

Leicester
City Council

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

DATE: WEDNESDAY, 26 AUGUST 2026

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 Agath, Bonham, Clarke, 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:

Edmund Brown and Sharif Chowdhury (Governance Services)

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:

Edmund Brown Edmund.Brown@leicester.gov.uk **Sharif Chowdhury**
Sharif.Chowdhury@leicester.gov.uk and **Governance Services**, on
governance@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 22/04/2026 as well as the special meeting, which took place on 06/08/26, have been circulated and Members will be asked to confirm them as a correct record.

4. CHAIR'S ANNOUNCEMENTS

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

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

Any questions, representations and statements of case submitted in accordance with the Council's procedures will be reported.

6. PETITIONS

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

7. YOUNG PERSONS BUS TRAVEL

Appendix B

The City Transport Director submits a report to the commission on the work done to date regarding young person's bus travel. Highlighting initiatives both

local and national and the next stages of work.

8. LOCAL TRANSPORT 2027/28 PROGRAMME

Appendix C

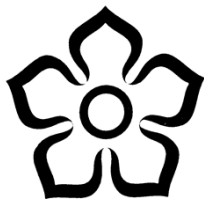
The City Transport Director submits a report to the Commission on the proposed transport capital works programme for the 2027 – 2028 financial year. The report details the Local Transport Grant, its requirements and aims make Members of the Commission aware of forthcoming opportunities to refresh ward priorities and feed into the programme

9. WORK PROGRAMME

Appendix D

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

10. ANY OTHER BUSINESS



Leicester
City Council

Appendix A

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

Held: WEDNESDAY, 22 APRIL 2026 at 5:30 pm

P R E S E N T:

Councillor Waddington - Chair

Councillor Clarke
Councillor Rae Bhatia
Councillor Surti

Councillor Bonham
Councillor Byrne

In Attendance:

Assistant City Mayor - Councillor Whittle
City Mayor - Sir Peter Soulsby

* * * * *

214. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies were received from Cllr Osman, Cllr Cassidy, Cllr O'Neill and Cllr Porter.

Cllr Byrne substituted for Cllr O'Neill

Cllr Surti substituted for Cllr Cassidy

215. DECLARATIONS OF INTEREST

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

Cllr Kitterick, attending for the verbal addendum on NCP Car Parks, declared that some of these car parks were in his ward.

Cllr Clarke declared during the item on Car Parking that he was a board member at The Phoenix.

216. MINUTES OF THE PREVIOUS MEETING

AGREED:

That the minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 11th March 2026 be confirmed as a correct record subject to the agreed corrections.

217. CHAIR'S ANNOUNCEMENTS

The Chair thanked officers for their work throughout the municipal year.

The Chair welcomed members of the Young People's Council to the meeting.

218. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

Huzaifa Lorgat asked:

1. Coleman Road hosts our General Hospital and has an Emergency Ambulance station. Yet it is absolutely littered with potholes. Can the road be resurfaced as a matter of urgency?
2. Residents including myself have made many reports via the love clean street app for this issue amongst many potholes across Leicester, but they get closed as 'resolved', but issue remains. How does your department quality check to ensure reports that are 'closed' are actually resolved?

The City Highways Director responded:

1. *Our highways team regularly monitor the condition of this section of Coleman Road and have recently carried out resurfacing works to the section from Broad Avenue up to Devon Way, as well as some joint sealing further towards the hospital. The remainder of the carriageway does have areas of surface course that are stripping away, but due to the concrete slab immediately below, this is only resulting in shallow defects, which in themselves are not a safety concern. Where deeper defects become evident through monitoring these will be repaired accordingly.*

We do recognise that this is a ward priority and have a resurfacing scheme for Coleman Road included on our reserve list. However, it will be a significant scheme and currently we anticipate this work will be undertaken in 2027/28 but this may be sooner if resources allow.

2. *Love Clean Streets is a great way for our residents to tell us about issues on the highway, as well as reporting many other issues in the*

city. Our highways team do respond to all reports, informing the resident that we have received and will investigate and confirming whether repair works will or won't be required.

Any repair works required are raised and managed through our highways asset management system. This system monitors all works deadlines and reports are regularly interrogated to ensure that works do not over run their target time. This is all part of an externally accredited ISO 9001 quality management system.

219. PETITIONS

The Monitoring Officer reported that none had been received.

220. PARKING FEES AND USAGE UPDATE

The Director of Planning, Development and Transportation submitted a report to feedback to the EDTCE Scrutiny Committee on the impact of increase to on street and off-street parking charges implemented on 2nd June 2025.

The City Mayor introduced the item noting that the news of the NCP car park closures had been unexpected. Leicester City Centre had a surplus of parking provision and usage of NCP car parks fluctuated over time but tended to be low. The situation was further complicated by the separation of ownership and operational responsibilities. Discussions were taking place with the relevant parties.

A verbal addendum was given on issues surrounding the NCP car parks. Non-EDTCE members attended the meeting for the discussion of the verbal addendum.

Key points included:

- Administrators had informed the Council of the closures at short notice. Discussions took place, stakeholders were consulted and there was an effort to raise public awareness through the media.
- Additional availability for disabled parking was identified.
- Promotional activity was aimed at increasing awareness of public transport, alternative car parking sites, and the extended park and ride opening hours.
- Work was ongoing with owners, agents and the police to negate criminal activity at the closed NCP sites.

- Updates would continue to come as the matter progressed.

It was noted that questions had been submitted prior to the meeting, and it was agreed that some data could be given after the meeting. Questions and answers were as follows:

A progress breakdown for each of the car parks was requested. It was explained that there were ongoing discussions with owners and operators. It was a commercially sensitive environment.

Possible timescales were requested. It was suggested that for some of the carparks, outcomes could come within the following weeks.

An enquiry was made about the likelihood of contractual delays. The Director of Planning, Development and Transportation replied that he was not party to the contractual discussions between the operators, agents and owners.

It was asked whether there were there any patterns and were officers monitoring updates? It was explained that this was a national closure programme, and the Council was following the evolving situation.

It was enquired as to whether there was there was awareness surrounding potential closures of further NCP sites. It was noted that The Council was not aware of other likely closures at this stage.

In response to further member discussion and questions, the following was noted:

- The closures of NCP car parks were part of a wider national issue.
- The Rutland Street closure was likely to have the most significant impact on the cultural quarter. There was a good standard of parking available at Dover Street and the Haymarket carpark. Communications were ongoing to highlight the benefits of parking at the two. So far, impact on business had not been seen.
- Plans were being developed on a new traffic regulation within the Cultural Quarter, near the Curve Theatre and there was also work to create more disabled parking.
- An independent operator managed the Park and Ride. Extending services for Birstall and Meynell's Gorse would require re-routing, further

investment and long-term planning.

- The Planning Enforcement Team would be putting actions into place to prevent the creation of unauthorised car parks on the empty sites.
- Regarding a question about other organisations taking over the NCP car parks, it was noted that potential opportunities might arise; however, the situation remained uncertain and would be kept under review until it had stabilised.
- There had not been any noted change in council parking income since the NCP closures.
- There were 5 NCP owners involved in the current closures. Regular contact had been established.
- Members felt it would be beneficial to consider regeneration land for parking next to the Phoenix Cinema and Arts Centre, if this could be restricted to prevent commuter parking.
- Regarding security at council owned carparks, there was investment in CCTV, onsite security and good lighting. Street lighting matters were being addressed. There was a hotspot police team in place, with six extra officers. Two further neighbourhood city centre police officers had been engaged. Under Project Vigilant, undercover police officers were working at night. Events were being held to obtain community feedback.
- The residential population was noted to have increased in the areas of Lee Circle and Abbey Street, and the associated policing implications were already under consideration.
- Contingency plans for other services could be considered at future scrutiny meetings.

Following the discussion of the verbal addendum regarding the NCP car parks - the members present who were not Commission members and the City Mayor left the meeting.

The Chair allowed Cllr Haq to remain and participate in the rest of the meeting. Following consideration of the verbal addendum, the Chair moved the meeting on to the item on Transport Affordability. Following the conclusion of the item on Transport Affordability, the consideration of the Parking Fees and Usage Update resumed with an update from the City Highways Director as follows:

- A report had been requested to come back to Scrutiny following a parking fee increase. The aim of the increase had been to address rising costs, revenue budget costing and to align the city with others and to provide sustainable transport solutions.
- There had been two elements to the tariff increase which were on and off street car parking.
- On street income had increased by 26%, this included the addition of the

Sunday pay and display charging. Financial targets had been met.

- There was a slight downturn in off street parking, the largest reduction had been in long-stay parking. Incomes were in line with target though.
- Income from all off streets parking had increased by 21% but the usage had declined by 7% Calculations on a pro-rata basis indicated that the forecast growth of £1m would be met.

In response to member comment and discussion, the following was noted:

- Dwell time information fed into income modelling and showed a decrease in commuter carparking. The Haymarket carpark was notably popular.
- Most people were opting to use the pay by phone method for parking fees.
- In response to queries regarding the impact of Sunday charging, it was noted that the tariff had not had a significant overall effect, though a greater reduction in usage had been seen at Dover Street.
- Lower city footfall reflected the impact of Covid, commuter traffic had decreased, online shopping had increased. Under the Heart of Leicester plan, new cultural facilities would contribute to the city development.
- There would be an annual review of parking fees.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account.
- 3) Members would be kept informed on developments with the NCP situation.
- 4) Consideration would be given to reserving the land next to Phoenix for patrons.

Councillor Byrne left during the consideration of this item and Councillor Rae Bhatia left at the end of this item.

221. TRANSPORT AFFORDABILITY EDTCE SCRUTINY

The City Transport Director submitted a report, with a slide show presentation as attached, providing members of the commission with information on the affordability of transport options in the city, with particular reference to passenger transport.

The Chair then welcomed discussion with the attending Young People's Council Representatives. The following was noted:

- The free Hop bus service did not operate early enough to for some young people to travel to school or college. The routes did not meet some after school requirements. Delays were impacting pupil punctuality at school. The City Transport Director agreed to take this point for further consideration.
- For commercially operated bus companies, fares could be expensive for young people. The transition from child to adult fares at age 16 presented financial challenges for some young people. The City Transport Director confirmed that this could be considered and noted that young people's fares varied across the UK.
- There was a suggestion for reducing fares during the summer holidays.
- Safety was a concern and it was confirmed that all buses were fitted with CCTV.
- Double Decker buses seemed to be used during less busy times.

In response to member questions and discussion, the following was noted:

- Relevant results of the Young People's Survey were requested to come to scrutiny, including the aspects on safety.
- Following prior feedback from the Young People's Representatives, The City Transport Director had tasked officers to look into a number of matters, including, how issues on buses could be reported swiftly and the operation of double-decker buses.
- Costings on expanding the Hop Service could be brought back to the commission.
- The Hop was a specialised city centre bus service, wider factors would need to be addressed to extend operational hours. Demand could not be displaced from commercial bus operators. The age profile of users was not recorded.
- The flexi ticket was available for use across all providers, excepting the park and ride service.

AGREED:

- 1) That the report be noted.
- 2) That comments made by members of this commission to be taken into account.
- 3) Bus fares for 16-18 year olds would be considered.
- 4) For a review of how the Hop service could best meet the needs of young people.
- 5) For Hop running costs to be shared with the commission.
- 6) Bus operators to be engaged with on the impact of delays on users of school services.
- 7) Relevant sections of the Young People's Survey would come to scrutiny.

Following the conclusion of this item, the consideration of the Parking Fees and

Usage Update resumed.

222. ADULT EDUCATION - PATHWAYS TO DEVOLUTION

The Director of Tourism Culture and Economy submitted a report to update the Commission on the Leicester Adult Education service being invited to participate in a DfE programme called the Pathways to Devolution Pilot. The Head of Adult Education attended the meeting to present the report. Key points to note were as follows:

- The Department for Education (DfE) had allocated some money previously used to commission skills nationally to be devolved to Leicester from September. Options were being considered with a combination of delivery approaches. The models for the options were set out in the report: In House Delivery, Partnership Provision and Sub-Contracted Provision.
- It was aimed to expand provision in areas where the Council as a provider had seen unmet demand, for example in English as a Second Language (ESOL).
- Views were welcomed on how to use the funding, particularly on things that supported progression routes such as expanding the Skills Bootcamp offer and supporting creative industries.

In response to member questions and discussion, the following was noted:

- With regard to points made about avoiding potentially fraudulent sub-contractors, it was explained that due diligence was done prior to awarding contracts. The track record of the potential sub-contractor (including Ofsted records) were looked at. Additionally, the DfE had a list of organisations that the Council were not allowed to work with as they had a record of bad practice in the past. The training locations of potential sub-contractors were also visited and their staff met with.
- With regard to in-house provision, it was necessary to think about capacity. It was known where the Council were strong and where demand was high, so these areas were focussed on. It was also necessary to think about facilities and resources as there was no funding within this for capital expenditure. It was hoped to work with the Construction Hub. There was a preference for in-house provision where this was possible as sub-contracting had layers of management which made it less efficient. External providers could also sometimes access

different communities which is an alternative benefit.

- In terms of targeting vulnerable groups, it was suggested that this work could enhance or align with the Connect to Work programme. Additionally, groups such as those over 19 and Not in Education, Employment or Training (NEET) would be worked with, and it was aimed to expand ESOL.
- In terms of support for women, it was noted that 70% of learners were women, so they were a core demographic. Courses could be offered part-time, and be flexible around school hours so that delivery models could be used to deliver courses and so courses could be accessed without being full-time. It was also aimed to be supportive and have a good environment, and to have appropriate venues.
- In response to points made about sewing classes and textiles, it was noted that skills in the textiles sector had been supported for many years. The organisation Fashion Enter had been supported and had set up the Fashion Technology Academy. They had received funding and support following the submission of an application. The Textile sector was a priority sector that the Council wished to support. The funding gave the ability to commission training and to meet local need.
- It was noted that the Council was not being given full flexibility as this was a nationally determined list of qualifications that could be offered, and is still subject to standard DfE requirements.

The Chair summarised, noting that the devolution of resources was welcomed, and whilst it was understood that there were bureaucratic hurdles, it was necessary to be positive about money coming to the Council for training. It was reiterated that it would be important to manage the risks around the sub-contracting element. Support for newcomers to the city who needed ESOL was welcomed. It was added that the voluntary sector was being worked with and they provided opportunities to attract people and bring them in.

AGREED:

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

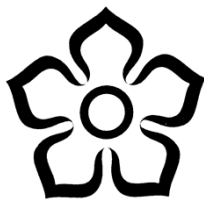
223. WORK PROGRAMME

It was noted that the work programme would be revisited in the new municipal year.

The work programme was noted.

224. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting finished at 19:49.



Leicester
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Appendix A

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

Held: THURSDAY, 6 AUGUST 2026 at 5:30 pm

P R E S E N T :

Councillor Waddington (Chair)

Councillor Agath
Councillor Bonham

Councillor Porter
Councillor Clarke

Councillor Rae Bhatia

In Attendance:

Assistant City Mayor - Councillor Whittle
City Mayor - Sir Peter Soulsby

225. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies were received from the seconder to the Call-in Councillor Kitterick.

226. DECLARATIONS OF INTEREST

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

No declarations were made.

227. MEMBERSHIP OF THE COMMISSION 2026-27

The membership of the Commission for 2026/27 was noted.

228. DATES OF MEETINGS FOR THE COMMISSION 2026-27

The Commission noted the meeting dates for the municipal year.

The Commission noted that an additional meeting may be required to consider issues relating to young people who are not in education, employment or

training (NEETs) as well as an update on the Market Place.

229. TERMS OF REFERENCE

The Commission noted its Terms of Reference as set out in Appendix A.

The Chair raised concerns regarding response times to enquiries submitted by councillors on behalf of constituents. Members were advised that there is an expectation that officers respond within ten working days. However, this standard is not always achieved.

The Chair highlighted concerns regarding responses from some service areas including highways.

230. CALL-IN OF EXECUTIVE DECISIONS: ST MARGARET'S JUNCTION IMPROVEMENT FUNDING AND LEICESTER RAILWAY STATION - FUNDING SUPPORT FROM DEPARTMENT FOR TRANSPORT

The Monitoring Officer submitted a report informing the Commission that the Executive Decision taken by the City Mayor on 22 July 2026 relating to St Margaret's Junction Improvement Funding and Leicester Railway Station Funding Support from the Department for Transport has been subject to a 5-member call-in under Rule 12 of Part 4D, the 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 from the below options to:

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

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

- Councillor Porter introduced the call-in and stated that the purpose of the Call-In was to seek greater transparency regarding the significant reduction in the funding requirement for the St Margaret's Junction scheme and the increased funding requirement for the Leicester Railway Station project.

- He questioned why the St Margaret's Junction scheme, which had previously formed part of a substantially larger Levelling Up Fund bid, could now be delivered for considerably less funding and sought clarification on whether any aspects of the original scheme had been removed or scaled back.
- He requested an explanation for the failure of the previous procurement exercise for the railway station project and sought assurances that revised procurement arrangements would reduce the risk of further delays and cost increases.

The City Mayor responded advising the commission with the following points:

- The Leicester Railway Station was a major gateway to the city but was currently inadequate in meeting the needs of passengers and visitors.
- Delivering the project has required extensive collaboration between the Council, Government, Network Rail and other rail industry partners.
- Progress had been affected by the complexity of bringing together multiple stakeholders and agreeing a scheme that could be delivered.
- The revised St Margaret's junction proposal represented a more practical and achievable solution than previous options.
- Improvements around the station would be better integrated with the surrounding transport infrastructure.

The City Transport Director and the Development Team Programme Manager delivered a presentation outlining the background to both schemes as attached with the minutes and responded to the specific issues raised within the call-in notice:

- Regarding St Margaret's Junction, members heard that the original Levelling Up Fund submission in 2022 had been produced within a short timescale and was developed as a concept proposal.
- Subsequent design work, traffic modelling and review by highways, traffic control and public transport teams had identified that elements of the original model could adversely affect congestion levels and bus access to St Margaret's Bus Station.
- Members were advised that the revised scheme retained lane capacity whilst continuing to deliver the key objectives of infilling the subways, improving pedestrian and cycle facilities, enhancing public realm around St Margaret's Church and supporting bus movements. As a result, the overall estimated cost had reduced significantly from the original estimate.

The following points were raised by members:

- Members questioned the reduced costs associated with the projects and sought assurances that the revised scheme would still deliver meaningful transport, environmental and regeneration benefits. Officers stated that the revised scheme was considered more deliverable, retained the principal outcomes of the

original proposal and reflected the current traffic conditions and operational requirements.

- In relation to Leicester Railway Station, Members sought clarification regarding the failure of the previous procurement exercise. Officers explained that the project had been competing for contractor interest during a period when the rail construction market prioritised other major national infrastructure schemes. Feedback received from contractors also identified concerns regarding programme timescales and uncertainty around the temporary works required to maintain station operations during the construction.
- Members also questioned how future procurement arrangements would protect the Council from further cost escalation and delays.
- A member welcomed the more practical nature of the revised St Margarets junction proposals and highlighted a suggested design adjustment relating to traffic flow onto Vaughan Way, which he believed could further improve junction capacity. The City Transport Director suggested this could be investigated.
- He also suggested that consideration be given to emergency service access through the underpass area.
- In response, The City Transport Director advised that emergency services were statutory consultees and would be consulted on detailed access requirements as the scheme progressed.
- A member queried arrangements for motorists accessing Church Gate and raised concerns about the visual appearance of graffiti in the underpass area and questioned the environmental implications of filling sections of the underpass with concrete, given the Council's climate change objectives.
- The City Transport Director advised that the vehicle access to Church Gate would be maintained via alternative routes, the existing right-turn arrangement would be removed as part of the scheme. Consultants had been tasked with assessing the carbon impacts which will also be considered through procurement and design decisions.
- A member recognised the strategic importance of the site given its role in connecting the A47, A6 and other routes into the city. Members sought clarification regarding increased traffic levels since the Covid-19 pandemic, the impact of lane changes on traffic congestion and wider traffic management implications.
- The City Transport Director advised that modelling indicated that traffic would continue to flow effectively due to retaining most of the existing lanes, reducing the likelihood of significant disruption.
- A member asked about planning obligations and wider connectivity associated with the Corah development.
- Officers advised that the vision for the wider area included improved pedestrian links, including connections through the development and across new bridge infrastructure to Abbey Park, improving access between the city centre and surrounding areas.

- A member raised concerns regarding connections between the bus station and railway station, taxi and private vehicle access arrangements, accessibility of proposed ramps and routes and potential difficulties for people with disabilities, mobility impairments, pushchairs and luggage.
- The City Mayor commented that there was the free 'Hop' bus service available for users between the bus station and the Railway Station.
- The Chair noted that accessibility had been an important issue during previous station improvements and emphasised the need to avoid repeating past mistakes.
- The Programme Manager advised that extensive engagement had already taken place with disability access groups and representative organisations. Feedback had been sought not only on physical accessibility, but also on neurodiversity and wider user experience considerations.
- Accessibility groups would continue to be involved throughout future design stages. Proposed ramp gradients would be fully compliant with accessibility standards.

After considering the evidence presented, the proposer of the call-in proposed that the Commission receive regular updates and the Call in be withdrawn. The Chair put this to the Commission and it was AGREED.

RESOLVED

That the Call-in be withdrawn

AGREED

That the Commission receive regular updates on the programmes

231. ANY OTHER URGENT BUSINESS

There being no other further business, the meeting closed at 18:45pm.

Young Persons Bus Travel

EDTCE Scrutiny

Date of meeting: 26 August 2026

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: Daniel.pearman@leicester.gov.uk
- Report version number: 01

1. Purpose of Report

- 1.1 To inform members of the commission of work done to date on the topic of young person's bus travel
- 1.2 To inform members of the commission of initiatives, both local and national, relevant to the topic area.
- 1.3 To advise members of the commission of the next stages of work relevant to the topic area

2. Summary

- 2.1 Officers brought a report on transport affordability to the 22 April EDTCE scrutiny commission, detailing the relative costs of different transport modes and projects that were operating locally and nationally that were impacting at the topic.
- 2.2 At the same session, members of the Young Persons Council (YPC) shared lived experience with transport issues, including the high cost of accessing public transport being a barrier to employment, education, and social opportunities.
- 2.3 Other comments were also made by the group in terms of bus timetabling, fleet deployment, and bus stop placement which contributed to specific difficulties for some users. This included reference to the city centre free bus, the Hop, and a lack of service to stops that would better enable interchange with education facilities on the fringes of the city core.
- 2.4 At the time, officers advised that work in this space was underway, but there was still more investigation that needed to be undertaken. The commission recognised this, and asked that a report be brought back following this work and after officers had further considered the comments made by the YPC.

3. Leicester Buses Enhanced Partnership

- 3.1 Leicester's bus network operates via an Enhanced Partnership arrangement, Leicester Buses.
- 3.2 Under this arrangement, the city council alongside all bus operators work collaboratively to support and grow the bus network. This is formalised via the publication of a plan and scheme, which outline targets for the partnership and the approach to achieve them.

- 3.3 Though the city council do have some additional powers and duties as a result of serving as the highway and transport authority, it cannot compel operators to act in a certain way and must negotiate or fund schemes and initiatives accordingly.
- 3.4 The partnership has, to date, achieved great success in growing the city's electric bus fleet, maintaining bus frequency, improving passenger numbers since covid, and increasing user satisfaction. This has led to it being recognised as a national exemplar of the model, and is featured heavily in guidance to other local authorities considering improving their own arrangements.
- 4. Partnership Initiatives**
- 4.1 The partnership has recognised that fares can prove a barrier to the usage of bus services, and "Great Value" is a core target of the partnership .
- 4.2 Over the past few months, two key initiatives have been launched that are relevant to this topic area:
- i A reduction in the flexi fare ticket to £6.20, making it the cheapest and default option for a day ticket across the local bus network.
 - ii A reduction in cost of the student ticket (£575), alongside the new option of a 4 weekly ticket priced at £68.
- 4.3 Both of these schemes have made use of grants from government – namely the Local Authority Bus Grant (formerly Bus Service Improvement Plan Grant).
- 4.4 As a result of this, we will need to monitor impact and consider whether this is supporting our wider partnership objectives and leading to a genuine improvement to users.
- 4.5 In addition to the above, the partnership is continuing to invest in electric buses – including electric buses owned entirely by the city council, for usage on our own tendered services and in support of key routes across the city – and undertaking work to assess the network ready for future initiatives or improvement.
- 4.6 Concerns about access to education due to cost, location, hours of operation, and fleet makeup have been noted, and will be considered as part of this work and will additionally feed into wider transport plans and strategies across the city.
- 5. National Programmes**
- 5.1 Since the previous session, there have been three significant national changes and announcements.
- 5.2 The Government has opted to provide free travel to under 16s throughout August, intended primarily to support families to access entertainment and leisure locations over the course of the summer holidays.

- 5.3 The new Prime Minister, Andy Burnham, announced shortly into his tenure the return of the £2 fare cap, from January of 2027. This in particular could prove to be very beneficial, as research nationally suggested that the increase to £3 did see a drop in bus patronage.
- 5.4 Finally, the government will be amending the terms of the 16-17 railcard; as of the 1 September they will be valid for a full year from purchase, rather than expiring immediately when the holder turns 18. This has the potential to present an additional year of saving to 19 year olds, if they renew immediately before their birthday. Of particular note, is that this discount also applies to the cost of adding 'plusbus' to a ticket; meaning people that travel into Leicester may access a discounted flexi fare that enables unlimited travel on the day the ticket is dated for.

6. Further Work

- 6.1 'Great Value' continues to be a primary area for the partnership; maintaining a suite of options that are sensitively priced, alongside best fare automatic capping, is a commitment as part of the partnership plan and will continue through to at least 2030.
- 6.2 Work will continue to assess the benefits that come from reduced ticket pricing, and whether this leads to an increase in patronage, change to journey patterns, or other beneficial effects.
- 6.3 Crucially, however, we will need to consider the impact of the £2 fare cap on our own initiatives and pricing structure. It is at this point unclear how the government will administer that scheme nor if any measures will be put in place to offset local or regional ticket offers. Officers are engaging with the department, as are operators within the partnership, and will continue to seek clarity.
- 6.4 We would very much welcome the views of the YPC in the coming months, so we can understand the direct impact that these initiatives are having on young people across the city and area.
- 6.5 Officers would be pleased to return an update to the commission at the end of the financial year, to share any data that has been received and what – if any – changes have been made as a result of the fare cap or evidence found during the subsidy period.

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

7.1 Financial Implications

The current programme of bus investment is maintained through the Bus Service Improvement Plan (BSIP) grant, to be replaced by the Local Authority Bus Grant (LABG) from 26/27 onwards. Statutory provision - the English National Concessionary Travel scheme - is funded by the authority. Potential future discount or fare arrangements will need to be affordable within the envelope of the budget and available grant funding.

Signed: Joel Martin – Principal Accountant

Dated: 18/08/2026

7.2 Legal Implications

Highway and local transport authorities have responsibility to manage traffic network efficiency, support local accessibility, coordinate infrastructure works and cooperate with bus operators through enhanced partnerships. This report provides an update on the current position regarding young people's bus travel and the issues affecting access and affordability. There are therefore no legal implications arising from the report.

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

Dated: 18/8/26

7.3 Equalities Implications

Under the Equality Act 2010, public authorities are subject to a number of statutory duties, including the Public Sector Equality Duty (PSED). When carrying out their functions they have 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 don't.

The Equality Act identifies nine protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

This report provides an update on young people's bus travel and considers the issues affecting access and affordability at both local and national levels. The Young Persons Council has provided feedback based on their lived experience, highlighting key areas of concern. Continued engagement with the Young Persons Council will help ensure that young people's experiences and views are taken into consideration when developing services.

Equality Impact Assessments should be undertaken where appropriate to identify and assess any potential equality impacts arising from proposed or implemented changes. This should include consideration of the impact of measures such as the £2 fare cap, particularly on groups with protected characteristics to ensure that equality considerations are properly addressed.

Signed: Sukhi Biring, Equalities Officer

Dated: 11 August 2026

7.4 Climate Emergency Implications

The proposals outlined in this report are expected to have a positive impact on the Council's Climate Emergency objectives. By improving the affordability and attractiveness of bus travel for young people, the initiatives support a shift towards sustainable transport modes and may encourage increased public transport use in place of private car journeys. Continued investment in electric buses through the Leicester Buses Enhanced Partnership further

contributes to reducing transport-related carbon emissions and improving local air quality. Any increase in bus patronage arising from fare reductions and national support schemes would support the Council's ambitions to reduce emissions from the transport sector.

Signed: Phil Ball, Sustainability Officer

Dated: 12th August 2026

7.5 Other Implications

None

8. **Appendices and Other Papers**

Local Transport 27/28 Programme

EDTCE Scrutiny

Date of meeting: 26 August 2026

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: Daniel.pearman@leicester.gov.uk
- Report version number: 01

1. Purpose of Report

- 1.1 To share the proposed transport capital works programme for the 2027 – 2028 financial year with members of the commission
- 1.2 To make members of the commission aware of forthcoming opportunities to refresh ward priorities and feed into the programme
- 1.3 To provide members of the commission with details on the Local Transport Grant and its requirements.

2. Summary

- 2.1 The Government has, over the past 18 months, consolidated the various different transport grants that were made available to local authorities into a smaller number, alongside significantly increasing their value and profiling across multiple financial years.
- 2.2 Details of this approach, and funding levels, was presented to the commission during the 25 June 2025 session.
- 2.3 As a result of this consolidation and increase, the authority has been able to act with much more assurance of future funding levels and requirements, and so has been able to better manage and develop a capital programme.
- 2.4 The attached presentation outlines the current local transport programme for 27/28, totalling £28.9m across multiple workstreams; including highway maintenance, healthier neighbourhoods, future city, city connectivity, and the city centre.
- 2.5 In developing the programme, officers have given consideration to various factors, including:
 - i Ward member priorities.
 - ii Expected funding levels shared by the Department for Transport
 - iii Existing programmes that can be scaled up or expanded.
 - iv Our internal delivery capacity.
 - v The need to ensure that there is progress towards all transport outcomes, to ensure the programme is compliant and delivers good value.

3. The Transport Outcomes Framework

- 3.1 In commissioning the Local Transport Grant, the Department for Transport also presented local authorities with 31 outcomes that they will monitor and will expect to see progress against.
- 3.2 Only one of the outcomes – increase in tram/light rail patronage – does not apply to Leicester. Those that do apply include:
- i Reduction in road casualties
 - ii Increase in bus patronage
 - iii Increase in bus reliability, travel speed, and punctuality
 - iv Number of walking/wheeling/cycling trips
 - v Length of new active travel network
 - vi Programme delivery efficiency and effectiveness
- 3.3 The overall programme must show progress against all outcomes, and every project or scheme funded in whole or in part should lead to a positive impact on relevant outcomes.
- 3.4 Clarification on the reporting mechanism is still required, but we expected this to be done via quarterly programme reports and then annual data submissions.

4. Future Year Delivery

- 4.1 Officers are continuing to develop the 28/29 programme in parallel to delivering on 27/28.
- 4.2 This programme will be constantly reviewed in the light of the recent announcements on Local Government Reorganisation. At this time, we intend to continue to focus efforts on:
- i Expanding and delivering existing work programmes
 - ii Supporting highway asset renewal and maintenance
 - iii Delivering targeted, effective improvements across the city neighbourhoods
 - iv Developing future, larger scale, transport schemes in key locations across the city and region.

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

5.1 Financial Implications

The approved capital budget for the Local Transport Programme in 2027/28 is £28.9m. This comprises the following schemes, with budgets previously approved as part of the three-year programme set out in the 2026/27 Capital Budget Report:

Local Transport Schemes: £13.9m

Consolidated Active Travel Fund: £2.1m

Local Authority Bus Grant: £6.3m

Highways Capital Maintenance: £6.6m

The 2027/28 funding allocations for the Local Transport Schemes and Local Authority Bus Grant are currently held within a policy provision and will require an Executive decision before the budget can be released. All budgets within the programme are fully funded by grant.

Signed: Kelly Jones – Senior Capital Accountant

Dated: 18/8/26

5.2 Legal Implications

While there are no legal implications arising from the report, legal advice will continue to be provided throughout the programme as required. The Legal Commercial Team can advise on the implications of grant funding conditions. Legal advice will be updated and reviewed in full before the programme of works is confirmed.

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

Dated: 18/8/26

5.3 Equalities Implications

Under the Equality Act 2010, public authorities have statutory duties, including the Public Sector Equality Duty (PSED) which means that, in carrying out their functions they have 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 don't.

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

The report provides the commission with an overview of the Local Transport 2027/28 programme. The programme will impact city residents who will be from a range of protected characteristics by carrying out improvements that benefit neighbourhoods across the city and take account of ward member priorities.

It is recommended that Equality Impact Assessments are undertaken to ensure equality considerations are taken into account as programme workstreams are progressed. An overarching EIA has been undertaken for the Local Transport

Grant Programme, with further EIAs to be undertaken at project level, to ensure they consider the local area and the needs of the population.

Signed: Sukhi Biring, Equalities Officer

Dated: 11 August 2026

5.4 Climate Emergency Implications

The proposed 2027/28 Local Transport Programme is expected to have a broadly positive impact on the Council's Climate Emergency objectives through significant investment in sustainable and low-carbon transport infrastructure, including improvements to bus services, active travel routes, cycle parking facilities, pedestrian crossings, School Streets, 20mph schemes and neighbourhood-focused interventions. These measures are likely to encourage a shift away from private car use, support reductions in transport-related carbon emissions, improve air quality and promote healthier, more sustainable travel choices. The programme also includes specific investment in biodiversity and ecological enhancement projects. While some schemes include highway and junction capacity improvements to support growth and network performance, climate impacts should continue to be considered through detailed scheme design and delivery to ensure opportunities for sustainable transport, carbon reduction and climate resilience are maximised.

Signed: Phil Ball, Sustainability Officer

Dated: 12th August 2026

5.5 Other Implications

6. **Appendices and Other Papers**

6.1 Local Transport Programme 27/28.pptx

Local Transport Capital Programme

2027 – 2028
EDTCE Scrutiny
26 August 2026

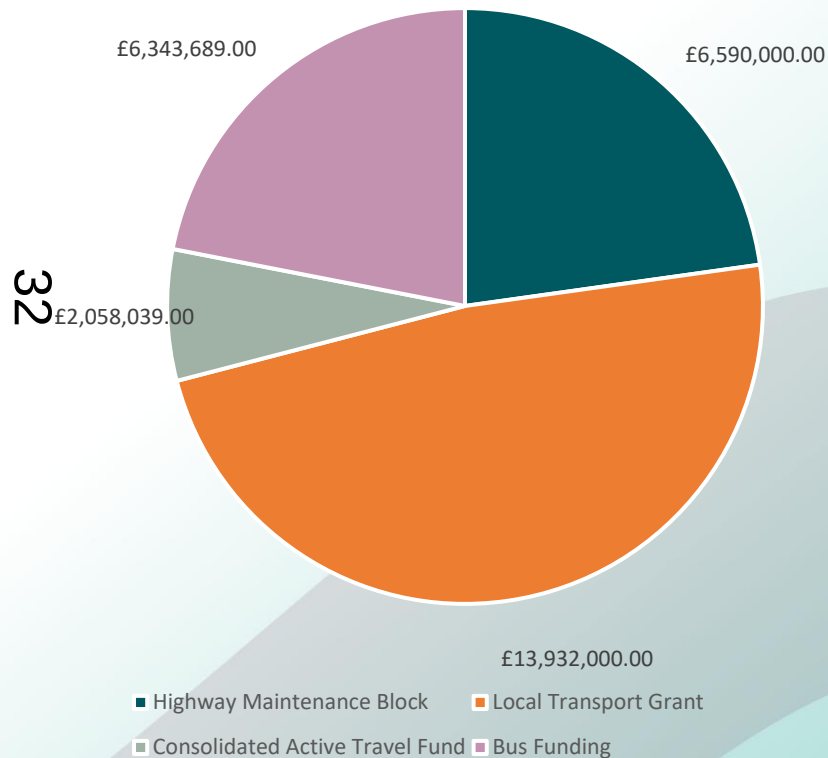
Local Transport Grant

- Incorporates multiple grant streams:
 - Local Authority Bus Grant
 - Consolidated Active Travel Fund
 - Local Transport Grant
- Must be spent on local transport schemes and demonstrate performance against 21 outcomes including bus patronage, walking/wheeling/cycling trips, casualties, and length of new infrastructure delivered.

Timeline

- 26 August – Engagement with EDTCE
- 31 October 2026 – Submission of Local Transport Delivery Plan (LTDP) to DfT
- Plan considered and reviewed ahead of 27/28 delivery year.
- 1 April 2027 – programme starts

27/28 - £28.9m



PROGRAMME WORKSTREAMS

Highway maintenance

Highway Maintenance Overall block capital allocation	£6,590,000.00
Highway Maintenance Uplift Top up (~14% of overall LTG) of capital maintenance, for non-specific highway, footway, or structural maintenance	£1,977,000.00
Waterside Resurfacing and finalisation Resurfacing and maintenance of Waterside streets following completion of development	£750,000.00
Bridge Maintenance Contribution Specific contribution to structural bridge/underpass maintenance; inc. surveys or directed repairs.	£500,000.00
St Nicholas Walk Surface repair work to St Nicholas Walk with sympathetic materials	£300,000.00
Total:	£10,117,000.00

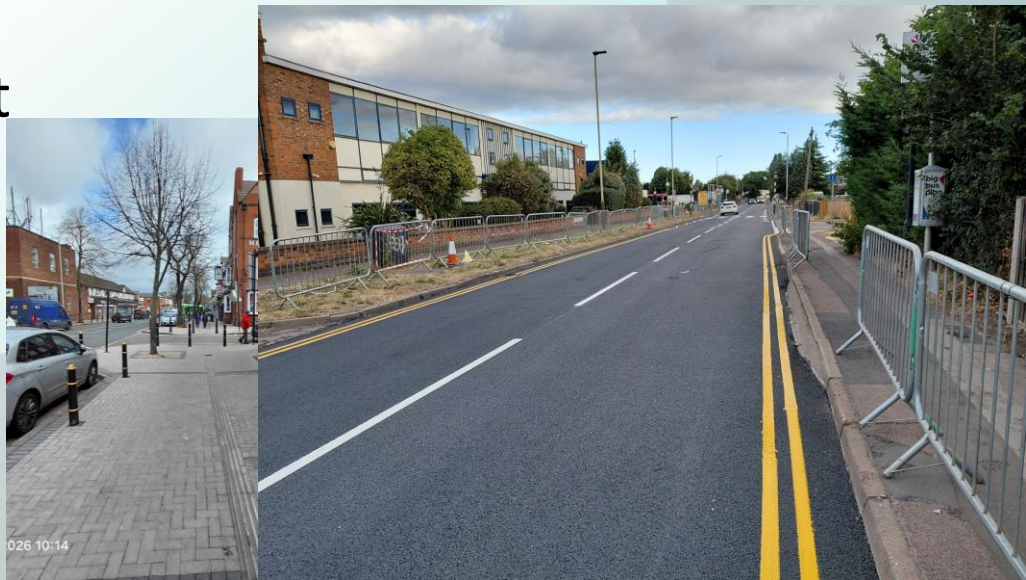
Spotlight: Highways Maintenance



- Rolling maintenance on streetlights, traffic signals, and other powered assets.
- Rolling drainage asset maintenance and renewal.
- Structural maintenance on key assets – inc. bridge repairs and assessments

Highways Maintenance – Surfacing Works

- Road resurfacing sites (not exhaustive):
 - Fairfax Road
 - Braunstone Lane East
 - Jermyn Street
 - Glenhills Way
- Alongside preventative maintenance and surface dressing programme on neighbourhood streets and footway programmes



Passenger Transport

EP Capital Delivery Delivery of capital projects from the Enhanced Partnership plan	£6,124,998.00
Rolling Bus Stop Programme Ongoing programme to maintain, upgrade, and improve bus stops across the city – including new stops, waiting facilities, and clearways	£218,691.00
Total:	£6,343,689.00

Spotlight: EP Capital Delivery

- Set out as part of the EP Plan/Scheme – capital spending will deliver new buses, physical/digital infrastructure, and network improvements.
- For 27/28:
 - New buses.
 - Real Time Information
 - New app and website integration
 - Traffic signal improvements and upgrades



Future City

Krefeld Way/Anstey Lane Junction

Ashton Green related scheme – provide better facilities and improved capacity at junction to prepare for future expected traffic flow; improve quality of access for peds/cyclists; improve bus transit across junction

£2,774,961.00

Great Central Street

PPZ-type scheme delivered on Great Central Street to facilitate occupation by future new businesses and leisure facilities. Corrective works to All Saints Road

£1,850,000.00

3 Cropston Road Anstey Scheme

Delivery of traffic calming speed as required by AG planning condition

£650,000.00

Biodiversity and Ecological Support Funding

Support for ongoing biodiversity obligations across the city, including match funding for Restoring the Soar, nature development work, and related measures managed by the planning service

£350,000.00

Street Clutter Reduction Programme

Managed programme to reduce levels of street clutter via removal of redundant signs, consolidation, and related projects

£175,000.00

Leicester North Investment

Investment in access, signage, public realm, and related measures to support Leicester North station as a primary tourist destination and better integrate with local transport networks

£50,000

Total:

£5,849,961.00

Spotlight: Leicester North Investment



- Wayfinding and maintenance scheme, primarily – intended to facilitate easier access to Leicester North via passenger transport, improve access quality and experience.
- Delivered alongside their investment in improved facilities and platforms thanks to successful fundraising rounds.

Active Travel

41 Beaumont Leys Lane Temporary Scheme Replacement Replacement of existing temporary pop-up scheme/wands on Beaumont Leys Lane with more suitable permanent facility	£2,058,039.00
Cycle Parking Hub Expansion Delivery of new cycle parking hubs allowing 24/7 access across the city – candidate sites including Beaumont Leys shopping centre, Park and Ride sites, Glenfield Hospital, General Hospital.	£300,000.00
Cycle Fleet Replacement Programme Replacement of aging cycles – including cargo cycles and those used for training or behaviour change – at end of life.	£50,000.00
Total:	£2,408,039.00

Spotlight: Cycle Parking Hub Expansion

- First wave in delivery late summer 2026 – Applegate, Infirmary Square, Humberstone Gate.
- 42 • All hubs secure, 24/7 access via keycard; CCTV security system.
- Park and Ride sites prime candidates to reintroduce park and cycle scheme



Healthier Neighbourhoods

Pedestrian Crossing Programme

Ongoing delivery of pedestrian crossing schemes and related works, in accordance with the CAT scoring list

£700,000.00

Neighbourhood Improvement Workstream

Fund for ad hoc and reactive investment in neighbourhood or ward priorities citywide

£500,000.00

20mph Programme

Ongoing 20mph delivery and monitoring

£500,000.00

RPZ Funding Block

Funding to support the delivery of Resident Parking Zones across the city, based on prioritisation and demand

£275,000.00

School Run Parking Block

Fund for planned or ad hoc interventions to progress the Sustainable Modes of Travel to School Strategy or respond to school run parking issues. Includes School Street funding

£250,000.00

Active Travel Capital Grant Block

Fund to be used to award small grants to businesses or organisations looking to support staff to travel actively. Match funding only.

£50,000.00

Total:

£2,275,000.00

Spotlight: Pedestrian Crossing Programme



- £750k allocation for 26/27
- Includes all aspects of delivery – design, project management, consultation, construction.
- Ped crossing programme data driven, based on local geography and constraints alongside identified ward and community priorities

Ped Crossing Programme – 27/28 Sites

45

- Anstey Lane/Krefeld Way Roundabout
- Groby Road (nr. Glenfield Hospital)
- Humberstone Road/Overton Road junction
- Welford Road/University Road junction
- East Park Road (nr. Nottingham Road)



City Connectivity

ORR Pinchpoints LTG Contribution

Contribution to design and delivery of projects designed to ease congestion around key locations on the Outer Ring Road.

Initial funding intended for assessment, analysis, and quick wins.

£700,000.00

City Centre

Cultural Quarter Streets

Additional maintenance work on streets around the Cultural Quarter

£700,000.00

Charles Street Design

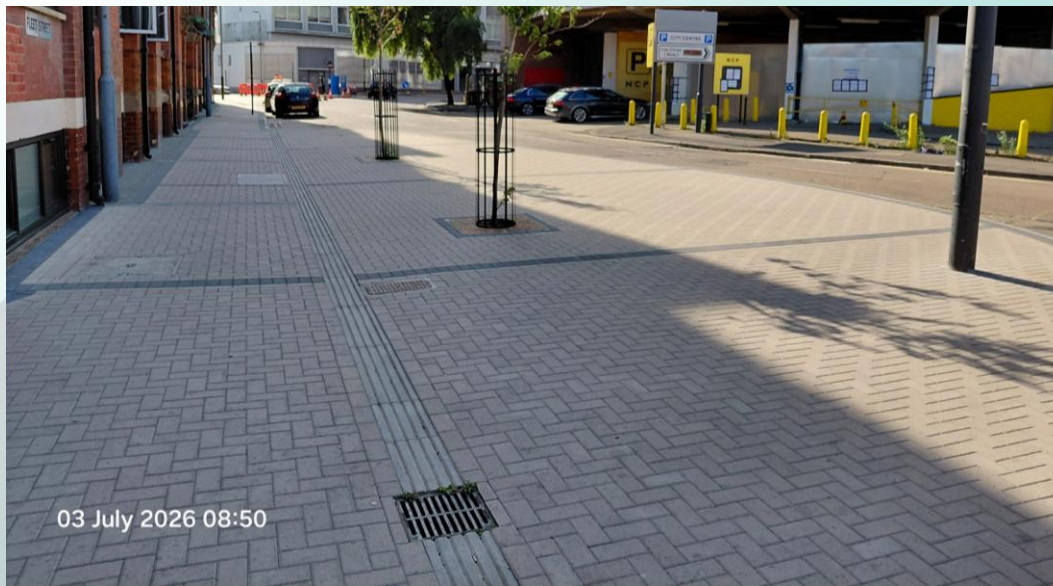
Design work for a future scheme for delivery on Charles Street

£100,000.00

Total:

£800,000.00

47



Programme Delivery

- Dedicated programme manager responsible for all projects.
- Majority of delivery via internal staff or City Highways; some specialist providers or contractors required for certain schemes.
- LTG allocation includes provision for delivery costs such as salary, engagement, tools.
- Each scheme and project scored against all transport outcomes

Further Member Engagement

- Ward priority sessions planned for September/October.
- 49 • Ward councillor feedback used to shape block allocations from 27/28 and as part of developing 2028 – 2030 programme.

ANY QUESTIONS?

Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2026 – 2027

Meeting Date	Item	Recommendations / Actions	Progress
24 June 2026	<i>Cancelled due to lack of business.</i>		
26 August 2026	1) Young Persons Bus Travel 2) Local Transport Grant Programme.	Possibility of additional meeting between August and November to be considered.	
11 November 2026	1) Local Transport Scheme Programme Update 2) Air Quality 3) Residents Parking Programme 4) NEET update. 5) Market place update		
19 January 2027	1) Capital and Revenue Budgets 2) Get LLR Working update. 3) Connect to Work	2- To include information on clarifying the relationship between initiatives aimed at reducing economic inactivity and trends in unemployment data, to enable the Committee to assess impact before reaching conclusions.	

Meeting Date	Item	Recommendations / Actions	Progress
25 February 2027	1) Road Safety 2) Pedestrian Crossing Programme 3) Skills Commissioning		

Forward Plan items (suggested topics)

Topic	Detail	Proposed Date
School Streets	To come with Walking and Cycling Behaviour Change Programmes.	
Walking and Cycling Behaviour Change Programmes.	To come with School Streets.	
YPC Survey Findings		
Labour Market – Worker Exploitation.	Can come forward if there are any further developments.	
Textiles Sector	Can come forward if there are any further developments.	
Levelling up - Railway Station update.		