

**HARBOROUGH DISTRICT COUNCIL**

**REPORT TO THE CABINET MEETING OF 6<sup>th</sup> September 2021**

**PUBLIC REPORT: Y**

**EXEMPT REPORT: N**

<b>Report Title</b>	<b>Leicester City Council Draft Local Transport Plan 4 and proposed Work Place Parking Levy consultation</b>
<b>KEY DECISION</b>	N
<b>Report Author</b>	Joanne Christopher (Senior Planning Policy Officer – Local Planning)
<b>Purpose of Report</b>	To seek approval for the submission of comments to the draft Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy by their consultation closing date of 17 <sup>th</sup> September 2021.
<b>Reason for Decision</b>	To provide a consultation response to the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy consultation
<b>Portfolio (holder)</b>	Councillor P King (Strategy) Councillor J Bateman (Regulatory)
<b>Corporate Priorities</b>	PLACE: An enterprising, vibrant place CO 1 Keeping the District a great place to live, work and visit
<b>Financial Implications</b>	Nil at present.
<b>Risk Management Implications</b>	Responding to the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy consultation helps ensure Leicester City Council considers and responds to issues in their Plan that could potentially impact on Harborough District.
<b>Environmental Implications</b>	The Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation seeks to tackle the climate emergency. To do so it proposes a big step forward for public transport, cycling and walking in the city. It focusses on developing connected main transport corridors and stations, improving transport within local neighbourhoods and managing demand for car use.
<b>Legal Implications</b>	The opportunity to comment on the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation assists us in meeting the requirements of the Duty to Cooperate and enables us to seek to influence the key vision and proposed projects and consider any potential impact in relation to Harborough district.
<b>Equality Implications</b>	Responding to this consultation will enable the consideration of any potential equalities' issues in relation

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	to the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation.
<b>Data Protection Implications</b>	Comments submitted to the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation will be publicly available and feed into development of the documents.
<b>Consultation</b>	Members' views on the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation have been sought however no comments were received by the deadline given.
<b>Options</b>	<u>Not responding to Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation</u> - The views of the Council would not be known to Leicester City Council. There are not considered to be any appropriate alternative options.
<b>Background Papers</b>	Consultation documents can be viewed here: <a href="https://consultations.leicester.gov.uk/communications/ltp4/">https://consultations.leicester.gov.uk/communications/ltp4/</a>
<b>Recommendation</b>	<b>1. That Cabinet approve the submission of the consultation response (Appendix A) to the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy Consultation.</b>

### 1. Introduction

- 1.1 Leicester City Council are currently consulting on the Leicester City Council Local Transport Plan 4 and proposed City Work Place Parking Levy. The deadline for responding is Friday 17<sup>th</sup> September 2021.
- 1.2 The suggested consultation response (Appendix A) focuses on the key issues and consideration of the potential impacts on Harborough District.

### 2. Key Facts

#### The Leicester Transport Plan 4 consultation

- 2.1 Leicester City Council are preparing a new Local Transport Plan 4. A Local Transport Plan (LTP) is a statutory requirement of a transport authority, and it will support the wider Leicester City Local Plan that is currently being drafted. The previous LTP dates from 2011. Ten years on from then, the context has changed with a focus on the climate emergency, and a commitment to improve air quality and improve the health of the community following the impact of the Covid-19 pandemic.
- 2.2 The LTP4 sets out a new vision for transport in Leicester:

*'The **Transport Vision** for Leicester is for a carbon neutral, growing, healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience for people and a vibrant local economy'.*

2.3 The vision is supported by ambitions for Leicester 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 and Ride, cycling or personal e-mobility will be the first choice for longer journeys for most people
- Active transport, cycling and walking will be the first choice for shorter journeys for most people
- A thriving, accessible city centre that is easy to move around in and 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.

2.4 Three central themes and associated programmes of work are identified to deliver the vision.

#### Connected Corridors and Hubs

- Connected commuter corridors for buses, cycling and walking
- Greenlines electric bus network
- New and improved Park and Ride sites
- Transformed Leicester Rail Station.

#### Connected Healthy Neighbourhoods

- Connected cycling and walking network city centre and local neighbourhoods
- Good local bus network
- Fewer and cleaner vehicles in neighbourhoods.

#### Managing demand for car use

- Parking management and co-ordination
- Behaviour change
- Smart transport
- Network management
- Workplace Parking Levy.

2.5 The LTP4 sets out some transport investment priorities for the City including:

- 'Greenlines' – a cross city electric express bus network with seamless ticketing and improved services with better frequencies covering more areas of Leicester.

- Development of a world class citywide cycling and walking network
- Rail station transformation – A key hub for planned national/regional rail schemes with transformed passenger facilities that unlocks wider station area regeneration.

2.6 Leicester City Council expect to publish a consultation report in the Autumn with approval of the final document expected around March 2022.

### Workplace Parking Levy consultation

2.7 One of the means of funding these investments is the potential introduction of a Workplace Parking Levy. This Levy would place a charge on eligible commuter parking spaces and therefore help to manage demand for car use in the City. The levy could be invested in priority sustainable transport schemes that are identified in the LTP. The idea is based on a successful scheme in Nottingham.

2.8 The next steps for this would be a formal business case consultation on this Workplace Parking Levy expected in November/December 2021. This will include all supporting evidence and studies and take into account responses received from this current consultation exercise. Subject to formal consultation the City Council would then submit its business case to the Secretary of State for Transport for consideration and final approval.

2.9 The earliest Leicester City Council could commence a Workplace Parking Levy with charging would be in early 2023.

## **3 Consultation response**

### HDC officer consultation response

3.1 Overall, the suggested consultation response (Appendix A) is supportive of the Local Transport Plan, and it's aims to tackle the climate emergency, improve air quality and health. However, it seeks to ensure the benefits are not restricted to within the City boundary and where improvements can be made to extend transport links to areas adjoining the City boundary, this is encouraged, and could support the viability of such projects. The full response can be viewed at Appendix A.