.

Stuart McAvoy – Principal Accountant

6.2 Legal implications

Traffic Regulations Orders are introduced under the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. All aspects of that legislation will be complied with in the making of the Order. The legislation requires that all objections made and not withdrawn to be taken into consideration before an Order is made. All objections received have been taken into consideration in preparation of this report.

The legal implications are written and confirmed by John McIvor, Solicitor, Legal Services.

6.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public-Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who do not.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

An Equality Impact Assessment has been carried out on the Clarendon Park Area, Leicester Experimental Traffic Order 2021 (TM2957) Phase, this will be updated to reflect any changes with the proposal going forward.

If the order is agreed and formally advertised, need to ensure this is carried out in an open and accessible format.

Sukhi Biring, Equalities Officer, 454 4175

6.4 Climate Emergency implications

Whilst the climate emergency implications of this specific scheme are likely to be relatively limited, ongoing use of permitting schemes to discourage commuter parking in residential areas may have a positive impact, if this encourages greater use of public transport for commuting purposes.

Aidan Davis, Sustainability Officer

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

N/A

7. Background information and other papers:

None.

8. Summary of appendices:

Appendix A – Plan 1 & Plan 2

Appendix B – unresolved objections

Initial	For discussion purposes only	May 20
Revision	Amendment	Date

Leicester City Council
Planning, Transportation & Economic Development

CLIENT
Leicester City Council

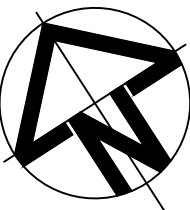
TITLE
Introduction of Pavement Parking, One Way Streets and Residents Parking.

Harrison Road Area
Masterplan













DRAWING No.	REV	SCALE
LCC-FPB-HRA-2020-001	A	NTS
DRAWN BY	HG	DATE
CHECKED	IN	SIZE
ACAD FILE	OWSR	UPRN
		OWSR

KEY:

-  Proposed one way system.
-  Existing one way system.
-  Part on Pavement Parking Areas
-  Parking wholly on Carriageway
-  New Double Yellow Line
-  Existing Double Yellow Lines
-  Stafford St Resident Scheme Carriageway Parking
-  Flax St Resident's Scheme Footway Parking
-  New Single Yellow Line
-  Existing Single Yellow Line
-  Motorcycle Bay
-  Loading Bay
-  Shared Use Bay
-  Area Pavement Parking Ban





Initial	For discussion purposes only	May 20
Revision	Amendment	Date
Leicester City Council		
Planning, Transportation & Economic Development		
CLIENT Leicester City Council		
TITLE Introduction of Pavement Parking, One Way Streets and Residents Parking.		
Harrison Road Area Stafford Street to St Michaels Avenue		
DRAWING No.	REV	SCALE
LCC-FPB-HRA-2020-002	A	NTS
DRAWN BY	HG	DATE
CHECKED	IN	SIZE
ACAD FILE	OWSR	UPRN
		OWSR
KEY:		
 Proposed One Way system.		
 Existing one way system		
 New Single Yellow Line Restriction		
 Existing Double Yellow Line Restriction		
 Resident's Parking Wholly on Carriageway Streets		
 Motorcycle Bay		
 Shared Use Bay		
 New Double Yellow Line		
 Area Pavement Parking Ban		
 Part on Pavement Parking Areas		
 Area Pavement Carriageway		
 Ordnance Survey		
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APPENDIX B

OBJECTION RECEIVED BY E-MAIL FROM OBJECTORS 'A to J'

The objections and officers' responses are as follows: -

1.1 Objector 'A' comments:

Our objection to this idea is simple. As a walking and cycling charity our focus is to increase the opportunity for people to walk and ride a bike. We want to see cars removed from pavements to return the pavements to pedestrians. The fact that having cars only parking on the road will narrow the road is an issue for others but not for us. I live in a terraced house on a narrow road where there is pavement parking. I understand that my neighbours do not want their cars damaged. However I want to be able to freely walk along the pavement and not have to divert into the road. I want to have room to socially distance and not have to use the road. I want to be able to use a child buggy and get past a car parked across the pavement. Legitimising pavement parking reinforces the notion that cars have more right to the spaces in our cities than people. Leicester is doing fantastic work to support active travel. We just don't agree with this idea, even with the local sensibilities.

1.2 Officers Response:

Thank you for your email, confirming that you on behalf of #####, are objecting to the proposals for the introduction of an area wide footway parking ban except in signed bays. The grounds for your objection, is on the basis that the footway should be totally clear of any parked vehicles, regardless of the width of road. You don't agree with the idea that the council should formalise parking, by allowing part on and part off footway parking in marked bays on narrow streets. This would have provided and maintained at least a 1.5 metre width of footway for pedestrians. In addition, giving the Council the ability to carry out enforcement action against vehicle that is parked in breach of the TRO.

2.1 Objector 'B' comments:

I am a resident of Harrison road and I'm very disappointed and I am totally against turning Harrison road into one way and no pavement parking. This will destroy the traffic flow and for deliveries for businesses.

2.2 Officers Response:

We are looking at painting some parking bays both partly on the footway and carriageway. Where the road wide enough, the cars will park only on the carriageway. We are considering a Footway Parking ban on all streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

3.1 Objector 'C' comments:

I object to the crazy plans to turn Harrison road into one way and also to stop pavement parking. I object to all of the TRO. It doesn't help any of us. It will stop traffic flow. In regards to school traffic it's only for half an hour a day why don't you provide bikes outside the school and small bikes so parents can walk, bike and run to school? Instead of ruining the roads for ALL of the residents.

The proposed change will affect all those who live in the area but this isn't being considered nor have they been given an option or choice regarding the matter.

3.2 Officers Response:

We are looking at painting some parking bays both partly on the footway and carriageway. Where the road wide enough, the cars will park only on the carriageway. We are considering a Footway Parking ban on all

streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

4.1 Objector 'D' comments:

Referring to the plan, parking on the footpaths remain, on Cannon street (opposite Shakti Mandir) they continue to function in the proposed plan.

I believe the whole line is the worst line of pavements (particularly the section opposite Shakti Mandir) for pedestrians especially, wheelchair users, pushchair users, elderly people and parents walking with their kids to pass by. As there are cars and Motorbikes parked on the pavement with dustbins outside pedestrians are unable to walk on the foot path, they need to walk on the road. Plus there are kids playing in that area with their dressing tables and toys outside so it makes it impossible for vulnerable pedestrians to walk on the pavement. Member from my household also is disabled using a frame/walking stick struggles here. I would recommend that pavement parking is removed from that area.

4.2 Officers Response:

We are looking at painting some parking bays both partly on the footway and carriageway. Where the road wide enough, the cars will park only on the carriageway. We are considering a Footway Parking ban on all streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

If all vehicles were to park only on the carriageway, for certain narrow streets, parking could only be feasible on one side of the road. The other side would have to be kept clear, so traffic could drive down the road safely. Removing parking on one side of the road would look to displace approximately 50 vehicles from that road. As there are nine roads that could be affected by that sort of proposal, could look to displace more than 300 vehicles. I do not believe that this would be supported by most residents. The best approach would be to formalise the parking and ensure there is a minimum footway width for pedestrians. Any breach of the bay could result in the issue of a parking ticket.

5.1 Objector 'E & F' comments (*both objectors sent in the same email*):

I am in total objection with permit parking on Stafford street. As well as surrounding areas. If anywhere it should on Belgrave road and Cossington street.

5.2 Officers Response:

Thank you for your email in which you state you object to a permit scheme on Stafford Street. I would just like to confirm that for an objection to be considered. You must give a reason why you are objecting to the proposed Order. I am happy to consider reasons for your objection, if I understand why you are objecting. I have attached part of the paragraph from the site Notice and the advert Notice that appeared in the Leicester Mercury.

Any objections stating grounds on which they are made and quoting ref. No. 2963 (Harrison Rd Area – one-ways & parking prohibitions, restrictions and provisions).

Therefore, if you can provide a reason for you objection, so I can consider your comments. All comments are appreciated and I want to ensure that you views are heard and considered. It would also be helpful if you could

tell me what street you live on, and why you have asked for restrictions on Belgrave Road and Cossington Street. Currently these two streets are outside these proposals. As such they cannot be included within this scheme

6.1 Objector 'G' comments:

To introduce a residents parking scheme in Edensor Street, Lancashire Street, Stafford Street, St Michaels Avenue and Harrison Road (from Marfitt Street)

After looking at your proposals I am very unhappy with the proposed scheme. There will be inadequate provision of shared use bays on the Harrison Road end of the streets listed. for example, there are shops at the Harrison Road end of St Michaels Avenue with no parking for customers on the plan. There is also no loading bay nearby for the delivery drivers to park in.

To summarise,

I object to plans to introduce a residents parking scheme

I support the introduction of new double yellow lines at each arm of the junction marked in blue on the plan.

I support the areawide footway parking ban (except in signed bays)

I support the proposed one-way system on Stafford Street, Broadhurst Street, Portman Street, Glen Street, Agar Street

6.2 Officers Response:

In your correspondence you have raised an objection to your section of Harrison Road (Marfitt Street/Gipsy Lane to Rushey Fields) being included in a permit parking scheme. There has also been a petition against that proposal sent in by residents on that same road and we will consider that this section of road be excluded from the scheme. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

7.1 Objector 'H' comments:

We have given it much consideration and gone over the plans multiple times and would like to express our opposition to the TRO. We completely understand that there is an issue with parking in Lancashire Street and the surrounding streets however we feel as though the residents are being penalised for this issue when really the businesses should be held more accountable.

With the raising costs of the economy, bills and the cost of living has dramatically increased post pandemic. The introduction of parking permits for our residents is just an additional cost. Why should we residents be penalised for this issue. You have mentioned parking permits but not specify how much this would cost? How many each household should be entitled to or how these permits would be monitored. As I've mentioned earlier this is just an additional cost for our residents.

It is all being well to suggest parking permits will that mean you are you going to implement more traffic wardens? To ensure that these TRO is being followed? Even with the 'limited waiting bays' that you have outlined to be used for customers for the surrounding shops and local businesses how are you going to monitor this? If there is not plan to monitor this then the parking permits are null and void. There is an awful issue with parking on double yellow lines all along Melton, Belgrave and Harrison Road and we never see these people being ticketed or even any improvements so why the residents should have to suffer with this outrageous permits.

7.2 Officers Response:

Thank you for your recent correspondence concerning proposals for improving parking and traffic conditions in the Harrison Road area. The proposals respond to many issues that local residents have approached us about over the years and stem from long term community engagement over potential solutions. Your feedback and objection to various aspects of the proposals has been recorded. We always welcome constructive feedback as it allows us to consider concerns which may not have appreciated beforehand.

In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

With regards to a permit scheme, you are correct it does not guarantee that a resident can park outside their house. However, it does look to tackle the parking by non-residents, by giving priority back residents and their visitors with a permit. Any vehicle without a permit would be subject to a parking ticket. By removing non-residents parking from your area, it should help free up space on the street. But there still is the issue with homeowners with more than one car. There is limited kerb space especially on terraced streets. However, as stated the approach is to try and give more opportunity to residents for parking.

There are areas within the city that have residents permit schemes, and they have seen the benefit to their parking situation. However, by the nature of a permit scheme, they are restrictive as you must have a permit to park. The number of permits issued to each household, are out of the scope for the Traffic Regulation Order and the cost of the permit is an administration charge. That covers the stationary, and processing for the creation of the permit. As you can appreciate, there are several permit schemes with Leicester and have been in operation for years, giving priority to residents.

8.1 Objector 'T' comments:

I am the landlady and I have only just picked up your Consultation Letter from my empty shop. I think it was put to the side by an agent that must have visited. I am a little concerned that outside the side of my shop at:

279 Melton Road LE4 7AN (it is actually on the corner of Stafford Street and Melton Road)

there is an entrance to the rear (in Stafford Street) yard and looking at your plan it shows that shared parking has been allocated on the street just outside this entrance. There is a dropped curb there for vehicles to go in and out of the rear of the premises so if there is a vehicle parked on the street then we will not be able to use this rear entrance for vehicles.

I would object to this rear entrance being blocked by parked vehicles and request you to leave room at this position for vehicles to go in and out of the rear entrance to the shop. I am in the process of assigning a new lease to prospective tenants and they have seen this as an asset to their business and one of the factors of opening a business at these premises.

8.2 Officers Response:

In your correspondence you have raised an objection to blocking your entrance to the back of your business. I can confirm that we would not be looking to block your entrance and every effort will be made to keep it clear if the scheme was to proceed. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was

considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

9.1 Objector ‘J’ comments:

I oppose residence parking, parking permits and one-way street restrictions. and regards to Stafford street designated parking spaces for motorbikes, regards to the motorbike businesses, the street has been a motorbike circuit and are test-driving on pavements.

8.2 Officers Response:

In your correspondence you have raised an objection to a permit parking scheme. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

Transforming Cities Schemes – Connected Leicester

EDTCE Scrutiny

Date of meeting: 23rd March 2022

Lead director/officer: Andrew Smith/Satbir Kaur

Useful information

- Ward(s) affected: ALL
- Report author: Satbir Kaur
- Author contact details: Satbir.kaur@leicester.gov.uk
- Report version number: v3

1.1. Summary

- 1.2. 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.
- 1.3. The three schemes being presented are:
- A50 – Five Ways junction
 - Beaumont Leys Park and Ride
 - Great Central Way

2. Recommended actions/decision

- 2.1 Scrutiny commission members are requested to note two pre meet sessions have been held with members to discuss the scheme in detail. 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 Scrutiny members had requested the details of the new schemes be discussed in a separate informal session to enable clear understanding by scrutiny members and discussion on each of the scheme proposals ahead of the scrutiny meeting. The Transforming Cities Fund (TCF) – Connected Leicester schemes were presented at an EDTCE Scrutiny pre-meet on 28th February 2022. The presentation and the scheme plans were sent out to all in advance of the meeting.
- 3.2 A second meeting to brief the Chair and Vice Chair was held on 18th March 2022.
- 3.2 Public engagement is expected to be carried out on the schemes from late Spring 2022 prior to commencement of scheme delivery.

4. Background and options with supporting evidence

See section 5

5. Detailed report

Scrutiny members in attendance on the 23rd March were Cllr Mahendra Valand and Cllr Hemant Rae Bhatia where the scrutiny presentation was shared and discussed. The scheme plans are attached as Appendix 1. A further briefing session was arranged for 18th March 2022, with the Chair and Vice Chair. Officers will report any questions and officer response at the scrutiny meeting.

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.

6.2 Legal implications

n/a

6.3 Equalities implications

Equality Impact Assessments are 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- Scheme Plans:

- A50 plans x 4

Appendix 2 – EDTCE Scrutiny Commission 23rd March 22- Connecting Leicester, Transforming Cities Fund Update 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

Economic Development, Transport and Climate Emergency Scrutiny Commission

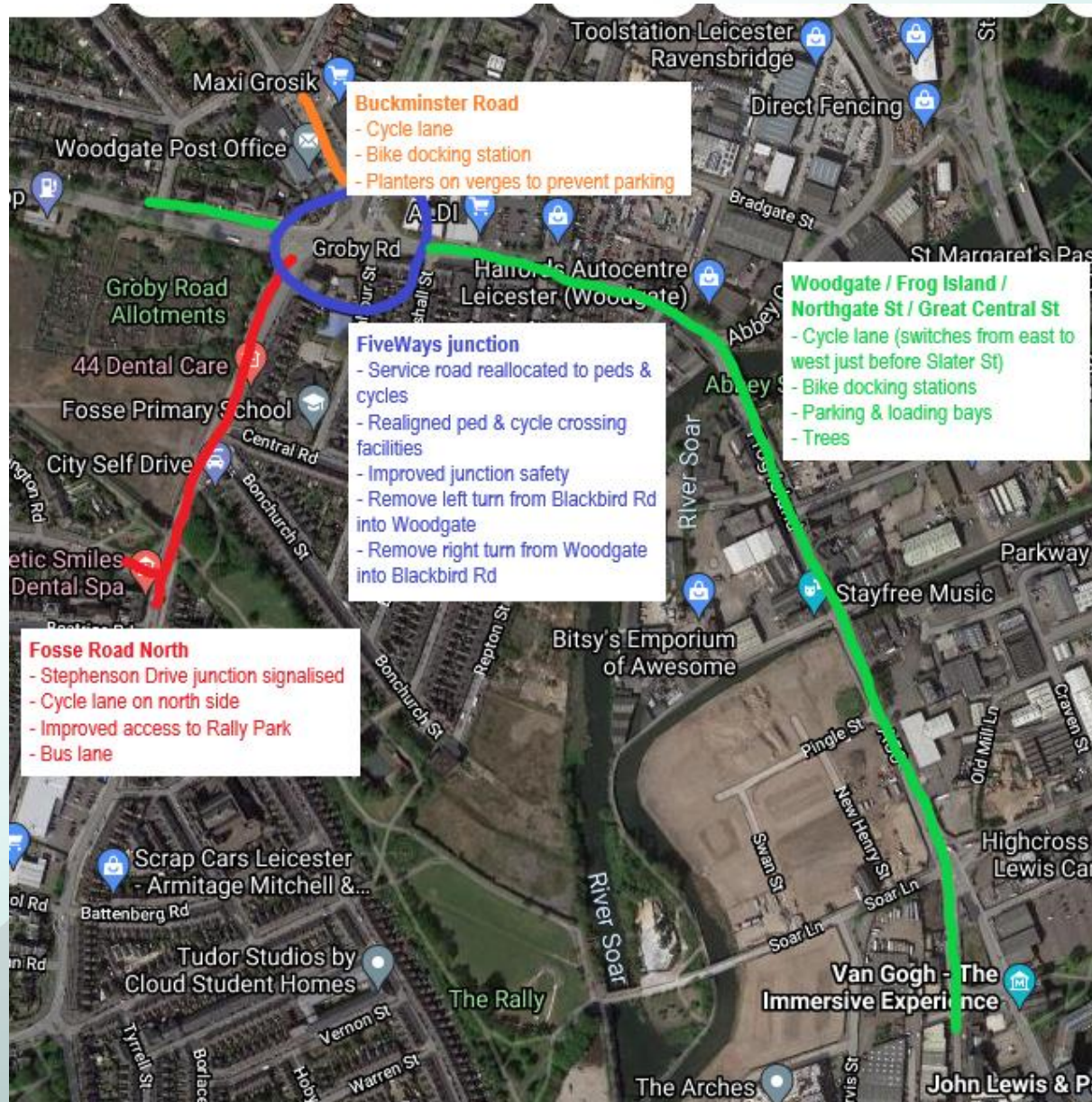
23rd March 2022



Connecting Leicester Transforming Cities Fund updates

1. A50
2. Beaumont Leys Park and Ride
3. Great Central Way

A50 Scheme – Fosse Road North/FiveWays junction/ Woodgate/ Northgate Street/Great Central Street



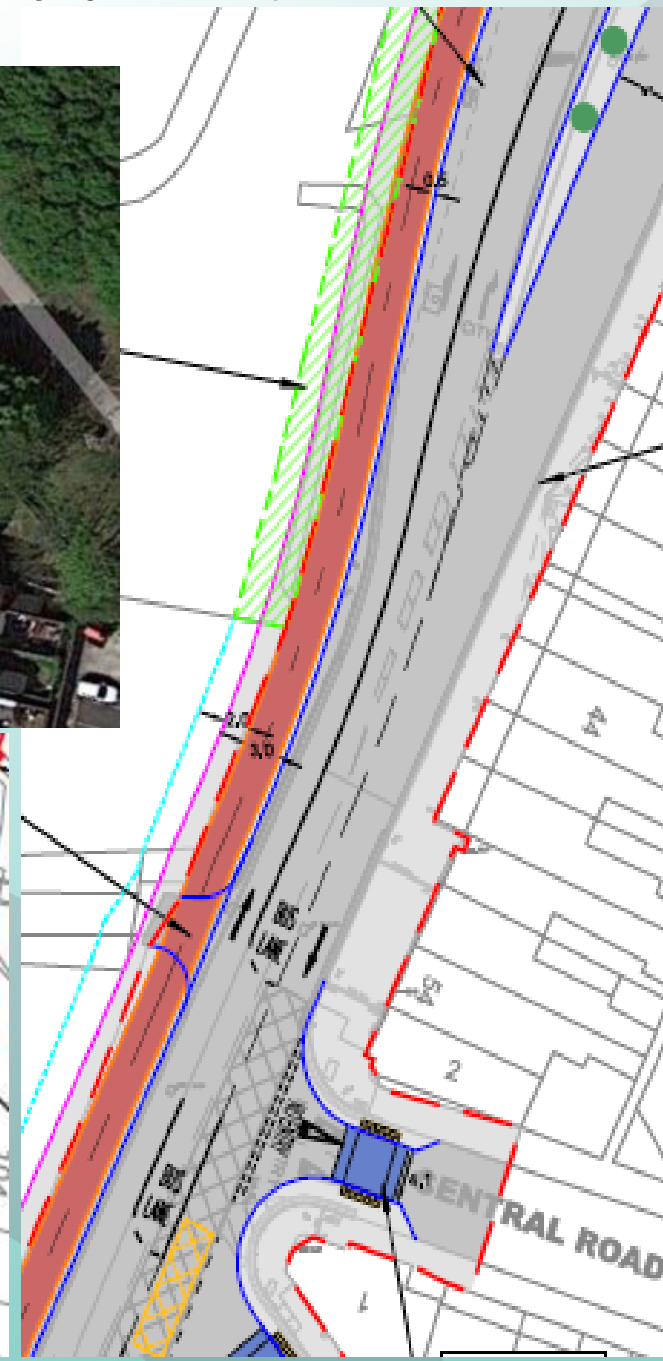
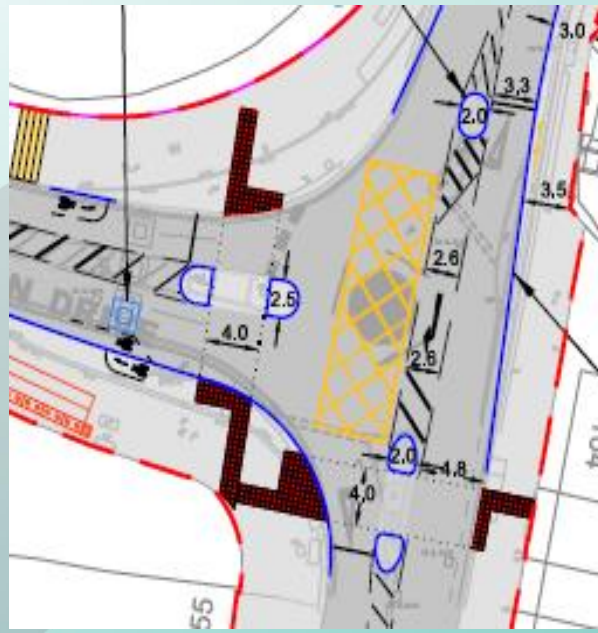
A50 Scheme – Fosse Road North/FiveWays junction/Woodgate/Northgates/Great Central Street

Scheme Objectives:

- To reroute and downgrade the A50 through Woodgate so that through traffic is diverted away from the Waterside
- To improve walking, cycling and public transport facilities and to encourage more use of sustainable transport modes by the following:
 - Introduce cycling infrastructure along Fosse Road with cycle friendly access to Rally Park, cycling provision at the FiveWays junction and cycling infrastructure along Woodgate to meet up with Great Central Street;
 - Introduce a bus lane on Fosse Road North, and bus priority at the FiveWays junction for buses using Fosse Road North and Groby Road;
 - Realign and relocate where necessary pedestrian crossings to improve walking facilities and introduce benches where possible
- To improve safety at the FiveWays junction by removing the internal stop lines and altering the junction alignment slightly
- To alleviate flooding at the FiveWays junction - looking at drainage and introducing more trees and improved drainage methods

Fosse Road North (Stephenson Drive to FiveWays junction)

- Signalised T junction at Stephenson Drive
- New segregated 3m cycle lane along northern footpath (requires 4m strip of land from school site – with Legal)
- New offside bus lane, approx. 150-200m in length
- Bus stop removed on northern side just before FiveWays
- Improved cycle access to Rally Park

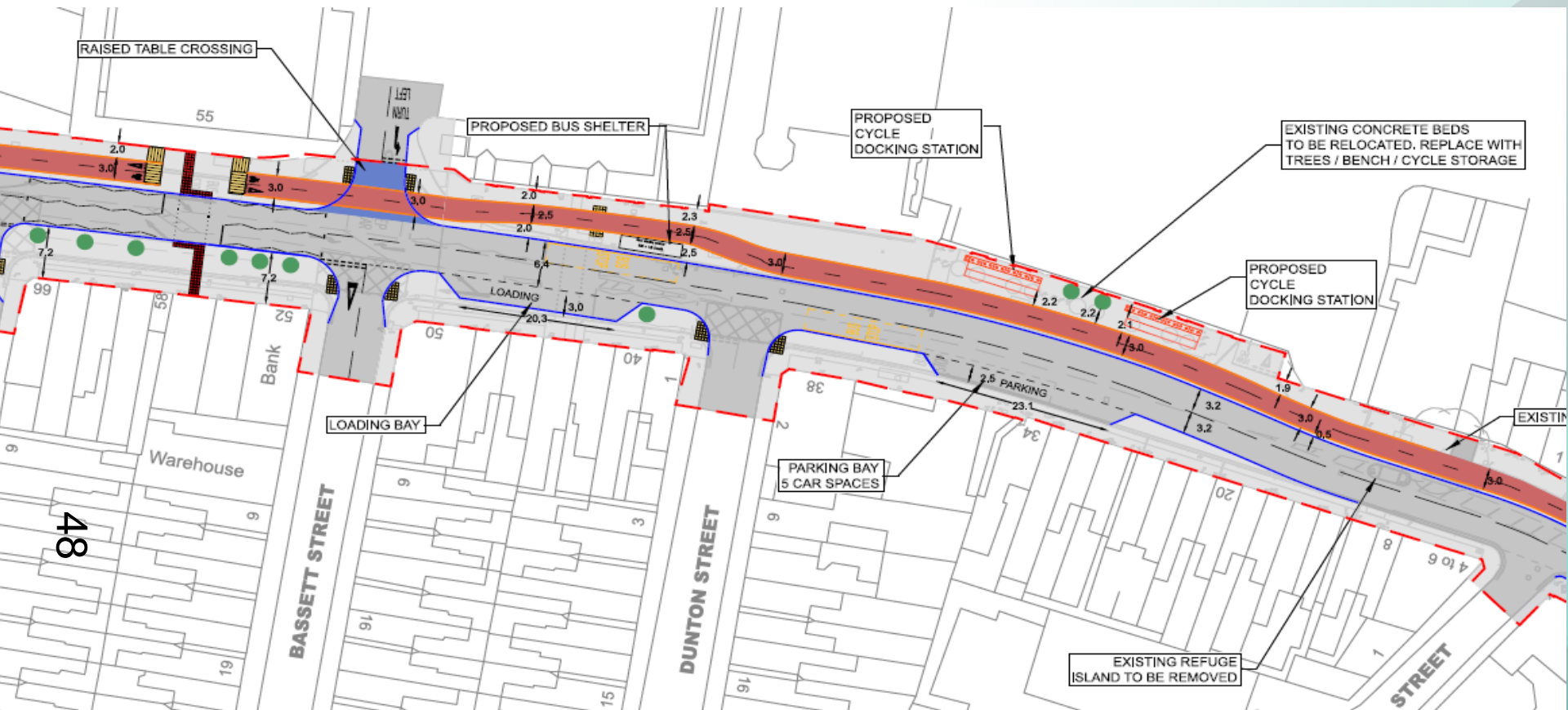


FiveWays Junction (including Buckminster Road junction)

- Service road to be reallocated to cyclists & pedestrians, retaining access to Doctors surgery
- New realigned crossing facilities for cyclists and pedestrians
- Removal of left turn from Blackbird Road into Woodgate
- Narrowing of entrance/exit to Woodgate
- Removal of right turn from Woodgate into Blackbird Road/Buckminster Road
- Removal of stop lines from centre of junction to improve safety
- Relocate bus stop on Groby Road to just before Medina Road to allow buses to access centre lane
- New planters, railings etc to prevent parking on raised verges on Buckminster road
- Alterations to Buckminster Road junction to narrow the entrance and exit Potential locations for bike share docking station



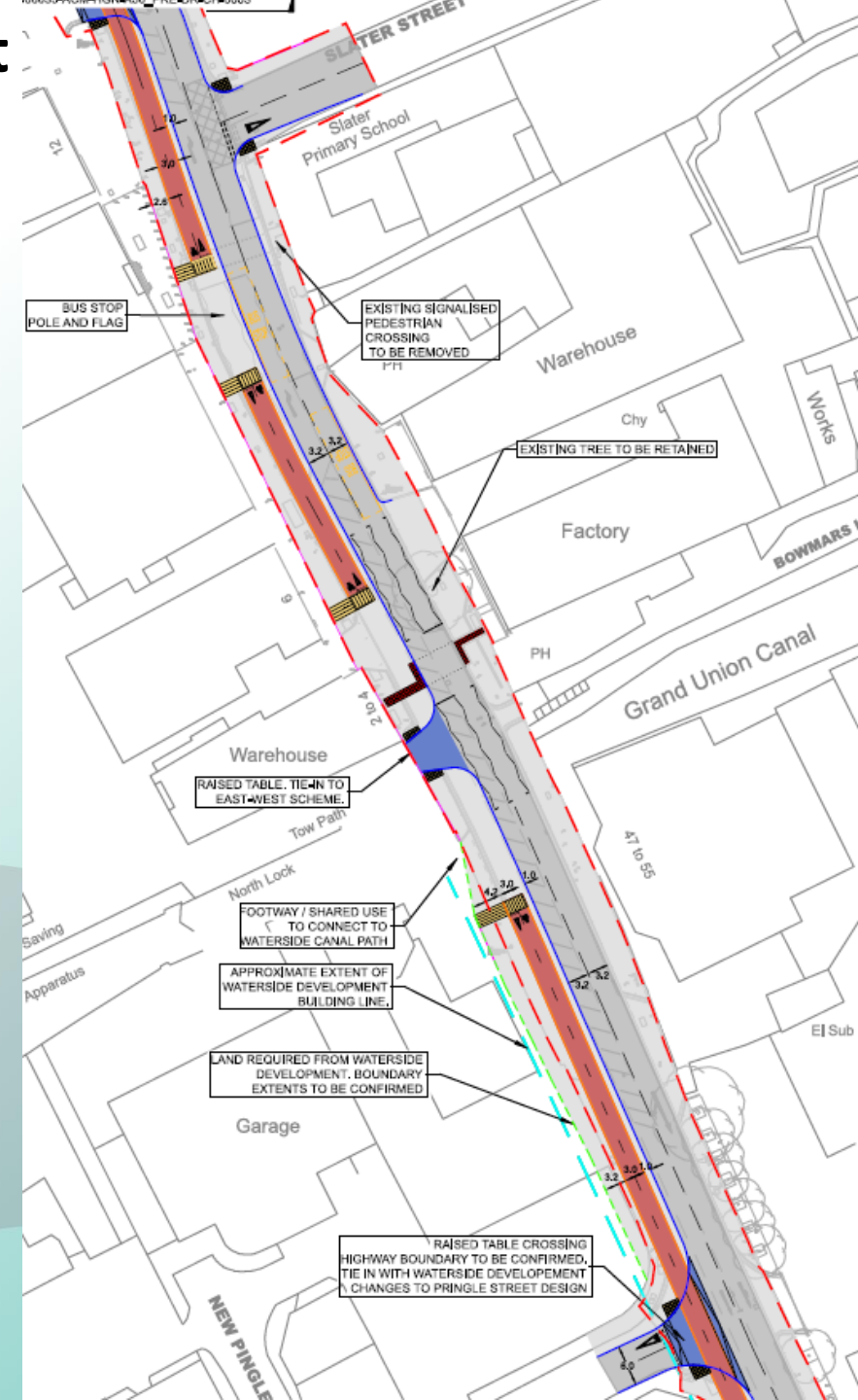
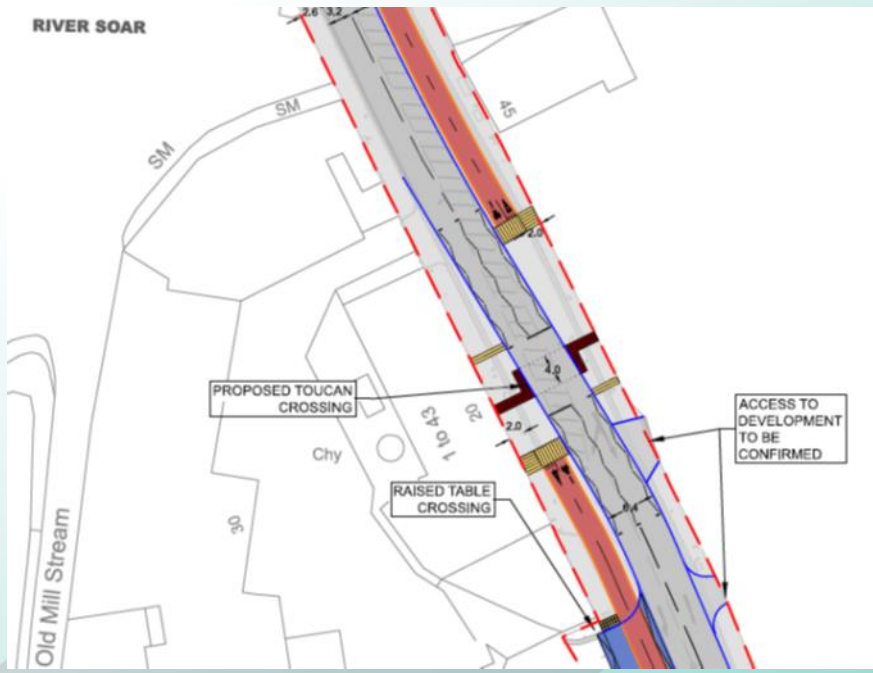
Woodgate to Northgates



- New 3m segregated cycle lane on northern/eastern side
- Pedestrian crossing on Northgates relocated to just north of Slater Street
- Introduction of parking bays and loading bays on southern side
- Relocation of bus stop and pedestrian crossing close to the Aldi supermarket – swapped over
- Removal of Woodgate concrete planters to be replaced with trees/benches/cycle parking or docking station

Northgates to Great Central Street

- New 3m cycle lane on western side – switches sides just before Slater Street
- New bus stop outside Waterside Development and potentially one opposite
- Great Central Street – demarcation of cycle lane using white line/rubber segregators/wands - propose limited construction until after Project Charlotte developments completed.



Next steps

- Public engagement – Spring 2022
- Complete detailed design
- On site Autumn 2022
- Construction completion Summer 2023

Beaumont Leys Park and Ride

The objective of this scheme is to provide better accessibility to the City Centre and the hospital and reduce car congestion along Anstey Lane and emissions on key radial routes

51

The new Park and Ride Site will:

- Service existing commercial services to the City Centre reducing congestion and emissions in the City
- Provide park and ride bus connectivity to the Glenfield Hospital to help relieve congestion on the A50/A46 and Outer Ring Road

Beaumont Leys Park and Ride

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- New 250 - 300 space Park and Ride site
- EV Charging provision (exact number TBC)
- Cycle Hub
- Bus Shelter
- Barriers and ticketing system

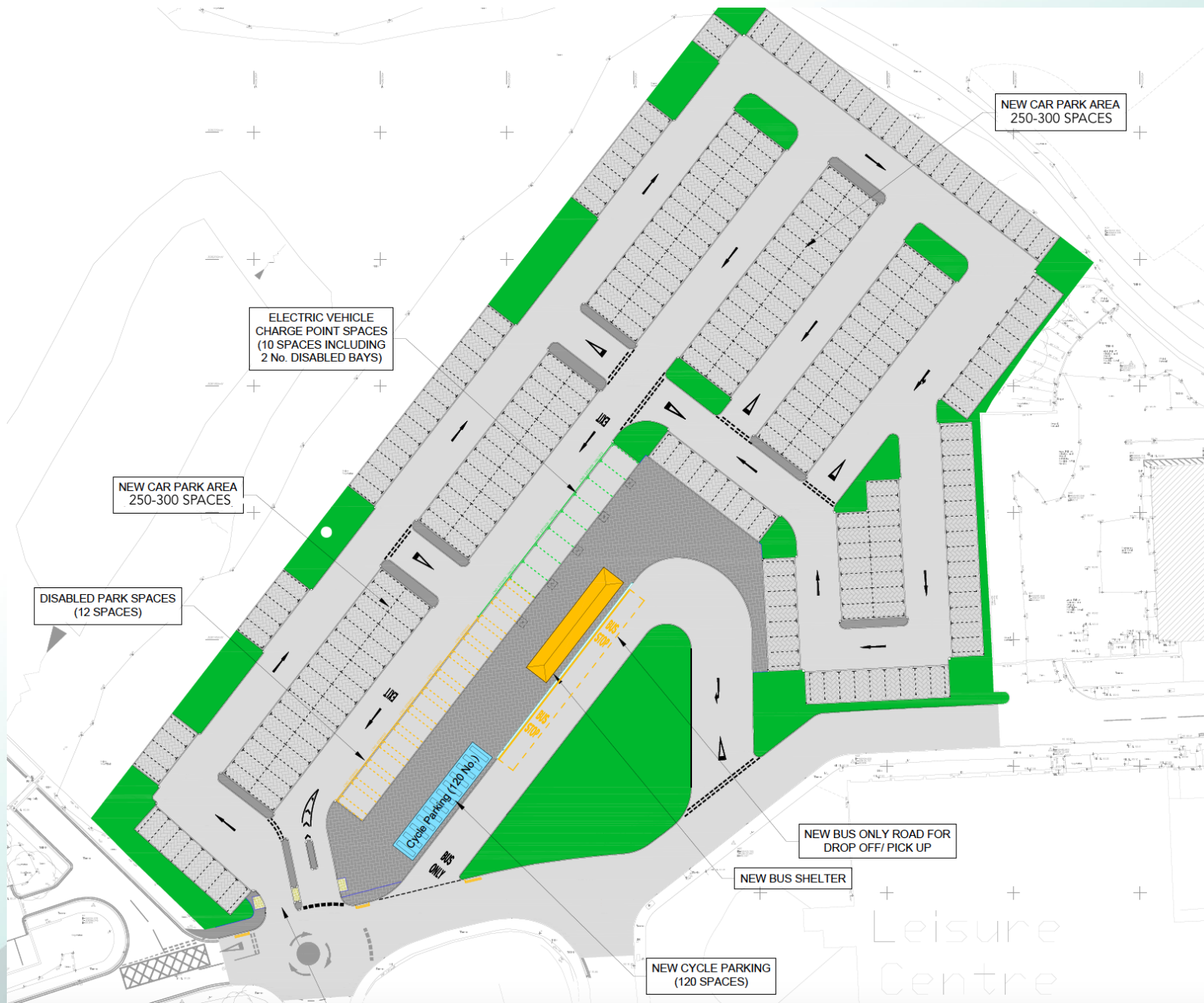
- Internal bus-only entrance/exit road
- SuDs-compliant drainage and biodiversity offsetting

– Accommodating bus services 40, 54, 74, and the UHL Hopper



Beaumont Leys Park and Ride – Stage 3 Proposals

53



Leisure
Centre

er
ncil



Example of
cycle hub



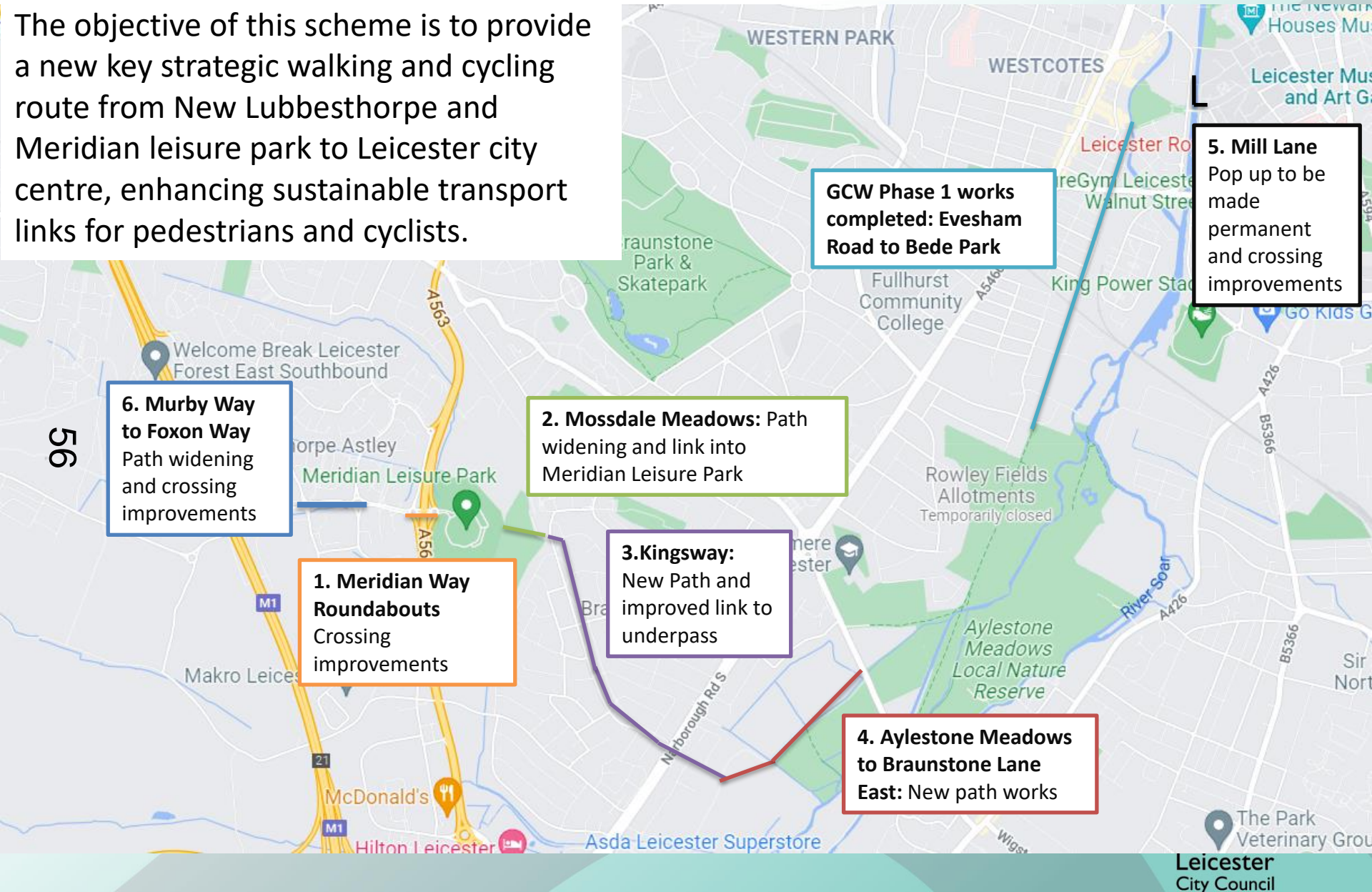
Beaumont Leys Park and Ride – Next steps

- Detailed Design complete, May 22
- Planning Submission, Spring 22
- Public engagement, Spring 22
- TCF Approval Board, Summer 22
- Start on Site, Summer 22 (9-12 month programme)

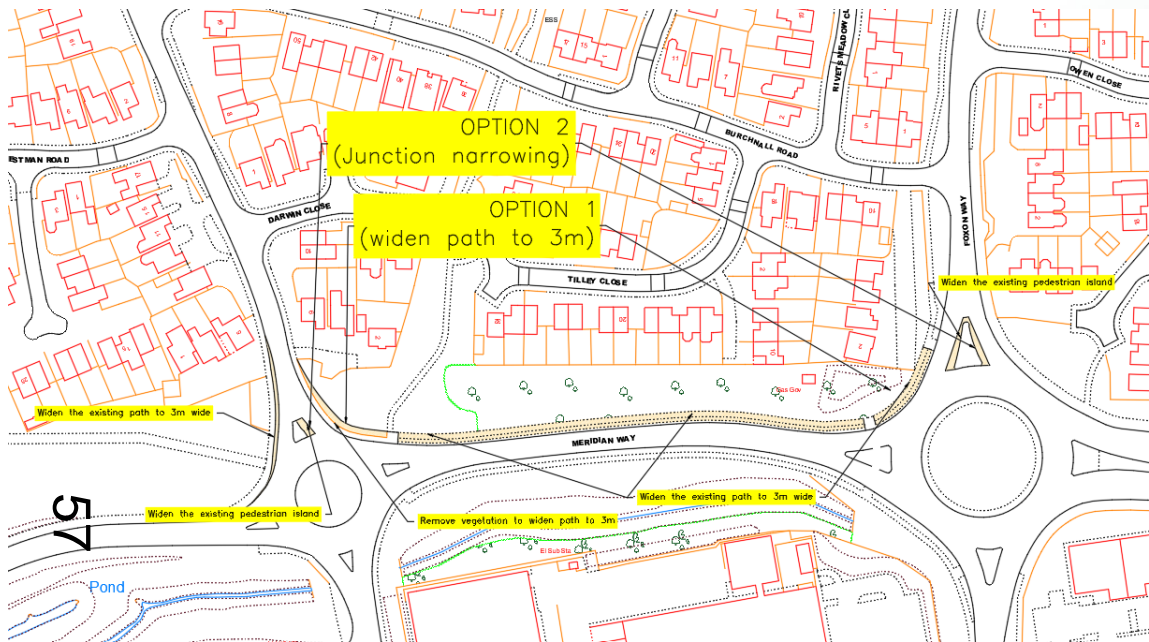
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Great Central Way Overview

The objective of this scheme is to provide a new key strategic walking and cycling route from New Lubbethorpe and Meridian leisure park to Leicester city centre, enhancing sustainable transport links for pedestrians and cyclists.



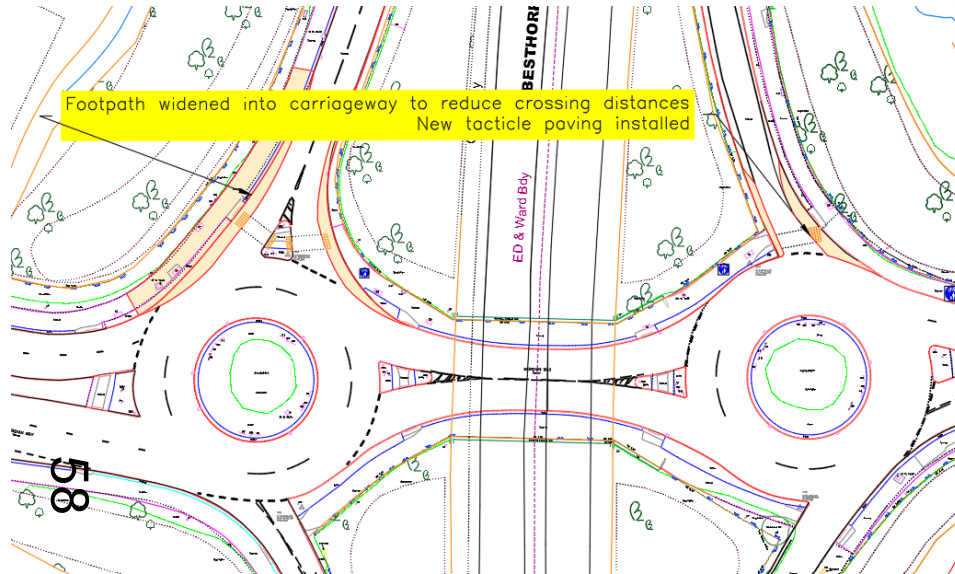
Murby Way to Foxon Way



- Option 1- Widening of the existing path between Murby Way and Foxon Way from 1.5m to 3m to match existing widths of surrounding paths.
- Option 2- Improvements to be made over the north arms of the 2 roundabouts at Murby Way and Foxon Way, with crossing distances reduced by extending the kerbs out and extending central islands into the carriageway.
- Black top surfacing to be used for the works as per existing



Meridian Way Roundabouts



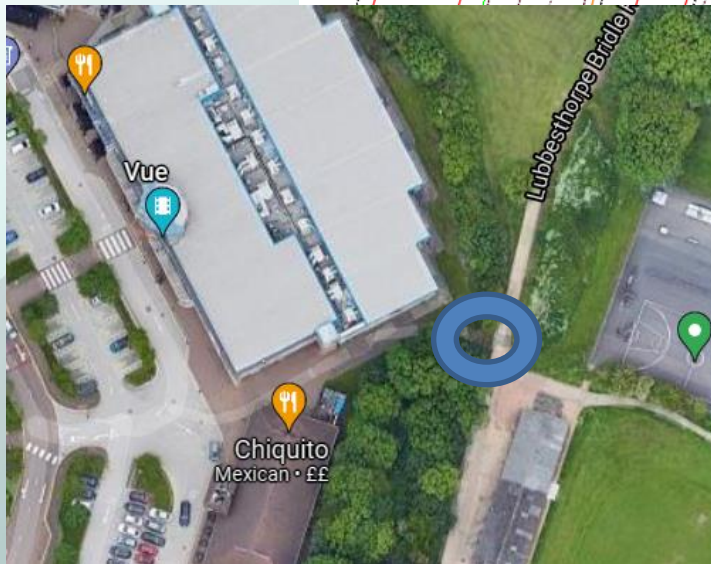
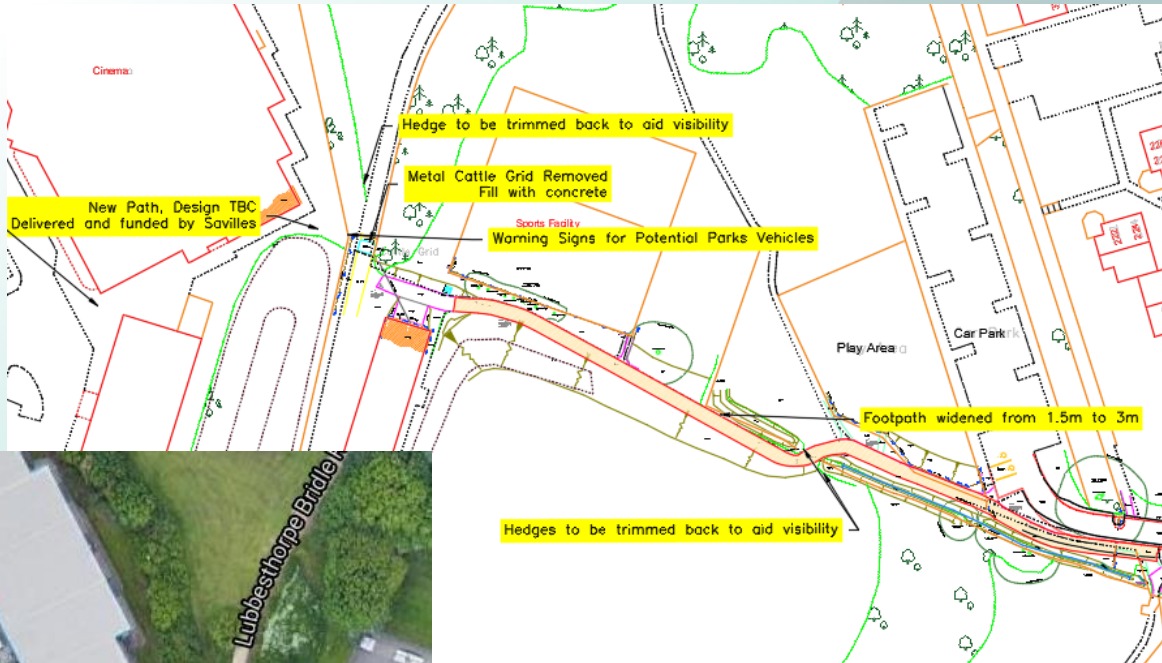
- Improvements to be made over the north arms of the 2 roundabouts over Lubbesthorpe Way connecting New Lubbesthorpe and Meridian Leisure park.
- Crossing distance will be reduced by extending the kerbs out into the carriageway. The poor visibility will also be improved.
- Black top surfacing to be used for the works



Mosssdale Meadows

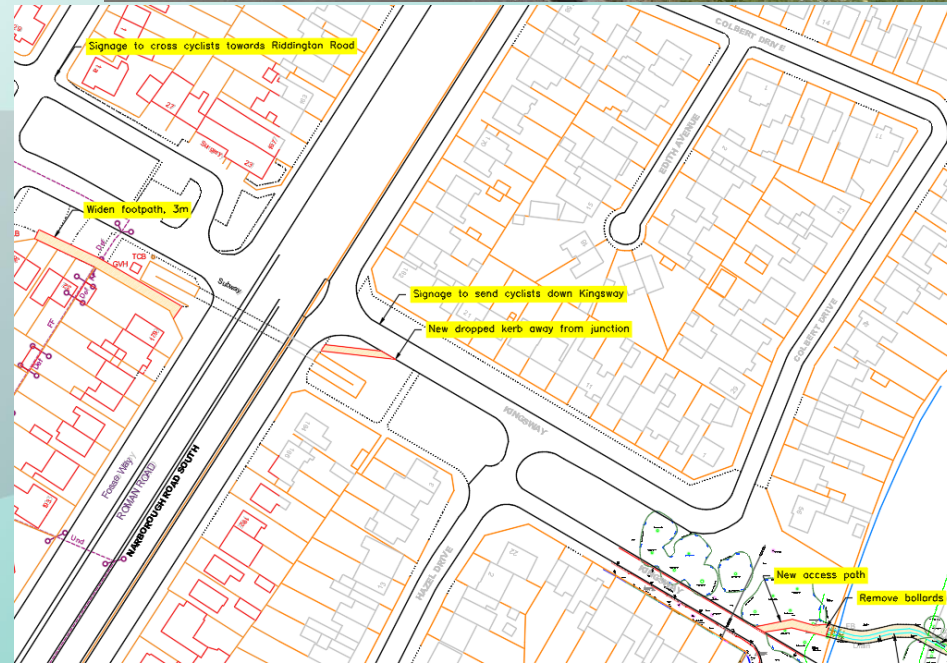
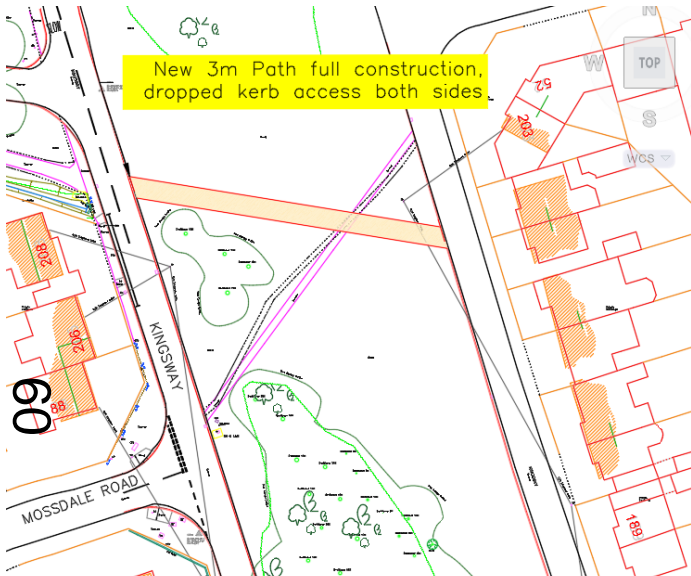
- Existing path through Mosssdale Meadows to be widened from 1.5m to 3m, along with additional lighting to be installed to create a more attractive and safer environment for all users.
- Meridian Leisure Park to create an access between Chiquito restaurant and Vue cinema to allow users to have a connected route from New Lubbethorpe to Braunstone and beyond.
- Blacktop to be used to match existing

New access between Vue cinema and Chiquitos restaurant provided by Savilles



Kingsway

- New path across central area to get users to quieter eastern side of Kingsway.
- Improved signage throughout the route
- Widening works to get 3m footpath widths

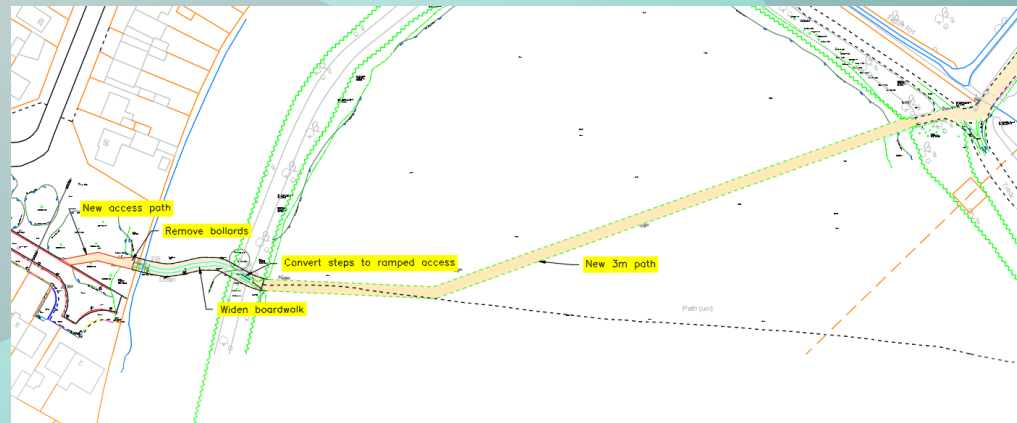


Aylestone Meadows to Braunstone Lane East



61

- Existing path from Braunstone Lane East to Aylestone Meadows to be resurfaced to create improved and safer surface for users. Potential for solar studs (as used at Ellis Meadows and Loughborough Road) to be used along pathways as users enter Local Wildlife Site.
- New path to be created across the attached park, along with existing board walk to be widened to make it easier for users to access the route
- Different surfacing options to be looked at. Potential Breedon gravel type material to be used through park, and Blacktop or Breedon gravel for main footpath dependant on expected vehicular usage

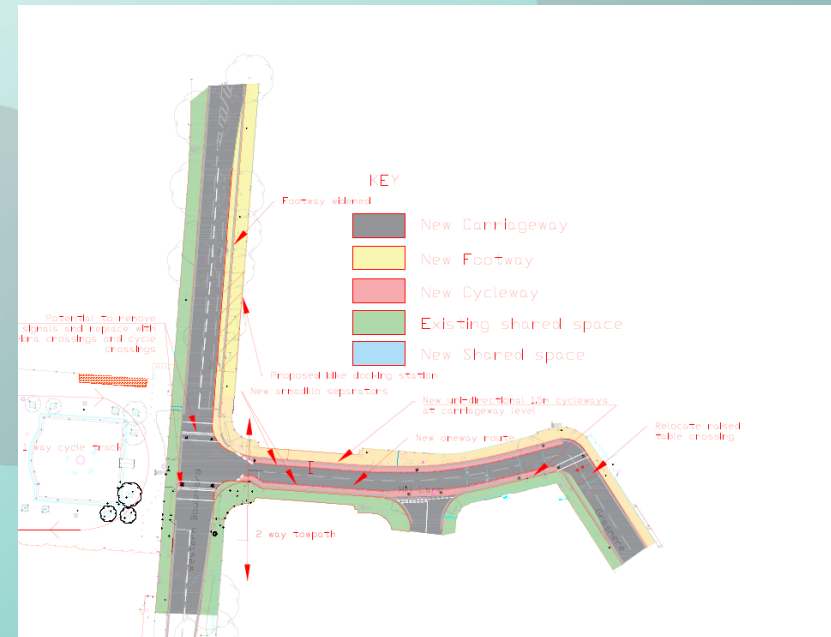


Mill Lane



Provides a key walking & cycling link to the Braunstone Gate, which is being developed into a mini Holland scheme.

- Design includes making the temporary pop up cycle lane scheme on Western Boulevard permanent
- Provide uni-directional cycle facilities along Mill Lane on carriageway level with armadillo separators
- Potential to remove signals and replace with zebra crossings subject to approval



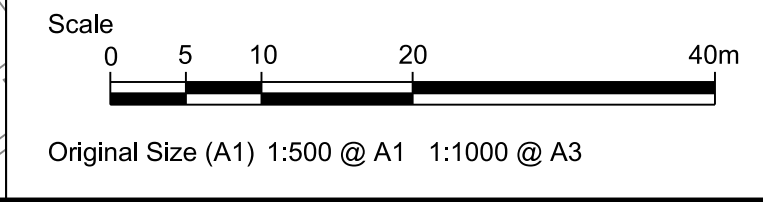
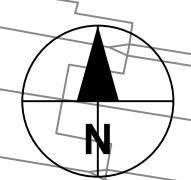
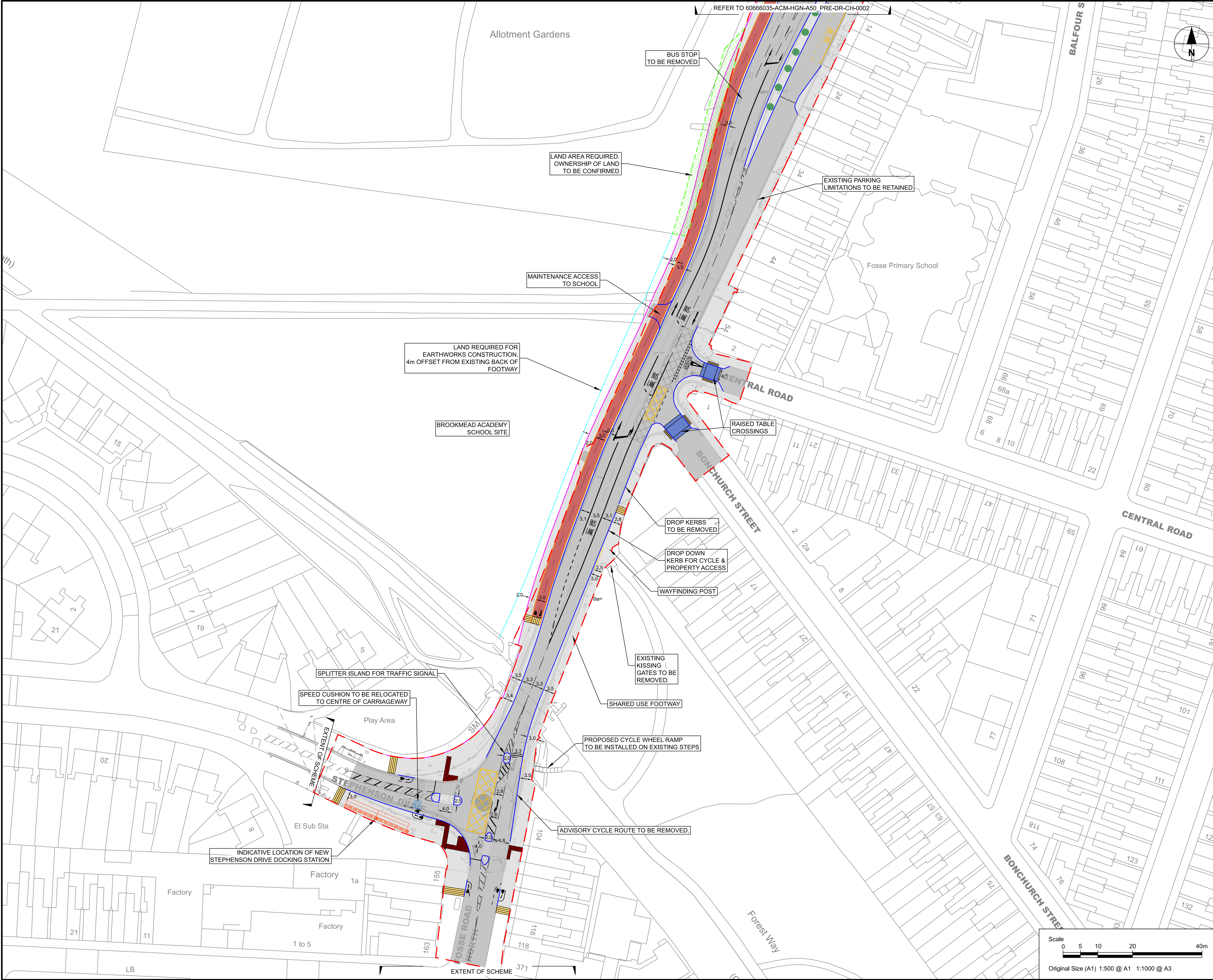
Programme Of Works

- Contractor (City Highways) due to start on site May 22.
- The proposed sequencing of works is
 - Mill Lane
 - Kingsway – new path
 - Meridian roundabouts
 - Mossdale Meadows (subject to planning consent)
 - Aylestone Meadows, subject to Sustrans funding being confirmed.

Next Steps

- Applied for additional funding from Sustrans funding decision expected late March
- Public engagement to commence March
- PTV Vissim modelling for Meridian Roundabouts
- Finalise Mill Lane design and prepare work packages for contractor
- Process planning application for Mossdale Meadows

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	PROPOSED RAISED TABLE
	POTENTIAL PLANTERS / LANDSCAPING

REVISION / APPROVAL DATE

P01	10/12/21	
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ISSUE/REVISION

P01	10/12/21	First Issue
I/R	DATE	DESCRIPTION

ISSUE PURPOSE / SUITABILITY

SUITABLE FOR REVIEW & COMMENT

PROJECT NUMBER

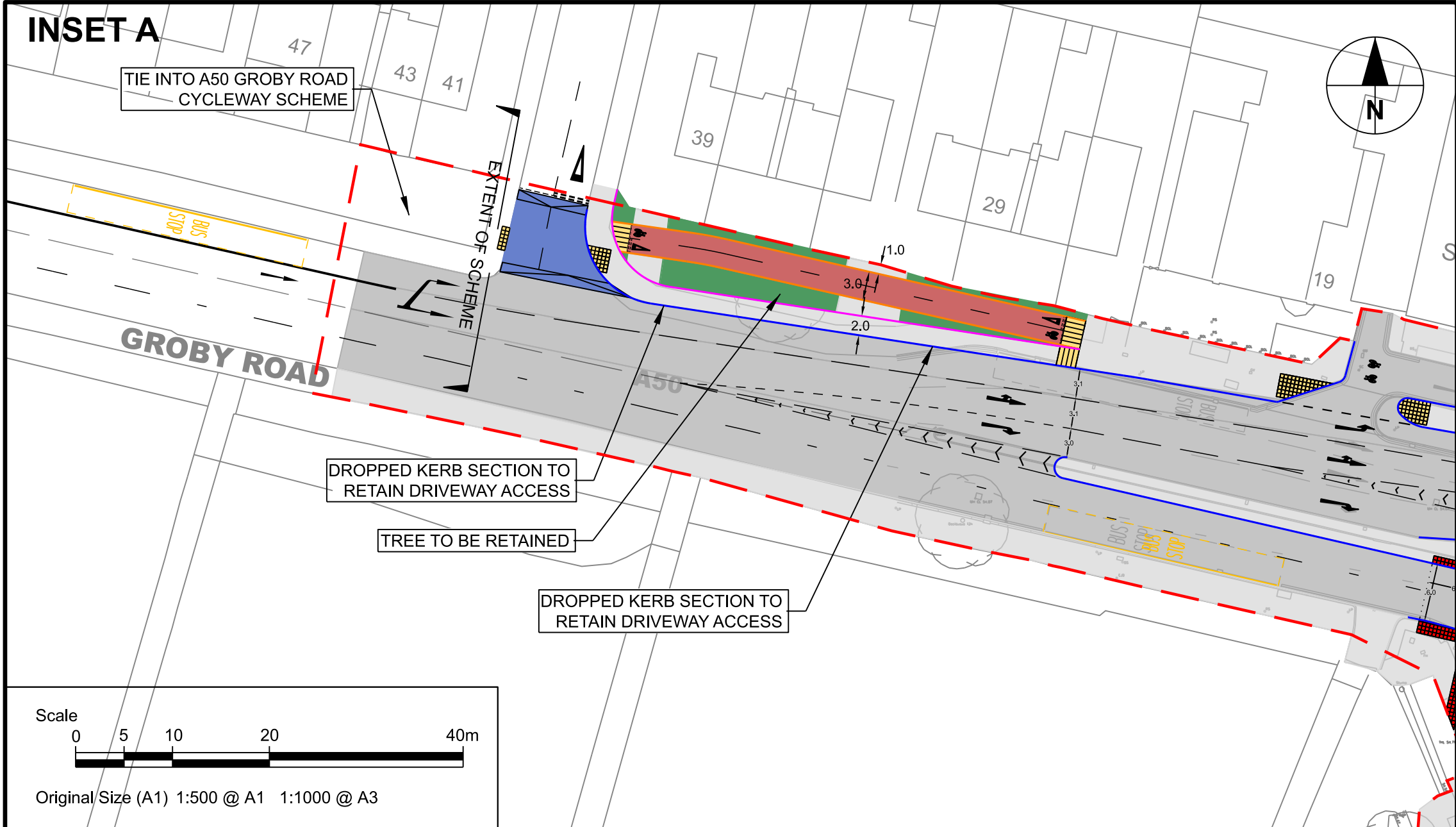
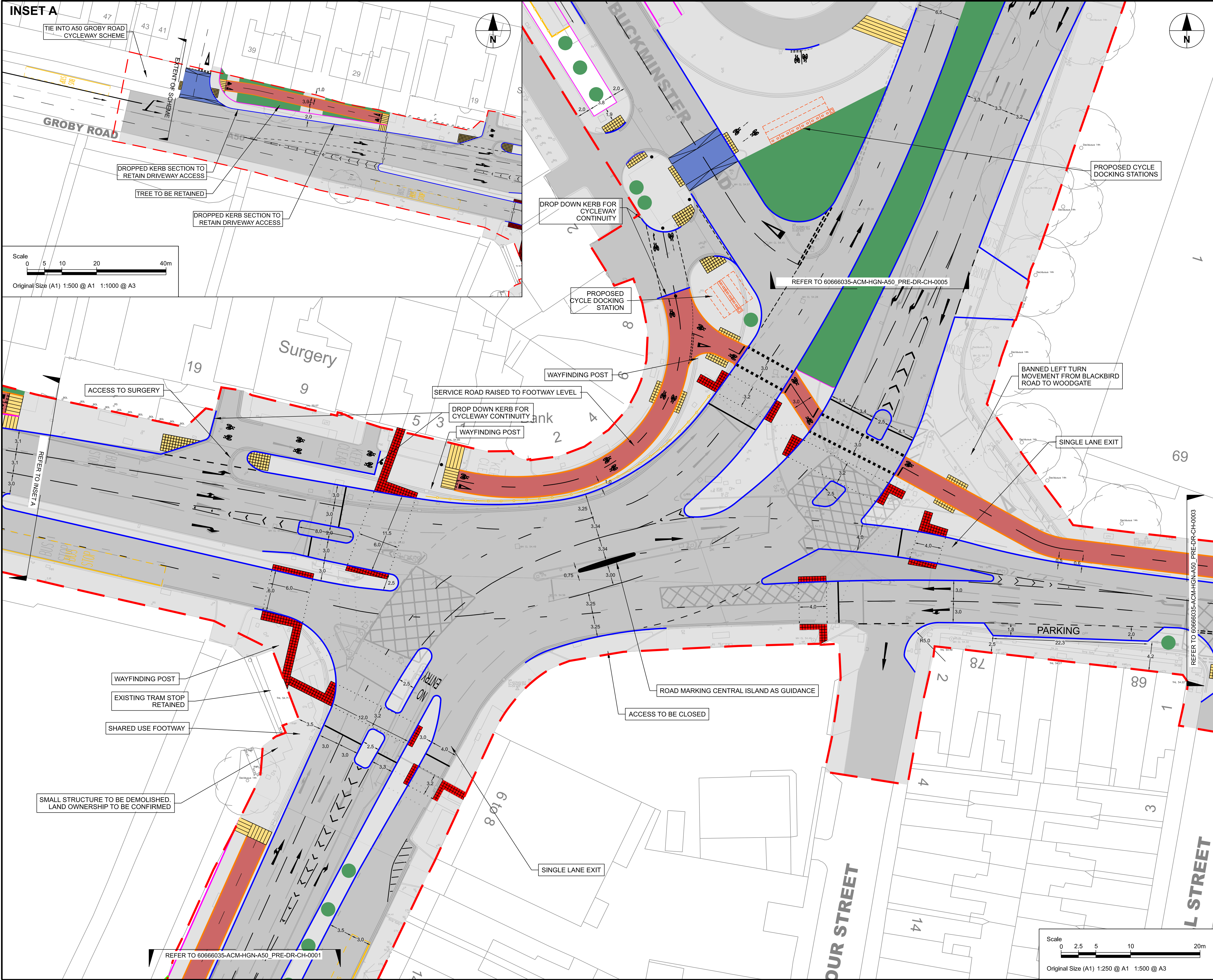
60666035

SHEET TITLE

GENERAL ARRANGEMENT
PRELIMINARY DESIGN
PREFERRED OPTION
SHEET 1

SHEET NUMBER

Project Number	1 Originator	1 Volume
60666035	- ACM	- HGN -
A50_PRE	- DR	- CH - 0001
Location	1 Type	1 Role 1 Number



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 PROPOSED GUARDRAIL/FENCING

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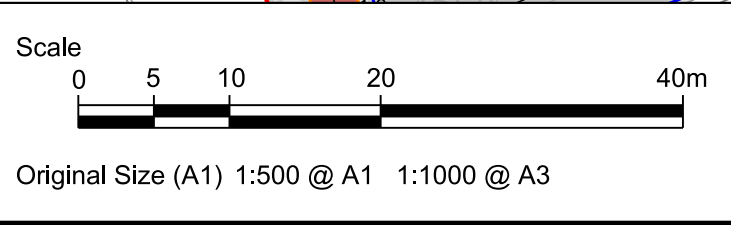
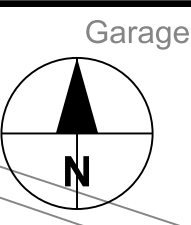
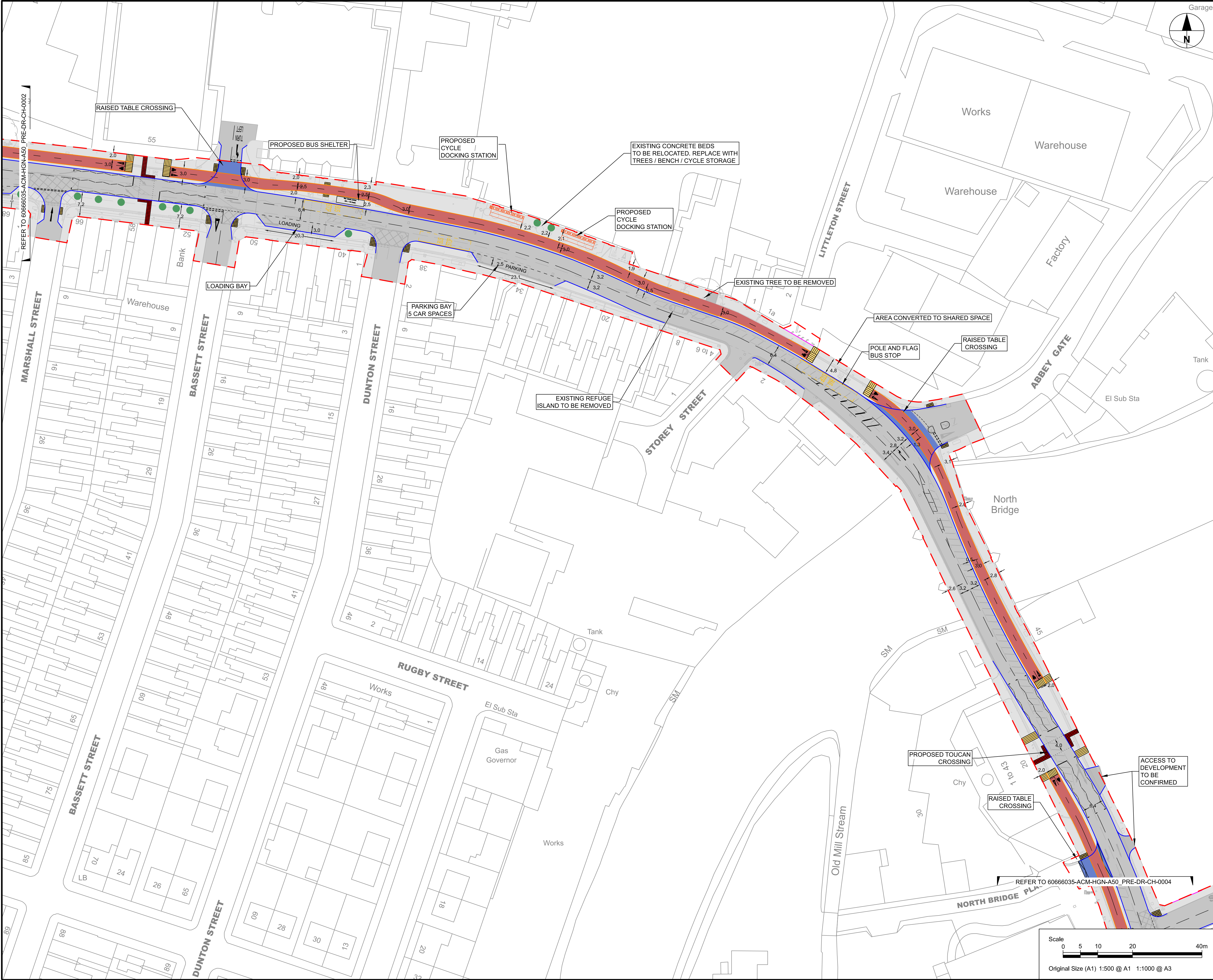
SHEET TITLE

GENERAL ARRANGEMENT
PRELIMINARY DESIGN
PREFERRED OPTION
SHEET 2

SHEET NUMBER

Project Number	1 Originator	1 Volume
60666035	- ACM	- HGN -
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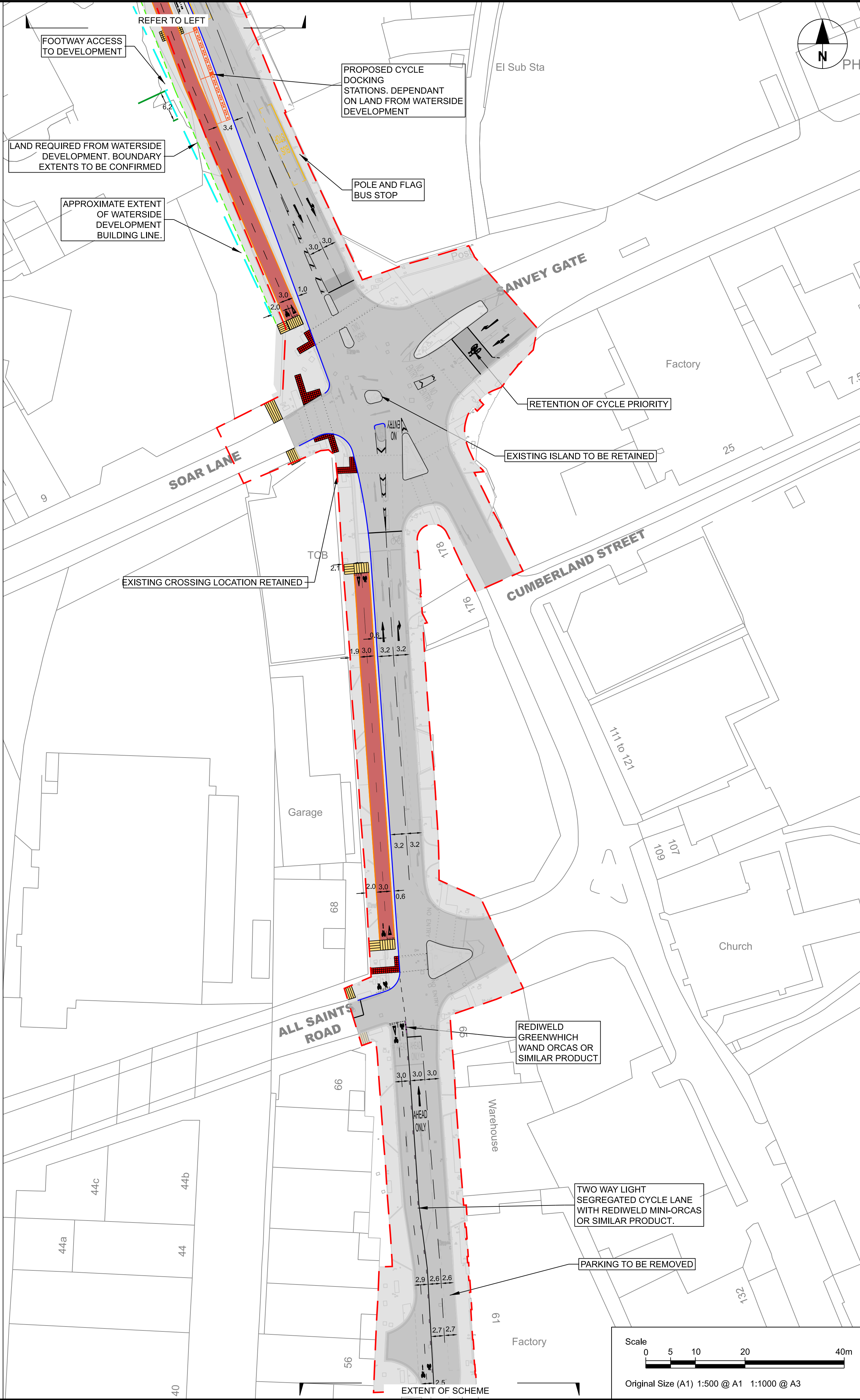
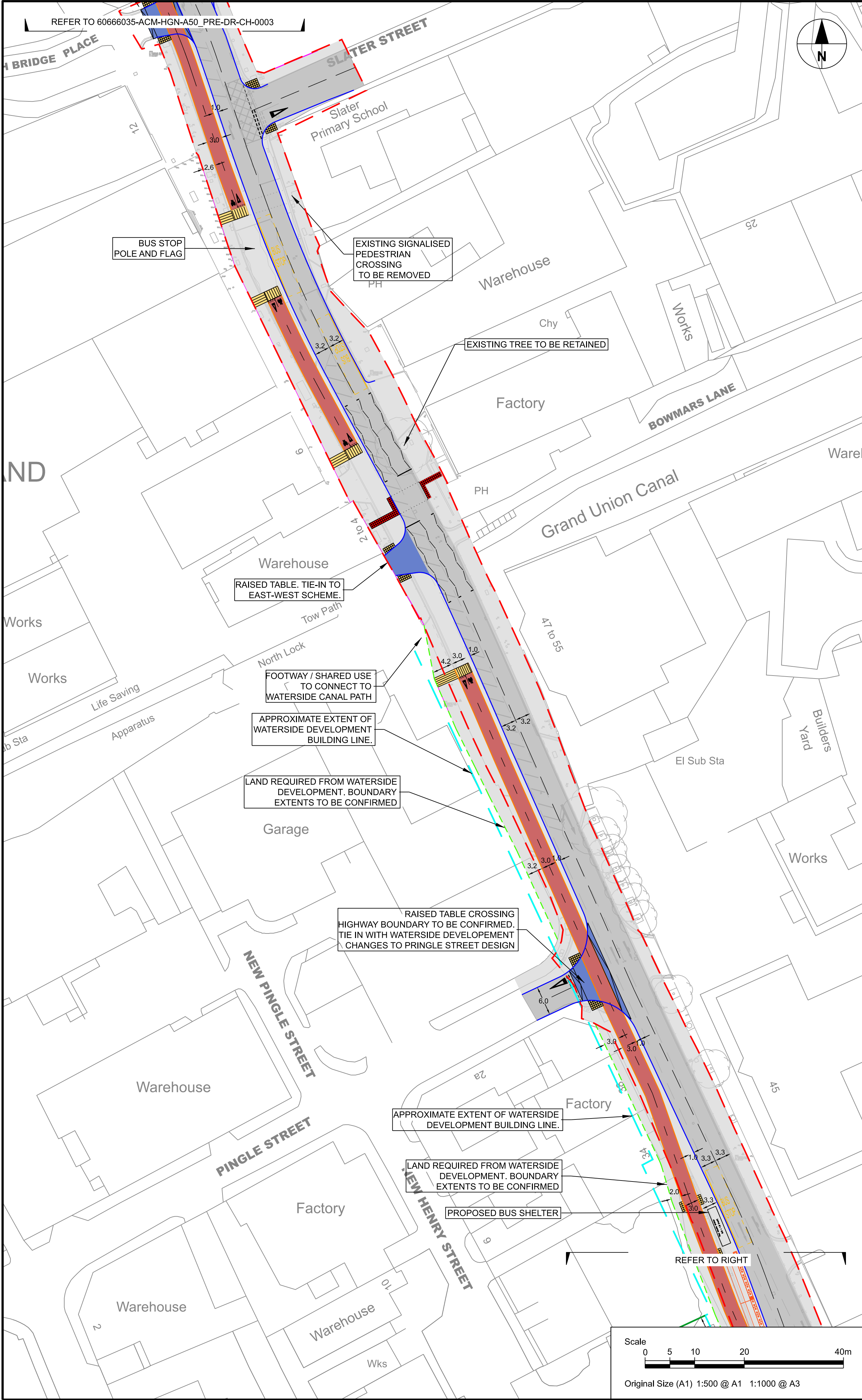
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GENERAL ARRANGEMENT
PRELIMINARY DESIGN
PREFERRED OPTION
SHEET 3

SHEET NUMBER
Project Number 60666035 I Originator - ACM I Volume - HGN -
A50_PRE -DR -CH -0003
Location I Type I Role I Number

ISO A1 594mm x 841mm
Drawn: PBM
Approved: GJ
Checked: RG
Designer: ---
Project Management Initials: ---
Last saved by: ELENA MARTIN(2021-02-09) Last Plotted: 2011-05-25
Filename: C:\P\WORKING\AECOM\DS02_UK-CL\PATRICK.MILLS@AECOM.COM\030231760666035-ACM-HGN-A50_PRE-DR-CH-0004



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GENERAL ARRANGEMENT
PRELIMINARY DESIGN
PREFERRED OPTION
SHEET 4
SHEET NUMBER

Project Number
60666035
A50_PRE

Originator
- ACM
- DR

Volume
- HGN -
- CH - 0004
1 Type 1 Role 1 Number



Economic Development, Transport and Tourism Scrutiny Commission

Date of Commission Meeting: 23 March 2022

Inward Investment and Place Marketing

Report of the Director of Tourism, Culture and Investment

Useful information

- Ward(s) affected: All
- Report author: Mike Dalzell
- Author contact details: 0116 454 4551 mike.dalzell@leicester.gov.uk

Suggested content

1. Purpose of report

- 1.1 This report updates on progress with the inward investment and place marketing elements of the economic recovery plan. It follows on from previous updates in March and August 2021

2. Recommendations

- 2.1 To note the contents and comment on this report.

3. Supporting information

Background

- 3.1 Previous reports have noted the additional resource £185k secured from the Leicester and Leicestershire Enterprise Partnership for an 'Accelerator' that revolved around the creation and promotion of new video and digital assets in support of the visitor economy and for inward investment purposes. The extra resource allowed for an additional marketing and comms officer to join the Place Marketing team.
- 3.2 The report highlights both how the Accelerator programme is progressing across the city and county areas. The report also highlights how the Accelerator programme is being complemented by parallel initiatives that have a particular focus on the city. A submission to the LLEP has enabled the Accelerator programme to be extended to March 2023.

Visitor Economy

- 3.3 The 'Accelerator' programme enabled us to support and promote the overall 'Uncover the Story' destination marketing campaign. The online material for that campaign has been worked up over the past year and now features more than 50 different stories across city and county. Previous reports have highlighted the visual identity and style of the campaign which has been very well received and adopted across city, county and districts.
- 3.4 The campaign has helped to give the destination cohesion and raise our profile nationally. It delivered a 94% increase in website users from outside of the area during the targeted paid social media campaign. A second paid

social media campaign to increase sign-ups to the Visit Leicester newsletter has just started.

- 3.5 Through the programme we worked with national travel influencers and bloggers and engaged a PR agency who have secured coverage in the Sunday Times Ireland and an 11-page spread in January's BRITAIN magazine, a key visitor economy publication. See the full magazine on this link <https://issuu.com/chelseamagazines/docs/britj22>. We are currently working with 20 travel journalists, influencers and travel partners on content and familiarisation visits including The Sun, Daily Mail, BBC and various niche magazines. The campaign was picked up by sector lead body City Nation Place and featured in their UK conference in November. The visitor economy part of the campaign also created four videos, all of which have been well received and are available through the Visit Leicester web site.
- 3.6 A new campaign is being developed for 2022 : Fit-cation – Active Escapes. It promotes a range of thrill-seeking challenges to try out a new sport or have active family fun. Over 30 local businesses are taking part. The campaign will provide an opportunity to bring together all our walking and cycling trails and promote them to visitors. The campaign is designed to stimulate short breaks and incorporates 3- and 5-day challenges. The health benefits of each challenge are made explicit. Developed in partnership with Active Together, the campaign has a tie-in to the Commonwealth Games theme and sports that feature in the games are identified. It will launch after April.
- 3.7 Another benefit has been focused work around the Travel Trade, much of it in partnership with West Midlands Growth Company (WMGC). This year we will do more work with the travel trade (travel and coach operators, group organisers, travel agents). As part of a partnership project with Shakespeare's England and the WMGC, we are preparing a Travel Trade Directory for the Midlands that we will be promoting as a consortium. The team are currently working with around 40 attractions and a range of accommodation providers on a local version of the Directory. To ensure our businesses are trade ready, a webinar was staged in February with a travel trade consultant, White Stag Tourism, to help businesses better understand this route to new markets. Free 1:2:1 support sessions are offered for selected businesses who attend the training.
- 3.8 The visual identity for Uncover the Story has been used by the city to generate a series of bespoke city trails and itineraries. Additional ERDF resource from central government is generating a series of visitor guides for the city covering Retail, Restaurants, Cafes, Leisure and Culture, Beauty and Wellness, Hotels, Bars and Clubs and a City Tourism Guide. All will be available by end March. A full report of progress against the City's Tourism Plan was presented to the Heritage Culture Leisure and Tourism scrutiny commission on 1st March.

Inward Investment

- 3.9 The Inward Investment element of the campaign has enabled us to develop a new suite of promotional videos and other digital collateral for our key growth sectors. Each highlights key statistics, our differential advantages and includes case studies of businesses that have been attracted here and the support we have been able to provide. Final editing is being done on the videos now and they will be released from April onwards. An example will be shown to the Commission meeting.
- 3.10 The sub regional work programme via the Accelerator has also been paralleled in the city by the creation of a high quality new interactive 'fly-through' showcasing our priority sites. This is a superb tool to support city promotion and inward investment marketing. Extracts from the fly-through will be shown to the Commission.
- 3.11 Two officers from the city council and two from the county will attend the MIPIM property event in France from 15-17 March alongside private sector representatives from Team Leicester to promote our area as a destination for inward investment. Much of the marketing collateral referred to above will support promotional work at MIPIM including a map of key sites available for development across the city and county (attached).

4. Financial, legal, and other implications

4.1 Financial implications

Not applicable

4.2 Legal implications

Not applicable

4.3 Climate Change and Carbon Reduction implications

Not applicable

4.4 Equalities Implications

Not applicable

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

Not applicable

5. Background information and other papers:

None

6. Summary of appendices:

Appendix: Trails and Itineraries

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

N/A

Adult Education

**ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE
EMERGENCY SCRUTINY COMMISSION**

Date of meeting: 23/03/2022

Lead director/: Mike Dalzell

Useful information

- Ward(s) affected: All
- Report author: Kerry Gray
- Author contact details: Kerry.gray@leicester.gov.uk
- Report version number: 3

1. Summary

This report provides an update on the recovery of the Adult Education Service (formerly Adult Skills and Learning) from the impact of COVID-19.

Section 3 explores the impact of the pandemic and the emerging recovery on learners with different protected characteristics.

Section 4 highlights new initiatives which have been developed over the last 12 months.

Section 5 provides details of the rebranding and new website due to launch in early 2022

2. Recommended actions/decision

- That the emerging recovery from the COVID disruption to services is noted and staff commended for their hard work in the face of ongoing impact and uncertainty.
- To note the renaming, rebranding and new website of the service.

3. Scrutiny / stakeholder engagement

EDTT Scrutiny 23rd March 2022

4. Background and options with supporting evidence

This paper is for information only and provides an update on the ongoing impact of COVID -19 on the Adult Education Service.

5. Detailed report

5.1 Enrolment Numbers

Overall enrolment numbers in 2021/22 have picked up well and at the end of the first term (December 2021) were at 68% of the full year enrolments for the previous year which took the full hit of the pandemic.

Comparing the position in-year is more difficult because of the trend, particularly in 202-21, not to enrol in advance. However, comparing the pre-pandemic position in January 2020 with the current position in January 2022 (5875), shows good recovery to 86% of pre-pandemic levels

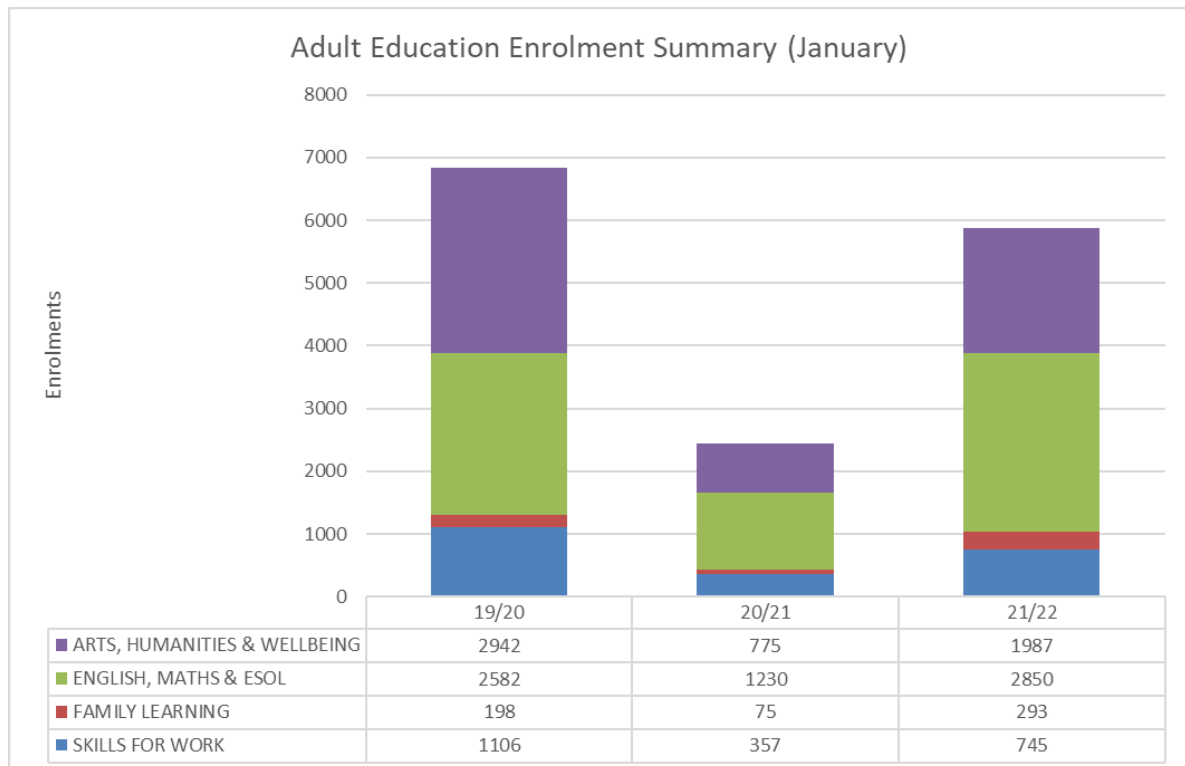


Figure 1: Overall enrolments to January compared

However, there is a notable change in the patterns of participation that can, based on anecdotal evidence, be attributed to changing needs, interests and priorities brought about by the pandemic.

- ESOL, English and Maths enrolments are higher than pre-pandemic levels. These areas worked relatively well online through lockdown and so learners progressing through the levels have been retained.
- Work related qualification courses in Childcare have also recovered well now that it is easier to secure work placements.
- Insufficient learners were recruited to run the Access to HE programme in 2021-22. Anecdotally, the uncertainty of COVID led to a reluctance to make the life changing and significant financial commitment to attending University as an adult. However, the pandemic has led a lot of people rethink their work ambitions and consider re-training once things have settled down and interest is picking up for 2022-23.
- Practical skills courses requiring specialist facilities, such as pottery and jewellery making, which worked less well online during lockdown, have seen increased take-up. However, other arts and wellbeing courses such as drawing and painting and languages have been slower to pick up. This could be because people have maintained and developed these interests at home during lockdown, and there is a diminished market for them or it could be that they are felt to be non-essential social interaction which is still being avoided.
- Where participation in 2020-21 was adversely impacted by the loss of community venues as test centres and the loss of space in schools for Family

Learning, there is a slower return to normal but it is now beginning to improve.

- 10% of enrolments are fully online in 2021-22 and all courses now use the online learning platform, which offers more flexibility and support for learners whose regular attendance is impacted by work or caring responsibilities and ensure learners are prepared for any COVID related disruption.
- Overall people are still enrolling much closer to the start of courses due to the experience of events and activities being cancelled at the last minute. This caused considerable administrative challenges in September.
- Referrals from DWP are significantly lower than anticipated due to the reduction in the claimant count and a buoyant labour market.

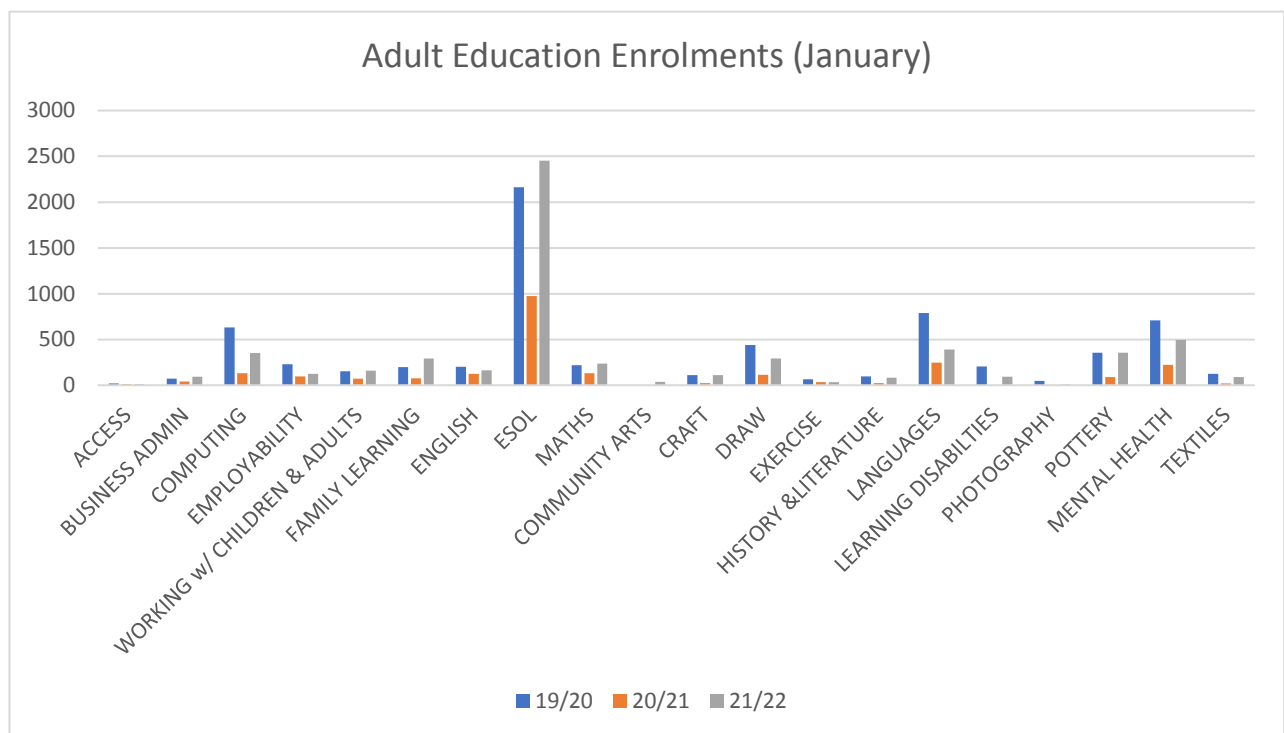


Figure 2: 2021-22 Enrolments to January by Curriculum Area

5.2 Equalities impact

The impact on the pandemic of participation by different groups is being carefully monitored and strategies to rebuild participation where it has been negatively impacted are being deployed.

Gender

Historically men tend to be underrepresented in Adult Education and during lockdown there was a further increase in the participation gap between men and women. During the pandemic 20% of enrolments were by men compared to 25% in 2018/19.

In 2021/22 23% of current enrolments are from men.

Male Participation	2018-19	2020 -21	2021-22 (1 Dec)
ACCESS TO HE	N/A	33%	N/A
BUSINESS ADMIN & ACCOUNTS	10%	17%	30%
COMMUNITY ARTS	29%	4%	N/A
COMPUTING & DIGITAL SKILLS	33%	28%	29%
COOKING, BAKING & CAKE	37%	N/A	N/A
DANCE, MUSIC & EXERCISE	23%	26%	23%
DRAWING, PAINTING & PRINTING	26%	24%	20%
ENGLISH	24%	17%	16%
ESOL	17%	15%	21%
FAMILY LEARNING	10%	9%	3%
HISTORY & LITERATURE	35%	36%	30%
JEWELLERY & CRAFT	2%	0%	3%
LANGUAGES	35%	38%	40%
LEARNING TO LEARN ONLINE	N/A	31%	N/A
LEICESTER TO WORK	35%	38%	46%
LEARNING DISABILITIES	51%	N/A	30%
MATHS	17%	11%	15%
PHOTOGRAPHY & FILM	43%	N/A	60%
POTTERY & CREATIVE GLASS	14%	8%	13%
MENTAL HEALTH	54%	46%	45%
TEXTILES & SEWING	3%	10%	3%
WORKING WITH CHILDREN & ADULTS	19%	3%	9%
Total	25%	20%	23%

Age

Contrary to expectations, the average age of participants (48) increased by three years during lockdown and this is testament to the hard work of the service staff in supporting older learners to access online learning. Another factor may have been that during school closures, home schooling parents were less likely to have the energy and/or inclination to participate themselves in online learning. For many working age adults, disruption to their working life will also have had an impact. This trend has continued into 2021-22.

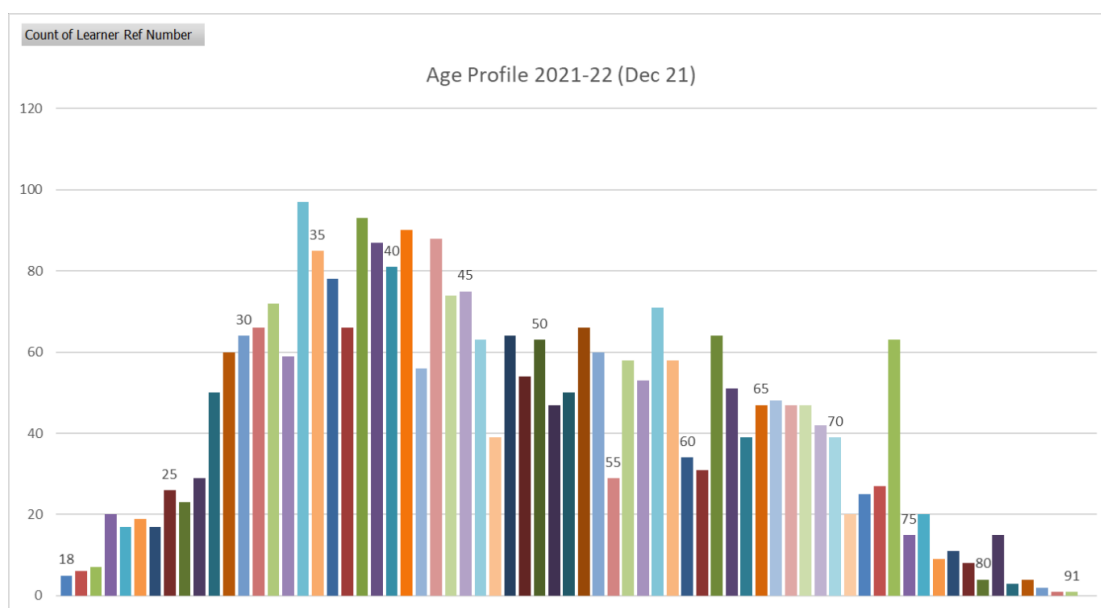


Figure 4: Age profile 2021-22

Disability

Learners with disabilities were adversely impacted by the pandemic with a fall of 5% in the proportion of learners declaring a disability. However, while participation in formal learning dropped during lockdown, more than 100 learners on our REMIT programme for those with complex and enduring mental health problems, participated in a wide range of online, informal learning and social contact through our Facebook group and this is not reflected in the graph below. In 2021/22 the impact of increased confidence following the vaccine rollout has led to a bounce back to just above pre-pandemic levels.

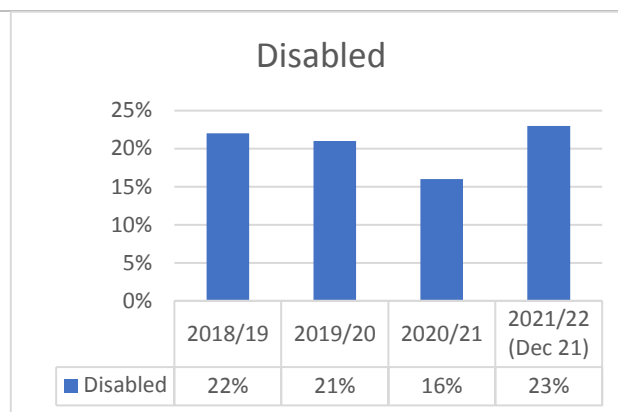


Figure 5: Proportion of learners declaring a disability

Ethnicity

The strength of ESOL provision through the pandemic is reflected in the increased proportion of BAME participants in 2020/21.

	2018-19	2019-20	2020-21	2021-22
31- English/Welsh/Scottish/Northern Irish/British	39%	37%	26%	41%
32- Irish	0%	0%	1%	1%
33- Gypsy or Irish Traveller	0%	0%	0%	0%
34- Any Other White Background	8%	9%	11%	7%
35- White & Black Caribbean	1%	1%	0%	1%
36- White & Black African	1%	1%	1%	0%
37- White & Asian	1%	1%	1%	1%
38- Any Other Mixed / Multiple Ethnic Background	1%	1%	1%	1%
39- Indian	24%	22%	24%	21%
40- Pakistani	2%	3%	3%	3%
41- Bangladeshi	2%	2%	4%	3%
42- Chinese	2%	2%	1%	1%
43- Any Other Asian Background	3%	3%	6%	4%
44- African	6%	8%	11%	7%
45- Caribbean	2%	2%	1%	1%
46- Any Other Black / African / Caribbean Background	0%	0%	1%	1%
47- Arab	3%	4%	6%	4%
98- Any Other Ethnic Group	2%	3%	3%	2%
99- Not Provided	1%	1%	1%	1%

5.3 New Developments

- **Kickstart** – Working closely with the Organisational Development Team, the Adult Education Service are providing training and wrap around support for the Kickstart employees of the council.
- **Youth Employment Hub** – The service is working with Connexions and the Economic Development Team on the Youth Employment Hub project.

- **Leicester Textiles Academy** – The Adult Education team are supporting the development and launch of this initiative and providing ESOL and employability courses as part of the programme.
- **ESOL for Integration Project** – Additional funding was secured to expand the ESOL for Integration project which provides opportunities for informal ESOL learning and supported engagement with social and community activities directly for Adult Education ESOL learners and through a range of voluntary sector providers. Some of this funding is being used to support Afghan Families recently housed in the city and will be used for incoming Ukrainian refugees.
- **Leicester Connected** – The Adult Education Service is providing the technical infrastructure, training and 1:1 support for the Leicester Connected project which is loaning digital devices to digitally excluded residents.

5.4 Learner Feedback

Feedback from learners continues to be extremely positive. In end of course feedback in 2020-21, 92% rated the course Good or Excellent and only 2% rated their experience as poor or very poor. In the vast majority of cases, the issues related to the challenges and frustrations of online learning. However, 82% of respondents, across all curriculum areas, reported that participation had improved their Digital Skills and 77% that they had learned to stay safe online.

In 2021-22, the service continued to offer online options and 10% of enrolments are fully online. While the majority of learners are very pleased to be back in the classroom, all courses are now linked to the online learning platform, most course documentation is conducted online and the embedding of Digital Skills remains a priority.

'All my life I hated Maths. I never understood it at 15 or 50! ... the subject of maths was always my downfall UNTIL NOW!... Rehana has such a simple way of teaching difficult stuff...It's changed me. Now I love Maths. You've made me a better student, confident and finally, now I understand.' Shamim

5.5 New Website and Rebranding of the Service.

In 2022 the service is being relaunched as Leicester Adult Education with a new website and branding. This change has been made in response to ongoing customer feedback about the limitations of the current web presence, the lack of an online enrolment facility and lack of brand cut through as LASALS.



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COURSE CODE: WORK654

Location:
Leicester Adult Education College

Price:
Free

Day of the week:
Friday

Starting Date:
11/03/2022





Ending Date:
11/03/2022

Time:
09:30 - 14:00

Duration:
1 week

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1 week
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1 week
-  [Employment Programme - Interview Survival](#)
1 week

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

6.1 Financial implications

The total loss of income for the service resulting from covid-19 is estimated to be around £1m for 20/21 & 21/22. This arises from a combination of reductions in course fees, room hire, café sales and grants. Around a quarter of these losses are being covered by Covid grants, with reductions in staffing costs and reserves covering the remainder.
Stuart McAvoy – Acting Head of Finance

6.2 Legal implications

There are no legal implications in this report.

It is recommended that ongoing legal advice should be sought as and when necessary.

Meera Patel, Solicitor (Commercial) Ext. 37 4069

6.3 Equalities implications

There are no direct equality implications arising from the report as it is to provide an update. The report highlights the impact on the pandemic on participation levels of learners from different groups. Developments that reduce some of the barriers to learning that can prevent or discourage adults from continuing with their education – for example, lack of information, that improve access and participation by under-represented groups, should lead to positive impacts for people from across all protected characteristics.

6.4 Climate Emergency implications

There are no significant climate emergency implications directly associated with this report.

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?)

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7. Background information and other papers:

8. Summary of appendices:

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”? No

Economic Development, Transport and Climate Emergency (EDTCE) Scrutiny Commission

Work Programme 2021- 22

Meeting Date	Meeting Items	Actions Arising	Progress
16 June 2021	1) Accessibility Update 2) Transforming Cities Fund – Aylestone Road 3) Graduate Retention Update 4) Economic Recovery Plan Update 5)	Item 1 referred to in March 2021 scrutiny minutes	Complete.
18 August 2021	1) COVID Economic Recovery Report 2) Inward Investment and Place Marketing 3) Demo of Economic Recovery Dashboard	Item 2 is in relation to the £185k grant for Leicester place marketing that was secured from LLEP; mentioned in March 2021 minutes. Item 3 was planned for June meeting but didn't go ahead due to hybrid meeting issues.	Further update on Kickstart fund from LLEP to be given in the future.
Tuesday 7 th September 2021 Special Meeting	1) Local Transport Plan and Workplace Parking Levy	Members of the Health Scrutiny Commission invited to this special meeting.	Complete with follow up in Dec 2021.

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Appendix F

Meeting Date	Meeting Items	Actions Arising	Progress
13 October 2021	1) Recovery Plan update / City Growth template / Appendix - response to Local Level development review 2) Leicester's Biodiversity Action Plan 2021-31 3) Transforming Cities - Great Central Way project and Connecting Leicester – St George St/Granby St		
15 December 2021 (6.15pm)	1) TROs – Clarendon Park 2) Transforming Cities Projects: a. Saffron Lane/Aylestone Road	1) To be a standing item for future meetings. Reduced agenda due to Chair availability and a Parking Levy All-Member briefing before the meeting.	
19 January 2022	1) Community Renewal Fund – Details of Successful Bids 2) TROs – Groby Bus Lane and Melton Road 3) Transforming Cities Projects a. Ashton Green - Blackbird Road/Parker Drive b. Duns Lane/Braunstone Gate 4) Draft General Fund Revenue Budget & Draft Capital Programme 2022-23	Items 1-3 are deferred from the December 2021 meeting.	

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Meeting Date	Meeting Items	Actions Arising	Progress
24 February 2022 – Special Meeting	1) Workplace Parking Levy	A meeting to be held during the consultation.	Questions raised outside the meeting to be answered by officers.
23 March 2022	1) TRO - Harrison Road / Stafford Street 2) Transforming Cities projects: <ol style="list-style-type: none"> A50 Beaumont Leys Park & Ride Great Central Way 3) Inward Investment / Place Marketing Update 4) Leicester Adult Education Update		

Draft Forward Plan / Suggested Items for 2021/22

Topic	Details	Proposed Date
ONGOING City Mayor & Executive Plan of Key Decisions	Commission to keep a watching brief and receive regular reports / updates on executive key decisions planned to relate to this portfolio.	Ongoing
Leicester Smart City Strategy – Richard Sword	Adoption of a strategy that combines Leicester's digital, physical, and social environment to deliver an inclusive, thriving, and sustainable city for all.	Not before 1 May 2022
Local Plan – Andrew Smith		TBC
ONGOING Spending Review Programmes linked to: a) Councils General Fund Revenue Budget Report b) Capital Programme Projects	Commission to keep a watching brief and receive regular updates on issues related to budgets with this portfolio. Decisions consequential to the monitoring of expenditure in 2022-23 (if any) – General Fund Budget Report, prior to OSC in Feb 2022.	Ongoing – complete for the year
ONGOING Consultations Workplace Parking Levy	Members to consider relevant items to this commission from planned or live consultations to provide scrutiny comments and views The consultation on this is currently underway; an update on this is scheduled for 24 Feb 2022 (mid-way of the consultation)	March 2022
Connecting Leicester Projects	Commission agreed to be involved at the early stages of development of plans	Ongoing updates
Economic Recovery Plan Update – now the - City Centre Economic Plan	Review of progress – this was split into 2 updates. First update was in February 2021 and included a	Second update completed in June 2021; follow up update in Summer 2022.

Topic	Details	Proposed Date
	LLEP update. Format of latest update to be considered by the service	
Local Plan	Item to be considered by all Commissions	Deferred to Summer 2022 and will require an additional special meeting.
Smart Cities	Information on proposed strategy	Deferred from Dec 19 meeting to 2022/23.
Healthier Air for Leicester – Air Quality Action Plan 2015 – 2026	Progress update on actions (joint with health & wellbeing scrutiny)	TBC
Cultural Quarter	Update	TBC
Waterside regeneration	Update; deferred to new municipal year	Summer 2022
Major Transport Projects (including NPIF projects)	Report on progress	TBC
Neighbourhood Highway Safety schemes	Report on progress	TBC
Leicester's Biodiversity Action Plan 2021-2031	Provides an over-arching framework for habitat and species conservation in Leicester, including priorities and targets (replacing the previous strategy that was considered by the Commission)	Oct 2021 – complete.
Inward investment and Place Marketing	Report on progress including recent web site investment and general progress	Completed in Aug 2021. Next update in Aug 2022.
Leicester, Leicestershire Enterprise Partnership (LLEP)	Update/local Industrial strategy	Last update given in March 2021 and was linked to Economic Recovery Plan. Next update expected in Summer 2022.
Transforming Cities Programme	To report on developments / negotiations with government - two proposed updates on schemes; briefing sessions for members planned beforehand where required.	A series of TCF schemes will be coming to the Commission throughout the year. a. Soar Valley Way – summer 2022

Topic	Details	Proposed Date
Business Support Update	To receive a report on progress – both central government grants and then European funded projects	Covered in June 2021 under Economic Recovery Updates.
Bus services/ bus related issues	To receive update following task group report	Planned for Spring 2020 but not taken due to COVID. TBC for Winter 2021 along with transport plan and parking levy
Workplace levy	Update on progress and status following questions to Commission in December 2019	Sept and Feb 2022 (special meetings)
Corporate Estate Management	More information on corporate managed estate (Estates and Building Services – Matthew Wallace) – raised on 19 November 2020 meeting. Public report will be available in April 2021.	Update given in April 2021 – CM has confirmed this will become an annual report. Next update expected in Summer 2022.
Local Transport Plan	Report and associated documents shared with the Commission	Sept 2021 and findings to be discussed in Jan 2022
Emergency Active Travel Fund (EATF) Overview	Report on government scheme to encourage walking or cycling. Informal sessions would be planned before this.	Initially proposed for 2021 but deferred to a later date (tbc).
LASALS Update	Report	Latest update given in January 2021. Next update planned for March 2022.
Accessibility Update	Progress update	Initially planned for April 2021 but deferred to June meeting. June update completed and next update in Summer 2022.
Draft Revenue Budget 2022-23	Report to go to all Commissions	Annual report completed in January 2021 – next due for January 2022.
Draft Capital Programme 2022-23	Report to go to all Commissions	Annual report completed in January 2021 – next due for January 2022.

Topic	Details	Proposed Date
Leicester Labour Market Partnership and the delivery of the successful CRF bids, which includes the project placed within the textiles sector	This update follows the Leicester's Textile Sector (Modern Slavery and Exploitation) item that was considered by the Commission since September 2020	Initial reports taken in October 2020 and April 2021. Next update will be in Summer 2022.
Graduate Retention Update	Update on project from Ec. Reg team	Completed June 2021.
Carbon Neutral Road Map	A report from the Sustainability Team.	Deferred to Summer 2022
Construction Skills Hub And Employment Hub Update	Report on progress – deferred to the next municipal year due to length of the agenda for March 2022.	Scheduled for Summer 2022.
Community Renewal Fund – Bids and Outcomes	Initial update on the Fund and the associated bids made, followed by the outcome of any successful bids once this has been announced by central government.	Completed in August 2021 and further update on the outcomes were given in Jan 2022. Next update will be covered in a different item.
Update on Kickstarter Fund	Following initial information to the Commission via the Economic Recovery Plan Updates, Members expressed an interest in this fund that was acquired from the LLEP	Expected for March 2022.
Executive Response to Local Level Development Review	Direction from the Executive that a response from them should be given to the Commission in relation to this review, as soon as possible.	Initially planned for April 2021 but deferred to the October meeting due to bid applications and the summer period – a response from Exec to this review is required to be given to the Commission. Complete as of Oct 2021.
Analysis of impact of COVID19 and lockdown on residents of Leicester	Mentioned in March 2021 meeting during the Economic Recovery Plan Update item – that commission would like to see at a future meeting, some analysis and data on who was most impacted by Covid-19 and lockdown, their ages, where they	TBC for later in the municipal year.

Topic	Details	Proposed Date
	live, are they men/women, are they with or without qualifications, in low skilled/paid jobs, which businesses affected, which sectors, etc and from that can identify where to direct effort and initiatives.	
Discussion on Potential Items for Upcoming Commission Meetings	<p>In the March 2021 meeting, Commission Members were asked to give suggestions on potential items. This was also extended to Commission Members again during the June meeting.</p> <p>This included:</p> <ul style="list-style-type: none"> • An item on “Reserving Rights of Way of former Central Railways”. • Exploring issue of space in the urban realm and potential for building a fixed mass transit system for the future • An item to discuss The Impact on Climate Emergency in terms of Construction Projects • Insight into “Leicester Rangers proposing a new stadium using sustainable building” • A discussion around where lessons could be learnt about the £600k loan to Haymarket Consortium. 	<p>TBC</p> <p>Haymarket Consortium draft item will be picked up as a verbal update in the August 2021 meeting, followed by a report on engagement in early 2022 – this is likely to be considered at HCLS Scrutiny.</p>