

Meeting **Scrutiny Commission**

Date/Time **Monday, 10 December 2012 at 11.00 am**

Location **Sparkenhoe Committee Room, County Hall, Glenfield**

Officer to contact **Mr. S. J. Weston (Tel: 0116 305 6226)**

E-Mail **sam.weston@leics.gov.uk**

Membership

Mr. S. J. Galton CC (Chairman)

Mr. G. A. Boulter CC	Dr. S. Hill CC
Mrs. R. Camamile CC	Mr. A. M. Kershaw CC
Mrs. J. A. Dickinson CC	Mr. W. Liquorish JP CC
Dr. R. K. A. Feltham CC	Ms. Betty Newton CC
Mr. T. Gillard CC	Mrs. R. Page CC
Mr. G. A. Hart CC	Mr. R. J. Shepherd CC

AGENDA

<u>Item</u>	<u>Report by</u>	<u>Marked</u>
1. Minutes of the meeting held on 7 November 2012.		A
2. Question Time.		
3. Questions asked by members under Standing Order 7(3) and 7(5).		
4. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.		
5. Declarations of interest in respect of items on the agenda.		
6. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.		
7. Presentation of Petitions under Standing Order 36.		
8. Item Placed on the agenda at the request of Mr. A. D. Bailey CC: A426 Bus Corridor Scheme.		B

A presentation will be delivered by the Director of Environment and Transport. By way of background information, a copy of the consultation leaflet for the

Scheme is attached, alongside a leaflet from Glen Parva Parish Council which presents the arguments against the Scheme.

9. 2.00pm - Discussion with the Leader of the County Council.

This session is scheduled to finish at 3.00pm. The focus of the discussion will principally be around:

- Key priorities;
- Key policy challenges expected in the coming months; and
- The financial outlook going forward.

The Leader of the Council will be supported at this session by the Deputy Leader and the Cabinet Lead Member for Resources.

10. 3.00pm - Discussion with Andrew Bacon, Chairman of the Leicester, Leicestershire Enterprise Partnership (LLEP). C

This session will be prefaced by a brief introduction to the Government's "City Deals" programme. The focus of the discussion will be around the following three themes:

1. Investment in Leicestershire;
2. Focus and Priorities; and
3. Sub-Regional Ambition.

Mr. B. L. Pain CC and Mr. P. C. Osborne CC (County Council representatives on the LLEP Board) have been invited for this session.

A copy of the issues the Commission wishes to raise with Mr. Bacon is attached. By way of background information, the following documents are attached for members' information:

- The LLEP's Economic Growth Plan;
- A document outlining the LLEP's key first year achievements.

This session is scheduled to finish at 5.00pm

11. Date of next meeting.

The next meeting of the Commission is scheduled to take place on 31 January 2013 at 10.00am.

12. Any other items which the Chairman has decided to take as urgent.

QUESTIONING BY MEMBERS OF OVERVIEW AND SCRUTINY

Members serving on Overview and Scrutiny have a key role in providing constructive yet robust challenge to proposals put forward by the Cabinet and Officers. One of the most important skills is the ability to extract information by means of questions so that it can help inform comments and recommendations from Overview and Scrutiny bodies.

Members clearly cannot be expected to be experts in every topic under scrutiny and nor is there an expectation that they so be. Asking questions of 'experts' can be difficult and intimidating but often posing questions from a lay perspective would allow members to obtain a better perspective and understanding of the issue at hand.

Set out below are some key questions members may consider asking when considering reports on particular issues. The list of questions is not intended as a comprehensive list but as a general guide. Depending on the issue under consideration there may be specific questions members may wish to ask.

Key Questions:

- Why are we doing this?
- Why do we have to offer this service?
- How does this fit in with the Council's priorities?
- Which of our key partners are involved? Do they share the objectives and is the service to be joined up?
- Who is providing this service and why have we chosen this approach? What other options were considered and why were these discarded?
- Who has been consulted and what has the response been? How, if at all, have their views been taken into account in this proposal?

If it is a new service:

- Who are the main beneficiaries of the service? (could be a particular group or an area)
- What difference will providing this service make to them – What will be different and how will we know if we have succeeded?
- How much will it cost and how is it to be funded?
- What are the risks to the successful delivery of the service?

If it is a reduction in an existing service:

- Which groups are affected? Is the impact greater on any particular group and, if so, which group and what plans do you have to help mitigate the impact?
- When are the proposals to be implemented and do you have any transitional arrangements for those who will no longer receive the service?
- What savings do you expect to generate and what was expected in the budget? Are there any redundancies?
- What are the risks of not delivering as intended? If this happens, what contingency measures have you in place?

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Minutes of a meeting of the Scrutiny Commission held at County Hall, Glenfield on Wednesday, 7 November 2012.

PRESENT

Mr. S. J. Galton CC (in the Chair)

Mr. G. A. Boulter CC	Dr. S. Hill CC
Mrs. R. Camamile CC	Mr. Max Hunt CC
Mrs. J. A. Dickinson CC	Mr. A. M. Kershaw CC
Dr. R. K. A. Feltham CC	Mr. W. Liquorish JP CC
Mr. T. Gillard CC	Mrs. R. Page CC
Mr. G. A. Hart CC	Mr. R. J. Shepherd CC

298. Minutes.

The minutes of the meeting held on 5 September 2012 were taken as read, confirmed and signed subject to Minute 285 (b) being amended to read as follows:

“Mr. G. A. Hart CC declared a personal, non-prejudicial interest in respect of this item having been a Cabinet Support Member at a time when the proposals for a community budget for families with complex needs (now referred to as ‘Supporting Leicestershire Families’) were agreed.”

299. Question Time.

The Chief Executive reported that no questions had been received under Standing Order 35.

300. Questions asked by members.

The Chief Executive reported that no questions had been received under Standing Order 7(3) and 7(5).

301. Urgent Items.

There were no urgent items for consideration.

302. Declarations of Interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

No declarations were made.

303. Declarations of the Party Whip.

There were no declarations of the party whip.

304. Presentation of Petitions.

The Chief Executive reported that no petitions had been received under Standing Order 36.

305. Safer Communities Commissioning Plan 2012/13 - Performance.

The Commission considered a report of the Chief Executive concerning a performance update against the Safer Communities Commissioning Plan 2012/13. A copy of the report, marked 'B', is filed with these minutes.

Arising from the discussion, the following points were noted:

- It was pleasing that crime had generally fallen, though burglaries from dwellings had risen by a third over the previous year. There was some concern that the Council's programme to reduce street lighting might have contributed to this increase. Research undertaken indicated that there appeared to be no direct correlation between those areas where street lighting had been reduced and an increase in crime levels, though there was a perception amongst the public that this was indeed the case. It would be important that the Council and the Police continued to monitor criminality in these areas and, assuming there was no change in behaviour, this would provide the necessary supporting evidence to show;
- There was concern expressed at the reduced reporting of hate incidents and domestic abuse incidents. Some detailed work would be carried out in collaboration with the Police to try to understand why this was the case. It remained important that the public felt able to report these crimes and that any incidents were responded to robustly in order to increase public confidence;
- A pack of information entitled "The Community Safety Partnership Landscape" had been shared with the three Police and Crime Commissioner (PCC) candidates prior to the election on 15 November 2012. The document explained the partnership arrangements which the PCC would need to engage with on taking office and set out how the funding that would transfer to the PCC was currently used. It was hoped that this would go some way towards demonstrating the value of the work undertaken in this area.

RESOLVED:

- (a) That the performance against the Safer Communities Commissioning Plan 2012/13 as set out in the report and appended dashboard be noted.
- (b) That a copy of "The Community Safety Partnership Landscape" pack used to publicise the work of Community Safety Partnerships to the

Police and Crime Commissioner be circulated to all members of the Council for information.

306. Draft Protocol Between the Scrutiny Commission and the Police and Crime Panel.

The Commission considered a report of the Chief Executive concerning a draft Protocol between the Scrutiny Commission (as “Crime and Disorder Scrutiny Committee”) and the Police and Crime Panel (PCP). A copy of the report, marked ‘C’, is filed with these minutes.

Arising from the discussion, the following points were noted:

- In carrying out its role as “Crime and Disorder Scrutiny Committee”, the Commission’s primary point of contact on the Police and Crime Panel (PCP) would be the County Council’s PCP representative. There would be opportunities to hold this person to account at the Commission on any issues that arose;
- The PCP would consist of one member from each of the County, City and Rutland and District Councils. The PCP would be meeting formally for the first time on 23 November and would be required to consider inter alia the appointment of three or four additional City Council members in order to achieve political and geographical balance. It would also be considering the appointment of two independent co-opted members for which applications were currently being sought;
- In acting as “host authority” to the PCP, the County Council would receive a yearly grant of £63,000. It was noted that, where support to the PCP exceeded this amount, it had been agreed to approach the other local authorities for a contribution towards the support costs. This issue would be monitored on an ongoing basis;
- There was concern expressed at the Home Office’s annual timetable for consideration of the Precept, which required the Police and Crime Commissioner to issue the Draft Precept by 15 January, with the PCP expected to submit its comments by 22 January. It was felt that this was insufficient time in which to test the Precept against the Police and Crime Plan;
- The draft Protocol had been shared with the “Shadow” PCP, which was meeting in advance of the full PCP to agree procedural matters such as its terms of reference and the timetable for consideration of the Precept. The Panel had accepted the draft Protocol which would be formally agreed on 23 November. The Protocol would be reviewed in 12 months’ time to ensure that the arrangements were working effectively.

RESOLVED:

That the draft Protocol between the Scrutiny Commission and the Police and Crime Panel be approved and that, subject to approval by the Police and Crime Panel at its meeting on 23 November, the Chairman be authorised to sign the Protocol on behalf of the Scrutiny Commission.

307. Local Transport Plan 3 (LTP3) Update - Implementation Plan and Key Performance Indicator (KPI) Progress.

The Commission considered a report of the Director of Environment and Transport which provided an update on performance against the KPI's of the Local Transport Plan 3. A copy of the report, marked 'D', is filed with these minutes.

Arising from the discussion, the following points were noted:

- Progress against the LTP3 had generally been positive. Examples were given such as the Loughborough Town Centre Major Transport Scheme which, subject to the agreement of contracts, was due to commence in the coming months and the success of the Local Sustainable Transport Fund bid to improve transport outcomes in Loughborough and Coalville;
- There was some concern expressed that passenger numbers on commercial bus services had fallen, though this was in line with national trends. A number of meetings would be held with the major bus companies and the City Mayor in an attempt to understand and reverse this trend;
- The planning system allowed planning authorities to assess only the impact of each development on transport infrastructure, rather than the cumulative effect of multiple developments, and this was a significant concern given the increasing pressure on housing figures. As traffic congestion was known to be hard to measure, the County Council was in discussions with Loughborough University about the possibility of commissioning a study on this issue, which it was hoped would enable the development of innovative solutions to congestion;
- Arriva was currently looking into the possibility of improving "Smart Ticketing" to reduce stopping time and increase traffic flow. It was noted that to move to the system adopted in central London (which eliminated the need for a receipt when boarding) significant levels of investment would be required;
- The Government had recently announced its proposals for the devolution of funding for local major transport schemes to what it was calling "Local Transport Bodies" (LTBs) which it suggested would be based around Local Enterprise Partnership areas. Funding would in future be allocated on a formula-basis. Under such arrangements, Leicester and Leicestershire would receive in the region of £21 million funding over four years as part of the new measures. Under the previous arrangements, local authorities had been required to seek funding from the Department for Transport for projects costing over £5 million.

RESOLVED:

- (a) That the Council's performance thus far against KPI's 1-7 of the LTP3, as set out in the report, be noted;

- (b) That the current position in respect of the Government's plan to devolve transport funding for major transport schemes to Local Transport Bodies based around Local Enterprise Partnership areas be noted and that a further report be submitted to the Commission setting out details in relation to the proposed governance arrangements and the selection criteria for transport schemes.

308. Flood Risk Management Update.

The Commission considered a report and presentation of the Director of Environment and Transport concerning an update on the Council's work as lead authority for the management of flood risk. A copy of the report marked 'E', together with the slides forming the presentation, is filed with these minutes.

Arising from the presentation and ensuing discussion, the following points were noted:

- Arising from the adverse weather in 2012 there had been some difficulties encountered in ensuring that gullies were cleared in a timely fashion, though an intensive programme of cleansing would continue for the next three months in order to clear the backlog. In response to the challenges faced, work was also being carried out on an ongoing basis to accumulate information about gully capacity to cope with surface water in order to ensure that the Council was best placed to respond effectively in future years;
- The level of resource to tackle flooding had recently been reviewed and would be monitored by the Council in its capacity as lead body on the Flood Risk Management Board. £305,000 had been allocated to the Council to help it fulfill its role as Lead Local Flood Authority to address flooding issues. This was in addition to the £250,000 already set aside in the Medium Term Financial Strategy for flooding. A review was to be undertaken to ensure that resources were being targeted appropriately;
- The Council had begun the process of engaging farmers to advise on the most effective ways to plough fields, as this would help to mitigate gully blockages in the future. The Council's Design Guide had also been amended to take account of new legislation and ensure developers were aware of new standards for sustainable drainage.

RESOLVED:

That the report and presentation setting out the progress of the arrangements for managing flood risk and gully cleansing be noted.

309. Date of next meeting.

It was NOTED that the next meeting of the Commission would be held on Monday 10 December at 2.00pm.

2.00 pm - 3.50 pm
07 November 2012

CHAIRMAN

Consultation on A426 Bus Corridor Project

(Leicester Road, Lutterworth Road,
Aylestone Road and Oxford Street)

We are interested in hearing your views.

Please complete and return the pre-paid response card.

The consultation period ends on Friday 26th October 2012.

The Problem

The A426 (from Lutterworth through Blaby and Glen Parva to Leicester City) is one of the major traffic routes into Leicester City Centre carrying around 18,500 vehicles per day. Road users regularly experience congestion, especially during week day mornings and afternoons when they are travelling between home and work. Buses regularly get held up in this congestion, which leads to increased journey times and less reliable services. This has a negative impact on the local economy and the environment.

Background

In December 2011 the Department for Transport made a £50 million Better Bus Area Fund to support local authority projects aimed at increasing bus usage, boosting the economy and improving the environment by reducing congestion and making bus services more reliable. Leicester City Council and Leicestershire County Council submitted a joint bid for a share of this fund towards a range of bus route improvement proposals along the A426 from Blaby into Leicester City Centre. This bid was successful and in March 2012 £2.56 million was awarded with the condition that it be used by March 2014.

Complementary funding for the project is being provided by Leicester City Council (£1.542m), Leicestershire County Council (£0.596m) and Arriva (£0.290m) as the main bus operator on the route.

When developing the proposals for the project we:

- Used the previous A426 bus corridor route improvement proposals consulted on in December 2009 as a starting point
- Studied traffic data and comments received in previous consultation and used this information to focus proposals where there is a clear need and measurable benefit
- Included Information and Behaviour Change initiatives and Quality Bus Improvements as additional elements to the bus infrastructure proposals to provide a full range of improvements, make buses easier and more attractive to use

Please refer to the bid document (www.leics.gov.uk/A426_Bus_Corridor_Project) for full details and analysis of benefits.

Project Aim

This project aims to help grow the local economy with reduced congestion and improve the environment by encouraging more journeys by bus.

(The proposals will not increase the journey time for those choosing to drive by car.)



The Proposals

Bus Infrastructure Improvements

This element of the project is targeted at the known points along the A426 where buses are delayed. These proposals are illustrated on the plan adjacent and consist of:

- Bus lanes to allow buses to bypass traffic queues on congested sections of the A426
- Bus Lane Traffic Signal Controls to allow buses to get close to the front of the traffic queue at junctions
- 24 hour/7 days a week operation with No Waiting and No Loading at Any Time restrictions proposed to be applied to all bus lanes (proposed and existing) wherever possible (a Traffic Regulation Order for these proposed hours of operation and restrictions will be formally advertised following this consultation)
- Bus lane enforcement building on new city centre enforcement to improve journey time and reliability along the route into and out of the city centre
- Junction improvements to improve safety, increase capacity and reduce delays for all users
- Road maintenance (including resurfacing) to improve ride quality

There will be some local road widening required to fit some of the bus lanes in, but this will all be within the public highway. No private land is needed. Some footway widths will be reduced but the minimum national standard width for a footway of 1.8 metres will be maintained throughout and in some locations footways will be widened. The lengths of bus lane where widening is proposed are shown on the plan. Greater detail of the proposed widening will be available on the City and County Council's websites and at the planned exhibitions (see overleaf for website addresses and exhibition dates and venues).

Proposals (continued)

Information and Behaviour Change

To complement the bus infrastructure improvements, help increase bus usage and help raise awareness of the benefits of using the bus, potential new and existing bus users would be targeted through:

- Focussed promotion and marketing, bus route information and improved timetable displays at bus stops to increase information and awareness of bus services
- Personalised Travel Planning to help inform people about their travel choices
- Smart and Integrated ticketing using the OneCard allows passengers to use a prepaid smartcard ticket to board buses using wireless technology, without having to use cash - providing quick and easy access onto buses
- Travel to work grants which provide subsidised bus fares for people attending interviews, training or the first few weeks of employment
- The provision of real time passenger information (bus travel information via the internet and mobile technology including a journey planner and web site)

Quality Improvements to Existing Bus Services

This element of the project would help to encourage a move to bus use away from the car to reduce congestion by making bus services more attractive and easier to use, proposals include;

- Bus stop improvements (new bus shelters, seating, lighting etc) along the route
- Refurbished higher quality buses and daily vehicle cleaning
- Arriva City Centre presence to monitor service reliability and provide passenger information in person
- Customer care training for drivers

Additional Proposals

A number of additional proposals (as shown on the plan) have been identified as further enhancements along the A426 to assist bus users, cyclists and pedestrians. Subject to further feasibility checks and funding we would look to incorporate these into this project.

Benefits of the Project

Overall this project would deliver;

- Reduced and more predictable journey times along with improved reliability and punctuality of bus services
- Increased bus usage due to journey time improvements, information provision, marketing and quality bus improvements
- Reduced congestion as a result of the move from car to bus use and improvements at junctions
- Reduced carbon emissions due to a reduction in congestion
- Benefits to businesses of better journey time reliability for both employees and delivery vehicles
- Improved access to work and training opportunities

Wider Benefits

- Improved pedestrian crossing points
- Proposed speed limit reduction between a point just south of the (A563) Soar Valley Way junction and a point just south of the Woodbank junction to improve safety for all road users along that section of the A426
- Improvements for cyclists – bus lanes will enable safer cycle use along the A426
- Safety improvements at junctions – the scheme would also be addressing one of the City Council's high priority accident sites at the Soar Valley Way (A563)/Lutterworth Road (A426) junction
- Better emergency vehicle access

What Next:

If you would like to see the proposals in more detail you can:

- Visit one of the public exhibitions, see below for the dates, times and venues:

Tuesday 2nd October, 2pm to 7:30pm
at Leicester Tigers Rugby Club Underwood Suite

Thursday 4th October, 2pm to 7:30pm
at Leicester Tigers Rugby Club Underwood Suite

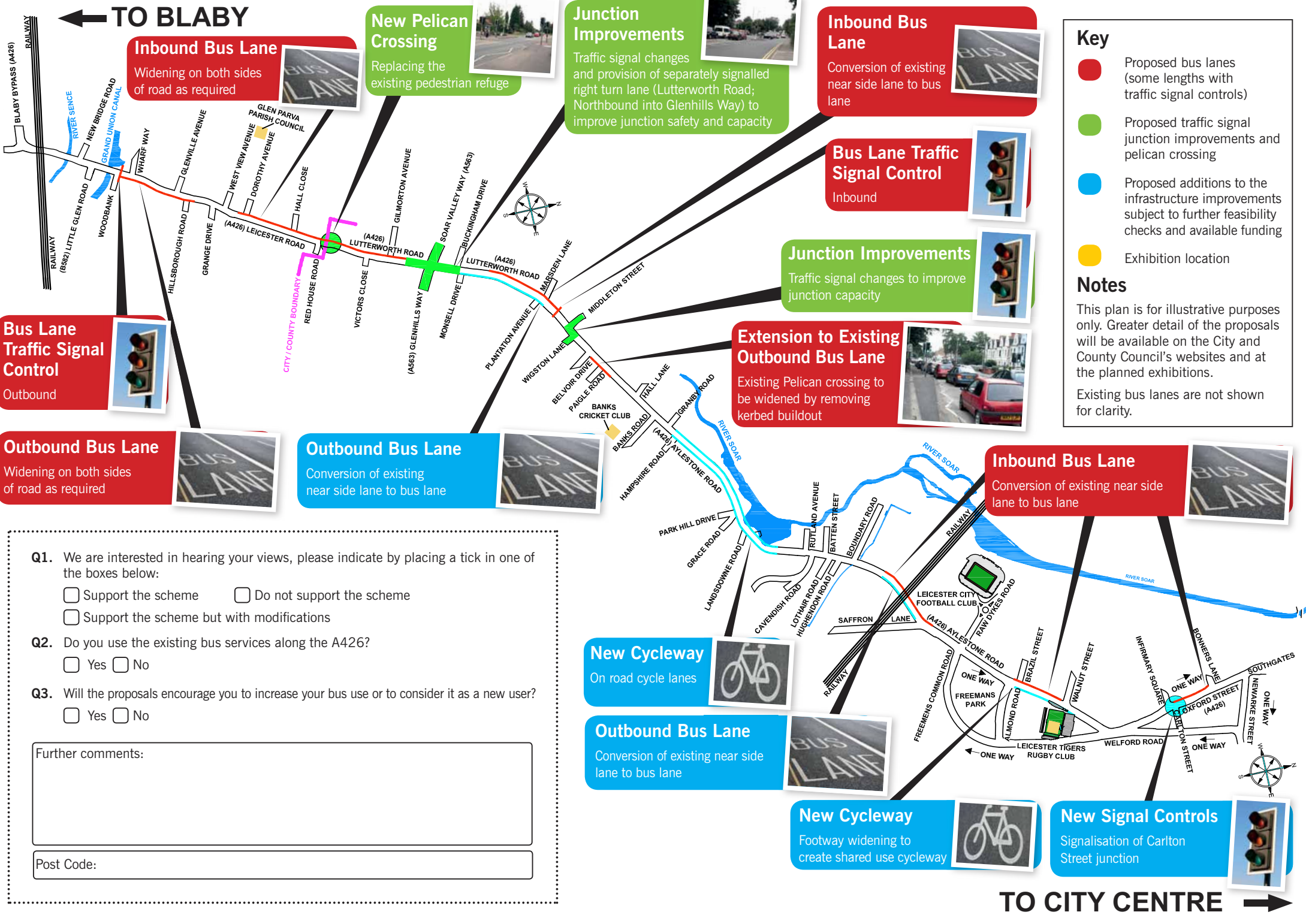
Saturday 6th October, 12noon to 5pm
at Glen Parva Parish Council Offices

Tuesday 9th October, 2pm to 7:30pm
at Banks Cricket Club, Banks Road, Leicester

Officers will be there to answer any queries or questions you have about the project.

- Visit the City and County Council offices
Leicester City Council, New Walk Centre, Welford Place, Leicester, LE1 6ZG
Leicestershire County Council, County Hall, Glenfield Leicester, LE3 8RA
- Visit the City and County Councils' web sites
www.leicester.gov.uk
www.leics.gov.uk

The Traffic Regulation Orders for the proposed and existing bus lane hours of operation (24 hour/7 days a week) and restrictions (no waiting and loading at any time) as well as the speed limit change will be formally advertised following the consultation.



Inbound Bus Lane

Widening on both sides of road as required



New Pelican Crossing

Replacing the existing pedestrian refuge



Junction Improvements

Traffic signal changes and provision of separately signalled right turn lane (Lutterworth Road; Northbound into Glenhills Way) to improve junction safety and capacity



Inbound Bus Lane

Conversion of existing near side lane to bus lane



Bus Lane Traffic Signal Control

Inbound



Junction Improvements

Traffic signal changes to improve junction capacity



Extension to Existing Outbound Bus Lane

Existing Pelican crossing to be widened by removing kerbed buildup



Bus Lane Traffic Signal Control

Outbound



Outbound Bus Lane

Widening on both sides of road as required



Outbound Bus Lane

Conversion of existing near side lane to bus lane



Inbound Bus Lane

Conversion of existing near side lane to bus lane



New Cycleway

On road cycle lanes



Outbound Bus Lane

Conversion of existing near side lane to bus lane



New Cycleway

Footway widening to create shared use cycleway



New Signal Controls

Signalisation of Carlton Street junction



Q1. We are interested in hearing your views, please indicate by placing a tick in one of the boxes below:

Support the scheme Do not support the scheme

Support the scheme but with modifications

Q2. Do you use the existing bus services along the A426?

Yes No

Q3. Will the proposals encourage you to increase your bus use or to consider it as a new user?

Yes No

Further comments:

Post Code:

TO CITY CENTRE →

We are interested in hearing your views. Please complete and return the pre-paid response card. Alternatively you can write to the City and County Councils, email us at BBAF@leics.gov.uk or use the online comment form. The consultation period ends on Friday 26th October 2012.



If you require the attached information in an alternative version e.g. large print, Braille or an alternative language, please telephone 0116 305 0001.

જો આપ આ માહિતી આપની ભાષામાં સમજવામાં થોડી મદદ ઇચ્છતાં હો તો 0116 305 0001 નંબર પર ફોન કરશો અને અમે આપને મદદ કરવા વ્યવસ્થા કરીશું.

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਸਮਝਣ ਵਿਚ ਕੁਝ ਮਦਦ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0116 305 0001 ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ ਅਤੇ ਅਸੀਂ ਤੁਹਾਡੀ ਮਦਦ ਲਈ ਕਿਸੇ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਦਵਾਂਗੇ।

এই তথ্য নিজের ভাষায় বুঝার জন্য আপনার যদি কোন সাহায্যের প্রয়োজন হয়, তবে 0116 305 0001 এই নম্বরে ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

假如閣下需要幫助，用你的語言去明白這些資訊，請致電 0116 305 0001，我們會安排有關人員為你提供幫助。

Jeżeli potrzebujesz pomocy w zrozumieniu tej informacji w Twoim języku, zadzwoń pod numer 0116 305 0001, a my Ci dopomożemy.

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Glen Parva News

Welcome to
GLEN PARVA

October 2012

Glen Parva Parish Council objects to Leicestershire County Council's A426 Bus Lane Scheme...and needs you to do the same by 26 October 2012

If you don't object now, on Leicester Road, Lutterworth Road and Aylestone Road you will:

- ✦ **Experience severe traffic delays for nearly a year starting January 2013** — the LCC say it will take this long to complete the bus lane scheme;
- ✦ **Sit in long traffic queues next to empty bus lanes as only 4 buses an hour will use the bus lanes when completed** — Arriva have reduced services by 50% and LCC have terminated the 73 bus service due to a lack of demand;
- ✦ **Save only 5 minutes total bus journey time between Leicester Station and Lutterworth!** — LCC estimated time saving;
- ✦ **Have the widths of pavement drastically reduced to 1.8 metres putting children and pedestrians in danger;**
- ✦ **See the value of houses go down as an attractive residential setting is destroyed** — LCC will make home owners living along the route cut down trees and hedges;
- ✦ **See £4.7 Million of tax payers' money wasted, when essential Council services are being cut and people are made redundant;**
- ✦ **Be fined if using the bus lane by enforcement cameras operating 24/7;**
- ✦ **See the quality of your life, health and the environment suffer as congestion, noise, and pollution increase!**

To object to this proposed bus lane scheme complete the reply card provided by LCC; write to LCC at the following address: Environment & Transport Department, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 6ZP and/or email your objections and comments to the following:

- | | |
|---|-------------------------------|
| • Leicestershire County Council: | bbafe@leics.gov.uk |
| • Lesley Pendleton-LCC Highways Lead Member: | lesley.pendleton@leics.gov.uk |
| • Alan Bailey, LCC Councillor for Glen Parva: | alan.bailey@leics.gov.uk |
| • Andrew Robathan your MP: | southleicscons@btconnect.com |

Make sure you copy Glen Parva Parish Council into your email: j.small@gppcouncil.org.uk

Objections to claims made by Leicestershire County Council about the Benefits of the A426 Bus Scheme

LCC claim the scheme will achieve:	The following Objections are made in response to LCC's claims:
1. Reduced and more predictable journey times and improved reliability for buses.	1. Even after a 50% reduction by Arriva in the number of buses, the existing service currently fails to run to timetable even during off peak periods when there is light traffic on the A426.
2. Increased bus patronage as a result of the journey time improvements, quality improvements, information provision and marketing.	2. LCC provide no evidence and customer insight to support this statement. Their statistical data is spurious as it is based on totally out-of-date 2001 census data. 3. The petition signed by the local community and objecting to the scheme also states they will not use buses when the scheme is completed any more than they do now. 4. An increase in take up is unlikely as bus services do not link up with other forms of public transport. It is a 15-20 minute walk from the nearest bus stop to Leicester Railway Station.
3. Reduced congestion as a result of the junction improvements and mode shift to public transport.	5. The petition illustrates that a mode shift to public transport is highly unlikely. 6. Longer queues of traffic moving at a lower speed limit of 30mph will cause increased congestion; will result in longer car journey times and increase vehicle pollution levels. 7. New pedestrian crossings will lead to greater congestion as traffic flow is interrupted by crossing light changes. 8. Bus gates will also interrupt traffic flow and stop traffic moving.
4. Reductions in carbon emissions as a result of the reduced congestion.	9. The scheme will INCREASE not decrease CO ₂ emissions 10. Vehicles will be forever stop-starting and sitting stationary at one set of traffic lights or another. 11. Car Journeys that can currently be driven non-stop in either direction on Leicester Road will be highly unlikely to occur.
5. Benefits to the businesses of better journey time reliability for both employees and delivery vehicles.	12. Employees who use buses know how buses operate now and plan accordingly. 13. Delivery vehicles will be stuck in the traffic queues as they cannot use bus lanes.
6. Improved access to work and training.	14. Access to work will only apply to people who work on or near to the A426. 15. People who work and train elsewhere will be severely delayed.
7. Improved pedestrian crossing points	16. No evidence that existing pedestrian crossings are unsafe. 17. Additional crossing points will lead to further delays for road user and more congestion.
8. Proposed speed limit reduction between a point just south of the (A563) Soar Valley Way junction and a point just south of the Woodbank junction to improve safety for all road users along that section of the A426	18. Children, pedestrians and road users will be put in danger as footpaths reduced to 1.8 metres wide. 19. Home owners who have to use the existing verges and footpaths as refuges to turn their vehicles around and safely join traffic from driveways will have to reverse illegally into traffic from their driveways. They may also have difficulty seeing pedestrians on dark mornings/evenings. 20. The width of the carriage way in both directions of the road will be much narrower
9. Improvements for cyclists – bus lanes will enable safer cycle use along the A426	21. Cyclists find it quicker and safer to use the Great Central Way to get into the city centre as it avoid traffic lights the steep gradients on the A426. 22. Existing pavement widths also enable safe cycling. 23. The existing width of the road also allows for the safe overtaking of cyclists. 24. Cyclists and motorcyclists will be put in danger when trying to turn right as the carriageway will be narrower on both sides.
10. Safety improvements at junctions – the scheme would also be addressing one of the City Council's high priority accident sites at the Soar Valley Way (A563)/ Lutterworth Road (A426) junction	25. This junction is not locally known as an accident black spot, unlike the junction at A596 Soar Valley Way and the B4114 near Sainsbury's that is considered to be an accident black spot.
11. Better emergency vehicle access	26. This is likely to be worse as emergency vehicles currently and regularly drive up the centre of the road but they won't be able to do that as the hatching will no longer exist. So if there are buses in the bus lane and queuing traffic in both directions emergency vehicles could be stuck in traffic. Or if they use the bus lane they may not be able to rejoin the main carriage way again due to traffic.
	27. The LCC have relied upon out of date information from the 2001 Census and schemes from 2006.

SCRUTINY COMMISSION – 10 DECEMBER

MEETING WITH ANDREW BACON

Investment – Mr. Galton CC to lead

- How successful has the LLEP been in securing funding for projects in Leicestershire, for instance through the Regional Growth Fund and the Growing Places Fund?
- What has been the LLEP's record in delivery "on the ground"? (NB. Nationally the Commons Public Accounts Committee recently expressed concern about small amount of RGF funding which had actually been spent. Only £60m out of £1.4bn had reached front line projects)
- How has Leicestershire fared under the LLEP compared to the previous arrangements – eg. emda and the Leadership Board/ LSEP?
- How resilient has the private sector been in the face of the ongoing economic conditions?

Focus – Mr. Shepherd CC to lead

- There are over 70 priority actions in the Economic Growth Plan but only a small LLEP support unit (c6 people). Is the LLEP sufficiently focused on ensuring its limited resources are having a real impact on key priorities?
- Could you give some specific examples of "wins" in the County? Of the 20,000 private sector jobs you wish to create by 2020, how many are you hoping to achieve in the County?

Sub-Regional Ambition – Mr. Kershaw CC to lead

- The Government has invited Leicester and Leicestershire to submit a City Deal proposal. The City Deals Prospectus requires that any City Deals should demonstrate 'strong governance across the functional economic area, so that decisions necessary for the growth of the area as a whole can be taken quickly and effectively. To what extent do you think key partners in the LLEP are committed to a genuinely sub-regional approach?
- How is the LLEP working to support the effective mobilisation of wider funds available locally, such as business rates, Community Infrastructure Levy and the New Homes Bonus and maximising the devolution of funding and powers from Government?
- Have there been examples of successful joint-working with neighbouring LEPs?

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llep

Leicester & Leicestershire
Enterprise Partnership

Economic Growth Plan

2012 – 2020

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Foreword



I am delighted to present this Economic Growth Plan for Leicester and Leicestershire. This plan sets out our bold ambitions for the local economy and our intention to champion the changes needed to achieve a thriving and sustainable economy for the future.

This is an exciting time for Leicester and Leicestershire and we have significant opportunities to drive economic growth by working effectively together in a true partnership. I am pleased that so many people have helped us to develop this plan, by identifying the opportunities and challenges facing local businesses and people. We have taken your views on board to develop a vision for our economy which is ambitious but at the same time realistic and plays to the strengths identified in our extensive research.

The plan articulates the pivotal role the LLEP will play in the future of our area - by attracting new investment and supporting local businesses to grow and create new sustainable jobs. We also aspire to increase the number of high-technology and knowledge-based businesses in our area, building on the expertise in our three world-class universities. This will improve our competitive advantage in an increasingly competitive global economy.

We will need the full commitment and support of local and national partners to realise our ambitions and successfully deliver the plan's priorities.

I hope that you share our ambitions for Leicester and Leicestershire and will help us to make this vision a reality.

Andrew Bacon
Chairman

Introduction

Local Enterprise Partnerships were established by Government to drive economic growth and rebalance local economies.

The Leicester & Leicestershire Enterprise Partnership (LLEP) was formed in May 2011 to lead economic growth across Leicester and Leicestershire. The partnership consists of public, private and third sector bodies and is formally recognised by Government. This Economic Growth Plan sets out the LLEP's strategic objectives, priorities and actions and is in part an economic development plan, infrastructure investment plan and a labour market plan. It recognises the interconnected contribution of commerce, people and infrastructure to a successful and sustainable economy.

It is a plan which recognises the unique characteristics of different areas of the City and County and is built upon a new relationship and a new spirit of partnership. The LLEP will play a lead role in co-ordinating this plan and will rely on the full commitment and support of its constituent local and national partners for its successful delivery.

The strategic objectives and priorities set out in the plan cover the time period 2012 to 2020. However, we recognise that the activities to realise our ambitions will change over this eight year period as new opportunities arise. This document has identified priority actions for the first three years of the plan period to reflect the need for flexibility in the later years.

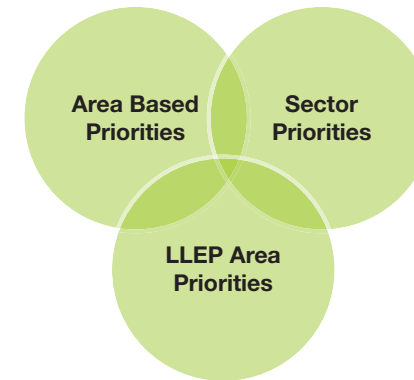
Our Ambition

By 2020 we will:

- Create 25,000 additional private sector jobs
- Attract £2b private sector investment
- Increase Gross Value Added (GVA) by £4b to £23b

Role of LLEP

The ambition is bold and visionary whilst at the same time realistic and sustainable. This plan identifies opportunities to lever significant local and national public and private investment and resources. It has been informed by engagement with key stakeholders from the LLEP's nine priority sectors and through area-based discussions led by the local authorities. Through this approach, the partnership has gained both political and business community support for its ambition, strategic objectives, priorities and actions.



It is important that the partnership, as a collective, adds value to the efforts of individual member organisations to support local economic growth. The LLEP's role is to add value by:

- **Engaging** with the business community, local authorities, universities, further education/training providers and the voluntary sector
- **Facilitating** local partnership working and relations with national Government
- **Influencing** national Government economic policy and spending
- **Investing** LLEP funding and aligning partner resources



Strategic Objectives & Priorities

The operating model below sets out the LLEP's role, strategic objectives and priority sectors.



This Economic Growth Plan has been informed by a comprehensive review of evidence. This is presented in the Leicester and Leicestershire Economic Assessment (EA) which can be accessed at www.llep.org.uk. The EA highlights the LLEP area's many strengths and opportunities along with factors that could constrain future growth. The evidence suggests a need to improve productivity, to improve skills (especially in Leicester City) and the opportunity to build on the strong performance exhibited by our businesses. From our review of evidence and consultation with partners and businesses, the following strategic objectives and priorities have emerged as critically important to enable our economy to grow:

Match skills supply with demand

- Improve engagement between employers and training providers
- Increase number and flexibility of work placements, apprenticeships and internships
- Improve careers advice in schools, FE and HE
- Address worklessness by raising ambition and employability skills

Increase availability of employment land and infrastructure

- Increase the availability of 'fit for purpose' high quality employment land and premises
- Ensure transport infrastructure supports future economic growth
- Promote the need for high quality digital infrastructure
- Increase the provision of a range of quality housing to support economic growth

Support enterprise growth and investment

- Provide effective business support to assist enterprises to start and grow
- Support innovation and technologies for new processes and product development
- Attract foreign and domestic inward investment
- Simplify business regulation through the 'Better Business for All' project
- Support local SMEs* to procure public and private sector contracts

Match available capital to enterprise growth

- Secure European and national Government funding
- Improve access to capital finance for SMEs
- Invest LLEP resources to support economic growth
- Utilise public sector assets for economic growth



* Small to medium sized enterprises

Match skills supply with demand

The Government has identified that the UK as a whole is falling behind competitor nations in terms of educational attainment and that the country needs to improve its performance to remain globally competitive. In this context, it is a concern to see that our area performs below the national level on many qualifications indicators. There is a need to improve our resident skills base, especially in Leicester City, capitalising on the opportunities provided by our three world-class universities and strong FE and education sectors. In particular, the LLEP would like to stimulate local demand for high-level skills by supporting the growth of knowledge-based businesses.

Evidence from our recent survey of 1,000 local businesses indicates some mismatch between the supply of skills and the needs of businesses. One in four recruiting businesses had experienced difficulties in filling recent vacancies, with problems experienced across a wide range of occupations and skill levels. In many instances, the difficulties were due to a lack of applicants with the appropriate skills. Some employers reported that applicants were not 'job ready', especially young people, suggesting a need to improve 'employability skills'. Businesses also commented that skills shortages in the labour market and skills gaps in their workforce could constrain future growth. Based on this evidence, the LLEP has decided to focus its efforts on facilitating better engagement between employers and training providers, with emphasis on promoting work placements, apprenticeships and internships.

There have been substantial changes to the infrastructure supporting the funding of skills development and careers advice. The LLEP considers it important to fill some of the gaps created through these changes, especially supporting the provision of good quality careers advice. This should not only seek to raise aspirations, but also communicate the full spectrum of opportunities including the promotion of enterprise as an option.



Key Actions for 2012 to 2015

Improve engagement between employers and training providers

- Develop a Skills Demand Plan to influence future skills and training delivery
- Establish relationships with key employers
- Lead co-ordination into the World Skills events
- Prepare and implement the Enterprise Zone Skills Plan with MIRA
- Encourage employment opportunities for young people

Increase number and flexibility of work placements, apprenticeships and internships

- Support sector-based higher level apprenticeships through the Higher Apprenticeship Fund (HAF)
- Embed training and apprenticeship opportunities into key physical developments
- Increase work experience placements for young people by working with relevant agencies and promoting volunteering
- Support the delivery of a local authority internship scheme

Improve careers advice in schools through to FE and HE

- Deliver sector based careers events in partnership with relevant agencies
- Influence schools to provide access to independent and impartial careers advice and guidance
- Promote enterprise in schools, colleges and universities

Address worklessness by raising ambition and employability skills

- Encourage local employers to support the Work Programme and other national programmes
- Work in partnership with the National Careers Service to promote take up of the free careers advice to adults
- Support the 'Leicester to Work' initiative
- Support the City and County Troubled Families programmes
- Explore the feasibility of an 'Exhibition of Work'
- Support the Big Lottery Talent Match programme

For a full list of actions see www.llep.org.uk

Increase availability of employment land & infrastructure

A balanced supply of employment land and premises is a prerequisite for an area to maximise its economic performance. A lack of 'fit for purpose' employment land and premises has restricted growth in the past, especially a limited supply of Grade A office accommodation in Leicester City. The LLEP will encourage investment in a number of locations throughout the area to grow knowledge-based and high value-added sectors. Working with partners, the LLEP will invest in key infrastructure to unlock and accelerate the development of new employment sites.

The LLEP area enjoys a strategic location in relation to the national road network with 95% of the English population accessible in four hours by road. East Midlands Airport is the second largest freight handling airport in the UK. These two factors have contributed to the presence of a strong transport and logistics sector in the area. In order to maintain and develop our competitive advantage, the area must further invest in transport infrastructure. Transport plans will need to enable people to access employment and training opportunities and cater for the additional transport demand likely to emanate from housing growth, without having a significant impact on traffic congestion. It is therefore important to make the best use of our transport system by focusing investments in the places where they will have the greatest economic benefits.

Results from the recent business survey indicate that ten per cent of businesses experience problems around broadband speeds. This is especially marked in the more rural areas. It will be important to address problem locations, as the rural economy is an important contributor to the area's GVA and a lack of superfast broadband could act as a constraint to growth. Also, if we wish to encourage new enterprises in rural areas and promote home-working to alleviate transport pressures, it will be essential that people are supported by suitable digital infrastructure.

Providing the right type and quality of housing in the appropriate locations at an affordable price will be important to attract and retain people with the necessary skills for a prosperous and sustainable economy. There is a need to achieve a balance between the delivery of employment land/premises and housing. In the future, the two need to be considered together, along with wider infrastructure implications. Land availability will be a critical issue.



Key Actions for 2012 to 2015

Increase the availability of 'fit for purpose' high quality employment land and premises

- Commission a refresh of the employment land and premises study
- Lead the delivery of the MIRA Technology Park Enterprise Zone (MTP EZ)
- Support the delivery of key allocated employment sites, particularly those with a priority sector focus
- Invest in key infrastructure to unlock and accelerate the development of employment sites
- Invest in direct developments including business incubation centres, growing on space and land assembly schemes
- Engage with the commercial property developers to encourage investment and accelerate development
- Redevelop and upgrade redundant buildings to meet local business demand
- Develop a memorandum of understanding for 'business friendly planning'

Ensure transport infrastructure supports future economic growth

- Ensure alignment of the City and County Council Local Transport Plans to support economic growth
- Secure major transport scheme funding into the LLEP area
- Lobby for the improvement and electrification of the Midland Mainline and improved East/West rail connections
- Support the Network Rail investment in rail freight infrastructure

Promote need for high quality digital infrastructure

- Increase the business demand for superfast broadband across Leicester & Leicestershire
- Support the delivery of the Leicestershire Broadband Plan
- Support the delivery of the superfast broadband and ethernet connection to existing and new employment areas

Increase the provision of a range of quality housing to support economic growth

- Co-ordinate the implementation of the Leicester and Leicestershire Local Investment Plan (LIP), including delivery of the Growth Transition Fund (GTF) programme
- Invest in key infrastructure to unlock and accelerate housing development sites

For a full list of actions see www.llep.org.uk

Support enterprise growth and investment

The area has a diverse economy which is not overly dependent on any one sector or a single large employer. The diverse economy is considered a strength as it makes the area less vulnerable to economic shocks. Nevertheless, the EA identified the need to create more private sector jobs in the economy to reduce dependency on public sector related employment. It is also considered desirable to further develop knowledge-based sectors, especially professional services, creative industries and high-tech manufacturing.

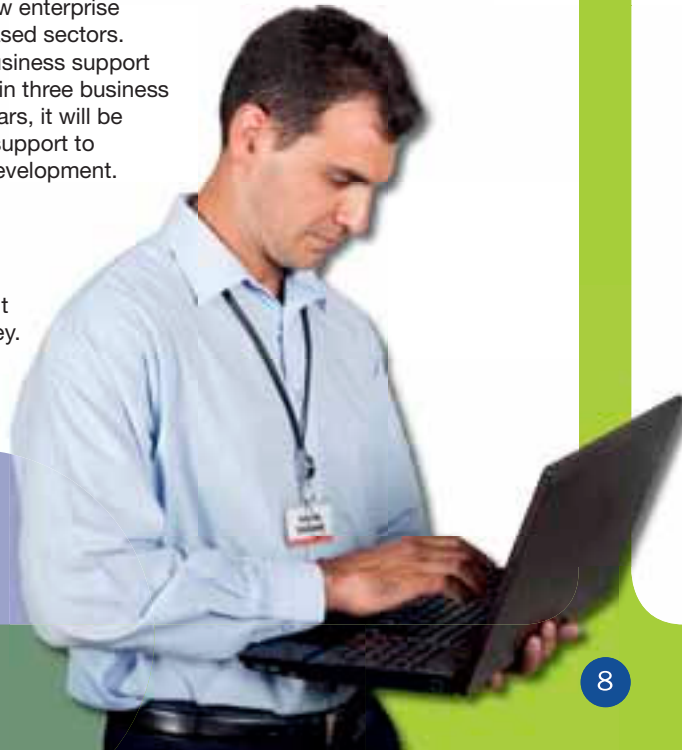
There have been substantial changes to the national funding and provision of business support services over the last year. This has led to gaps in terms of face-to-face support for start-up businesses, locally focussed investor development activity and sector-based initiatives to support existing businesses to help them grow.

The ability to retain our large employers in the locality is vital to the future of our economy, as this will maintain diversity and stability. However, to grow the knowledge economy, we must also encourage new foreign and domestic inward investment to the area, capitalising on the many advantages our area can offer.

About 30% of our businesses are investing in Research & Development (R&D) activities, suggesting that more could be done to promote innovation and investment in R&D. In addition, there are opportunities to retain investment in our local economy by helping local SMEs to secure contracts with the large public and private sector organisations located in our area.

The LLEP will actively encourage new enterprise creation, especially in knowledge-based sectors. Given the reduction in funding for business support nationally and the fact that only two in three business start-ups survive more than three years, it will be beneficial to provide local bespoke support to businesses in their early stages of development.

For many years, businesses have complained about bureaucracy and 'red-tape', with a third of local businesses rating this as a significant concern in our recent business survey. The LLEP now has an opportunity to address this through the 'Better Business for All' pilot.



Key Actions for 2012 to 2015

Provide effective business support to assist enterprises to start and grow

- Support local companies to access national business support programmes
- Deliver an investor development programme to support indigenous companies to grow
- Coordinate the delivery of sector based strategies and actions
- Commission a bespoke business support service for start-up and pre-start businesses
- Support the delivery of UKTI's international trade and export services
- Support the implementation of the Rural Economy Planning Toolkit

Support innovation and technologies for new processes and product development

- Develop strong collaboration with the Technology Strategy Board (TSB) and promote opportunities to local businesses
- Support the delivery of the ASDEC Vibration Technology Project
- Support the Space Applications Catapult Centre
- Support the Transport Technologies Catapult Centre at MIRA Technology Park

Attract foreign and domestic inward investment

- Deliver the UKTI Foreign Direct Investment Service
- Develop and deliver both general place marketing and bespoke campaigns for priority sectors
- Develop and maintain a LLEP area land and property database
- Identify and work with intermediaries to generate new enquiries
- Develop the 'Team Leicester & Leicestershire' offer for key events such as MIPIM

Simplify business regulation through the Better Business for All project

- Deliver the national pilot programme 'Better Business for All' (BBfA)
- Support the local Regulatory Services Partnership and Business Focus Panel
- Develop an accessible and coordinated local regulatory system
- Develop and foster a positive and productive relationship between local regulatory services and business
- Deliver BBfA the Business Support Scheme

Support local SMEs to procure public and private sector contracts

- Establish a Local Procurement Task Force to develop a new approach for local procurement
- Seek the support of the Leicester and Leicestershire Procurement Forum to deliver the Local Procurement Programme
- Simplify approach to public sector procurement practices for the benefit of local small businesses via a pilot project
- Engage with corporates to develop supply chains and procurement opportunities

Match available capital to enterprise growth

The ability to attract new funding to the area will be essential to stimulate growth and accelerate development. The LLEP will play a pivotal role in identifying funding opportunities for the local economy and communicating these opportunities to partners and businesses. In particular, the LLEP has in-depth knowledge of funding rules/requirements and can provide support to other partners and businesses to facilitate the submission of high quality bids. The LLEP will align funding with local economic priorities and identify match funding.

The LLEP will invest funding where it can have the most impact, for example through re-investment of the Enterprise Zone receipts and by influencing the Growing Places Fund investment programme. This will help to deliver key infrastructure projects to promote economic growth.

Our area has a high proportion of relatively small businesses with plans to grow. Some have struggled to access the finance they need to expand and diversify. The LLEP will support local businesses to access finance by promoting existing national schemes and establishing local partnerships between corporate banks and SMEs.

Finally, our area could make more efficient use of its public land and building assets and upgrade assets for private economic growth.



Key Actions for 2012 to 2015

Secure European and national Government funding

- Lead funding bids for EU and national resources to support the LLEP's economic priorities including Regional Growth Fund (RGF) programme bids
- Represent the LLEP on the European Regional Development Fund (ERDF) Local Management Committee (LMC) and LMC's Investment Sub-group
- Support private sector led bids for the Regional Growth Fund (RGF)
- Support Growth Innovation Fund (GIF) and Higher Apprenticeship Fund (HAF) bids

Improve access to capital finance for SMEs

- Promote the national access to finance programme to local companies
- Work with local businesses to access the asset backed RGF loan fund
- Establish local partnerships between the corporate banking sector and SMEs

Invest LLEP resources to support economic growth

- Deliver the Growing Places Fund (GPF) investment programme
- Re-invest the Enterprise Zone (EZ) receipts to deliver the LLEP Economic Growth Plan
- Explore alternative funding and investment models
- Identify opportunities for matching and aligning funding streams

Utilise public sector assets for economic growth

- Encourage efficient utilisation of local authority land and building assets
- Provide assistance to upgrade public land and building assets for private economic use

For a full list of actions see www.llep.org.uk

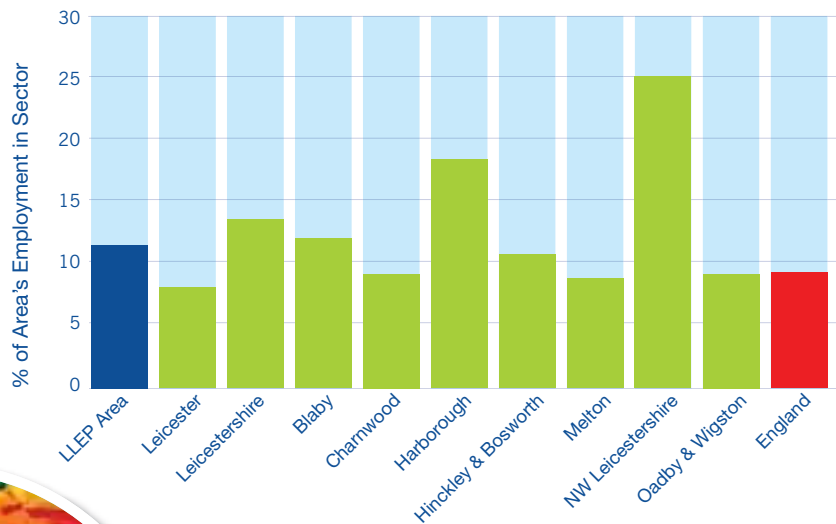
Priority Sectors

The LLEP has identified nine priority sectors to help achieve balanced economic growth over the plan period.

Distribution & Logistics

The distribution and logistics sector provides over 51,300 jobs in the LLEP area, accounting for 11.6% of local employment, which is significantly above the national proportion (8.9%). The LLEP area's strategic location on the national road network, with 95% of the English population accessible in four hours and the presence of East Midlands' airport, the 2nd largest freight handling airport in the UK, provide a competitive advantage over many other areas of the country. There are high concentrations of employment in North West Leicestershire (especially near the airport) and in Harborough District at Magna Park. This is a strong sector with opportunities for further growth.

Distribution & Logistics Employment Share

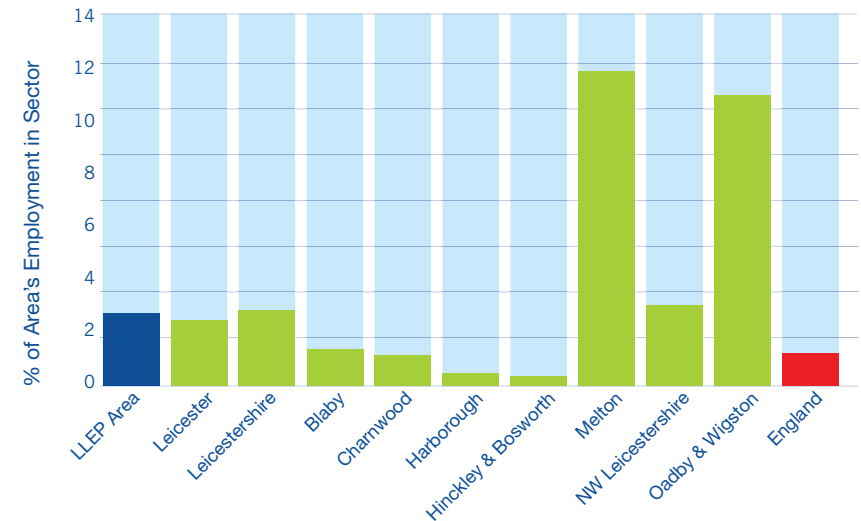


Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012

Food & Drink Manufacturing

The food and drink manufacturing sector provides nearly 12,000 jobs in the LLEP area representing 2.7% of local employment, which is twice the national share of employment (1.3%). This is a well-established sector with some large employers, a significant presence in the snack food markets and signature speciality foods such as Red Leicester Cheese, Stilton Cheese and Melton Mowbray Pork pies. There is potential to accelerate growth in this sector through developments in food technology, speciality ethnic foods and through links with the tourism and hospitality sectors. This is an important sector for the rural economy and there are high concentrations of employment in Melton and Oadby & Wigston districts.

Food and Drink Manufacturing Employment Share



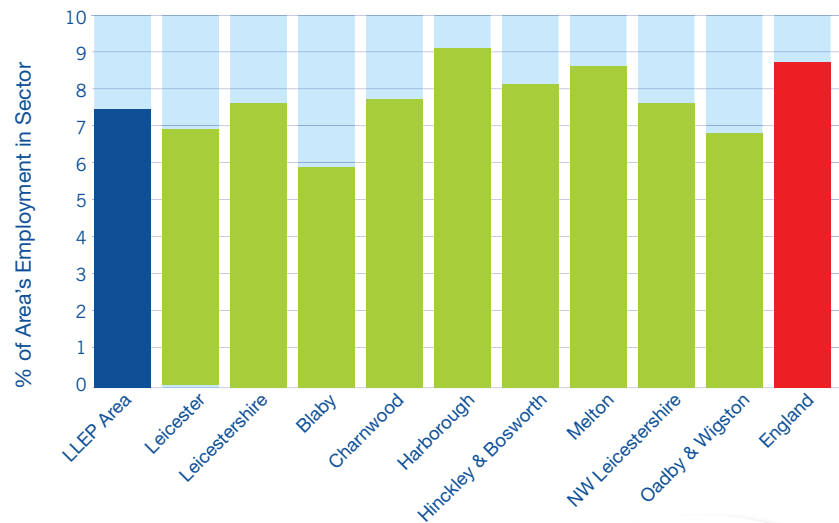
Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012



Tourism & Hospitality

The tourism and hospitality sector is diverse and includes accommodation, tourist attractions, tour operators, sports and recreation activities, bars and restaurants. It is estimated to account for 32,500 jobs locally (7.4% of LLEP employment, compared to 8.8% nationally). The value of tourism to the LLEP economy was estimated at £1.3 billion in 2010. The area has a culturally diverse city, vibrant market towns and an attractive rural environment. Key attractions include Twycross Zoo, Snibston Discovery Park, National Forest, Foxton Locks and the National Space Centre. There are opportunities to further develop this sector by encouraging more overnight stays, co-ordinating the promotion of attractions and making more of the potential offered by our high profile sporting teams and motorsport attractions.

Tourism & Hospitality Employment Share

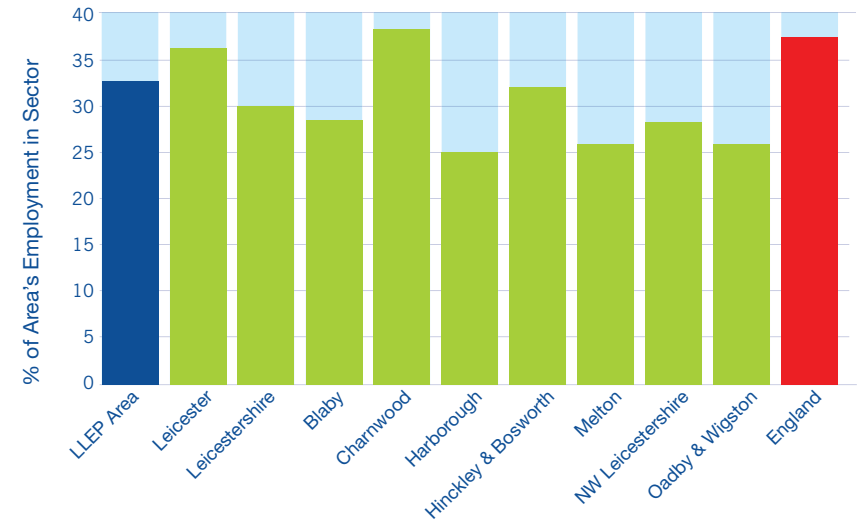


Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012

Knowledge-based Businesses

The knowledge-based sector includes businesses from a wide range of sub-sectors where economic activity relies upon the creation, evaluation and trading of knowledge. The sector includes high and medium technology manufacturing, communications technology, financial and professional services, creative and cultural industries. The sector definition also includes employment in education and healthcare. Based on this broad definition, it is estimated that 33% of local employment falls into the knowledge-based category, slightly below the national figure (37.5% in England). The area is relatively strong in terms of manufacturing but under-represented in the professional services sectors. Given the presence of three world-class universities, there is significant potential to grow this sector through knowledge-based start-ups and attracting investment to science parks and innovation centres. Growth in this sector will improve economic performance on a number of indicators, such as GVA, skills and earnings. Charnwood has a relatively high share of employment in the broad knowledge-based sector. Whilst Leicester City's share of employment is close to the England figure, it is lower than many other cities, especially around employment in professional services.

Knowledge Sectors Employment Share



Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012
Note: figures include employment in health and education sectors



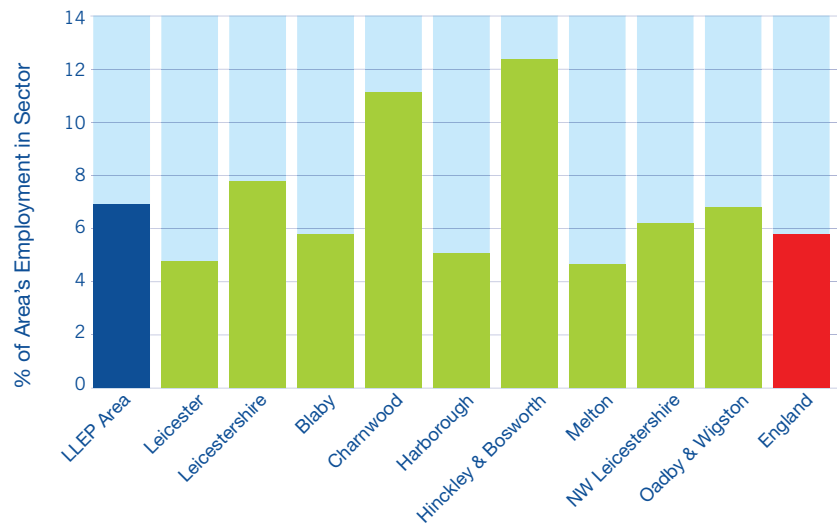
Priority Sectors



High-tech Manufacturing

This sector includes manufacturing engineering, technical consultancy and associated scientific research and development. This sector is quite well developed locally, benefitting from significant expertise in local universities, some large employers and supply chain activity. The sector is estimated to provide 29,800 jobs in the LLEP area, representing 6.9% of local employment (compared to 5.8% nationally). This sector has the potential to boost the area's GVA and productivity, especially through export growth. In the recent business survey, the local manufacturing sector demonstrated strong performance, especially engineering businesses. There are concentrations of employment in Hinckley & Bosworth and Charnwood districts.

High-tech Manufacturing Employment Share

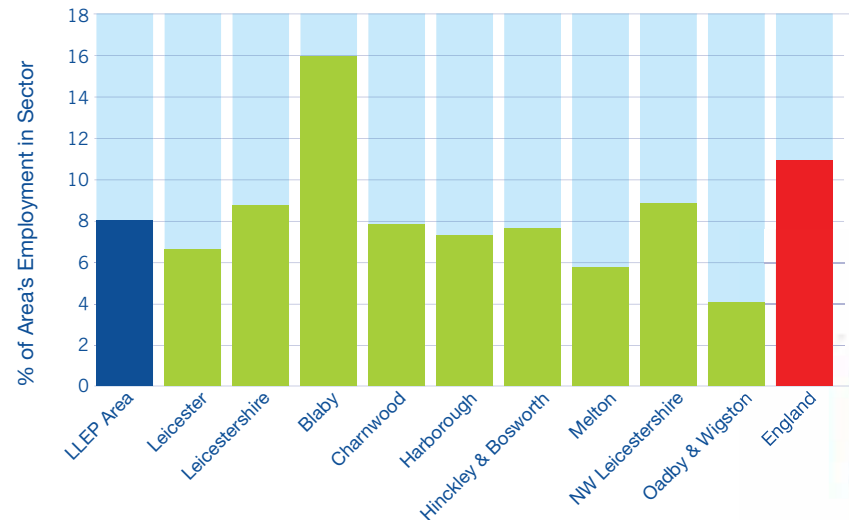


Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012

Business & Financial Services

The business and financial services sector includes legal and accounting activities, head office activity, management consultancy, professional services and scientific/technical consultancy. The sector provides 35,300 jobs in the LLEP area, representing 8% of local employment, which is below the national share of employment in this sector (10.9%). In particular, Leicester City's share of employment in this sector is low for a major city. This sector is a key employer in Blaby District, linked to the location of Santander. The sector is generally associated with high skills, graduate employment, high earnings and making a strong contribution to an area's GVA. For these reasons, it would be desirable to develop this sector and increase employment opportunities.

Business & Financial Services Employment Share



Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012

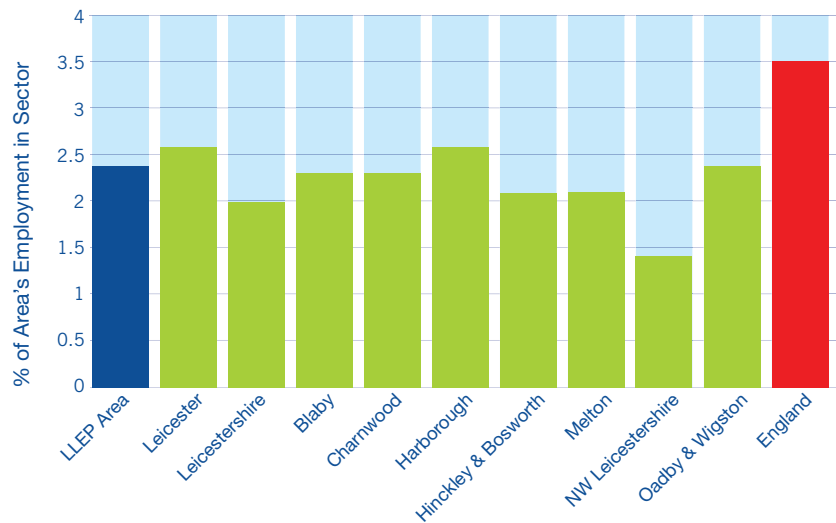


Creative, Design, Media and Performing Arts

Local employment in this sector is estimated at 10,300 jobs, representing 2.4% of employment which is slightly below the national figure of 3.5%. This is a diverse sector which is characterised by a high proportion of freelance workers and micro businesses. The sector has significant potential to grow drawing on expertise in local universities and FE colleges. The proliferation of micro businesses could be encouraged to expand with the provision of appropriate infrastructure and support. Where dedicated workspace has been provided for the sector, such as the LCB Depot in Leicester and the Atkins Centre in Hinckley, the take up of facilities has been good.



Creative, Design, Media & Performing Arts Employment Share



Source: ONS Crown Copyright, BRES 2010, from nomis, March 2012

Space and Aerospace

The University of Leicester houses one of the foremost academic space science and instrumentation centres in Europe. Locally built sensors and imaging devices are currently in active service on space missions. This is an emerging sector which requires specialist and high level skills. The LLEP area already has businesses involved in satellite technology and suppliers to the aerospace industry. With the expansion of space related technologies and applications at a national level, it is estimated that there could be 100,000 new jobs in this sector over the next five years. With our university expertise, the iconic National Space Centre attraction and an existing business base, our area is uniquely placed to capitalise on the expected national growth in this sector. Moreover, this could differentiate our economy from other areas of the country.

Environmental Technologies

The environmental technology sector has been identified as an emerging sector that is likely to show substantial growth, at a national level, over the next decade. The LLEP area has pockets of expertise in local universities and FE colleges and the area is home to pioneering organisations such as CENEX, Intelligent Energy (Loughborough) and MIRA in Hinckley & Bosworth. In addition, the area is home to the National Forest, a national exemplar of environmental-led regeneration.

Key initiatives include the Government's Green Deal, which aims to radically overhaul the energy efficiency of homes and small businesses and could support 250,000 new jobs over the next 20 years. There is significant local potential to stimulate and develop the 'Green Deal' market as well as to respond to national conditions. It will be important to ensure that our local businesses and workforce have the right skills to proactively benefit from opportunities.

Additional opportunities include green transport technology around the MIRA Technology Park and Loughborough Science Park, sustainable construction to support new housing developments in our area and agricultural diversification in the rural economy.



Measuring Progress

We will monitor our progress towards our broad ambitions:

- Create 25,000 additional private sector jobs
- Attract £2b private sector investment
- Increase GVA by £4b to £23b

We will also assess wider economic performance using the following indicators.

Desired outcome	Base Year/date	Baseline for LLEP	Baseline England	Target 2020
High level economic measures				
Increased productivity and competitiveness (GVA per head)	2009	£19,000	£20,498	£23,500
Employment Growth is positive	2008 to 2010	-3.3%	-3.0%	3% per year
Share of employment in professional and managerial occupations increases	Mar 2012	40%	44%	48%
Share of employment in knowledge-based sectors increases	2010	32.7%	37.5%	43%
Reduced share of employment in public sector	2010	19.3%	20.8%	17%
Gap closed between median workplace earnings and UK (figures shown are weekly)	2011	£466 City £472 County	£507	Same as England

Desired outcome	Base Year/date	Baseline for LLEP	Baseline England	Target 2020
Employment and skills				
Increased employment rate	Mar 2012	70.5%	70.3%	75%
Increased proportion of working age population with at least NVQ2 level qualifications	Dec 2011	67.8%	69.5%	75%
Increased proportion of working age population with at least NVQ4 level qualifications	Dec 2011	29.0%	32.7%	35%
Reduction in proportion of businesses reporting skills shortages	Feb 2012	23%	**	18%
Reduction in unemployment rate (JSA claimant count)	Jun 2012	3.6%	3.8%	2.5%
Enterprise and business				
Increase in number of new enterprises per 10,000 population	2010	53.4	61.3	61.3
Increased 3 year business survival rates	2010	64.2%	62.9%	70%
A high proportion of local businesses report increased turnover and profits	Feb 2012	Sales 41% Profits 34%	**	Sales 50% Profits 40%

** Local survey, no national comparator available





Leicester & Leicestershire
Enterprise Partnership

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The Leicester & Leicestershire Enterprise Partnership First year achievements



1. Developed an Economic Growth Plan 2012-2020 which aims to:

- Create 25,000 jobs
- Attract £2 billion of private investment to the LLEP area
- Increase GVA by £4b to £23b



2. Identified priority sectors to boost growth where Leicester and Leicestershire already has strengths including:

- Food and drink manufacturing, which provides 12,000 jobs or 2.7 per cent of local employment – double the national average
- Distribution and logistics, which provides more than 51,000 jobs, or 11.6 per cent of local employment,

compared to a national figure of 8.9 per cent

- Tourism and hospitality, which provides 32,500 jobs and has potential to grow, through better co-ordination of attractions and developing links to local sports teams and motor sports
- Knowledge based businesses, which have potential to grow through links to the three local universities and attracting investment to science and innovation parks
- High-tech manufacturing, which provides 29,800 jobs or 6.9 per cent of local employment, compared to 5.8 per cent nationally – there is potential to boost exports in this sector through strong trade links
- Space and aerospace, linked to expertise at the University of

Leicester, with the potential to create up to 100,000 new jobs in this sector nationally over the next five years

3. Achieved significant private sector engagement

- Through a series of events (“Area-based Priority Workshops”), the LLEP has developed a programme to actively engage with private and public sector senior representatives in each district to identify and facilitate priority actions.





Key achievements of the first year on a project-basis:

- Secured LEP Start-up Capacity Fund and Growth Transition Funding (GTF), totalling £400K.
- Successful bid for an Enterprise Zone at MIRA Technology Park, set to create 2,000 jobs and attract £300m private investment. MIRA also recently awarded close to £20m of Regional Growth Funding to assist with the road infrastructure improvements that will serve the new development.
- £25m RGF to boost jobs and private sector development, secured through Rounds 1 & 2.
- A programme bid of £12.75m submitted for RGF Round 3 to create 2,000 new jobs and lever over £37m of private investment - primarily targeting SMEs in the manufacturing sector, accelerating job growth and creating significant international trade and export opportunities.
- Developed a co-ordinated business support and referral service and CRM system ensuring local businesses access national and local business support programmes including International Trade and Export, Manufacturing Advisory Service, Growth Accelerator and Mentoring.
- Successfully facilitating the introduction of businesses to the RGF Assisted Asset Purchase Scheme, lending around £3.0m to SMEs through NatWest Bank. A further £2.9m of future opportunities is in the pipeline. It is anticipated this growth fund lending will create around 160 jobs in Leicester/shire.
- Delivering the Better Business for All (BBfA) national pathfinder - one of only two LEPs in England chosen to lead the programme, which is making great headway in helping SMEs and regulatory bodies alike, to understand one another's requirements and to reduce the regulation barriers faced by businesses starting up or expanding.
- Following £13.4m Growing Places Fund allocation, the
- LLEP has approved the first five projects totalling £4.4m aiming to accelerate economic development by unlocking stalled sites for employment and housing growth. The balance of £9m opened to bids on 18th June 2012.
- Inward Investment service in partnership with UKTI - refining and improving the UKTI proposition to target foreign investment into Leicester and Leicestershire.
- Managing a unique, electronic 'property search facility', providing live commercial property information and availability, linked to all commercial estate agencies in the area.
- Delivered a new 'Open for Business' guide to promote the LLEP area for inward investment.
- Two successful HAF (Higher Apprenticeship Fund) bids initiated and submitted with partners to Government - one successful and awaiting finalisation.
- Employment and Skills Challenge event held, bringing key training providers together with the business community to identify priorities for
- the employment and skills agenda, which was used to inform the economic growth plan targets.
- An employment & skills task & finish group has been set up to deliver 19 identified practical actions, matching skills to business needs.
- Carried out extensive market intelligence and an engagement & economic assessment of the area including an annual business survey of 1000 businesses. Information has been used to inform the Economic Growth Plan and identify the key priority sectors.
- Created an e-newsletter which is sent out every six weeks to public and private sector, reaching over 6,000 businesses in the area and key stakeholders.
- Redeveloped and revitalised the LLEP web site to improve and simplify access to information.
- Active social media including widely-used LinkedIn site (nearly 300 members since Oct 2011) and twitter account.

