

Leicester
City Council

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

DATE: WEDNESDAY, 25 JUNE 2025

TIME: 5:30 pm

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

Members of the Committee

Councillor Waddington (Chair)

Councillor Cassidy (Vice-Chair)

Councillors Bonham, Clarke, O'Neill, Osman, Porter and Rae Bhatia

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

For Monitoring Officer

Officer contacts:

Julie Bryant and Ed Brown (Governance Services),

Tel: , e-mail: governance@leicester.gov.uk

Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

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Further information

If you have any queries about any of the above or the business to be discussed, please contact: **Julie Bryant and Ed Brown, Governance Services** on julie.bryant@leicester.gov.uk or edmund.brown@leicester.gov.uk. Alternatively, email committees@leicester.gov.uk, or call in at City Hall.

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PUBLIC SESSION

AGENDA

FIRE / EMERGENCY EVACUATION

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1. WELCOME AND APOLOGIES FOR ABSENCE

To issue a welcome to those present, and to confirm if there are any 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

The minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 23rd April 2025 have been circulated, and Members will be asked to confirm them as a correct record.

4. MEMBERSHIP OF THE COMMISSION 2025/26

The Membership of the Commission will be confirmed and noted.

| | |
|-------------------|---------------------------|
| CHAIR | Councillor Sue Waddington |
| VICE CHAIR | Councillor Ted Cassidy |
| | Councillor Stephen Bonham |
| | Councillor Adam Clarke |
| | Councillor Molly O'Neill |
| | Councillor Rae Bhatia |
| | Councillor Abdul Osman |
| | Councillor Nigel Porter |

**5. DATES OF MEETINGS FOR THE COMMISSION
2025/26**

Members will be asked to note the meeting dates of the commission for 2025/26:

25 June 2025
27 August 2025
5 November 2025
14 January 2026
11 March 2026
22 April 2026

6. TERMS OF REFERENCE **Appendix B**

The Commission will be asked to note the Terms of Reference.

7. CHAIR'S ANNOUNCEMENTS

The Chair is invited to make any announcements as they see fit.

**8. QUESTIONS, REPRESENTATIONS AND
STATEMENTS OF CASE**

Dr Patel asks:

Having a look at the new parking signs around the city I have noticed that the 'Monday-Sat' or 'Monday -Fri' are missing. I am assuming this now means that street parking fees now apply 7 days a week. This was not included in the executive decision report in March 2025. Can the responsible person/City Mayor please address the following questions;

1. Why was this change not clearly stated or highlighted in the relevant Executive Decision report?
2. Do parking charges still apply on bank holidays?
3. Can the signs be changed back so there are no parking charges on Sunday?

Dr Spowage asks:

Why are there no automatic bollards on the Granby Street Pedestrian and Cycle Zone that is between Northampton Street and St Georges Way?

The bollards are on the plans that were presented to this committee on 13th October 2021 (available in the public reports pack, p.107) and are a part of the tender, and therefore money will have been allocated for them.

The Leicester and Leicestershire Enterprise Partnership delivery plan for 2022/2023, published on 7th December 2022, notes that the Granby Street scheme is now complete (p.8).

The Leicester and Leicestershire Enterprise Partnership Annual Update, published on 7th December 2022, talks of the Granby Street regeneration project as if it were complete (p.4).

However, the automatic bollards have not been installed and I cannot find any public reference to their omission. I have highlighted this issue multiple times on the Love Leicester portal but there has been no tangible improvement. In fact, the situation has been getting worse. This Pedestrian and Cycle Zone is used as a cruising strip by motorists. I have observed and documented up to seventeen vehicles at a time illegally parked and illegally driving along this section of Granby Street. This happens every day, at all times of the day and night. The Civil Enforcement Officers are overwhelmed. There are often so many motor vehicles that the whole street becomes blocked; usually by large SUVs, taxis and luxury track cars. As a cyclist, I have suffered three near misses with motorists on this section of Granby Street, and have witnessed a number of close calls between other cyclists and motorists, and between pedestrians and motorists. It is an incredibly unsafe and unpleasant place for pedestrians and cyclists.

9. PETITIONS

Any petitions received in accordance with Council procedures will be reported.

10. OVERVIEW OF ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY. [Appendix C](#)

Directors will give a presentation providing an overview of the Economic Development, Transport and Climate Emergency Scrutiny Commission.

11. LOCAL TRANSPORT FUNDING [Appendix D](#)

The City Transport Director submits a report to provide members of the commission with details of the government grants made available for transport improvements in the 25/26 financial year and to advise members of the commission of the projects and programmes these grants will allow us to deliver or support.

12. 25/26 BUS SERVICE IMPROVEMENT PLAN GRANT [Appendix E](#)

The City Transport Director Submits a report to provide details of the Department for Transport 25/26 Bus Service Improvement Plan (BSIP) and Bus Service Operators Grant (BSOG) to members of the commission and to outline the intended approach for the deployment of funds related to BSIP and BSOG.

13. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN - APPROACH TO INFORMAL SESSIONS.

The City Transport Director will discuss with the Commission as to how they

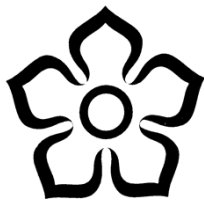
wish to approach informal scrutiny sessions on the Local Cycling and Walking Infrastructure Plan.

14. WORK PROGRAMME

Appendix F

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

15. ANY OTHER BUSINESS



Leicester
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Appendix A

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

Held: WEDNESDAY, 23 APRIL 2025 at 5:30 pm

P R E S E N T:

Councillor Waddington - Chair
Councillor Dr Barton – Vice Chair

Councillor Bajaj

Councillor Batool

Councillor Porter

Councillor Rae Bhatia

Councillor Singh Sangha

In Attendance:

Deputy City Mayor Councillor Cutkelvin
Assistant City Mayor Councillor Whittle

* * * * *

137. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies were received from Councillor Rae Bhatia. Councillor Modhwadia substituted.

138. DECLARATIONS OF INTEREST

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

There were no declarations of interest.

139. MINUTES OF THE PREVIOUS MEETING

With regard to the item on Electric Vehicle Charging Points Task Group - Executive Response, it was noted that there had not been time at the meeting to discuss the item in depth. As such, points were raised about the practicalities of having charging points in Council-facing buildings. In response to this, it was noted that whilst there would be challenges in installation, if there

was a realistic opportunity for installation, then this should be done.

A further policy document on the issue could be shared with the Commission.

It was noted that Councillor Batool had been marked as both present and having given apologies. It was noted that she was present at the meeting.

AGREED:

That the minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 12 March 2025 be confirmed as a correct record subject to the above correction.

140. CHAIR'S ANNOUNCEMENTS

The Chair informed those present that members of Culture and Neighbourhoods Scrutiny Commission had been invited to the meeting to discuss the item on Worker Exploitation as they had been invited to the task group.

141. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that none had been received.

142. PETITIONS

The Monitoring Officer reported that none had been received.

143. WORKER EXPLOITATION TASK GROUP - REPORT AND RECOMMENDATIONS

The Chair submitted a report examining worker exploitation in Leicester. The Commission was asked to note the report and support the recommendations set out in section 1.3 of the report.

Professor Nik Hammer of the University of Leicester, who had provided key research and analysis on the task group, summarised the report and recommendations. And presented slides (attached). Additional key points included:

- Two appendices included in the agenda pack were redacted, due to potential political sensitives and ongoing criminal investigations.
- Exploitation was experienced on a nationwide scale, on a spectrum and in a range of jobs.
- There was a national debate surrounding the enforcement gap.
- Violation tracking was problematic, due to the complex reasons as to why those affected would not necessarily report issues. Robust intelligence work was vital in avoiding further marginalisation of vulnerable groups.

- Significant recruitment problems presented within the Social Care sector relating to language barriers and the difficulty this presented in training and upskilling. Partnerships with social care providers could be useful, similar to the Salford and UNISON North-West migrant social care worker charter.
- The Gig Economy shaped conditions for workers such as taxi drivers and food delivery drivers. Companies were often based outside of the locality, so partnerships between Local Authorities and other national agencies would be vital to maintain standards.
- There were some areas where local authorities had an influence on procurement and licencing. Problems arose though due to a lack of capacity for due diligence, for both the contractor and the commissioner.
- Social issues interlinked with matters of worker exploitation. For example, housing issues arose due to low-paid workers being unable to afford high rents. Home Office investigations into migrant working in Bristol had noted caravan dwelling and poor living conditions.
- Fair Work Wales and Fair Work Scotland had developed frameworks using procurement to strengthen labour standards.

In response to questions from the committee, it was noted that:

- Labour standards enforcement and immigration enforcement needed to be dealt with as separate matters as accessing and supporting vulnerable workers would become even more difficult if they suspected full immigration scrutiny.
- Vital trust building with marginalised groups could be established via trade unions and community groups. Learning could be taken from the FAB-L approach, which was specific to the garment industry, but could be applied more widely.
- Conflicts of interest arose with enforcement action, which could lead to difficulties in gathering information.

AGREED:

- 1) That the report be noted.
- 2) That the report be presented to the Executive and the response from the Executive be brought back to the Commission.
- 3) That the report be shared with local MPs, including The Secretary of State for Work and Pensions.

144. CALL-IN - PARKING FEES AND CHARGES

The Monitoring Officer submitted a report informing the Commission that the Executive decision taken by the City Mayor on 25 March 2025 relating to increasing parking charges had been the subject of a 6-member call-in under the procedures at Rule 12 of Part 4D, City Mayor and Executive Procedure

Rules, of the Council's Constitution.

The Chair clearly outlined the process that she would follow in determining how to resolve the call-in. The Commission was recommended to either:

- a) Note the report without further comment or recommendation. (If the report was noted the process continues and the call-in will be considered at Council on Full Council or
- b) Comment on the specific issues raised by the call-in. (If comments were made the process continues and the comments and call-in would be considered at Full Council); or
- c) Resolve that the call-in be withdrawn (If the committee wished for there to be no further action on the call-in, then they must actively withdraw it. If withdrawal was agreed the call-in process stops, the call-in would not be considered at Full Council and the original decision takes immediate effect without amendment).

The Chair invited the proposer of the call-in, Councillor Porter, to make their case. The following points were raised:

- Council proposals had been made to increase charges to on-street and off-street parking.
- It was suggested that those on a low-income and already struggling with increased cost of living prices would be most affected.
- It was put forward that increased parking charges could have a negative effect on the city centre economy. Competitor retail sites, such as Fosse Park, located beyond the city boundary, had free parking.
- A counter suggestion was put forward to reduce city centre parking fees to improve retail revenue.
- The most recently published Revenue Budget reflected a current deficit of £400k in parking income for the city.
- Proposals had been made to remove night-owl charges, this was the reduced rate parking fee designed to boost the city's night-time economy. Out of hours bus services could be problematic so city centre night-time could be impacted by a reduction in footfall.

The Chair invited the seconder of the call-in, to the table to make their case. Councillor Modhwadia attended the meeting as substitute for seconder Councillor Kitterick and raised the following point:

- Reductions to parking charges could bring people into the city which would support local business and create revenue for the council.

The Chair invited Assistant City Mayor for Environment and Transport, Councillor Whittle, to respond. A presentation was given (slides attached) and the following points were raised:

- Overall, city centre tariffs would increase by 25% for on street pay and

display and off-street parking.

- There would a higher increase for Victoria Park.
- The evening discount would be terminated.
- The tariff for parks would increase by 10%.
- Blue Badge free parking would remain in place.
- Sunday street parking would be chargeable.
- New fees would commence on the 12th May.
- There would be an annual review charges to consider inflation.
- Inflationary cost charges in CCTV monitoring, energy cost, maintenance and third-party services all led to the need for an increase in charges.
- There had also been major capital investment in recent years to improve service and ensure safer parking.
- Changes would create an annual saving of £1.1m, £0.5m would cover service cost pressures.
- Savings would contribute to the 3-year savings target for Planning, Development and Transportation.
- Private operators would also be increasing their charges.
- In terms of benchmarking, Leicester's council parking site tariffs would remain up to 60% lower than private sites in Leicester and Derby.
- Leicester short stay parking charges were among the cheapest in the midlands.
- The evening tariffs were lower than Nottingham and Derby.
- Sunday charges were in line with neighbouring cities.
- There was an emphasis on low-cost travel within the city including the fare cap of £3 on bus fares, concessionary bus tickets, Park and Ride and the Free Hop service.
- Previously raised parking fees had not led to reduced occupancy levels.
- Privately owned car parks did not offer the same level of provision as Leicester City Council car parks and charged more.
- High quality cycling and walking routes into the city were available.
- Evening free carparking would remain in place.
- The City Centre offer was wider than retail, including leisure and tourism amongst the portfolio.
- It was recommended that the scrutiny commission resolved that the call-in was withdrawn.

Members of the Commission discussed the report which highlighted the following points:

- Increased parking charges was estimated to generate £1m revenue in the first year.
- Consultation was not required when amending parking tariffs. A newspaper notice and notices within the car parks were required.
- Parking in Leicester city was comparatively cheaper than other cities and it would be good for this to be publicised.

The Chair asked if the proposer wished to withdraw the call-in. It was noted that the proposer wished for the call-in to proceed.

Councillor Bajaj moved that, following the points raised during the meeting, the call-in be withdrawn. This was seconded by Cllr Barton and upon being put to the vote the motion was CARRIED.

RESOLVED:

That the call-in be withdrawn.

AGREED:

- For a report to be brought to Commission, to include car park usage since the increased charges.
- More publication to be given regarding the relative low cost of using Council car parks.

Councillor Porter and Councillor Modhwadia left the meeting at the end of this item.

145. INWARD INVESTMENT AND PLACE MARKETING

The Director of Tourism, Culture, and Inward Investment submitted a report updating the Commission on the work of the Place Marketing Team for Leicester and Leicestershire.

The Director of Inward Investment and Place Marketing provided an overview of the report, key points to note were:

- The Place Marketing Team was a partnership between Leicester City and Leicestershire County councils.
- There was around £47k core council budget supporting the service, with the remainder coming from other funding.
- The most recent data on Tourism came from 2023. City tourism had brought in around £844m annually.
- Visitor numbers had increased by 2.4% on the previous year.
- Local Visitor Economy Partnership (LVEP Accreditation) had been secured which could position the city well in terms of future funding.
- Work was ongoing to create a new Destination Management website with increased functionality.
- There was a significant move towards improving commercial opportunities within the city. Around £48k had been generated in

the previous year.

- Group travel was a key target market. The Annual Conference for the Association of Group Travel Organisers had been secured and Leicester City would be in the spotlight as a destination for group travel. Leicester had been nominated for a third year in a row as being a best destination for group travel.
- Work was underway for a new destination management plan which would run between 2026-2031. This was a county wide strategy, the Leicester City plan was being updated at the same time to ensure alignment between the two.
- Regarding inward investment achievements, £11.2m of investment value had been secured, creating 183 new jobs with 205 jobs safeguarded in the city.
- Leads generated equated to £7.3m, with 35 new jobs.
- There was a focus on the new council work spaces, such as Canopy, Dock and the Blackbird Industrial Estate.
- A lot of activity included investor events. £43k of private sector funding had been secured.

Members were invited to comment and ask questions, responses were as follows:

- In terms of long-term resilience, business partnerships were common with project delivery. Campaigns to attract tourists were in place with the aim to join companies and venues together, offering a full tourist package.
- The new Visit Leicester website helped to build support for communities and accessibility. Tracking capabilities helped to access long-term impact.
- Case studies formed much of the development work surrounding sustainable tourism. Best practice examples were shared to break down barriers for customers.
- Software was employed to track key words in online feedback. Significant work went into providing positive responses.
- Successful efforts had attracted a diverse range of businesses. Connectivity with the private sector had been a key focus.
- The Destination Plan and Visit Britain attracted wider business and there were further opportunities to develop overseas interest.
- Promotion was ongoing, with a range different agents and landlords, to increase business opportunities in empty units.

AGREED:

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

into account by the lead officers.

Councillor Cutkelvin left the meeting following the consideration of this item.

146. 24-HOUR BUS LANES - EXECUTIVE RESPONSE.

An update was submitted on the executive response on the Scrutiny Task Group on Bus Lanes. This was taken as read.

The Commission agreed that they were satisfied with the response.

AGREED:

That the response be noted.

147. 20MPH PROGRAMME UPDATE

The City Transport Director submitted a report to provide members of the commission with an update on the progress of the City's 20mph programme, and to provide members of the commission with details on the next phases of the City's 20mph programme.

Key points to note other than those on the slides (attached with the agenda pack) were:

- Any opportunities to consider roads for 20mph would now be considered.
- A monitoring approach was being taken to assess the level of impact. This took into account best practice from the government.
- The level of impact and level of support would be considered in order to refine the programme further.
- Air quality was a national issue, and this would be monitored.
- An updated version of programme progress would be produced.
- Three further 20mph zones had come online since the slides had been published.
- The roads marked in purple had joint Traffic Regulation Orders (TRO) with Leicestershire County Council.
- Traffic surveys had been scheduled for this side of the school summer holidays.
- People could search for individual roads to ascertain their status.

Members were invited to comment and ask questions, Responses were as follows:

- In response to queries about how marginalised areas were approached to ensure that the consultation was representative, it was explained that the biggest issue with engagement was that it was a niche issue. In order to boost engagement, door-knocking had been undertaken. It was also the case that in certain communities, people had stepped forward as a spokesperson for a community to suggest that there was a demand for 20mph zones in the area. Ward Councillors had also done this on behalf of residents. It was noted that a comparative number of objections had not been received and the City Transport Director could not recall a time when a 20mph zone had been brought in and residents has said that they were not consulted correctly.
- Additionally, whilst the sector had struggled with engagement, it was considered as to how it could be ensured that people had a voice, particularly in lower performing areas.
- It was noted that when surveys were assessed over multiple years there could be negative perceptions where the reality was different. This was due to people perceiving lower speeds as speeding, when average speeds were reduced, people were in the mindset of lower speeds.
- Traffic calming measures were monitored to ensure they were appropriate, and maintenance and safety features were looked at to ascertain if lessons could be learned.
- Support was there as long as the Council engaged from the beginning and were open and honest about intentions.
- In response to queries about supporting data for road safety, it was noted that there had been a trend of a reduction in casualties with regard to other road users (i.e. pedestrians or cyclists). Compliance with the 20mph scheme had been high and average speeds were reducing. There had been a general reduction of traffic on calmed roads. Additionally, more people were now walking and cycling and doing so over increased distances. There were comparative measures showing a positive impact on measures that were aimed for and a negative impact on measures that were hoped to be avoided. Data was available from spot-checks and city-wide measure.

AGREED:

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

148. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

The City Transport Director submitted a report to provide members of the commission with details on the proposed Local Cycling and Walking

Infrastructure Plan and to make members of the commission aware of the forthcoming consultation, and provide details for how they may contribute to the plan.

The report and presentation (included with the agenda pack) were taken as read.

Additional points made included:

- The plan was part of a consultation approach. Members would be invited to an informal review.
- A strategic plan was being developed. This was not prescriptive and was aimed at identifying key corridors where the quality of cycling and walking could be increased.
- A consultation would take place with Ward Councillors, residents and stakeholders.
- It was added that the information in the previous report on 20mph zones demonstrated that conditions were being created to make it safer to walk and cycle.

Members were invited to comment and ask questions, Responses were as follows:

- In response to a query about how the plan fitted in with climate goals and equity priorities, it was explained that there were increasing options for walking and cycling to increase access to employment, education and leisure, which ultimately would lead to more in terms of employment and improvements in social mobility and an overall uplift in the economy of the city both in terms of decarbonisation and having wealthier and more educated users.
- In response to a question about key challenges in funding and infrastructure, funding was the biggest challenge as demand for installation was bigger than the money received from the government. The projects in the plan were large by their very nature, for example, some included big junctions. The current funding model was annual and done on a bidding approach. In order to make a bid, a design needed to be ready and a bid might not be successful. This meant that there was a need to deliver at pace, meaning that schemes developed were at risk and needed to fit the definitions of the funding bid. The manufactured timescales could be difficult.
- In terms of providing incentives to reach out to audiences, particularly children and young people, it was clarified that there was a cycle accessibility programme with schools. A schools ride had been planned in conjunction with Leicester Cathedral, however, it had been difficult to establish dates for this which were convenient for the cathedral, but this was being looked at for next year. There was government funding

available for this kind of activity and it was sought to maximise the impact of this and consider how to have a broad approach but also have direct support where needed. Branded helmets had been considered and it was looked to launch more programmes such as clean air days. It was aimed to reach out to younger people, and as part of this, the universities and colleges had been met with to discuss how to engage with younger people and encourage them to walk and cycle, even after they had obtained driving licences.

- In response to queries about transport equity and engaging with marginalised groups, it was noted that models had been developed with references to deprivation and environment scores. These models were data driven and took into account areas with a lack of connectivity and poor environments. The primary role of the consultation was to ensure that people were heard. In addition to this, the Council ran a number of outreach programmes with marginalised groups to ensure that they had a platform to engage.
- Additionally, the Air Quality Action Plan would engage with similar groups and would include accessibility groups. This was the starting point for ongoing investigation to ensure that everybody was heard from.
- In terms of mechanisms to engage with communities, Voluntary and Community Sector (VCS) groups could be used and a running demographic of those who engaged was kept so that it could be seen as to who was not engaging and as such these groups could be worked with and engaged with. It was aimed to engage through people working locally rather than via email. Additionally, Ward Councillors were worked with to ascertain whether areas needed to be engaged with. Consultations were map-based so people could click on areas to show where issues were, this was particularly useful for people for whom English was not a first language.
- In response to a point raised about digital exclusion, this could be addressed in the next report on the issue.
- Information on who was consulted about the width of cycle routes could be included in the next report.

AGREED:

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

149. WORK PROGRAMME

The work programme was noted.

150. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting finished at 20:11.

Worker Exploitation Task Group

Report and Recommendations

Culture and Neighbourhoods Scrutiny Commission
Report of the Chair of the Economic Development, Transport and
Climate Emergency Scrutiny Commission

University of Leicester
Nikolaus Hammer, Joseph Choonara, Chandrima Roy, Guillaume Wilemme

Date of meeting: 23 April 2025
Chair: Sue Waddington



Aims

- gain an overview of sectors and practices of worker exploitation across the UK
- develop a picture of the enforcement landscape, in particular as it appears from the perspective of local authorities
- - map key local stakeholders and their intelligence/systems
- on the basis of broad stakeholder consultation, establish where in Leicester worker exploitation is prevalent (e.g. across sectors, business models, communities, etc)
- recommend, specifically as regards the local authority's remit, avenues to improve a) monitoring, b) compliance, c) remedy for exploited workers



Enforcement Gap (I)

Breakdown of Resolution Foundation (2022) numbers for Leicester

| | UK | Leicester |
|--|-----------|-----------|
| NMW/NLW underpayment | 400,000 | 2,300 |
| No paid holiday entitlement | 900,000 | 5,200 |
| No payslip provided | 1,800,000 | 10,500 |
| Not auto-enrolled in pension scheme | 600,000 | 3,500 |
| Reported workplace discrimination | 8,300,000 | 50,000 |

Source: Source: Judge and Slaughter (2023, 17; Resolution Foundation)



Enforcement Gap (II)

Evidence from Violation Tracker database

- Labour standards violations across UK, 2020-2024: 1,607
- Labour standards violations in Leicester, 2020-2024: 7

16

- Statistical data are mostly estimates
- Difficulties to bring 'reported non-compliance' to 'actionable non-compliance'
- Exploitation often in grey areas of economy, drawing on vulnerable workers, difficult to access



Findings/Sectors

- Continuum of violations of work and employment standards
- Vastly different subcontracting structures across sectors
- ↳ - Social care: some LA involvement but very different forms of contracting, recruitment channels, management systems
 - Look at NW Migrant Social Care Worker Charter betw UNISON and Salford Council
- Procurement and licensing: lack of contractor and commissioner capacity in due diligence (self-reporting)
 - Look at Fair Work Wales and Fair Work Scotland frameworks
- Online platform/gig economy: most diverse and evolving
 - Suggests two-pronged top-down and bottom-up approach



A local 'Fair Work' labour market partnership to establish robust pathways to intelligence

National level – Enforcement Agencies

- Intelligence-led
- Require hard info to turn 'reported non-compliance' into prosecutions

18

Local authority

- No enforcement powers (exc for HSE)
- Delegated role in economic development
- Capabilities in monitoring and partnership

Trade unions/community orgs

- Access to vulnerable workers
- Comprehensive understanding of work everyday life, cultural, etc issues



Rationale

- Better monitoring/anticipation of issues on the ground
- Support low-level issues before they become more critical
- ⇒ - Signal a red line of minimum employment standards to employers and workers
- Partnerships to tackle issues before they become a public concern
- Quality evidence to feed into enforcement agencies; to demand action from enforcement agencies



Recommendations/ Delivery

8. Designate an LCC 'Fair Work' officer for coordination and support. Specifically, to
- a. provide a link between the local authority, community organisations, trade unions, and sector specific initiatives;
 - b. develop links with partners (trade unions, NGOs, civil society partners) in other sectors at risk (e.g. construction, nail bars);
 - c. encourage partnership working between the local initiatives and the labour market enforcement agencies within the Fair Work Agency;
 - d. support partners to secure appropriate funding.
9. Integrate the above local fair work recommendations with other local authority functions (e.g. Trading Standards, Adult Social Care, Adult Education, Schools, Economic Development and Community Safety) in building partnerships and outreach.
10. Review procurement and commissioning processes within the local authority with a view to integrate and monitor work and employment standards in supply chain due diligence.

Parking Fees & Charges

Response to Call-in of Executive Decision taken
24th March 2025 to increase parking fees and
charges

Summary of revised parking fees and charges (1)

≈

- City centre tariffs to increase by ~25% for on street Pay & Display and off-street car parking
- Higher increase for Victoria Park car park to match other city centre car parks
- Discounted evening rate (Night Owl tariff) in car parks will be discontinued
- Parks car park tariffs will be increased by 10% (not 25%)

Summary of revised parking fees and charges (2)

- Decision (made in 2022/23) to charge for street P&D parking on Sundays will be implemented
- Blue badge holders can still park for free
- The 10p convenience fee for paying by phone will be absorbed into the new tariffs
- Aim is for new fees and charges to commence on 12th May
- Annual review of charges to take account of inflation

The need to raise charges

- Inflationary cost pressures in CCTV monitoring, 3rd party services, energy costs and infrastructure maintenance
- Cost pressures have been largely absorbed by Parking Service over a decade
- Major capital investment in recent years have improved LCC car parks to provide safer parking
- All Council car parks have Park Mark status for safe parking (a rigorous assessment by specially trained Police assessors)
- Will be only second price increase since 2014

Financial case

- Financial position of Council requires difficult choices to be made, all services asked to find savings
- Annual saving of £1.1m of which £0.5m will cover service cost pressures
- Savings will also contribute £0.6m towards 3-year savings target of £4m for Planning, Development and Transportation
- Income from parking charges is reinvested into parking, highways and transport-related services
- Demand for parking remains strong, private operators are increasing their charges

Proposed Parking Tariffs

| Haymarket Car Park | | |
|--------------------|-------------------|--------------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £2.00 | £2.50 |
| 3 hours | £4.00 | £5.00 |
| 4 hours | £5.00 | £6.30 |
| 6 hours | £7.00 | £8.80 |
| 9 hours | £10.00 | £12.50 |
| 12 hours | £12.00 | £15.00 |
| | | |

| Newarke Street Car Park | | |
|-------------------------|-------------------|--------------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £2.00 | £2.50 |
| 3 hours | £4.00 | £5.00 |
| 4 hours | £5.00 | £6.30 |
| 6 hours | £7.00 | £8.80 |
| 9 hours | £10.00 | £12.50 |
| 12 hours | £12.00 | £15.00 |
| | | |

| Upper Brown Street Car Park | | |
|-----------------------------|-------------------|--------------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £2.00 | £2.50 |
| 3 hours | £4.00 | £5.00 |
| 4 hours | £5.00 | £6.30 |
| | | |

| Dover Street Car Park | | |
|-----------------------|-------------------|--------------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £2.00 | £2.50 |
| 3 hours | £4.00 | £5.00 |
| 4 hours | £5.00 | £6.30 |
| 6 hours | £7.00 | £8.80 |
| 9 hours | £10.00 | £12.50 |
| 12 hours | £12.00 | £15.00 |
| | | |

Proposed Parking Tariffs

| Abbey Park Car Park | | |
|---------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| 2 hours | £2.00 | £2.20 |
| 3 hours | £3.00 | £3.30 |
| 4 hours | £4.00 | £4.40 |
| 12 hours | £9.00 | £9.90 |
| | | |

| St Margarets Pastures Car Park | | |
|--------------------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| 2 hours | £2.00 | £2.20 |
| 3 hours | £3.00 | £3.30 |
| 4 hours | £4.00 | £4.40 |
| 12 hours | £9.00 | £9.90 |
| Sunday/BH Up to 3 Hours | £1.00 | £1.10 |
| Sunday/ BH Up to 6 Hours | £3.00 | £3.30 |
| | | |

| Victoria Park Car Park | | |
|------------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £1.00 | £1.30 |
| 2 hours | £2.00 | £2.50 |
| 3 hours | £3.00 | £5.00 |
| 4 hours | £4.00 | £6.30 |
| 9 hours | N/A | £12.50 |
| 12 hours | £9.00 | £15.00 |
| | | |

| Watermead Park Car Park | | |
|-------------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| 2 hour | £2.00 | £2.20 |
| 3 hours | £3.00 | £3.30 |
| 4 hours | £4.00 | £5.40 |
| 12 hours | £9.00 | £9.90 |

Proposed Parking Tariffs

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| Phoenix Car Park | | |
|------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| 1 hour | £2.00 | £2.50 |
| 3 hours | £4.00 | £5.00 |
| 4 hours | £5.00 | £6.30 |
| 6 hours | £7.00 | £8.80 |
| 9 hours | £10.00 | £12.50 |
| 12 hours | £12.00 | £15.00 |
| | | |

| On-Street Pay & Display Bays | | |
|----------------------------------|----------------|-----------------|
| Time Band | Current Tariff | Proposed Tariff |
| City Centre Inner 1 hour | £2.00 | £2.50 |
| City Centre Inner 2 hours | £3.50 | £4.40 |
| City Centre Outer 2 hour | £2.00 | £2.50 |
| City Centre Outer 3 hours | £2.50 | £3.10 |
| City Centre Long Stay 3 hours | £2.00 | £2.50 |
| City Centre Long Stay 10.5 hours | £8.00 | £10.00 |
| London Rd Outer 1 hour | £1.00 | £1.30 |
| London Rd Outer 2 hours | £2.00 | £2.50 |
| London Rd Outer 6.5 hours | £7.00 | £8.80 |
| London Rd Inner 0.5 hours | £1.00 | £1.30 |
| London Rd Inner 1 hour | £2.00 | £2.50 |
| London Rd Inner 2 hours | £3.00 | £3.80 |
| London Rd Inner 3 hours | £4.00 | £5.00 |

Benchmarking with other councils

| Headline Benchmarking Detail | Defined Comparison (Comparable Car Park or On-Street Location) |
|---|---|
| Leicester's Council-Operated tariffs remain up to 60% lower than private sector rates in Derby and Leicester | 3-hour stay: £5.00 (Leicester Council) vs £8.85–£11.85 (Private Sector) |
| Leicester Charges up to 45% Less for 12-Hour Stays Compared to Nottingham's Broad Marsh and Trinity CPs | £9.90–£15 (Leicester) vs £18.00 (Nottingham Council CPs) |
| Short-stay parking in Leicester is among the cheapest across comparable Midland cities | 1-hour parking from £1.30 to £2.50 (Leicester) vs £2.40–£5.50 (Coventry, Derby, Nottingham, Private Sector) |
| Leicester evening parking tariffs are significantly lower than Nottingham and Derby equivalents | 4-hours parking: £4.40 - £6.30 (Leicester) vs £8.00–£10.00 (Nottingham), £8.95 (Derby Private Sector) |
| Leicester's 2-Hour tariff in our car parks offers better value than equivalent council tariffs in Nottingham, Coventry, and Derby | £2.20–£2.50 (Leicester) vs £2.20–£5.50 (Other Neighbouring Councils) |
| Tariffs apply on all days, including Sundays. This is in line with neighbouring cities approach. | 1-hour parking from £1.30 to £2.50 (Leicester) vs £2.40–£5.50 (Coventry, Derby, Nottingham, Private Sector) |

Call in details (1)

- *'We, the undersigned, wish to 'Call-In' the decision made by the City Mayor to increase council on street and off street parking charges. **Raising parking fees will disproportionately impact people on low-incomes, many of whom are already struggling with rising living costs and increased council tax payments.** Since the Labour government took office, financial pressures have increased significantly, with last week's Spring Statement bringing further economic strain with reduced help and support. Increasing parking fees will add yet another burden to those who can least afford it.*

Response (1) - Support for People on Low Incomes

- One third (33%) of Leicester households do not own a car, well above England average 24%
- Bus travel is comparatively affordable for people on low income
- Fare cap £3, concessionary bus passengers travel for free
- Park & Ride buses run every 15 mins, 7am to 7pm, Mon to Sat
- P&R tickets: Individual Day £3.50, Group Day £4, Senior/disabled £1
- Hop! - Free City Centre Circular bus every 10 mins
- High quality cycling and walking routes enable free travel into city centre
- Blue badge holders park for free at all times

Call in details (2)

- *Beyond harming residents, these proposed changes will have a wider negative impact on the city centre's economy. The reason for this is clear. Leicester's high parking charges are literally driving business and customers away to Fosse Park, which offers free, convenient and safe parking and is just a few minutes away from the city centre. If the council considered reducing parking fees it could actually see an increase in revenue. Attracting more visitors to Leicester would be good for local businesses and it would help to revitalise the city centre. Yet the council seems intent on doing the opposite, making it increasingly unaffordable to park in Leicester, which will result in further economic decline, with more businesses and customers moving to Fosse Park.*

Response (2) – Impact of City Centre's Economy

- Demand and occupancy levels are very high in Council car parks
- We remain price competitive compared to other parking providers
- Many car parks operated by private operators do not offer the same quality provision
- Of 11,200 off-street, car park spaces in the city centre, Council operates just 1,750 (16%). Majority operated by private sector
- Central location offers more and easier options for access by bus, cycling and walking
- Income from parking fees supports highway and traffic management services critical to support local businesses and economic growth

Call in details (3)

- *We also oppose the proposed removal of the "Night Owl" reduced parking rates, as this would harm the nighttime economy. Instead of deterring evening visitors, the council should be encouraging them. Raising parking fees at this time is a bad decision which will hurt residents, businesses and the city's economy. We respectfully request that the council reconsider the proposals to increase charges and instead starts to adopt policies that will boost investment and encourage economic growth, rather than pricing people out of the city centre.'*

Response (3) –Evening Parking & Night-time economy

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- Evening parking on city centre streets will remain free to help support the night-time economy
- Car Parks will also remain open in the evenings
- Car Parks provide a secure parking environment in the evenings
- There is a cost to manage and provide car parks in the evenings
- Unlike Fosse Park, the city centre delivers much more than retail
- Leicester city centre offers a diverse retail, cultural and leisure visitor experience to bolster the night-time economy, for example the recent Light Up Leicester festival attracted 93,500 visitors to the City

Recommendation for Scrutiny

- Scrutiny to Resolve that the call-in be withdrawn
- Agreement for withdrawal:
 - Will stop the call in process
 - Call-in will not be considered at a future meeting of Full Council
 - Original decision will take immediate effect without amendment

SCRUTINY COMMITTEES: TERMS OF REFERENCE

INTRODUCTION

Scrutiny Committees hold the Executive and partners to account by reviewing and scrutinising policy and practices. Scrutiny Committees will have regard to the Political Conventions and the Scrutiny Operating Protocols and Handbook in fulfilling their work.

The Overview Select Committee and each Scrutiny Commission will perform the role as set out in Article 8 of the Constitution in relation to the functions set out in its Terms of Reference.

Scrutiny Committees may:

- i. review and scrutinise the decisions made by and performance of the City Mayor, Executive, Committees and Council officers both in relation to individual decisions and over time.
- ii. develop policy, generate ideas, review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas.
- iii. question the City Mayor, members of the Executive, committees and Directors about their decisions and performance, whether generally in comparison with service plans and targets over a period of time, or in relation to their initiatives or projects.
- iv. make recommendations to the City Mayor, Executive, committees and the Council arising from the outcome of the scrutiny process.
- v. review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the Scrutiny Committee and local people about their activities and performance; and
- vi. question and gather evidence from any person (with their consent). •

Annual report: The Overview Select Committee will report annually to Full Council on its work and make recommendations for future work programmes and amended working methods if appropriate. Scrutiny Commissions / committees will report from time to time as appropriate to Council.

The Scrutiny Committees which have currently been established by the Council in accordance with Article 8 of the Constitution are:

- Overview Select Committee (OSC)
- Adult Social Care Scrutiny Commission
- Children, Young People and Education Scrutiny Commission (which also sits as the statutory Education Committee)

- Culture and Neighbourhoods Scrutiny Commission
- Economic Development, Transport and Climate Emergency Scrutiny Commission
- Housing Scrutiny Commission
- Public Health and Health Integration Scrutiny Commission

The key work areas covered by each Scrutiny Commission are to be found here <https://www.leicester.gov.uk/your-council/decisions-meetings-and-minutes/overviewand-scrutiny>

SCRUTINY COMMITTEE: OVERVIEW SELECT COMMITTEE

The Overview Select Committee **will**:

- Scrutinise the work of the City Mayor and Deputy City Mayors and areas of the Council's work overseen by them.
- Consider cross cutting issues such as monitoring of petitions
- Consider cross-cutting issues which span across Executive portfolios.
- Manage the work of Scrutiny Commissions where the proposed work is considered to have impact on more than one portfolio.
- Consider work which would normally be considered by a Scrutiny Commission but cannot be considered in time due to scheduling issues.
- Report annually to Council.
- Be responsible for overseeing the work of scrutiny and the commissions and to refer certain matters to particular commissions as appropriate.

SCRUTINY COMMISSIONS

Scrutiny Commissions **will**:

- Normally undertake overview of Executive work, reviewing items for Executive decision where it chooses.
- Engage in policy development within its remit.
- Normally be attended by the relevant Executive Member(s), who will be a standing invitee.
- Have their own work programme and may make recommendations to the Executive on work areas where appropriate.
- Consider requests by the Executive to carry forward items of work and report to the Executive as appropriate.
- Report on their work to Council from time to time as required.
- Be classed as specific Scrutiny Committees in terms of legislation but will refer cross cutting work to the OSC.

Economic Development, Transport and Tourism Scrutiny Commission

Overview Presentation

25th June 2025

Andrew Smith – Director Planning, Development and Transportation

Peter Chandler – Director Tourism, Culture and Economy

Scope

- Highways and Transportation
- Planning Local Plan/non regulatory
- Regeneration and development projects
- Environment/Climate Emergency
- Place marketing and inward investment
- City centre and tourism development
- Workspace
- Jobs and skills
- Business support
- Leicester and Leicestershire Business & Skills Partnership
- Adult Education

Transport Strategy and Programmes

Lead: Daniel Pearman

- Transport Strategy
- Passenger Transport
- Major Projects
- Connecting Leicester
- 41 • Walking and Cycling
- Neighbourhood Projects
- Traffic Regulation orders
- Highways Development Control
- Electric Vehicles/charging



Transport Strategy and Programmes

Active and Sustainable Transport

- Leicester Bus Partnership
- City Bus Stations
- Walking, wheeling, cycling – infrastructure and behaviour change
- Air quality monitoring and action plan

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READY** →
LEICESTER



Transport Strategy and Programmes

Capital Projects

- Transforming Cities Fund
- Connecting
♣ Leicester
- Active Travel Fund
- Levelling Up
- Local Transport Grant



Transport Strategy and Programmes

Road Safety, Traffic Management, and Speed Control

- 44 • 20mph schemes
- Traffic Regulation Orders
- Reactive safety schemes



Highways Activities

Lead: Martin Fletcher

Priorities:

- Highway Maintenance
- Winter Service, Flooding & Drainage
- Network Management
- Parking & Traffic Regulation

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Highways & Transport Programmes

Priorities:

- Local Environmental Works
- School Run Parking
- Residents Parking Zones
- Pedestrian Crossings
- Local Traffic Management Schemes



Planning

Lead: Grant Butterworth

Service Priorities

- Local Plan
- Strategic Planning
- 47 • Development Management/Planning applications
- Urban Design
- Planning Enforcement
- Mapping system



Planning

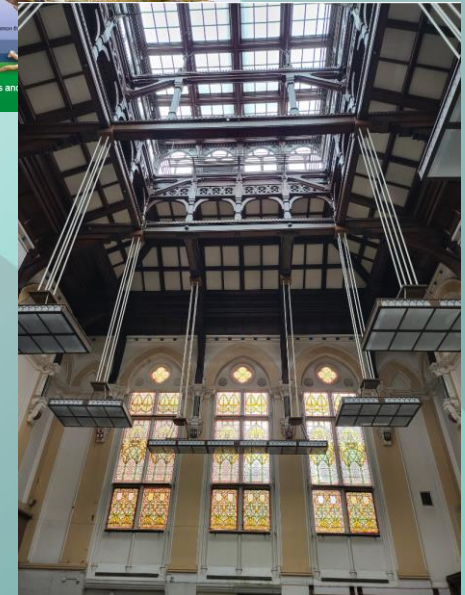
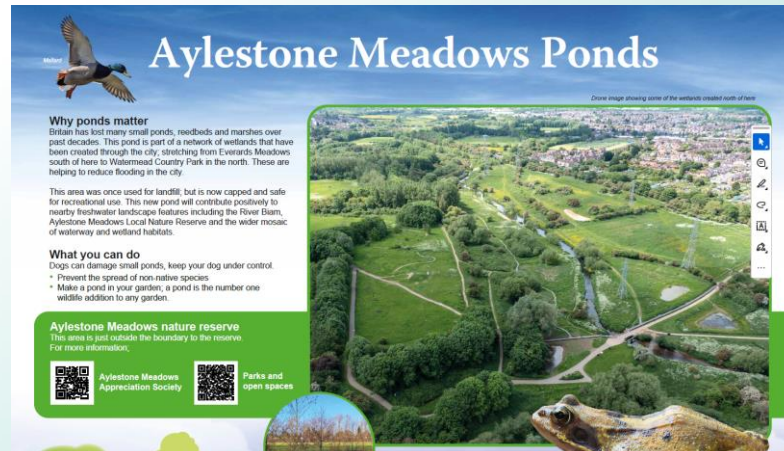
Lead: Grant Butterworth

Service Priorities:

- **Nature conservation:**
 - Deliver Biodiversity Action Plan
 - Biodiversity Net Gain
 - Sustainable Urban Drainage
 - Landscape design

Built Conservation:

- Deliver Heritage Action Plan
- Buildings at Risk
- Conservation Areas
- Conservation Grants
- Heritage Action Zone



Regeneration and Development

Lead: Lauren Tyrrell

Waterside

Priorities

- Continue delivery of residential and employment through lead developer
- Support private sector led schemes



Levelling Up Projects

- Pioneer Park
- Former Ian Marlow Centre
- Railway Station

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Ashton Green

Priorities:

- Continue to progress major urban extension
- Secure developers for phased residential development including village centre parcel
- Delivery of new highway and green infrastructure

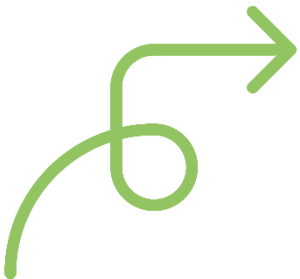


Climate Ready Leicester is
our response to the climate
emergency.

Climate ready means....



1. Towards a net zero city – saving energy, electrification, renewables
2. Also, reducing carbon emissions from Leicester's consumption and waste
3. Becoming resilient and adapted to a changing climate – addressing flooding, heatwaves, water scarcity, climate pressures on biodiversity
4. Thriving individuals, communities and economy through action on climate
5. Council leading by example



Roles:

- Sustainability Team in EBS – leads on policy and strategy, co-ordination, action plan development, monitoring and reporting
- Whole council – development and delivery of actions



Supporting and inspiring action by the public and business, with the help of Climate Ready Leicester branding being rolled out across the council and with partners



Current delivery examples

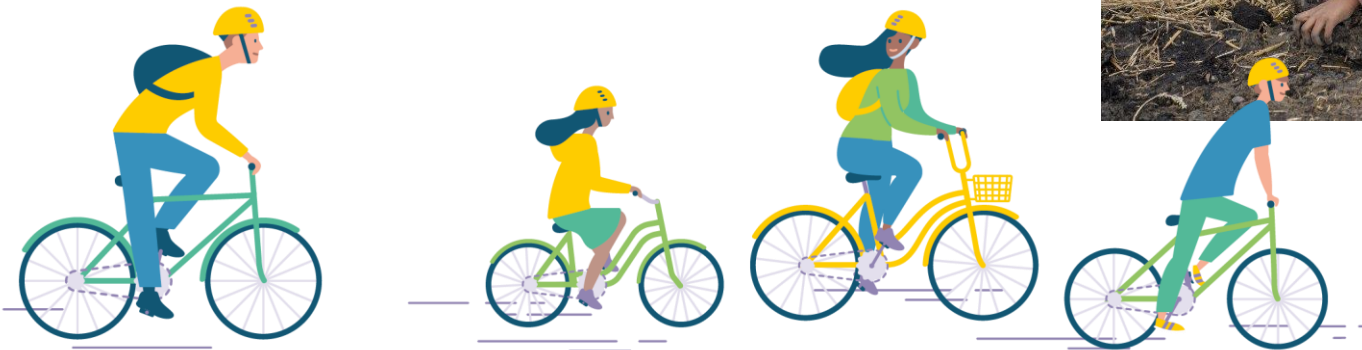
- Private housing – Addressing fuel poverty, Warm Homes Local £4.5m programme from September 2025
- Council housing – loft insulation, upgraded heating systems
- 54 • Energy efficient, low carbon new housing e.g. Stocking Farm
- Council buildings – Clean& Green Invest to save programme £2 million approved, LEDs and PVs
- Business support – new low carbon business units open at Pioneer Park and Dock 3-4



CLIMATE
READY →
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Current delivery examples continued

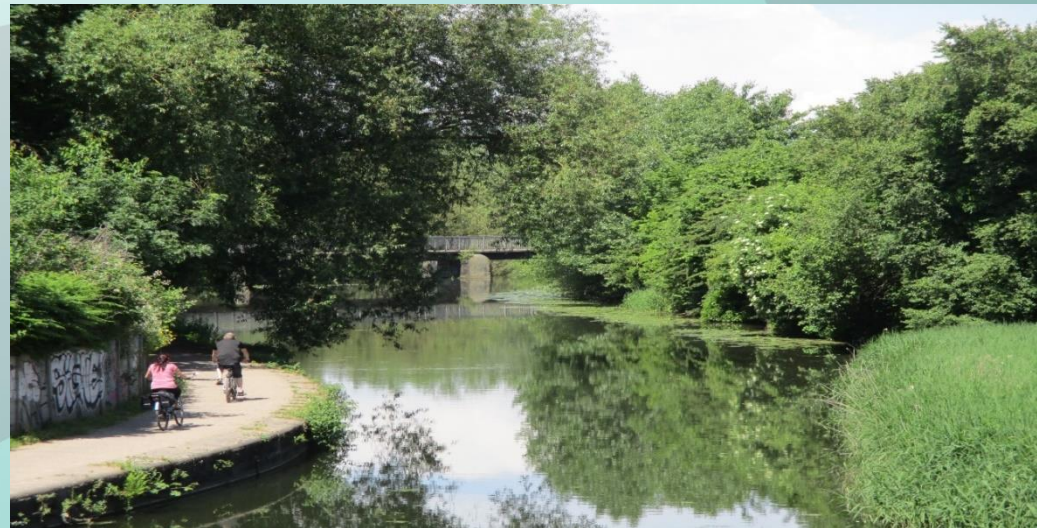
- Sustainable schools - Eco Schools, Built Environment Service (BESS), 'Tiny Forests', Wildlife Friendly Schools, SuDs in Schools
- Environment Gallery at New Walk Museum
- 55 Greening of Festivals and events
- Green Libraries Project
- plus all the transport, flood management and other projects outlined on the other slides.



Environment

- Flood risk – Lead: Martin Fletcher
- Air Quality Action Plan - Lead: Daniel Pearman
- Biodiversity Action Plan – Lead: Grant Butterworth
- Climate Ready Leicester Plan – Lead: Jo Allen

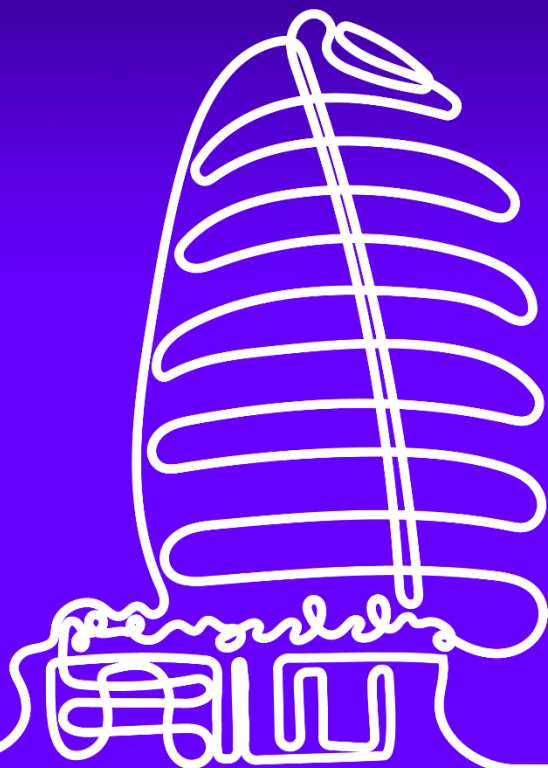
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Place Marketing and Inward Investment

Lead: Mike Denby

- Encouraging inward investment and existing company growth
- Promoting the city as a 'destination' to live, work and play
- Attracting residential investment and assisting asset disposal
- Promoting and attracting investment to Space City and other key sites such as Canopy/ Dock etc
- Engaging the property and investment industry, commercial agents, investors, developers
- Creating an ambassador scheme for stakeholders who want to support our work



SPACE
CITY

LEICESTER

Leicester
investinleicester.co.uk

City Centre Lead: Sarah Harrison

- Lead for Leicester Tourism Action Plan and Tourism Ambassador schemes
- Liaising with city centre businesses and organisations on behalf of the council
- Developing joint initiatives (e.g. with BID) that improve the city centre offer
- Supporting night time economy venues, and accommodation and retail sectors
- Advising on market trends (e.g. changing shape of retail) and monitoring data to assess strength of economy
- Producing a monthly report of activity and news for wide group of stakeholders

Economic Regeneration

Lead: Peter Chandler

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- Workspaces/Market
- Jobs and Skills
- Business Support
- Regeneration programme management



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Dock 3-5



CANOPY



Jobs and Skills/ Business Support

- Get Britain Working – labour market strategy
- Connect to Work – subregional employment support programme
- Employment Hub – works with employers to recruit disadvantaged groups
- Graduate Retention – focus on internships with SMEs to encourage people to stay
- Business support projects
- Sector training facilities - Construction Hub/ Fashion Hub

Apprenticeship Graduation Ceremony

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Regeneration Programmes

- £13.5m UK Shared Prosperity Fund programme to March 2026 – business support/ people and skills/ supporting communities
- £3.0m ‘Skills Bootcamps’ programme for city and county to March 2026 – sector skills funded by DfE.
- £17.2m Connect to Work employment support programme to 2030

Business Skills Partnership

Lead Phoebe Dawson

- Subregional partnerships
- Business and Stakeholder Engagement
- 67 • Economic Strategy/ Local Growth Plan
- Business Support via the Growth Hub
- Embedding enterprise in schools/ careers advice
- Innovation Strategy

Adult Education

Lead: Kerry Gray

- English, Maths & ESOL
- Digital Inclusion
- Careers Advice, employability and skills for work
- Health & wellbeing: Arts, culture & community
- Family Learning
- Access to Higher Education

Local Transport Funding EDTCE Scrutiny

Date of meeting: 25 June 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with details of the government grants made available for transport improvements in the 25/26 financial year.
- 1.2 To advise members of the commission of the projects and programmes these grants will allow us to deliver or support.

2. Summary

- 2.1 Government grants form the majority of funding available to the transport service, across both capital and revenue.
- 2.2 In recent years, grants have been issued via a competitive bidding process – often for specific projects, initiatives, areas of support, or schemes; and have been awarded with strict delivery requirements and timescales attached.
- 2.3 Though the authority has been highly successful, these bids have occupied officer time and made the development and delivery of longer-term plans, programmes, and projects more difficult due to uncertainty and the need to deliver to grant terms and windows.
- 2.4 The current government has indicated a desire to move towards an allocation approach, with more extensive monitoring and compliance requirements replacing initial bidding processes. This has begun with the 25/26 financial year, and we are now in receipt of multiple grants via direct allocation.
- 2.5 There is the expectation that future funding will be issued in the same way, but across multiple years to allow for more developed and resilient delivery pipelines. A verbal update will be provided following the Spending Review announcements of 11th June.
- 2.6 In total, £21.9m of additional funding has been made available to the authority via the following grants:

| Grant Name | Capital | Revenue | Total |
|---|----------------|---------------|----------------|
| Active Travel Fund 5 (ATF5) | £655,995.00 | £- | £655,995.00 |
| Local Transport Grant (LTG) | £9,520,000.00 | £- | £9,520,000.00 |
| Bus Service Improvement Plan (BSIP) | £5,166,372.00 | £4,186,933.00 | £9,353,305.00 |
| Consolidated Active Travel Fund (CATF) | £1,549,010.00 | £453,763.00 | £2,002,773.00 |
| Local Transport Resource Grant (LTRG) | £- | £360,000.00 | £360,000.00 |
| Bus Service Operators Grant (BSOG) | £- | £100,287.00 | £100,287.00 |
| Total: | £16,891,377.00 | £5,100,983.00 | £21,992,360.00 |

3. Grant Details

3.1 Each grant has specific terms and intentions attached, which are detailed below. Note the BSIP and BSOG grants are detailed in a separate report to this scrutiny commission.

3.2 Active Travel Fund 5 (ATF5)

i To be spent on the design, consultation, or construction of schemes that enable active travel (walking, cycling, wheeling).

ii Previous uses of the Active Travel Fund have included Rally Park (ATF4), and the Safer, Sustainable, Healthier Neighbourhoods (SSHN) programme.

iii Funding must be spent by March 2026

3.3 Local Transport Grant (LTG)

i Issued solely to authorities in the North and Midlands due to previous commitments from the cancellation of HS2's northern leg.

ii May be spent on a variety of transport projects including maintenance, design, delivery, or construction; cannot be spent on heavy rail or projects affecting the Strategic Road Network.

iii Funding must be spent by March 2026

3.4 Consolidated Active Travel Fund (CATF)

i Replaces the Active Travel Fund (a capital funding stream for scheme delivery) and the Active Travel Capability Fund (a revenue funding stream for officer training/development or behaviour change works) with a singular, unified grant.

ii Must be spent on projects that promote active travel (walking, cycling, wheeling)

iii Funding must be spent by March 2027 but projects must be on site by March 2026

3.5 Local Transport Resource Grant (LTRG)

i Issued to all local highway/local transport authorities in England.

ii To be used to support recruitment, training, and retention of staff in order for authorities to build internal capability and capacity in advance of future funding.

iii Must be spent on training, recruitment, or general costs of staff that are associated with the delivery of transport projects or schemes.

4. Programmes, Schemes, and Projects

- 4.1 To meet the funding requirements for spend within the 2025/2026 financial year, it is proposed to direct funding towards:
- i Projects that are build ready, or there is an opportunity cost associated with further delays
 - ii Existing programmes where there is capacity to expand delivery resource and outcomes
 - iii Maintenance projects that can extend asset life or reduce future revenue costs to the authority
 - iv Design or preparatory work for future schemes
- 4.2 The projects and proposals for each grant is listed below. Projects will be subject to the usual approaches to consultation.
- 4.3 Active Travel Fund 5
- i Deliver the necessary work to replace the temporary features around Knighton Drive and Newstead Road with permanent measures
 - ii Delivery of a rolling pedestrian crossing programme:

Delivery of the three ready to build schemes in Avebury Avenue, St Barnabus Road, and Ethel Road.

Design of the ten highest priority pedestrian crossings from the programme.
- 4.4 Local Transport Grant
- i Invest to save opportunities including an illuminated street sign replacement/removal programme
 - ii Establishment of a neighbourhood improvement fund for local public realm improvements – e.g. trees, signage, street furniture.
 - iii Establishment of a street lighting column replacement programme
 - iv Delivery of the Orwell Drive cycle link, nr Beaumont Leys shopping centre
 - v Delivery of improvement works to the Abbey Gate – Abbey Park underpass and links.
 - vi Refurbishment of the second Soar Lane Bridge
 - vii Funding staff and support for future schemes and projects
 - viii Delivery of additional projects from within the pedestrian crossing programme once designs are available
 - ix Resurfacing and maintenance projects on:

- Melton Road
- Aylestone Road

x Regeneration/housing site access, public realm, and transport improvements:

Ashton Green
Cultural Quarter
King Street
Home Farm Close
Rosedale Avenue
Lee Circle

xi City Centre security expansion – Granby Street and Market Approach

4.5 Consolidated Active Travel Fund

- i Undertake design work on future strategic cycle links
- ii Preparation and delivery of Rally Park phase 2 – connection to new school site and northern park access(es)

4.6 Local Transport Resource Grant

- i Fund the necessary officer resource to respond to the publication of the Integrated National Transport Strategy (expected Autumn of this year); including updating our Local Transport Plan and integration work with other documents and strategies.
- ii Fund ongoing staff training in support of Continuing Professional Development including the provision of specific expertise in the field of access and accessibility.

5. **Financial, Legal, Equalities, Climate Emergency, and Other Implications**

5.1 Financial Implications

The report details the DfT grants available in 25/26 and their intended use, both revenue and capital, for expenditure on transport improvements. Of note are the spend deadlines of 31/03/26, except for CATF which has a deadline of 31/3/27 for capital expenditure.

Signed: Jade Draper, Principal Accountant

Dated: 10/06/2025

5.2 Legal Implications

The Council must ensure that it complies with any grant funding conditions otherwise risk losing same. There appears to be no other legal implications arising from the terms of this report.

Signed: Zoe Iliffe, Principal Lawyer (Property Highways & Planning)

Dated: 16/6/25

5.3 Equalities Implications

The report provides details of the government grants made available for transport improvements in the 25/26 financial year. There are no direct equality implications arising from the report. Transport impacts on an individual's quality of life as an enabler of economic and social inclusion. Better transport makes access to healthcare, jobs, education and training, and community possible.

Signed: Equalities Officer, Surinder Singh, Ext 37 4148

Dated: 10 June 2025

5.4 Climate Emergency Implications

Whilst there are no direct implications from this report which is for information, increasing the proportion of journeys made by active travel - which produces no, or minimal, carbon emissions - is an important part of the council's strategy for working towards a 'climate ready' net zero city.

The replacement of assets within a bulk programme, rather than piecemeal, contributes to a reduction of emissions in 2 key areas: Scope 1, which are the direct emissions from our transport vehicles, and Scope 3, the indirect emissions linked to the supply chain and other activities. This approach reduces emissions over the whole lifetime of the asset

Signed: Phil Ball, Sustainability Officer, Ext: 372246

Dated: 11 June 2025

5.5 Other Implications

None

6. Appendices and Other Papers

None

25/26 Bus Service Improvement Plan Grant EDTCE Scrutiny

Date of meeting: 25 June 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1. Purpose of Report

- 1.1 To provide details of the Department for Transport 25/26 Bus Service Improvement Plan (BSIP) and Bus Service Operators Grant (BSOG) to members of the commission.
- 1.2 To outline the intended approach for the deployment of funds related to BSIP and BSOG.

2. Background

- 2.1 Leicester's Bus Service Improvement Plan 2024-2036 serves as the strategic framework for the investment and expansion of passenger transport across the city and underpins the work of the Leicester Buses Partnership. The plan is available on the Leicester Buses website:

<https://static1.squarespace.com/static/61e96a60fcd80d05b81c5cbb/t/66aa5c370c974f763a72ef2b/1722440770094/Leicester+Buses+Bus+Service+Improvement+Plan+2024.pdf>.

This website also details achievements against the plans to date.

- 2.2 In recent years government has made available grants under the BSIP umbrella to allow authorities to direct funding towards maintaining and improving their bus network.
- 2.3 For 25/26 Leicester City Council has been awarded £9.453m from the Department for Transport's Bus Service Improvement Plan (BSIP) grant. This is comprised of £5.166m capital and £4.092m revenue.
- 2.4 Further funding is available under the Bus Service Operators Grant (£100,287) and BSIP Capability (£94,000) for the 25/26 financial year. These are expected annual awards, and fund the resourcing and staffing of the city council's passenger transport service.
- 2.5 In addition, the Department for Transport has approved the carryover of £1.4m in revenue from the 24/25 BSIP grant.
- 2.6 A further funding announcement for future years is expected in the Autumn.

3. Funding Restrictions

3.1 The allocated funding must:

- i Be fully spent by April 2026 unless there is explicit prior approval from the Department
- ii Deliver projects that are to the primary benefit of passenger transport or passenger transport users.
- iii Deliver projects that may be found with the authority's published Bus Service Improvement Plan

4. Considerations

- 4.1 The annual nature of these grants, and the lack of clarity on ongoing funding, has prevented forward planning and significantly constrained the projects we are able to deliver. The time available, and level of funding available, is insufficient to deliver projects with lengthy lead in times.
- 4.2 There continues to be significant operator interest in the electrification of their fleets, and there is the opportunity to secure matched funding accordingly.

5. Proposed 2025/26 Programme

5.1 A programme has been developed that prioritises:

- i Areas where there is the opportunity to secure private sector (whether operator or third party) investment, either directly or via in-kind revenue commitment
- ii Deliverability against the March 2026 spend deadline.
- iii Opportunities to deploy capital investment to lasting benefit, particularly in revenue-saving or passenger growth areas
- iv Those areas where it is likely that continuation funding will be made available, or where withdrawal of funding in the future will not be overly disruptive or damaging to the network
- v Those areas that are likely to improve the integration measures noted within the BSIP as part of our Enhanced Partnership approach with operators; namely network development, a common fare structure, common information platforms, and a common fleet and brand.
- vi Improving the ability for users to access the network
- vii Where research has shown targeted subsidy and investment has led to long term or permanent passenger growth.

5.2 We are therefore proposing a programme that:

- i Operates a local grant scheme for the purchase of up to 48 electric buses, that mirrors the national DfT programme (the Zero-Emission Bus Regional Areas – ZEBRA – scheme)

- ii Continues the same level of support for services such as the Orbital, Hop!, and Park and Ride.
 - iii Maintains the current Real Time Information Estate
 - iv Provides targeted support to increase frequency on key Mainline and Greenline routes
 - v Undertakes additional branding, marketing, and promotional work across the Leicester flexi area.
 - vi Provides additional, printed, timetable information at select bus stops
 - vii Supports the development of future programmes
 - viii Supports the staff resource required to deliver on passenger transport
- 5.3 The proposed programme allows for the potential of up to £23m investment, including matched funding from commercial bus operators, maximising opportunities whilst there is appetite and capacity to deliver.
- 5.4 Other measures are deliverable by the March 2026 deadline, but may also be expanded should future funding become available or there are amendments required following the passing of the Bus Services (No. 2) Bill

6. Future Programme

- 6.1 The future programme is highly dependent on the level of funding awarded by government, and whether this continues to be provided annually or if there is a level of multi-year commitment. Information is expected following the Chancellor's Spending Review Statement

7. Financial, Legal, Equalities, Climate Emergency, and Other Implications

7.1 Financial Implications

The report details the DfT grants available in 25/26 and their intended use, both revenue and capital, for expenditure on bus-related measures. The total amount includes £1.4m brought forward from 24/25. The current-year grants have a spend deadline of 31/03/26 unless prior approval is obtained from DfT to carry over amounts to 26/27.

Signed: Jade Draper, Principal Accountant

Dated: 10/06/2025

7.2 Legal Implications

There appears to be no legal implications to the contents of the report other than the potential for the loss of funding if the funding conditions have not been met and an extension to the deadlines is not permitted. For information, while local authorities have no statutory duty to provide bus services, they do have a responsibility to secure adequate public transport, which may include subsidising commercially unviable routes or services. The Bus Services Act 2017 and subsequent legislation have given local

authorities more tools to improve bus services. This includes the potential to franchise services, which allows them to set standards for routes, timetables, and fares.

Signed: Zoe Iliffe, Principal Lawyer (Property Highways & Planning)

Dated: 16/6/25

7.3 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 and any other conduct prohibited by the Act, 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 don't.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The report provides details of the Department for Transport 25/26 Bus Service Improvement Plan.

Bus Service Improvement Plans (BSIPs) are crucial for addressing transport inequalities. BSIPs aim to increase bus use and create a more sustainable and affordable public transport system. By investing in bus services, BSIPs can ensure that all communities have access to reliable and convenient transport, particularly benefiting disadvantaged groups like young people, older people, and those from low-income areas.

Signed: Equalities Officer, Surinder Singh, Ext 37 4148

Dated: 10/06/2025

7.4 Climate Emergency Implications

Whilst there are no direct implications from this report which is for information, continued progress of the bus services improvement plan is a key part of the city council's work to reduce carbon emissions from transport

Introducing more electric buses to the network in the current financial year whilst unlocking potential funding for further investment in electrification of the fleet over the next 2 years to complete the transition to a single green network would be a positive step towards net zero by 2030. A modernised bus fleet helps attract new users, and further investment to ensure services remain operational encourages people to make permanent lifestyle changes.

The positive approach to promotion and engagement should increase service uptake and is an important part of the programme.

Signed: Phil Ball, Sustainability Officer, Ext: 372246

Dated: 11/06/2025

7.5 Other Implications

None

8. **Appendices and Other Papers**

None

Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2025 – 2026

| Meeting Date | Item | Recommendations / Actions | Progress |
|------------------------|--|--|----------|
| 25 June 2025 | 1) Introduction to EDTCE. 2) Connecting Leicester programme – Local Transport Grant 3) Bus Service Improvement Plan 4) Local Cycling and Walking infrastructure plan – approach to informal sessions. | | |
| 27 August 2025 | 1) Market Place Update 2) Update on Leicester and Leicestershire Business Skills Partnership 3) Get Britain Working | 1) To include information on the revenue costs to operate the market 2) To include information on adult skills devolution, timelines from the government, information on the rural and urban makeup of the board, and money in reserves at the end of the financial year. | |
| 5 November 2025 | 1) Asset Disposal 2) Development Areas in Heart of Leicester Plan | 1) To update on list of potential assets for disposal. | |
| 14 January 2026 | | | |

| Meeting Date | Item | Recommendations / Actions | Progress |
|---------------|----------------------------|--|----------|
| 11 March 2026 | 1) Adult Skills Devolution | 1) To come once more is known on local govt re-organisation and timeline for devolution. | |
| 22 April 2026 | 1) Car Park Usage | 1) To show figures of Council car park usage to ascertain if car park usage has increased or decreased since charges have increased. | |

Forward Plan items (suggested topics)

| Topic | Detail | Proposed Date |
|---|--|---------------|
| Bio-Diversity Net Gain | | |
| Electric Vehicle Strategy | To include updated policy document. | |
| Local Plan Modifications Consultation. | To be briefed to all members following report from inspectors. | |
| Levelling up - Railway Station update. | | |
| Budget reductions and areas under review | Requested at meeting of 31 st January 2024 when discussing Revenue Budget. | tbc |
| Local Walking and Cycling infrastructure plan | To show more details about community engagement and consultation, particularly showing how to engage with those who are digitally excluded. Also to include information on who is consulted on the width of cycle routes. | |

| | | |
|--|-------------------------------------|--|
| | To be covered in informal sessions. | |
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