

# Leicester Transport Plan and Initial Workplace Parking Levy Consultation Report

November 2021

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## 1.0 Introduction

Leicester City Council undertook a 12-week consultation, from 25<sup>th</sup> June to 17<sup>th</sup> September 2021 on its draft Leicester Transport Plan and initial thinking on a Workplace Parking Levy for Leicester.

The draft Leicester Transport Plan sets out the Council's transport vision, ambitions and priorities for the city over the next 15 years. The consultation also included exploring the potential of a Workplace Parking Levy to help deliver the Plan.

A new Transport Plan for Leicester is needed to respond to the many issues facing the city, including enabling city economic growth and population growth, tackling climate emergency and air quality challenges, improving health and physical activity levels and recovery from the Covid-19 pandemic.

The draft Plan proposes a big step forward for public transport, cycling and walking in the city. It focuses on three main areas:

- Developing connected main transport corridors and stations
- Improving transport within local neighbourhoods
- Managing demand for car use.

The Leicester Transport Plan recognises that many journeys begin or end outside the city boundaries and considers transport matters that impact on the wider Leicester urban area.

The plan sets out transport ambitions up to 2036:

- 100% zero emission vehicles
- More people regularly working from home and more responsible use of cars for necessary trips only
- Public transport, Park & Ride, cycling or personal e-mobility as first transport choice for most people (longer journeys)
- Active transport, cycling and walking as first transport choice for most people (shorter journeys)
- A thriving, accessible city centre that is easy to move around in and which supports economic growth in the whole city
- Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment
- A rush-hour free city, gradually managing traffic to reduce peak hour demands

The Leicester Transport Plan also included outline proposals for a Workplace Parking Levy to help manage traffic demand including through investment of revenues in new sustainable transport proposals set out in the plan. A separate document to support the Leicester Workplace Parking Levy initial consultation was also provided. Stakeholders / partners / members of the public were invited to comment on the outline proposals and what transport improvements a Workplace Parking Levy could help.

The consultation included a questionnaire covering the Leicester Transport Plan and Workplace parking Levy is included in Appendix 1.

The consultation responses received by the council are summarised, together with a council response in Section 4.

The consultation feedback will be used to help develop the full business case for the Workplace Parking Levy which is expected to be formally consulted on in late 2021/early 2022.

It will also be used to help shape the final Leicester Transport Plan which is expected to be considered for approval by the council in Spring 2022.

## 2.0 Consultation Process

The methods used as part of the consultation were:

- Leicester City Council **Consultation Hub, Citizen's Space**: There were nearly 400 emails sent to stakeholders, partners and members of the public (if they have had previous engagement with the Council) to notify them of the consultation and to invite their views. Respondents were able to complete an online questionnaire.
- Draft copies of the Leicester Transport Plan and Workplace Parking Levy leaflet were deposited at **Leicester City Council's libraries**. Respondents were able to complete a paper-based version of the online questionnaire or they could write to the Council's Transport Strategy Team.
- Extensive **publicity** for the consultation was undertaken by the council before and during the consultation process through the Council website, radio, local press and social platforms (Facebook and Twitter).
- A short **video** was also produced, hosted on the consultation webpage.
- **Presentations / Engagement sessions** were provided to stakeholders, partners and groups to capture views and to identify any gaps for the development of the future strategy. Due to the Covid-19 pandemic, these were all undertaken virtually and as a result many more sessions were able to be held than had previously been envisaged.

## 3.0 Consultation Response and Statistics

In total there were 280 individual comments comprising:

- 244 online questionnaire responses
- 36 email responses

In addition, comments and questions were captured from the specific engagement / discussion sessions which had approximately 170 attendees.

### 3.1 Online Responses:

- a) Table 1: Summary statistics of individual comments submitted through the Citizen's Space (online) hub:

<b>Respondent Profile:</b>	<b>Total</b>	<b>% (figures have been rounded)</b>
Member of the Public:	193	79%
Campaign Group:	3	3%
Community Group Representative	1	0.4
Local Business:	17	7%
Not answered	4	2%
Other	19	8%
Partner Organisation	7	3%
<b>TOTAL</b>	<b>244</b>	

b) Table 2: List of Businesses / Partners / Stakeholders who responded via the online Consultation Hub:

Ref Number	Business / Partner / Stakeholder
1	National Space Centre (and LLEP Director)
2	Sir Robert Peel
3	Next PLC
4	Soft Touch Arts
5	Community Action Partnership
6	BID Leicester
7	SEND Support Service
8	Daksha
9	Member of CALL
10	Loughborough University
11	Network Rail Eastern Region Strategic Planning
12	Natural England
13	Cycling UK and Better Biking for Blaby District
14	Leicester Society of Artists
15	Sofidel UK Limited
16	Legalwebb UK
17	Railfuture – East Midlands Branch
18	Knowsis Associates
19	Working Mens' Club
20	Harborough District Council
21	University Hospitals of Leicester
22	Rg+p Ltd
23	Sowden Group
24	ASLEF
25	Logistics UK
26	Cross Country Trains
27	Go Travel Solutions
28	GMB
29	Leicester College
30	TSITIKA LTD and Haley Sharpe Design Ltd
31	Hammerson PLC
32	Moat Community College
33	Canal and River Trust
34	Sir Jonathan North Girls College (8 individual responses)
35	Charles Street Buildings Group and Adagio/Novotel Leicester
36	Pepsico / Walkers
37	Public Health
38	Leicestershire Business Voice
39	Leicestershire Fire and Rescue Service
40	Federation of Small Businesses
41	David Morton Property Services Limited

### 3.2 Responses received by email

a) Table 3 lists the businesses / stakeholders that submitted representations by email:

No	By Email
1	Blaby District Council
2	Charnwood Borough Council
3	Climate Action Leicester and Leicestershire
4	CPRE Leicestershire
5	Crescent Recruitment Leicester
6	Federation of Small Businesses (Leicestershire, Northamptonshire and Rutland) (also submitted an online response)
7	Friends of Clarendon Park
8	Hammerson PLC
9	Historic England
10	Leicester Forest East Parish Council
11	Leicester Green Party
12	Leicestershire County Council
13	Leicestershire Partnership NHS Trust
14	National Highways (formally Highways England)
15	Oadby and Wigston Borough Council
16	Public Health, Leicester City Council (also submitted online response)
17	Samworth Brothers
18	Transport Action Working Group (part of Climate Action Leicester and Leicestershire)
19	University of Leicester (Social Impact Lead)
20	Councillor Vandaviji Pandya

b) Emails received from members of the public:

Seventeen emails were received from members of the public.

### 3.3 Engagement / Consultation / Discussion sessions:

Stakeholders and partners were invited to attend and provide feedback on various aspects of the Transport Plan, including the initial thinking on the potential role of a future workplace parking levy.

The following table provides a list of engagement and discussion sessions and the approximate numbers of attendees at each of the events:

#### Virtual Engagement / Consultation Sessions / Discussions:

Ref	Stakeholder / Partner /	Numbers of attendees (approx.)
1	Blaby District Council	4
2	Climate Action Leicester / Environment	5
3	Disability Representatives	3
4	DMU COP26 Event	51
5	Economic Development (Leicester City Council internal meeting)	1
6	Inward Investment (Leicester City Council internal meeting)	6
7	Learning Disability Partnership Board	4
8	Leicester Business Voice / FSB / East Midlands Chamber of Commerce	26
9	Leicester City Council Members: Scrutiny Health and Wellbeing & EDTCE	10
10	Leicester Rotary Club	9
11	Leicester and Leicestershire Strategic Planning Members' Advisory Group	10
12	Leicester and Leicestershire Strategic Planning Group	12
13	ProCon	35
14	Public Health representative, Leicester City Council	1
15	CCG Representative	1
16	Cycle City (Leicester)	8
17	Samworth Brothers	1
18	Senior Bus Operators Group	7
19	Taxi Liaison Group	5
20	TUC	3
21	University Hospital Leicester (UHL)	5

## 4.0 Summary of Responses:

This section provides a summary of the comments made through the online consultation, email responses and engagement / discussions undertaken. The results have been grouped into appropriate transport themes / aspects.

### A. The Draft Leicester Transport Plan

- Total individual responses received: 98

Summary of Responses	LCC Response
<p>We received 45 responses that were in broad support to the approach of the draft Leicester Transport Plan. This comprised of 32 responses from members of the public and the remainder of the responses were from campaign groups, local businesses, a partner organisation and other organisations.</p> <p>The table below sets out a summary of the other consultation responses with a response from the council.</p>	<p>Noted</p>
<p>A key concern from a number of respondents was that the Plan was not ambitious enough. The actions need to be more radical to deal with the major challenges the city is facing.</p>	<p>The plan sets out an ambitious and deliverable programme of transport improvements aimed at tackling major challenges facing the city. The final plan will be amended to better reflect how the council is responding to these challenges. In particular it will take in account of the Council's published Climate Emergency Strategy and Action Plan (2020-23). As part of the Action Plan a road map to net zero is being developed and expected to be completed in early 2022.</p>
<p>There were concerns regarding why home working is being encouraged. It was perceived that this was not an opportunity (as listed in the Challenges and Opportunities section). The responses around home working ranged from the negative impact this is currently having on city centre businesses, the impact on people's mental and physical health and wellbeing. There was only one business in support for home working. It was also highlighted from respondents that the Plan also needs to recognise that not all jobs can be done at home.</p>	<p>Home working is acknowledged as having increased significantly since the onset of Covid 19 and this has reduced transport needs with associated benefits. This is expected to continue and be driven by companies making decisions on flexible working in the future. Whilst this is an opportunity from a transport perspective it is acknowledged there are other challenges as noted. The council is preparing an economic plan that will consider the impact on businesses and how this can be best addressed.</p>
<p>There was also strong support from members of the public for a commitment for a car free city (with certain exceptions e.g., for those with disabilities and deliveries). It was</p>	<p>Support for a car free city is noted. The council is committed to reducing the negative impacts of the car on the city whilst delivering sustainable alternatives with significant improvements to public transport, walking and cycling routes. The</p>

<p>thought that this intervention could mean increased public transport patronage and improved congestion.</p> <p>Although one respondent noted that reducing the need to travel by car should be done with improvements to other forms of transport.</p>	<p>Connecting Leicester and Transforming Cities programmes have already created a large car-free area in the heart of the city centre. Where appropriate, this approach will be developed further and considered for local neighbourhood centres.</p> <p>Accessibility will be maintained and enhanced with, for example, the addition of a free, accessible city centre shuttle bus and improvements to both public transport infrastructure and services through our Greenlines network and Bus Services Improvement Plan (submitted to government in October 2021).</p>
<p>Some respondents highlighted the importance of partnership working the Leicestershire County Council.</p> <p>For example, one respondent noted, <i>'It is imperative that the City and County Councils work together to develop integrated transport plans...that Leicester's role in the wider County should be emphasised. The LTP4 should do more to acknowledge the transport connectivity challenges that will arise from the City's unmet housing need beyond its boundaries'</i>.</p>	<p>The Plan recognises that it is essential to work with County to maximise opportunities for sustainable transport solutions and this is referenced in section 1.1.</p> <p>This point is referenced in section 2 of the plan, noting the Strategic Growth Plan for the city and county and Local Plans of the city and district councils.</p>
<p>There was support from members of the public and other groups that there needs to be a carbon budget for transport. The Plan and its strategies need to show how they meet this budget.</p>	<p>The potential for carbon budgets will be considered as part of the final plan linked to work associated with the Climate Emergency Plan. As part of the Action Plan a road map to net zero is being developed and expected to be completed in early 2022</p>
<p>There was strong support from respondents that specific targets need to be much higher for walking, cycling and public transport. It was thought that the targets were a fraction of what was needed to reach our ambition of carbon neutral city by 2030. A target for reducing private car use is also needed. The targets set should be annual targets. Currently they only apply until 2024.</p> <p>Effective monitoring of the Transport Plan will be required.</p>	<p>This is a long-term strategic plan and two time periods were considered appropriate as they correspond with approved TCF programme timeframes for which funds are committed and the period to 2036 where funds are not yet allocated. The monitoring background paper provides detail on effective monitoring.</p>
<p>Some respondents suggested that the Hub and Spoke theme is not appropriate or sufficient to get car drivers onto buses (the context of the other themes was not questioned).</p>	<p>The bus strategy in the plan also refers to orbital services, neighbourhood services and demand responsive transport as part of a wider sustainable transport network. This will be updated in the LTP reflecting the council's Bus Service Improvement Plan which was submitted to Government in</p>

<p>Another respondent thought it should be abandoned.</p> <p>One respondent suggested:  <i>A network of bus services which link up across the city is needed so people can get to their destinations without having to waste time, carbon and money travelling in and then out of the city centre. This means more intersection points and orbital bus routes and services are essential to help connect areas of the city.</i></p>	<p>October 2021. The Government's response is awaited.</p>
<p>Unlike previous LTPs, there does not seem to be a requirement to produce one now. It is not clear what status it will have, and it lacks credibility in terms of assessing priorities.</p>	<p>The preparation of an LTP remains a statutory requirement. The LTP for Leicester is aligned to recently published government documents.</p>
<p>Even with an ambitious package of sustainable travel and demand management measures, the approach may still need to be accompanied by targeted highway works to deal with residual traffic impacts, which is something that the LTP4 should acknowledge</p>	<p>Local highway works will inevitably be required to support new local development schemes for example. This will be referenced in the final plan.</p>
<p>An overarching aim of reducing dependence on the private car trips with a modal shift to public transport and 'green/healthy' options should be added and projects do not feel comprehensively linked. Ambitions are very generic and would benefit from being more specific and therefore deliverable.</p>	<p>The LTP overarching objectives, guiding principles and themes clearly prioritise sustainable transport - buses, cycling and walking - as part of the transport hierarchy. These sit within the wider objectives related to Climate Emergency and Healthy People.</p>
<p>In your data on reduced bus use, I trust you have NOT included data for last 18 months of covid restrictions as this would be misrepresentative</p>	<p>Data used for bus use was pre-covid.</p>
<p>The focus on bus options will not solve the congestion in the city</p>	<p>Modal shift to quality bus services is considered the most effective way to reduce vehicle numbers and therefore reduce congestion on the road. One double decker bus can take up to 75 cars off the road.</p>
<p>Will there be further consultation and engagement in the development of these projects?</p>	<p>A Workplace Parking Levy consultation will be undertaken in Winter 2021.  There will be scheme specific consultation as these come forward for implementation in the future.</p>
<p>There is nothing in this policy that indicates what will be implemented to bring about the cultural change that will be necessary to bring about responsible vehicle use. Habits are hard to break and the habit of car use</p>	<p>Behavioural change activity is considered essential alongside physical transport improvements and this is set out specifically in section 5 of the plan.</p>

is deeply ingrained. There needs to be more in the final Plan of how car drivers will be persuaded or made to reduce the use of their cars.	
Funding sources listed are very biased in favour of new roads and car use. Just because there's funding available for more roads doesn't mean time and effort should be put into applying for them when the result undermines the shift to sustainable transport. We hope the transport hierarchy will help to balance this.	The LTP prioritises sustainable transport as part of the transport hierarchy for which the majority of funding will apply. This is reflected in the Workplace Parking Levy proposals.
Engagement (p38 of the plan) also requires the council to make changes based on feedback – this failed to happen properly in the case of the Street Design Guide and the disabled community, how will it be done?	This document captures the responses to consultation and the consideration and changes that will be incorporated in the final plan.

## B. Workplace Parking Levy (WPL)

- Total individual responses received:95

Summary of Responses	LCC Response
<p>In the feedback received, there were 25 responses which supported the proposal of a Workplace Parking Levy.</p> <p>Seventeen respondents were from members of the public and the remaining responses comprised of either campaign groups, partner organisations, local businesses, classed as 'other' or did not provide a status (not answered).</p> <p>Several respondents had referenced the WPL scheme in Nottingham and had noted experience of the scheme there.</p> <p>There were a number of issues raised from businesses and other respondents which are addressed in the remainder of this section.</p>	<p>Noted.</p> <p>Engagement with businesses and other stakeholder organisations is ongoing and will continue through the formal WPL consultation in winter 2021.</p>
Summary of Responses (split into subcategories)	
Scheme Specification and Design	LCC Response
The WPL should cover the whole of the city, not just the city centre	The WPL boundary is proposed to be the City Council administrative boundary
There is no evidence on the 10 place limit and whether this limit would be retained	This limit is already defined in the Nottingham WPL scheme which secured approval from the Secretary of State and given the similarities between the two cities is reasonable to be applied

	to Leicester. The WPL full business case and associated documents due to be published in December 2021 will include further rationale and information on this.
No clarity on the £575 charge	The WPL full business case and associated documents due to be published in December 2021 will include further rationale and information on this.
Part-time workers – how will the cost be calculated for them?	The WPL charge is made on the employer. The employer will decide how much of this, if any, is passed onto the employee. Further information would be made available for employers on details such as this.
Two businesses raised concerns with current car parking requirements. For example, staff car parking accounts for shift changeover patterns and / or staff who travel to different sites therefore more parking spaces are provided than will actually be parked during a shift. It was thought that to apply a levy on all spaces would be disproportionate.	Advice would be provided on specific issues such as this should the WPL be introduced and will build on the Nottingham experience. This will recognise the impact of shift patterns on fair charging for spaces.  The WPL is focussed on charging for commuter staff parking because of the impact this has on congestion and related issues such as air quality.
Another respondent highlighted concern with charging staff for parking spaces where there is more staff than parking spaces, which anecdotally had caused tension / stress in workplaces such as in Nottingham schools	Advice would be provided on specifics such as this should the WPL be introduced and will build on the Nottingham experience which supported employers, including schools, on the introduction of the charge and how to manage parking provision.
It was questioned by some respondents where will the money go from the WPL? Will the public benefit? Will it fund a tram and Greenlines bus network? It was however recognised by a business organisation and a 'Other' group that: <i>'We do recognise that there is a need for more funding of the sustainable travel alternatives and for this to be available on a year on year basis.'</i>  One respondent noted: <i>Funding from the work-based levy and a congestion charge should be hypothecated for the development and investment of sustainable social transport provision.</i>	The money will be ringfenced for agreed transport priorities in the WPL scheme and more details will be set in the WPL full business case and associated documents due to be published in December 2021.  The rationale for funding Greenlines and other bus interventions rather than a tram system is set out in the Leicester Bus Services Improvement Plan – published on the Council's website

<p>One business highlighted the importance of transparency and accountability of investment and forward planning: if a workplace levy is implemented, all funds raised must be ring-fenced for investment in transport schemes outlined in the Council's transport plans.</p>	<p>The WPL is being developed as an equitable scheme with the aim of benefitting the whole city through a citywide network of bus, cycling and walking proposals and does not focus solely on one part of the city.</p>
<p>No substantial financial information presented</p>	<p>This is provided in partner documents to the LTP including in the Transforming Cities Fund programme, Bus Service Improvement Plan submission to Government published in October 2021 and will be provided in the Workplace Parking Levy (WPL) business case to be published in December 2021.</p>
<p><b>Transport Concerns</b></p>	<p><b>LCC Response</b></p>
<p>There were a number of respondents who had questioned whether the Levy will take into account the work places that do not have good public bus transport links / people unable to use alternative modes of transport, for example bus services that do not operate to support shift times?</p> <p>It was suggested that the Council needs to focus on resolving some of the transport issues that hinder the workforce using public transport and other means to get to work. For example, having a regular hop on hop off service. Will there be sufficient transport capacity?</p>	<p>Yes, WPL proposals will include investment in buses, walking and cycling to support businesses outside the city centre and peripheral to the city. The WPL full business case and associated documents due to be published in December 2021 will include further information on this.</p> <p>New bus proposals linked to WPL are put forward in the Leicester Bus Services Improvement Plan (BSIP) currently awaiting match funding from the Government and formation into an Enhanced Partnership Delivery Scheme.</p>
<p>There were also several respondents who stated that consideration should be taken into account for people who have no alternatives to the car (e.g., parents on the school run and disabled people). It was stated that LCC should work with employees to determine a proportionate, equitable approach.</p>	<p>Yes, WPL proposals will include investment in buses, walking and cycling to support businesses outside the city centre and peripheral to the city. New bus proposals linked to WPL are put forward in the Leicester Bus Services Improvement Plan (BSIP) currently awaiting matched funding from the Government and formation into an Enhanced Partnership Delivery Scheme).</p> <p>The WPL full business case and associated documents due to be published in December 2021 will include further information on this.</p> <p>The council has engaged extensively with businesses in the city to hear their ideas and concerns as noted in this consultation document. Employer engagement on issues such as this would be built into the preparatory stages for the introduction of a WPL.</p>
<p>There were several respondents raising concern with displaced</p>	<p>A displaced Parking Task Force has been established and planned mitigation for any</p>

<p>parking. For example, there was no clarity on how the City Council would prevent employees parking off-site to avoid the WPL which will be to the detriment of residents.</p> <p>Assessments to understand the impacts of measures being proposed must be undertaken to recognise and mitigate the 'knock on' impacts to adjacent neighbouring authorities.</p>	<p>displacement parking will be included in the WPL full business case and associated documents due to be published in December 2021.</p>
<p>Respondents had noted that introducing a WPL without first seeing significant investment in public transport infrastructure in the Leicester, balanced with the proximity of the City to Nottingham, are threats which appear to have been overlooked. In addition to discouraging further investment, a WPL could precipitate the departure of key major employers in the City.</p>	<p>The council continues to invest substantially in sustainable transport and part of an ongoing improvement plan part funded through Government programmes.</p> <p>The council has commissioned a study from DMU into economic impacts which will be released as part of the formal consultation on WPL from December 2021.</p> <p>The experience from Nottingham does not suggest a departure of key major employers from the city.</p>
<p>It was also raised by some respondents that Leicester has demonstrably a poor public transport services comparative to Nottingham – it does not have a tram. The conditions for a WPL in Nottingham were more resilient than is the case in Leicester.</p> <p>One respondent cautioned:</p> <p><i>For Nottingham, the extension of the tram system was a high profile benefactor of WPL. Leicester will need to ensure the uplift in public transport offering has the necessary leverage to engage and excite businesses. It will need the wow factor...</i></p> <p>Another respondent stated that justifying a WPL to put in place similar infrastructure for Leicester overlooks the harm which would be done to the Leicester economy in the interim.</p>	<p>The intention of introducing a WPL in Leicester is to make transformational improvements over time in sustainable transport - buses, cycling and walking. This will be invested across the city and not focussed largely on a single or small number of schemes in limited locations.</p> <p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this has fed into the scheme design.</p>
<p><b>Economic Concerns</b></p>	<p><b>LCC Response</b></p>
<p>There are concerns from respondents that this will impact on local employer competitiveness and lead to recruitment and staff retention implications. This may lead to higher recruitment outside of the city.</p>	<p>There is no evidence of this from the Nottingham scheme.</p> <p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this has fed into the scheme design e.g., charging level.</p>

	There is no evidence of significant impact in this regard from the Nottingham scheme.
<p>There are concerns raised regarding the risks of local businesses curtailing investment.</p> <p>Also, there is a concern that this will negatively impact on inward investment in the city and may lead to the relocation of some businesses out of the city.</p>	<p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this considers impacts on employees. This has fed into the scheme design.</p> <p>The scheme will be applied equitably across the public, private and voluntary sectors, all of which will benefit from the investments made in transport.</p> <p>There is no evidence of significant impact in this regard from the Nottingham scheme.</p>
<p>There are concerns that there will be a negative financial impact on public body services and colleges. The impact could be that the Levy would have to be absorbed in existing budgets, which would divert investment away from the public service.</p>	<p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this considers impacts on employees. This has fed into the scheme design.</p> <p>The scheme will be applied equitably across the public, private and voluntary sectors, all of which will benefit from the investments made in transport.</p>
<p>There are concerns that the Levy will have a negative impact on household income as this could see some employees earn less than the minimum wage</p>	<p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this considers impacts on employees. This has fed into the scheme design.</p>
<p>It was questioned by respondents in the education setting whether education / school / college staff will be liable for the charge? It was thought that they should be excluded. There are concerns raised that the transport infrastructure is not in place and some staff need use of a vehicle to deliver job</p>	<p>All organisations with chargeable spaces and that are not subject to exemptions/discounts will be charged the fixed rate. This would include schools and colleges.</p> <p>Employers will decide if they pass the charge to employees in full or part.</p> <p>The scheme will be applied equitably across all employment sectors, all of which will benefit from the investments made in transport.</p> <p>Works vehicles used for work purposes during the day (and not used for commuting) are not charged.</p>
<p>There were concerns from respondents with timing of the implementation of the scheme. For example: 'talking about or introducing a WPL in the near-future economic cycle would most likely act as a disincentive to set up or retain a business presence in the City Council boundary area at the very point in time when business confidence and business investment needs to grow and retail and business centres need to adapt to the post-pandemic world without additional cost burdens.' And another respondent noted: 'We urge</p>	<p>An Economic Impact Assessment has been carried out by DMU for the proposed Leicester WPL scheme and this considers impacts on employees. This has fed into the scheme design.</p> <p>The timing is intended to reflect a forthcoming 'gap' in funding when current funds end, to enable our ambitious programme to continue at pace.</p>

you to reconsider the timing of introducing the scheme’.	
A few respondents requested that there should be the consideration of discounts for workplaces that provide publicly available electric car charging points.	Discounts for electric cars are not proposed. Electric cars contribute to congestion in the same way as conventional cars, albeit they are cleaner vehicles. The take up of electric vehicles in the coming years will mean they will represent a significant proportion of commuter vehicles that the WPL is targeted at reducing.
Consider discounts for workplaces that provide publicly available electric car charging points.	See comments above. Exemptions and discounts will be set out in the WPL full business case and associated documents due to be published in December 2021. It is proposed that smaller organisations with 10 or fewer chargeable spaces will receive a 100% discount.
<b>Other Key Points to address from Respondents</b>	<b>LCC Response</b>
It was raised by one respondent regarding the staff who provide the public transport and that should be excluded from the Levy (due to arriving early and leaving late). There is also a concern with safety if the employee is walking and cycling to and from their employment due to the lack of natural light.	All organisations with chargeable spaces and that are not subject to exemptions/discounts will be charged the fixed rate. Potential cycling and walking initiatives to address health and safety can be considered funded through WPL.
A congestion charging system is needed	A background study conducted by DMU considered the potential of different charging mechanisms including a congestion charge. A Workplace Parking Levy is considered the most appropriate option for Leicester.
Have businesses that require transport to complete their jobs (e.g., emergency services / plumbers) been considered?	Exemptions and discounts will be set out in the WPL full business case and associated documents due to be published in December 2021. It is proposed that emergency services and smaller organisations with 10 or fewer chargeable spaces will receive a 100% discount.
Passing the cost on to the employee is unacceptable – it is a stealth tax	This is a decision for each employer to make – it is not a requirement of the scheme.
There is a profound concern that the “objective evidence base” commissioned by the Council to assess the impacts of a WPL is not a balanced document. It has focussed unduly on the theoretical benefits and opportunities of WPL without adequately considering the threats and weaknesses of a WPL, and the adverse impacts which could follow	The Council has commissioned studies from DMU on the applicability of WPL to Leicester and also an Economic Impact Study. A traffic modelling exercise has also been commissioned to determine WPL impacts. As well as this, Leicester has been able to look at actual impacts of WPL in Nottingham, both in the form of academic reports and from the experience of Council officers.
It was stated that “no” Nottingham City based businesses relocated as a result of the introduction by Nottingham City Council of the	Nottingham City Council has conducted a number of exit surveys with employers surrendering their WPL licences and no reports have been received where the WPL scheme is cited as being the

Workplace Parking Levy – this is known to be an incorrect statement and should be re-clarified with Nottingham City Council.	principal reason for them relocation out of Nottingham.
How much funding will be raised from WPL?	This figure, including possible exemptions and discounts to the WPL, will form part of the formal consultation from December 2021
Would the small business exemption be a long-term commitment (up to 2036) or could this be removed at some point?	All scheme details are legally binding and LCC would have to consult on any changes such as removing a discount or exemption and then get approval from the Secretary of State for Transport.
Support for funds from WPL should be directed towards green travel policies. This also includes the use of electric vehicle charging points as a measure to facilitate the move towards electric / hybrid cars to reduce pollution within the city centre, active travel including engaging the least active population groups, supporting people to become more confident cycling, delivering social integration initiatives through transport to support mental health and wellbeing.	All funds raised from WPL must be spent on transport projects contributing to approved policies (in this case the LTP). A move to electric vehicles is a policy in the LTP and therefore projects of this nature would be possible. However, the Council has proposed three key projects – Greenlines electric bus network, active travel and the rail station transformation, and WPL funds in the first 10 years are proposed to be mainly spent on these projects.
Are there any plans to use WPL charging structure as a way of encouraging the installation of more electrical charging points?	Note above comments.
Will there be support for the WPL scheme for exemptions or concessions for vehicles being used for car share?	There is a built-in incentive for car share as only occupied workplace parking places are charged. If there are fewer commuter cars, the WPL chargeable is reduced.
It is unclear how monitoring of the LTP will be aligned with that for WPL.	It is intended that the same monitoring methods are developed and used for both the WPL and the LTP, though there may be additional monitoring required for WPL

### C. Bus

- Total individual responses received: 94

Summary of Responses	LCC Response
<p>There were 39 respondents in broad support for our proposals for buses.</p> <p>The table below sets out a summary of the other consultation responses with a response from the council.</p>	Noted

<p>It was stated by several respondents that the provision of Greenlines must be comprehensively applied to the whole of the city and urban area / county (not just to and from city centre) 24 hours, 7 days a week and with an attractive journey time.</p> <p>For example:  <i>There needs to be a real network of bus services across the city ...</i>  And another respondent noted:  <i>Having good transport links into Leicester from Leicestershire is key.</i></p>	<p>Full details of the Council's overall bus plans are to be found online in the Leicester Bus Services Improvement Plan (BSIP).  <a href="https://www.leicester.gov.uk/media/u5hc4da1/leicester-bus-services-improvement-plan-2022-2030.pdf">https://www.leicester.gov.uk/media/u5hc4da1/leicester-bus-services-improvement-plan-2022-2030.pdf</a></p> <p>This includes proposals for improved services right across urban Leicester and wider afield via expanded park and ride provision other associated features to ensure attractiveness, such as bus priority, waiting infrastructure, digital ticketing and real time information provision.</p>
<p>There were several comments relating to increasing the number of bus routes, including orbital routes, to take people from one side of the city to another. This includes linking into county services.</p>	<p>This plan has been drawn up in consultation with these neighbouring authorities and is aligned with the Leicestershire County Council BSIP.</p>
<p>A key theme to emerge from several respondents was the proposal of an Enhanced Partnership Scheme. Respondents generally thought that the City Council should operate the buses and a bus franchise would be the best way forward. There were concerns that an Enhanced Partnership will not deliver the changes needed to make buses attractive enough to achieve significant modal change. It was stated by one respondent that the Plan should recognise the current difficulties for a city like Leicester of seeking franchising powers, not least the problems of financing this approach, and the lack of skills and resources in this country to design and implement them. The City Council should work with other authorities to put pressure on the Government to overcome this.</p> <p>Additionally, it was also raised that it was found that it was extremely disappointing that the City and County Councils</p>	<p>This is covered within a 'Governance' section in the Leicester BSIP.</p>

<p>appear to be proposing separate BSIPs.</p>	
<p>Respondents also requested that specific targets for an Enhanced Partnership Scheme are required to provide clarity about the circumstances in which the council could apply for a bus franchise</p>	<p>This is covered within a 'Targets' section in the Leicester BSIP and its associated Enhanced Partnership Scheme.</p>
<p>Sixteen respondents referenced trams and the responses were generally supportive of them for Leicester. One respondent noted: <i>'You would be much better using the workplace parking levy to support the development of a Council owned Tram network, especially to connect key sites like the Universities to the Space Park'</i> Another respondent stated that, 'the proposals that have been aired for a bus that is meant to look like a tram are unconvincing. A few responses had also referenced Coventry's new ultra light rail system and stated if this could be considered for Leicester.</p>	<p>We have concluded that a fixed heavy tram system is not the right thing for Leicester. It is too expensive to procure, introduce, and run and too fixed in nature. A high quality bus is more flexible and responsive for the city. A big challenge is to make it mainstream for office workers and others. This is linked to quality – ensuring that the buses are fast and frequent.</p>
<p>There was strong support from respondents that bus fares need to be more attractive / cheaper and best fare capping. One respondent noted that the fare structure, 'needs to be logical and simple'. It was also stated that, <i>'ideally the annual cost of using public transport within a city region should compare favourably with owning a car. If people can be persuaded to cease using a car and swap it for an annual travel permit this would be a substantial "win".'</i></p>	<p>This is covered within the Leicester BSIP and its associated Enhanced Partnership Scheme to deliver the Plan.</p>
<p>Respondents were generally supportive for bus fares to have selective discounted fares. For example:</p>	<p>This is set out within the Leicester BSIP.</p>

<p><i>'trailing free bus passes for more groups of people such as under 25s and people on benefits.'</i></p> <p>Although there was one respondent who noted: <i>'Bus fares - these should be affordable to anyone, not just "particular groups of people". It would be better if bus services were free, funded by car parking charges.'</i></p>	
<p>Generally, respondents were keen on the expansion of the Clickbus services. However, one respondent noted that: <i>The Arriva click services are next to useless because you can't book ahead and have no idea when the next vehicle will be available, meaning it's difficult to plan your journey times.</i></p>	<p>The Leicester Bus Services Improvement Plan – with part funding proposed by WPL - sets out proposals for four demand responsive electric minibus services covering hard to reach areas of the city.</p>
<p>Respondents who had referenced bus information were all in consensus that there need to be clear maps and timetables / information</p>	<p>This is specifically covered Leicester BSIP.</p>
<p>Why do we not have a linked transport hub (rail and bus under one roof)?</p>	<p>A free city centre orbital bus service connecting the transport hubs will be implemented as part of the proposed Greenlines network.</p>
<p>Buses need to accept cash and card</p>	<p>This is currently the case and more detailed on digital 'best fare' London-style ticketing are set out in the Leicester BSIP.</p>
<p>Provide a bus station for services to east of the city</p>	<p>A park and ride service is planned at Leicester General Hospital and at the Racecourse, as part of the proposed Greenlines network.</p>
<p>How often will the city centre link bus run? It needs to be every 5 mins – and cheap or free</p>	<p>Currently proposed to be every 10 minutes and free.</p>
<p>The Transport Plan should include a clear statement of what the Enhanced Partnership Scheme is intended to achieve, with a timeframe and for the City Council to explicitly commit to applying for the powers to create a bus franchise if the Scheme does not deliver as expected within the next 3 years. This would both encourage the bus operators to provide the services needed and help you to act if they fail to do so.</p>	<p>This is clearly set out within the Leicester BSIP, including within the Executive Summary, Outputs and Outcomes sections.</p> <p>There will be full monitoring of the BSIP and if it is not delivering its aims and objectives by end of 2024/5 other forms of delivery and intervention will be considered.</p>

<p>Can the new Enhanced Partnership Scheme influence fares?</p>	<p>Yes, this is set out within a separate section of the Leicester BSIP and its Enhanced Partnership delivery scheme. It should be noted that the EPS requires operator majority approval. This will only be met if the Council is able to delivery significant benefits for commercial bus services through its proposed interventions. It can also use revenue funds to directly subsidise fares without the express agreement of operators.</p>
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#### D. Active Travel (Walking and Cycling)

- Total individual responses received: 97

The table below provides a summary of the common responses for active travel,

Summary of Responses	LCC Response
<p>There were 30 comments in broad support for our proposals for walking and cycling.</p> <p>The majority of the respondents were from members of the public, local businesses, partner organisations, a campaign group representative or classed as 'other.'</p> <p>The table below sets out a summary of the other consultation responses with a response from the council.</p>	<p>Noted</p>
<p>There is strong support from respondents for a comprehensive network of safe, integrated and connected walking and cycling routes (segregated), including into the suburbs and county.</p> <p>For example, one respondent noted: <i>'A real network of safe, segregated cycle and walk-ways across the city is also needed. The radial corridors and neighbourhood links being</i></p>	<p>The goal is noted and agreed. The council's commitment to this is evidenced by the recent high-quality cycling and walking schemes delivered on Welford Road, London Road, Belgrave Gate and other major routes in the city. Further schemes are already underway within our Transforming Cities programme.</p> <p>Section 5.4 of the LTP describes how improvements will be delivered along main radial routes serving growth areas and across the remainder of the urban area. The aim is to provide of safe and attractive cycling and walking routes linking the achievements of our Connecting Leicester and Transforming Cities programmes to local centres and neighbourhoods This includes working with the County and District Councils to continue important routes beyond the city boundary. This</p>

<p><i>planned are a good start but joined up networks are needed.'</i></p> <p>This included junction priority for cyclists over vehicular traffic which was mentioned by a few respondents. For example: <i>'I definitely want to see road junctions across the city managed to prioritise bus, cyclists and pedestrians rather than cars – people will only switch to sustainable transport if car use feels less convenient, and this can make a big difference in this area.'</i></p> <p>The goal should be to inspire future generations that there is a safe alternative to cars which offer freedom and exercise.</p>	<p>has happened in the past (e.g. Great Central Way) and is continuing. For example, our Transforming Cities programme already includes new cycle links to Braunstone Town and Anstey. Further cross-boundary schemes are anticipated under the Transport Plan</p>
<p>Secure cycle parking needs to be supported at destinations outside of the city centre again was another common theme emerging from respondents.</p> <p>Cyclists need to have confidence that their bike will be secure when they park up,</p>	<p>This point is noted. Our Transforming Cities programme is delivering 3 new secure cycle parking hubs at St Margaret's Bus Station, Humberstone Gate and Leicester Royal Infirmary, Further sites can be added to serve local centres and key locations. Local cycle parking provision will be reviewed as part of individual projects but we will continue to increase the provision of Sheffield stands on-street and work with police and schools to deliver "best practice" advice and help minimise security risks. Subject to available funding, the council will also continue to provide match-funded grants to individual businesses and organisations seeking to improve cycle parking infrastructure and security for both employees and customers using their premises.</p>
<p>There were concerns with the safety of cycle routes. Some respondents found it dangerous, and it was a deterrent to use cycling as a mode of transport. In particular, the role of pop-up cycle lanes was now found to have served their purpose. For example it was noted by one respondent:</p> <p><i>'Pop up cycle lanes were great when the roads were quiet in lockdown but permanent cycle lanes away from the cars are needed now that it is much busier.'</i></p>	<p>We recognise that more needs to be done to ensure people feel confident to cycle as a preferred transport choice and this is reflected in the plan</p> <p>The council is committed to delivering an extensive network of high-quality cycle routes, fully segregated where possible. This is complemented by our ongoing behavioural change and cycle training programmes and by our 20mph and SSHN (Safe Sustainable and Healthy Neighbourhoods) projects which aim to reduce and calm traffic in residential areas and local centres.</p>

<p>There were a few respondents who had safety concerns regarding the use of bikes, e-bikes and e-scooters and their scooters impact on the pedestrian environment.</p>	<p>Section 5.5 of the draft Transport Plan recognises and encourages cycling and micro-mobility as healthy and sustainable transport options. However, we do understand people's concerns about cycling and micro – mobility in the pedestrian environment.</p> <p>At the present time, cycling, e-bikes and other forms of micro-mobility are subject to regulations which include safeguards for pedestrians. Enforcement action, where appropriate, is the responsibility of the police and we await the outcome of the government's e-scooter trials (which we did not participate in). Going forward, we will work closely with the police, take due account of any regulatory changes and be guided by government advice. We will also monitor pedestrian / cyclist accidents and injuries using available databases as part of our wider transport monitoring activity.</p>
<p>It was noted by several respondents that getting around by active travel or by public transport is not for everyone, nor appropriate for every journey because of restricted mobility, age and health reasons. It is important that such groups are not disadvantaged, and the Plan needs to recognise this.</p>	<p>Section 3 of the plan does include a clear commitment to make transport accessible for all, acknowledging a wide range of barriers and the need to consult representative groups in the process. The point regarding active travel and public transport is, however, noted and agreed. Section 3 will therefore be reviewed to address this. For example, reference will be made to disabled parking provision and our wider commitment to becoming a member of the WHO "Age-Friendly City" network.</p>
<p>Several respondents supported further reallocation of road space from cars to segregated cycle ways is needed or disused rail beds could also be used for active travel or bus lanes.</p> <p>Reallocating roadspace was also seen as a measure to reduce vehicle speeds and to support new developments coming forward.</p>	<p>Noted</p> <p>The city council recognises it is necessary to reallocate road space to promote sustainable transport and provide high quality cycling, walking and public transport infrastructure. Examples within our Transforming Cities and Connecting Leicester programmes include: Lancaster Road (cycling); London Road (cycling, walking, bus); Welford Road (cycling and walking); Belgrave Gate / Churchgate (cycling and walking); Groby Road (cycling and bus) etc.</p> <p>The draft Transport Plan builds on previous work and will further expand our sustainable walking, cycling and public transport infrastructure.</p> <p>There will be further allocation of road-space for segregated cycle ways and bus lanes as shown in the Hub and Spoke diagram and details will be consulted on as schemes are developed in detail.</p>
<p>The Connecting Leicester scheme has been too city centre focussed and needs expanding out into the suburbs. The concept of a 20 minute neighbourhood is welcomed.</p>	<p>In Section 5.5 (Connected Healthy Neighbourhoods), the draft Transport Plan is aiming for a '15 minute' city where people can access a large range of facilities in 15 minutes using sustainable transport, expanding the Connecting Leicester concept out into the suburbs.</p>

<p>Cycling needs to be made easy through existing planning mechanisms such as visible cycle racks outside key buildings / destinations.</p>	<p>This is noted and agreed. Opportunities will be taken to add cycle racks outside destinations where possible. Subject to available funding, the city council will continue to offer match-funded grants to businesses and organisations who wish to improve cycle facilities for employees and visitors to their premises. In addition, our Transforming Cities programme is delivering 3 new, secure cycle hubs to complement the existing city centre and rail station bike parks. If successful, the aim is to create a network of hubs at key locations across the city. For new developments, draft Local Plan Policy “DQP01. Design Principles” requires well-integrated, conveniently sited and safe cycle parking.</p>
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## E. Rail

- Total individual responses received: 32

Summary of Responses	LCC Response
<p>There were nine respondents in support of the overall theme of rail. The table below sets out a summary of the other consultation responses with a response from the council.</p>	<p>Noted.</p>
<p>The main concern regarding the redevelopment of the rail station is that it has had a recent revamp and it is questioned whether the redevelopment is needed. A couple of respondents stated that plans to switch the station around are purely aesthetic,</p>	<p>The station transformation will include greatly improved facilities for passengers, rail service improvements as well as converting the porte cochere for commercial uses and creating a new public square and entrance to the station. Plans have been developed with rail industry partners.</p>
<p>There were a few respondents in agreement that there should be space for cargo bikes, parcel delivery and future last mile freight hub as part of redevelopment plans. For example: <i>‘The old postal buildings on Campbell Street would make ideal light freight hubs, the newer one at least having a subterranean car park, so an ideal place for an e-cargo bike base, fed by parcels arriving by train.’</i></p>	<p>This will be considered as part of further detailed design work.</p>
<p>Leicester is no longer part of HS2: Will the resources be channelled elsewhere instead? E.g. more services between</p>	<p>The Government has recently published its Integrated Rail Plan setting out investment priorities. This includes electrification of the Midland Mainline and sums potentially available for local rail projects. Discussions</p>

small stations within the city and county.	are underway with partners on what opportunities may be available locally.
More clarity over modal integration with the train station is required, especially when considering travel into and out of Leicester. Could Leicester train station be more multi modal?	A free city centre orbital bus service connecting the transport hubs will be implemented as part of the proposed Greenlines network.
The proposals for a multi-storey car park at the station would encourage more car traffic into the city centre which is wholly contrary to the aims of the LTP. The aim should be to minimise the number of people travelling to the station by car by improving the alternatives.	Any future phases of the rail station project will be subject to review in the coming years including the need for a new car park.
As cycling becomes more popular, more space will also be required for bike parking at the station and more hire bikes will need to be available there. Better linkage to segregated bike routes in all directions.	<p>Provision of cycle parking within the station is the responsibility of the rail franchise holder. The city council will, however, work in partnership to ensure that future cycle parking demand is met including through the first phase rail station scheme recently approved for Government funding.</p> <p>Use of the Santander Cycles Leicester e-bikes is monitored continually to effectively manage supply and demand of bikes at individual docking stations throughout the day. Should the need arise, capacity can be further increased relatively quickly by adding additional modular docking stations.</p> <p>Linking routes and maximising the potential of our investment in high quality cycling infrastructure is included in current plans.</p>
The railway transformation has the potential to cause harm to heritage assets and their setting, but also potentially offers opportunities to better reveal and enhance the historic environment.	We will work closely with Historic England as a key stakeholder as part of the redevelopment proposals.
Support solar roofs across this new development – transparent solar panels are widely available now, so they don't have to block light	<p>This will be considered at the detailed design stage.</p> <p>The ongoing transformation of St Margaret's Bus Station does, however, illustrate our commitment to incorporating extensive solar panel arrays within the city's transport interchanges.</p>
Support for improvements to improving connections to and from Leicester city, such as	Delivery of such improvements falls outside the powers and duties of Leicester City Council but the City Council is pro-active in supporting improved connections. In particular, electrification of the Midland Mainline

Coventry including the reopening of redundant lines	(confirmed in Nov 2021), faster, direct links between Leicester and Coventry and improved services between Leicester and the West Midlands in general.
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## F. Park and Ride

- Total individual responses received: 20

Summary of Responses	LCC Response
<p>Twelve respondents were in support of park and ride proposals. This included support for new park and ride sites and services through the city centre and to other parts of the city to improve connectivity</p> <p>The table below sets out a summary of the other consultation responses with a response from the council.</p>	Noted.
<p>There was a broad support for new park and ride sites, which included sites to the east and south of Leicester.</p> <p>However, there were concerns from a couple of respondents of the existing park and ride sites as to whether they are being fully utilised.</p> <p>A further respondent thought that the Plan has an over focus on Park and Ride and the key issues is addressing the problems with the current bus system (e.g. making it affordable).</p>	<p>There is capacity within our existing P&amp;R sites which provide an opportunity for growth. Our strategy is to improve both the sites themselves and the bus services serving them and therefore increase their attractiveness for longer-distance car drivers.</p> <p>A new park and ride site to the east of the city will be implemented at the General Hospital site.</p> <p>The plan includes proposals for improving Park and Ride sites but also to improve the wider public transport network as set out in the council's Bus Service Improvement Plan:  <a href="https://www.leicester.gov.uk/media/u5hc4da1/leicester-bus-services-improvement-plan-2022-2030.pdf">https://www.leicester.gov.uk/media/u5hc4da1/leicester-bus-services-improvement-plan-2022-2030.pdf</a></p>
<p>There were a few respondents who highlighted that Park and Ride services should have some intersection stops along their routes so they can be used by people within the city and support a functioning bus network (e.g. Oxford)</p>	<p>Our Bus Service Improvement Plan (submitted to government in October 2021 - link above) and associated Greenlines network includes proposals to improve the operation and integration of park and ride services to make them more attractive to users.</p>
<p>It is appreciated that the Council wants to reduce emissions from vehicles, but there is a concern</p>	<p>The buses serving the site will be electric.</p>

from one respondent with the proposed Beaumont Leys Park and Ride site which is located in a residential area. How does this help with emissions? What harm will this be to residents with more vehicles coming into the area?	As part of the development proposals, all necessary transport assessments to determine impact will be undertaken as part of the design process.
Park and Ride should not encourage longer distance journeys that could be made by public transport. Park and Ride is intended to facilitate more car dependent development	Park and Ride is considered a vital part of the City Council's transport strategy for the foreseeable future, to accommodate people from outside the city who do not have viable sustainable transport options.
Poor park and ride facilities and the Hospital Hopper does not run late enough for shifts.	If the proposals in the Bus Services Improvement Plan and the Workplace Parking Levy are agreed, the Hospital Hopper service will be improved to a 15 minute frequency with later services and the Park and Ride sites will also be improved.
Park and Ride sites could be transformed into interchange hubs where many rural buses could terminate. This would avoid the need for so many buses to use the radial routes into the city centre and other buses could provide direct routes across the city to form the basis of a network. The hubs could also provide provision for cyclists.	This may be appropriate in certain cases, but most inter-city or town-to-city bus services need to access the city centre to ensure services remain viable and attractive to potential passengers. The LTP prioritises mode shift to sustainable modes including buses, which requires regular and direct services to where people want to go.

### G. Highway and local road related aspects

- Total individual responses received: 51

(this includes aspects relating to Low Traffic Neighbourhoods, traffic calming, speed restrictions, A46 growth corridor and new roads, traffic lights and highway maintenance).

Summary	LCC Response
<p>Thirty eight responses were received from members of the public relating to highway aspects. The remainder of responses are from partner organisations, a campaign group representative, a local business and 'other'</p> <p>The table below sets out a summary of the other consultation responses with a response from the council.</p>	Noted

<p>There were several respondents expressing support for the implementation of Low Traffic Neighbourhoods. It was viewed that this was an effective way to improve areas of health and community cohesion. It was also seen as a measure to support safe cycling.</p>	<p>Noted</p> <p>The city council supports the aims and objectives of Low Traffic Neighbourhood schemes which we have termed SSHNs (Safer Streets Healthier Neighbourhoods). We are currently carrying out experimental SSHN schemes funded by the Department for Transport (DfT). The results will be collated and assessed locally and by DfT at a national level.</p>
<p>There was strong support for the expansion of the 20mph zone as a method to reduce accidents, improve air quality, discourage rat running and to support active travel.</p>	<p>Noted.</p> <p>Between 2010 to 2020, the city council has implemented 1313 20mph streets. Individual schemes are supported by local residents and will continue to be implemented as part of an annual, rolling programme for the foreseeable future.</p>
<p>Another strong key theme to emerge from the consultation was the suggestion of closing roads around schools at drop off and pick up times. This was seen as addressing the issue of school related traffic problems and it would help to encourage active travel and make driving less attractive.</p>	<p>Noted</p> <p>The city council fully supports this measure and is already working in partnership with schools and local residents to implement “school streets”.</p> <p>To maximise the potential benefits, this is often complemented by a range of other school-centric measures including: delivery of a “school-run” parking plan; park &amp; stride schemes; Bikeability training to teach primary school pupils how to ride; Clean Air Day activities and anti-idling campaigns to educate pupils and parents; school assemblies with “Clean Air Clive” - our clean-air mascot – to educate pupils on air quality, sustainable transport and road safety issues.</p> <p>Such measures will continue and evolve during the life of the plan.</p>
<p>There were many concerns expressed relating to the inclusion of the A46 growth corridor as referenced in the Strategic Growth Plan. It was questioned why the new A46 link road being mentioned in the Plan as it was thought to have been scrapped? Respondents were not supportive of the proposal. It was thought that it would encourage more driving and increased pollution. Also, it was mentioned that there still seems to be a desire among some of those responsible for planning at the regional level that we should accept and accommodate a</p>	<p>Decisions on the nature of the scheme will be subject to further extensive work, working jointly with other Leicestershire authorities on growth needs and associated transport improvement requirements.</p> <p>The LTP is a plan for the city and clearly states our aim of prioritising sustainable modes over the car. Beyond the city boundary and our legislative area, we will work with local, regional and national partners to promote and deliver appropriate transport solutions which will help meet decarbonisation targets alongside city and county growth requirements.</p>

<p>growth in car use. Despite its other aspirations the LTP appears to accept this approach.</p>	
<p>There were mixed views regarding the use of traffic lights. There was support for traffic lights to prioritise sustainable transport modes but there were respondents who thought that the use of traffic lights was adding to congestion.</p>	<p>Traffic signals are installed to improve traffic flow, manage conflicts and enable the safe movement of users on the highway network. At some junctions, traffic signals are installed or modified to address known accident problems, significantly reducing the number of road users being killed or seriously injured each year. Traffic signals also provide safe, controlled crossing facilities for pedestrians, incorporating special features to assist mobility impaired users. Removing signals is generally, therefore, not a realistic or beneficial option for any road user. Looking forward, in the context of the local transport plan, traffic signals also give us the tools to prioritise healthier, more sustainable modes over the private car using flexible traffic control strategies.</p>
<p>There was support for more, ongoing maintenance of the highway network. The maintenance of cycling lanes was a particular issue and there was concern that the standard of maintenance was poor. For example, it was making it difficult to cycle safely.</p>	<p>Noted</p> <p>Our established cycle routes are an important part of our plans to deliver a comprehensive, high quality cycle network for the city. The need for maintenance and, in some cases, additional infrastructure is recognised. We are, therefore, pro-active in our efforts to secure the necessary funding to maintain and enhance these facilities.</p> <p>Recent successes include our Transforming Cities Fund programme which has delivered significant improvements to existing cycleways on St Matthews Way, Great Central Way and Beaumont Way. We are hopeful that, if approved, WPL will provide additional funding to support this work.</p>
<p>One respondent rejected the notion that an increase in road capacity is required to tackle 'hotspots'. It is thought that this just facilitates more car-dependent development and creates more 'hotspots'. The LTP acknowledges that there is very limited ability to extend the road network in Leicester and that increasing road capacity is only a temporary solution as more people drive more, supply generating its own demand.</p>	<p>The LTP does not promote an increase in road capacity, instead promoting more efficient use of the existing road network. However, there may be specific occasions where an increase in capacity is required for example to create bus lanes or cycle priority.</p>
<p>There were respondents in support of new roads and road improvements. For example, to complete the outer ring road to avoid local roads being used as 'rat runs'.</p>	<p>New roads and some selective improvements will be necessary to support development and, in specific cases, to optimise the transport network. A preferred option would be to use the available highway land to create a fast and reliable orbital public transport route.</p>

	This is consistent with proposals to improve orbital services within our draft Bus Service Improvement Plan “Greenways” network. (Our draft BSIP was submitted to DfT in October 2021).
More roads and car parks needed.	Public highway space in the city is limited and must cater for a variety of users. We cannot build our way out of congestion to cater for an ever-increasing number of cars with an average occupancy of approximately 1.2 people at peak times. Our focus is therefore on developing sustainable transport solutions. Walking, cycling and public transport (including car share). These offer more affordable and scalable options to increase future network capacity and meet wider environmental objectives.

#### H. Parking Management:

(this included: a review of parking tariffs; improving quality of car parking; improving on-street parking through Residents’ Parking Zones; new parking proposals in Local Plan; redevelopment of unauthorised car parks). The main comments and key points to address are captured below.

- Total individual responses received: 38

Summary of Responses	LCC Response
The majority of responses were made from members of the public and the remainder are split between local business, partner organisations, a campaign group representative and respondents categorised as ‘other’.	Noted
<p>There were mixed views regarding the proposed revision of parking charges.</p> <p>There were respondents who were already against the current prices. It was thought it was too expensive and it was seen as unfair to motorists to pay for additional driving costs. There were respondents in favour of revised parking charges as it was thought it would make public transport or alternative modes of transport more attractive to use.</p>	<p>On the issue of pricing, we do not believe that current parking prices in the city are excessive, particularly in locations managed by the city council.</p> <p>We note the mixed public response on this issue and that some residents already recognise the role parking charges can play in influencing travel choices and creating a balanced and sustainable transport network.</p> <p>As noted in section 5.6 of the draft plan, this will be investigated in more detail as part of the wider parking co-ordination activity to improve the efficiency and sustainability of our highway network, whilst ensuring we meet the needs of vulnerable users.</p> <p>It is, however, clear that we cannot have parking charges that undermine the significant investment we are putting</p>

	in place to promote a sustainable and healthy city based around walking, cycling and public transport.
The proposals to release car parking land for more constructive and attractive use was generally supported by all respondents who had referenced it.	Support for this proposal is noted and welcomed. The size of the parking estate is another aspect which will be considered in the proposed parking co-ordination review.
There was general support for the widespread use of Residential Parking Permits. It was viewed that this would help with car demand management.	Support for Residential Parking Permits is welcomed. Previous experience has shown these to have a significant impact on parking issues in an area but implementation will always be subject to extensive consultation with local residents.
The concept of no pavement parking was supported by all respondents who had referenced it. Pavement parking was seen as hazardous for pedestrians, a danger for cyclists and an environmental concern. One respondent noted that they would support pavement parking by only being allowed by exception / power is granted by the government.	Support for the principle of pavement parking enforcement is welcomed.  The city council responded to the Dept for Transport consultation. The government's response is expected in 2022.
The LTP should propose a steady reduction in car parking provision in conjunction with measures to improve the effective alternatives to the car.	Noted and to be considered when the LTP is revised. As the interventions planned for public transport, walking and cycling are implemented, it is expected that there will be a migration of people to these modes of transport, therefore reducing the demand for car parking within the city.
The proposals to improve the quality of car parking provision and " <i>the use of technology to deliver an improved and efficient user experience</i> " run counter to the LTP's aim to reduce car travel and encourage the use of alternatives. Why invest in improving car parks? It is not conducive to getting people out of their cars.	Section 5.6 states there will always be a need for safe and accessible car parking in the city centre to support the retail, leisure and employment uses there. The plan recognises this and highlights the need for a carefully managed and balanced approach as we transition to a sustainable transport network and services that meets the needs of the city,  Regarding the use of technology and the quality of the user experience, if we provide car parks, they need to be of good quality and incorporate appropriate use of modern technology. It would be counter-productive to do otherwise. Technology can make operations more efficient and help reduce costs. Providing a high quality service helps reduce customer complaints and can also reduce vandalism.

I. Behavioural Change including Car Sharing Car Clubs and Bike / Micro mobility hire

- Total individual responses received: 29

Summary of Responses	LCC Response
There were eighteen respondents from members of the public with the remainder of respondents comprised from local business representatives, partner organisations or other.	Noted
It was highlighted by several respondents that a cultural change is required to make the shift from private car journeys and incentives are needed to do this. More information is needed in the final report on behaviour change and how the City Council intends to encourage modal shift.	<p>The city council recognises the importance of behavioural change initiatives to complement projects and realise the full potential of our investment in infrastructure and transport systems.</p> <p>Transport staff already target schools, employers and hard to reach groups with targeted behavioural change initiatives. High profile annual events such as the Let's Ride Festival and Clean Air Day are aimed at families and individuals. These complement a regular programme of smaller sustainable transport events promoted via social media.</p> <p>Engagement activity has been impacted by Covid-19 but behavioural change activities are an essential part of our Local Transport Plan. The final document will be reviewed to ensure it properly reflects this position.</p>
It was noted by a few respondents whether car sharers be given a reduction in fees or free parking.	There are no current plans to offer this in our car parks or via WPL. Within WPL, employers decide whether the charge is passed on to employees, in full or in part. Employers can therefore offer car-sharing incentives to staff and potentially pay a reduced WPL charge by reducing the number of parking spaces on their site.
There were respondents who were supportive of car clubs and suggested using car clubs to de-congest many of Leicester's neighbourhoods. There was also support for the Council operating a car club.	<p>The council supports car sharing and promotes it through our behaviour change interventions with employers and through our Choose How You Move website. The following link can be used to register and search for car sharing opportunities. We will continue to promote car sharing during the life of the plan.</p> <p><a href="https://www.choosehowyoumove.co.uk/driving/car-sharing">https://www.choosehowyoumove.co.uk/driving/car-sharing</a></p> <p>Section 6.5 calls for government funding to support the expansion of electric car clubs.</p>

<p>The E-bike hire scheme was generally seen as positive. However, one respondent thought that it is only useful when travelling within the immediate distance of the city centre. It was suggested to have bike hire stations / provision of mobility hubs in the suburbs.</p>	<p>Noted. The initial roll-out of 50 docking stations and 500 bikes is ongoing. Additional sites are already being added e.g. at Glenfield Hospital. Working with the scheme operator, we can start to develop a more comprehensive, city wide network of docking stations and bikes. We are entering into sponsorship arrangements with local businesses to add more docking stations / bikes and have received expressions of interest from employers in neighbouring district council areas.</p>
<p>The population needs massive behavioural changes – significant behavioural change will only come about with significant infrastructure change</p>	<p>The Plan includes proposals for significant infrastructure change to support an increase in people using sustainable transport. The necessary work has already begun under our £70m + Transforming Cities Programmes. This includes:</p> <ul style="list-style-type: none"> <li>• New, high quality segregated cycleways e.g. on Belgrave Gate, Lancaster Road, London Road and Victoria Park</li> <li>• Conversion of our 3 P&amp;R sites to zero emission electric buses</li> <li>• Imminent Introduction of multi-operator capped fare contactless bus ticketing – likely to be a first in a UK city outside London</li> <li>• Roll-out of Santander Cycles Leicester 500 bike / 50 docking station, 100% e-bike share scheme – the first all-electric docked bike share scheme in England</li> </ul> <p>Other recent successes include:</p> <p>St Margaret’s Bus Station – a complete rebuild which will deliver the UK’s first carbon neutral bus station</p> <p>Zebra Electric Bus Bid – a successful £47 million bid with our 3 bus operator partners to deliver 96 new zero emission electric buses into the city over the next 3 years - effectively electrifying over 1/3<sup>rd</sup> of the city bus fleet.</p> <p>Levelling Up Fund – a successful £ million bid will see a transform of Leicester railway station,</p> <p>The above illustrate the scale of the infrastructure investment already underway in the city. The Local Transport Plan and proposed WPL aim to build on this success to deliver a 21<sup>st</sup> century sustainable transport network for the city.</p>
<p>One respondent stated that the Council should commit to some serious behaviour change work around school runs / vehicle idling. There also needs to be more educational work so people consider the impact on the</p>	<p>Travel behavioural change and education programmes promoting cycling, walking and bus travel have, over a number of years, been delivered to local schools, community groups, employers and directly to residents through personal travel planning.</p>

climate if they choose to drive. Although another respondent viewed that behavioural change does not bring about the solutions that are required. The use of a civic-empowerment model is preferred.	These programmes combining physical street improvements and behaviour change work will continue over the plan period, targeting those areas with most need and where there is an opportunity to make a significant impact.
Involve Further Education colleges as they largely have the demographic for learning to drive and can be influenced in terms of transport and vehicle choice.	FE college staff and students are already included in the council's behavioural change programmes and interventions. Universities and colleges are also seen as key locations within our expanding e-bike share docking station network.

## J. SMART Transport

- Total individual responses received: 12

Summary of Responses	LCC Response
Half of the respondents were from members of the public, and the remainder of respondents were from local business representatives, a partner organisation and a representative classed as other.	Noted
There was a mixed response in the application of smart technology for transport.  For example one respondent mentioned that it can help manage the demand for travel and offer new attractive approaches to transport to the next generation. Although another respondent stated that spending money within this area is making it easier for people to drive.	Developing and delivering smart transport solutions is a key part of the council's Smart City Strategy. This will include using technology to improve the way that existing road-space is used and helping to manage traffic flows safely and effectively so that congestion is managed down.  These technologies can, for example, be used to give priority for buses and cyclists where needed, for example at junctions.
There are concerns that digital automated tickets are not accessible to everyone, for example the elderly.	Automatic digital ticketing operates for payments made by contactless bank or credit card, smart phone and smart watch. For payments made in this way, the system charges for the optimum ticket based on the journeys made that day (or across the calendar week). It is not, however, the only method of payment. Passengers can still pay by cash and will be charged the same fare if they plan their journeys and buy the appropriate ticket from the driver. The point regarding elderly travellers is noted but, in practice, elderly passengers (and other qualifying groups) benefit from free bus travel via the national concessionary travel card scheme. In addition, Leicester City Council is unusual as it allows concessionary card holders to travel half price at peak times. This is more

	<p>generous than the statutory national scheme and is not the norm. Savings made by using peak period half price concessionary fares will outweigh any potential benefit arising from the automatic capped fare system.</p> <p>Note, the digital ticketing proposals were subject to an Equality Impact Assessment and deemed satisfactory.</p>
<p>One respondent referenced the use of Connected Autonomous Vehicles (CAV) as a potential to revolutionise transport by making it more accessible and efficient.</p>	<p>The LTP prioritises mode shift to sustainable modes but any innovation that makes transport more efficient is to be welcomed – see Future of Mobility principles. Legislation and certification of CAVs for use on our roads is a matter for government – not the city council. The council will, of course, work with relevant partners to ensure the necessary infrastructure is in place to allow CAVs to operate effectively in the city when they are approved to do so.</p>

#### K. Freight and Logistics

- Total Individual responses received: 20

Summary of Responses	LCC Response
<p>There were sixteen representations made from members of the public, with a further two representations from partner organisations and two respondents categorised as 'other'.</p>	<p>Noted</p>
<p>The role of freight and logistics was a key theme to emerge from the consultation in terms of being recognised and addressed further within the Plan.</p> <p>Support for last mile freight innovations and e cargo bikes.</p> <p>Another respondent highlighted that freight is important to the Plan as helps to manage the overall demand for road based traffic, not only on the city's highway network but also on the Strategic Road Network.</p>	<p>Freight is acknowledged in the plan but the level of detail will be reviewed in light of the comments made.</p> <p>As Leicester is a compact city, addressing the challenges posed by freight will require local, regional and, potentially, national co-operation. We will therefore continue to work with neighbouring districts, the county council and regional partners on this issue.</p> <p>Notwithstanding the above and recognising the growth in on-line retail, the council is particularly interested in "last mile" deliveries and promoting the use of sustainable EV's and e-cargo bikes to service that need. The council will work with businesses and service providers to identify and develop appropriate and sustainable opportunities and business models to address this issue.</p> <p>Finally, as part of our NO2 reduction plan (approved by the government's Joint Air Quality Unit (JAQU)), we are about to implement the "Eco Stars" scheme which encourages and helps operators of HGVs, buses, coaches, vans and taxis to run fleets in the most efficient and green way.</p>
<p>The role of electric vehicles, cargo bikes were suggested as</p>	<p>The city council recognises the potential of e-cargo bikes and is pro-active in supporting their use. For example,</p>

<p>modes of freight transport within the city to reduce the number of cars and vans on the city's roads and to improve community connection.</p>	<p>our Active Travel teams operate a fleet of 6 e-cargo bikes. These are used to service our own sustainable transport events and to demonstrate the potential of e-cargo bikes within other council departments and local businesses. Subject to available funding, the council also offers match-funded grants for businesses wishing to introduce e-cargo bikes.</p> <p>Section 6.5 of the plan calls for additional government funding and support in this area.</p>
<p>To manage the amount of freight traffic, the Council needs to establish freight hubs and incentives to use them. These need to include small local hubs for neighbourhoods near schools and shops for people to walk to.</p>	<p>The council will work with local communities / businesses and freight carriers / delivery providers to investigate challenges and opportunities around freight hubs, consolidation centres and "last mile" deliveries.</p>
<p>Larger last mile freight hubs on the edge of the city are needed where freight is switched to electric cargo bike and vans, linked to planning policy to ensure modal shift.</p>	<p>The council will work with local communities / businesses and freight carriers / delivery providers to investigate challenges and opportunities around freight hubs, consolidation centres and "last mile" deliveries.</p>
<p>Could the proposed hopper between the bus and railway stations be utilised with freight stops and another respondent suggested to create a railway station hub?</p>	<p>The proposed hopper will provide a frequent, scheduled passenger service linking key city centre locations using a vehicle designed for that purpose. It is unlikely therefore that it will play any formal function regarding freight. The council will, however, work with local communities / businesses and freight carriers / delivery providers to investigate challenges and opportunities around freight hubs, consolidation centres and "last mile" deliveries.</p>

## L. Electric Vehicles and Charging Points

- Total individual responses received: 36

Summary of Responses	LCC Response
<p>Over half of the respondents were members of the public with a further two local business representatives, two partner organisations and another six categorised as 'other'.</p>	
<p>Another key theme to emerge from the consultation was the issue of electric vehicle charging points.</p> <p>There was a consensus among respondents that charging points, wherever possible needed to be tied to renewable electricity generation, otherwise this defeats the objective of decarbonisation.</p>	<p>The point is noted.</p> <p>In accordance with our Climate Emergency Strategy, the council's aim is to increase renewable energy generation and encourage storage of surplus to meet peak demand. Wherever possible, the council will therefore use electricity generated from renewable sources. This applies across all our areas of operation, including EV (electric vehicle) charging.</p>
<p>There was concern that electric vehicles are expensive, and they are not affordable to all, therefore why is the Council 'pushing cars out of the city centre)?</p> <p>Could the Council call on the government to increase incentives to take up electric car use and electric vehicle charging points?</p>	<p>The council recognises that there is an ongoing role for the car in the city but if we are to address the air quality, health, decarbonisation and congestion challenges we all face, we need to rebalance our transport network and prioritise the sustainable modes – walking, cycling and public transport. The city council is doing this by investing in high quality infrastructure and transport services to provide residents, businesses and visitors with a viable alternative to the car. We are not alone in taking this approach. It is entirely consistent with government policy and their transport decarbonisation plan (2021) which includes, for example, the target that by 2030 half of all trips in urban areas will be made by walking or cycling</p> <p>This is included in the draft LTP in Section 6.5</p>

<p>It was noted by a few respondents regarding the issue of the accessibility of charging points. It was commented that there needs to be an increase in the number of charging points available, for example at employment sites. There were also concerns with accessing a charge point owing to where they live (such as terraced streets with only on-street parking). Also, one respondent highlighted that on-street charging points also need to be capable of charging commercial vehicles.</p>	<p>The city council recognises the need for a roll-out of EV chargers to meet the demand from motorists who do not have access to off-street residential charging or need to recharge during journeys.</p> <p>In responding to the government’s October 2021 consultation on EV charging, the council highlighted the need for significant government investment to support charger installation and address a lack of capacity in the electricity network. The latter point is beyond the control of the city council and is a significant constraint when identifying suitable locations for the higher powered “fast” and “rapid” EV chargers.</p> <p>Section 6.5 of the draft plan reiterates the need for significant government funding to deliver the necessary EV chargers.</p>
<p>One respondent noted that at some point there will need to be the provision of hydrogen fuelling facilities for long distance HGV (Heavy Goods Vehicle) traffic. It would be good to see a more planned approach to this need, which is likely to include rail, with overhead electrification of all rail lines likely to be a long way off.</p>	<p>Noted.</p> <p>The council would support the use of hydrogen fuelled trains but this is a matter for National Rail and the franchise holders. It is outside the control of the city council.</p> <p>Similarly, the council is supportive of hydrogen fuelling stations for long distance HGV’s but the likely locations lie outside the city boundary in neighbouring districts or on motorways or trunk roads managed by Highways England.</p> <p>The council will, of course, work pro-actively with bus operators and major logistics companies in the city should they wish to pursue hydrogen options for their own sites and vehicle fleets.</p>

## M. Environmental Issues

- Total individual responses received: 15

Summary of Responses	LCC Response
<p>The majority of respondents were from members of the public. There were also three local business representatives, two partner organisations and one respondent classed as ‘other’ who also responded.</p>	<p>Noted</p>
<p>It was noted that positive efforts were being made to tackle climate change and pollution by the Council.</p> <p>Although some respondents felt more could be done to improve</p>	<p>The points are noted and supported.</p> <p>The council will continue to be proactive in identifying and exploiting opportunities to improve the environment and biodiversity within the highways and transport sectors. The links below provide more information on 2 specific projects:</p>

<p>the environment. For example, more trees / green areas / routes as it was viewed that it can be hugely beneficial for both the users of the route and the natural environment. One respondent thought we need to be doing more to protect our green spaces and there was also support reclaiming the Environmental City status</p>	<ol style="list-style-type: none"> <li>1. Leicester Bee Roads Project which encourages and supports pollinators by planting wildflowers in our highway verges  <a href="https://news.leicester.gov.uk/news-articles/2020/august/leicester-s-bee-roads-are-blooming-and-buzzing-with-wildlife">https://news.leicester.gov.uk/news-articles/2020/august/leicester-s-bee-roads-are-blooming-and-buzzing-with-wildlife</a></li> <li>2. Roll out of new “Living Roof” Bee Friendly Bus Shelters  <a href="https://news.leicester.gov.uk/news-articles/2021/may/new-network-of-living-roof-bee-friendly-bus-stops-springing-up-in-leicester">https://news.leicester.gov.uk/news-articles/2021/may/new-network-of-living-roof-bee-friendly-bus-stops-springing-up-in-leicester</a></li> </ol>
<p>There was a concern about the effect on the environment from new developments. Given an increase in developments, why is there is no mention of a Clean Air Zone?</p>	<p>We work closely with developers to maximise opportunities for developments to be sustainable. Relevant policies are included in the council’s Local Plan.</p> <p>Having mandated the city to address air quality issues, The Secretary of State decided a Clean Air Zone is not required and will not be funded in Leicester as the city currently meets all EU air quality objectives. Instead, the government has provided financial support for our NO2 plan which includes a package of measures to promote cleaner and greener transport.</p>
<p>More information on green energy on new builds (e.g., railways station expansion)</p>	<p>It is not possible to provide detailed information on all specific projects within the LTP but the city council will continue to issue press releases about significant energy related and sustainable projects as and when appropriate. These are often picked up and reported by the national news agencies and specialist magazines and trade publications. Information on St Margaret’s – new carbon neutral bus station is available from the link below.  <a href="https://news.leicester.gov.uk/news-articles/2020/october/designs-revealed-for-leicester-s-new-carbon-neutral-bus-station">https://news.leicester.gov.uk/news-articles/2020/october/designs-revealed-for-leicester-s-new-carbon-neutral-bus-station</a></p>

## N. Equality Related Impacts

- Total Individual Responses received: 21

Summary of Responses	LCC Response
<p>There was a consensus from respondents that there needs to be more recognition of disabled / less mobile / elderly groups.</p>	<p>Noted</p>
<p>The main concern within this theme was regarding a gap / lack of acknowledgement in the Plan of people with disabilities and age related mobility issues. Active travel, public transport (including Park and Ride) are often not viable options for these groups. It was questioned by a few respondents as to how will we be incorporating these groups into the Plan?</p>	<p>Section 3 of the plan expresses commitment to prioritise accessibility for all.</p> <p>The needs of the groups highlighted (and others with specific transport needs) will continue be addressed in the following ways:</p> <ul style="list-style-type: none"> <li>- Direct and inclusive engagement – the council has established LTAP (Leicester Transport Accessibility Panel) as a focal point for engagement with bodies representing the groups in question. The panel is a vehicle to discuss a wide range of issues including for example: emerging government policies; smart cities opportunities; design standards; and, individual scheme or project details (with additional project specific meetings when required)</li> <li>- Staff Training – via appropriate internal and external accessibility training courses and updates</li> <li>- Audits and assessments – road safety, equality impact</li> <li>- Best practice information sharing – e.g. the council is seeking membership of the WHO Age-Friendly Cities Network</li> <li>- Design &amp; Planning Standards – compliance with relevant standards</li> <li>- Partnership working – the council is not directly responsible for all aspects of the transport</li> </ul>

	<p>network and service provision but we will work with 3<sup>rd</sup> party providers to make the city accessible for all.</p>
<p>There was a concern from a few respondents that the Street Design Guide is not disability friendly. For example, it asks for 50mm kerbs when research shows that 60mm is the minimum kerb height that long-cane users and guide-dogs can reliably detect. Zebras (or 'implied zebras' without legal priority) are promoted, including at busy traffic junctions and roundabouts. These exclude many disabled people, particularly those with vision impairments or learning difficulties. Scotland no longer supports them.</p>	<p>It is important to note that the Street Design Guide is not a static document. As with standards, guidance notes and research, it can evolve over time and the points raised can be considered as part of any review.</p> <p>In the meantime transport schemes being designed for delivery involving these issues can be subject to discussion and review through the Leicester Transport Accessibility Panel.</p>
<p>More parking spaces required for disabled drivers</p>	<p>This will be considered within individual scheme designs and periodic, area-wide reviews of parking provision.</p>
<p>Where is the indication of how these plans will affect and change children's expectations of transport provision?</p>	<p>Children's expectations and understanding of transport will be influenced by our behaviour change programme which already engages primary schools. This includes Bikeability – training primary school pupils to ride; Balanceability – an early introduction to cycling using balance bikes; air quality issues; health and road safety issues associated with school-run parking. This work is complemented by festivals and events such as Clean Air Day and the Let's Ride Festival. The latter closes streets and encourages whole families to enjoy cycling through car free streets in and around the city centre.</p> <p>The above is a just a sample of the targeted interventions and activities that will continue and evolve throughout the life of the plan.</p>
<p>This plan is not promoting inclusiveness. For some of us access to the city is difficult and using the bus is too time consuming and expensive and the Park and Ride is not a viable option either.</p>	<p>The LTP aims to create a healthy, sustainable transport network and a city that is accessible to all.</p> <p>Concessionary travel passes for use on all buses are available for qualifying disabled people.</p> <p>For those who cannot use the bus or public transport, the plan offers disabled parking and designated hackney cab bays in the heart of the city centre. This is complemented by a large, traffic free, pedestrianised area built with high quality surfaces – a particular benefit for wheelchair users and those who are unsteady when walking. The council will continue to support services such as Shopmobility and, supported by our proposed Workplace Parking Levy, we intend to provide a free city centre shuttle bus linking key sites.</p> <p>The council is also seeking to join the WHO Age-Friendly Cities network which shares ideas and best practice across many areas, including transport.</p>

<p>The Plan needs to particularly look into the gender differences in how people travel - e.g. women being more likely to "trip-chain" as they take on more of the caring burden in general.</p>	<p>The plan does not specifically reference trip-chaining, but the aim is to provide all users with high quality transport infrastructure, more comprehensive networks and better transport choices whilst prioritising sustainable modes over the car. This includes: significantly enhanced radial and orbital bus services with easy-to-use multi-operator capped ticketing; a network of high quality, segregated and safe cycle routes serving the whole city; significant extension of our existing e-bike share scheme and the introduction of e-car clubs. When combined with improved transport information, this will increase multi-modal trip chaining opportunities. Where this does not meet individual needs, the option of the car remains but it will not be prioritised over other modes. Over time, improved transport opportunities may influence the personal life choices made by some people living and working in the city, changing trip-chain requirements and making sustainable modes more attractive and viable.</p>
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## O. Development / Planning

- Total Individual Response received: 12

Summary of Responses	LCC Response
<p>There were four respondents from members of the public and the remaining responses came from three partner organisations, two local business representatives and three respondents classed as other.</p>	<p>Noted</p>
<p>It must be ensured that any measures implemented within the city area do not negatively impact the delivery of the Leicester and Leicestershire Strategic Growth Plan (SGP).</p>	<p>Agreed and noted. We will continue to work closely with the local authorities under the Leicester and Leicestershire Strategic Growth Plan.</p>
<p>The proposals to support local growth are very weak. A clear strategy to stifle road capacity is needed but will challenge the expectations of many who see motorised mobility as the only way to conduct business. We need to ensure that new developments are optimised for bus operations from the outset. The need for land-use planning and transport to be integrated and looked at holistically is vital.</p>	<p>Supporting growth is a key LTP objective and the LTP is being developed alongside the council's Local Plan and the Leicester and Leicestershire Strategic Growth Plan. Transport officers will work with Planning colleagues and local bus operator partners to ensure there is integration between land use planning and transport with the aim of maximising the potential of public transport in terms of profile, journey times and service reliability when compared with the car.</p>

<p>It would be helpful to understand how the city authority will look to work with those authorities in drawing up a deliverable Transport Plan which will support growth not just in the city, but beyond.</p>	<p>The Leicester and Leicestershire Strategic Transport Priorities document sets out how the City Council and Leicestershire County Council will work together. It also sets out the transportation priorities to meet the challenge of economic and housing growth.</p>
<p>It states that "Further work is now progressing on an 'Early Transport Work Programme' that will support the SGP's proposed new spatial distribution for the Leicester and Leicestershire Housing Market Area". It does not state who is doing this work or indicate what the programme is likely to contain, but the inference seems clear - additional road capacity.</p>	<p>An 'Early Transport Work Programme' is being led and developed by the Leicester and Leicestershire Strategic Planning Group to support the implementation of the first phase of the Strategic Growth Plan.</p> <p>Additional road capacity may be required to serve new development, but the principles in the LTP (see vision, ambitions and list of policies) will apply to new developments meaning that sustainable alternatives will be prioritised over cars.</p>

## Appendix 1: Copy of consultation questions

Question 1: Do you have any comments on the introduction section of the draft Leicester Transport Plan?

2. Do you have any comments on the Policy Overview?

3. Do you have any comments on Challenges and Opportunities?

4. Question: Do you have any comments on the Transport Vision?

5. Question: Leave a quick comment (key themes and proposed projects)

6. Connected Corridors and Hubs

a. Connected Corridors for commuters and others travelling by bus, cycling and walking

b. Greenlines Electric Bus Network

c. High Quality integrated Transport Hubs

d. Transformed Rail Station

7. Connected Healthy Neighbourhoods

a. Connected Walking and Cycling Network

b. Connected City Centre and Neighbourhoods

c. Connected Local Neighbourhoods

d. Good Local Bus Network

e. Fewer and Cleaner Vehicles in Neighbourhoods

8. Managing Demand for Car Use
  - a. Parking Management and Co-ordination
  - b. Workplace Parking Levy
  - c. Behaviour Change
  - d. Smart Transport
  - e. Network Management
  
9. Delivery and Funding