



CABINET – 20 NOVEMBER 2020

LEICESTER AND LEICESTERSHIRE STRATEGIC TRANSPORT PRIORITIES 2020 TO 2050

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of the outcome of the consultation on the draft Leicester and Leicestershire Strategic Transport Priorities (LLSTP) document, which has been prepared in partnership with Leicester City Council, and to seek approval to adopt the LLSTP. It also sets out how the outcomes of Midlands Connect's most recent A46 study work affects the LLSTP.

Recommendations

2. It is recommended that:
 - (a) The results of the consultation on the draft Leicester and Leicestershire Strategic Transport Priorities (LLSTP) be noted;
 - (b) The responses to the consultation, as set out in paragraphs 41 to 58 and Appendix A to this report, be agreed, including the proposed revisions made to the draft LLSTP;
 - (c) The outcomes of the Midlands Connect A46 Stage 2 study work and the implications for the contents of the LLSTP be noted;
 - (d) The revised draft LLSTP, attached as Appendix B to this report, be approved;

Reason for Recommendations

3. The LLSTP establishes the narrative for the key long-term transport priorities for the future development and prosperity of Leicester and Leicestershire. It highlights where the two transport authorities will work together to deliver common transport aims and objectives, including those in support of the Leicester and Leicestershire Strategic Growth Plan (LLSGP). This will support the delivery of growth in ways that seek to improve connectivity, reduce congestion and minimise environmental impacts.

4. The LLSTP will provide a transparent framework for determining decisions on key long-term transport priorities, ensure cross-boundary co-ordination and build on the effective partnership and joint work that is undertaken with Leicester City Council.

Timetable for Decisions (including Scrutiny)

5. The Environment and Transport Overview and Scrutiny Committee was consulted on the draft LLSTP on 5 March 2020. Its views and the proposed responses are set out in Part B and Appendix C to this report.
6. On 17 September 2020 the Director of Planning, Development and Transportation at Leicester City Council gave a presentation on the Strategic Transport Priorities to the City Council's Economic Development, Transport and Tourism Scrutiny Committee. The City Council subsequently proposed some minor amendments to the document, which have been incorporated in the revised draft.

Policy Framework and Previous Decisions

7. The third Local Transport Plan 2011-2026 (LTP3) identifies six overall priorities, four of which are relevant when considering strategic transport:
 - Supporting the economy and population growth;
 - Encouraging active and sustainable travel;
 - Improving connectivity and accessibility;
 - Managing the impact of our transport system on quality of life.
8. In November 2018 the Cabinet approved the Strategic Growth Plan (LLSGP) "Leicester and Leicestershire 2050: Our Vision for Growth", which provides an agreed local framework for considering the longer-term needs of the area. This LLSGP was prepared and approved by the County Council and nine other partner organisations (the City Council, the seven district councils and the Leicester and Leicestershire Enterprise Partnership (LLEP)), following extensive consultation.
9. In May 2019, the County Council declared a climate emergency and committed to achieving carbon neutrality by 2030 for its own operations, to work with others and to lobby government to make the wider 2030 target possible. On 13 September 2019 the Cabinet approved work to be undertaken in revising the Council's Strategic Plan and Single Outcome Framework to incorporate the new environment and climate change commitments. This is an important piece of work that could have wide ranging implications for the Authority's own services and, ultimately, across society more widely (e.g. the need for significant behavioural change influenced by a wide range of national, regional and local policies and initiatives). The outcome of this work will thus help to inform the development of the next Local Transport Plan and its associated programmes.
10. On 7 February 2020 the Cabinet approved a public consultation on the draft Strategic Transport Priorities document. The consultation started on 17 February and finished on 30 June.
11. The Council's revised Strategic Plan (agreed by the County Council on 8 July 2020), supported by the Council's Enabling Growth Plan, outlines the Council's five

key outcomes for 2018 to 2022. It was recognised that the Plan will need to be revisited at an appropriate point in the future, once the longer-term transport impact of the Coronavirus pandemic becomes known. The draft LLSTP supports the Strategic Plan's five strategic outcomes:

- **Strong Economy:** Leicestershire's economic prosperity benefits everyone and supports resilient, clean growth.
- **Wellbeing and Opportunity:** The people of Leicestershire live in a healthy environment and have the opportunities and support they need to take control of their health and wellbeing.
- **Keeping people safe:** People in Leicestershire are safe and protected from harm.
- **Great Communities:** Leicestershire communities are thriving and integrated places where people help and support each other and take pride in their local area.
- **Affordable and Quality Homes:** Leicestershire has a choice of quality, sustainable homes that people can afford.

Resource Implications

12. There are no immediate resource implications for the Council arising from the recommendations in this report, as support for the development of the LLSTP is being resourced through existing staffing and operational budgets. However, given the wider financial pressures of the authority, the long-term delivery of the LLSTP will be highly dependent on the necessary resources being secured externally to finance the delivery of key infrastructure in parallel with the growth outlined in the LLSGP.
13. The cost of the consultation exercise was funded from within the existing Environment and Transport revenue budget.
14. The Director of Corporate Resources has been consulted on the content of this report.

Legal Implications

15. The LLSTP would support the Authority's responsibilities as Local Transport Authority.
16. The Director of Law and Governance has been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

None.

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PART B

Background

17. The report taken to the Cabinet on 7th February 2020 outlined the need to develop the Leicester and Leicestershire Strategic Transport Priorities document.
18. The report explained that the Leicester and Leicestershire Strategic Growth Plan (LLSGP), which sets out a strategy for the growth and development of Leicester and Leicestershire in the period to 2050, enables partners to consider the longer-term needs of the area and opportunities which extend beyond the conventional timeframe of a Local Plan (typically around a 20-year time horizon).
19. The strategic transport assessment evidence, produced in support of the LLSGP, demonstrated that the area's current transport system would be unable to accommodate the anticipated level of demand generated by future growth, without the need for significant investment. The LLSGP referred to the Local Transport Authorities (LTA's) – the County Council and Leicester City Council – collaborating on a strategic transport document that would set out short and long-term aspirations for developing the area's transport system up to 2050.
20. The LLSTP is that document, it sets out short and long-term aspirations for developing the area's transport system up to 2050. The Cabinet approved the draft LLSTP for consultation in February 2020.

Development of the Leicester and Leicestershire Strategic Transport Priorities

21. The draft LLSTP highlights where the two authorities will work together to deliver common transport aims and objectives, including those in support of the LLSGP. Leicestershire County Council and Leicester City Council have a strong track record of partnership working to develop and deliver strategies and programmes such as Park and Ride, bus priority corridors, Leicester and Leicestershire Rail Strategy and the Leicester and Leicestershire Integrated Transport Model.
22. The objectives of the draft LLSTP are to:
 - a) Set out the Local Transport Authorities' transportation priorities to meet the challenge of economic and housing growth in the City and County;
 - b) Underline the need for continued investment in Leicester and Leicestershire's transport systems and supporting infrastructure;
 - c) Provide a framework for the work that has been, and is being, done to identify transport investment to support growth; and
 - d) Summarise how the Local Transport Authorities' will continue to work together to identify further transport investment requirements towards 2050.
23. Its principal aims are to:

(NB: These are as included in the revised draft, reflecting changes made in response to consultation comments as outlined elsewhere in this report.)

- create high quality environments for communities to thrive;

- ensure development is sustainable and maximises social and environmental benefits;
- support the transition to a low carbon and circular economy;
- support national and international efforts in combatting the impacts of and adapting to climate change;
- improve connectivity;
- support and drive the economy to unlock growth;
- support the efficient movement of both people and goods around and through the County;
- maximise opportunities from technological innovations;
- address wider social challenges including accessibility, severance, and deprivation;
- understand the impacts on the transport system of the Covid-19 pandemic, and ensure that appropriate priorities, policies, strategies, and plans are in place to address them;
- improve public health, by tackling sedentary behaviour and poor air quality; and
- focus transport investment and funding to achieve the biggest impact for the City and County.

24. The draft LLSTP is not intended to provide a detailed list of investment proposals or transport requirements. The LTAs will continue to prepare their own specific detailed plans and strategies, including their respective Local Transport Plans. Infrastructure requirements, because of local growth and development, will continue to be included within Local Plans (which in Leicestershire are produced by the district authorities). The LTAs continue to work in collaboration with district authorities to ensure that the right infrastructure and transport interventions are identified to support Local Plan growth.

Strategic Transport Themes

25. Five strategic transport themes have been developed, which cover the interconnected transportation issues that arise across distinctive parts of the City and County and those that extend beyond the area, connecting with other cities. The themes summarise the transport aims, challenges and priorities for the Leicester and Leicestershire and where the two LTA's can work together to ensure coordination and added value to transport schemes.
26. The five themes cover:
1. the transport movements between the City of Leicester and other cities,
 2. travel within the Leicester urban area
 3. travel around Leicestershire
 4. travel around county towns and other urban areas
 5. ensuring that the transport network is resilient to growth pressures.
27. For each theme a time period for the delivery of projects and programmes is shown as follows:
- Short-term priorities over the period to 2025, which is a reasonable

timeframe to identify schemes that are likely to be programmed for delivery, where funding is identified or there is a reasonable prospect of it being secured.

- Medium-term projects are shown to 2036 which accords with timeframes set out for infrastructure delivery in the Leicester and Leicestershire Strategic Growth Plan and most Local Plans for the area. Some regional projects identified in Midlands Connect and Transport for East Midlands strategies may also be deliverable in this timeframe.
- Long-term priorities are set to 2050 which reflects the period over which major regional transport infrastructure projects might be expected to be delivered, including those in Midlands Connect and Transport for East Midlands strategies.

Local Transport Plans

28. The County Council's current LTP3 sets out its overall transport strategy framework to 2026. Since its approval in 2011, a number of separate policies and strategies either have, or are being, developed and approved, for example for Asset Management, Passenger Transport and Network Management. These amplify and develop areas of LTP3. Given this, and the number of changes since the LTP3 was agreed in 2011, it is intended that work will commence later this year on the next iteration, LTP4. This will be subject to the timescale for, and interactions with, work to determine the Authority's response to the climate change emergency (including the review of the Environment Strategy). As with the LTP3, the development of LTP4 will be subject to consideration by Members.
29. Officers are currently commencing the development of a new cycling and walking strategy for the County. The strategy will provide the direction for future funding, partnership working and ambitions to increase levels of cycling and walking.
30. Leicester City Council's LTP3 similarly sets out the transport strategy framework for the City to 2026. Since 2011 a number of individual transport and related documents have been approved which provide action plans for cycling, air quality, the economy and parking. The City Council intends to develop a new LTP4 document and consultation on this is expected to commence in early 2021.

Consultation

31. A public consultation on the draft LLSTP was undertaken between 17 February and 29 June 2020 (19 weeks). The consultation was extended by five weeks, to provide people affected by the Covid-19 pandemic with additional time to respond.
32. The consultation was available via a link from the Council's website, along with targeted engagement with key stakeholders, including parish councils, other transport bodies, national and regional bodies, the area's local planning authorities and business and economic growth bodies. It was advertised widely through media channels and stakeholder networks.
33. The Environment and Transport Overview and Scrutiny Committee considered a report on the 5 March 2020, as part of the consultation process.

34. An initial briefing on the general purpose and proposed content of the draft LLSTP was provided to district authorities to help inform the draft document. Members from the County Council, City Council and district authorities meet regularly on planning matters and considered the draft LLSTP as part of the consultation.

Overview

35. The key purpose of the consultation was to seek views on the high-level Strategic Transport Priorities document. Some specific comments about previous decisions and/or approved documents, development, infrastructure/schemes were also received, but these were outside the remit of this consultation. Where appropriate, detailed comments will be considered by the relevant scheme/development/Plan lead as these are taken forward
36. Consultation information consisted of the draft STP document (as presented to the Cabinet in February), a webpage and consultation survey. Hard copies were available on request and ad-hoc responses were accepted via an online mailbox and by post. The survey was designed to be easy to complete using mobile phones and tablets.
37. The consultation, which engaged with a wide audience, including Members, the public, partners and stakeholders, was promoted on the County Council's webpage and via the media and communication with key stakeholders.
38. A total of 102 responses were received, 84 online and 18 informal submissions. Not all respondents answered every question.

Consultation survey questions

39. The survey asked a number of key questions and provided an opportunity to provide an expanded response for each one. There was also an opportunity for respondees to make further comments.
40. A summary of the 84 online responses shows the following:
- a. 70 (84%) agree with the principle of the County Council and the City Council working together to produce an agreed framework for delivering common priorities.
 - b. 76 (92%) agree with the County Council and the City Council aligning their policies and resources in their respective Local Transport Plans to deliver common priorities.
 - c. 38 (47%) agree that the draft strategic transport priorities should align with key national, regional and local plans. 22 (28%) disagreed.
 - d. 58 (70%) agree with the five high-level themes used.
 - e. 43 (52%) agree that the aims, challenges and priorities provide an appropriate strategic framework to work together on. 23 (28%) disagreed.

Proposed responses to issues raised during the consultation

41. **General approach:** In line with the County Council's normal procedures, it is not proposed to provide bespoke, individual responses to each individual or body that made a comment; this includes County Councillors who raised matters in their own right. (The exception being responses to issues raised by the Environment and Transport Overview and Scrutiny Committee, which are addressed in paragraphs 53 to 55). Rather, as usual, comments have been grouped together into key issues/themes.
42. **Response to key issues/themes:** Appendix A provides a comprehensive summary of the key issues/themes raised during the consultations and the proposed responses; in some cases, the response has been to make changes to the draft LLSTP document. Those changes are included in the revised draft LLSTP document attached as Appendix B.
43. Notwithstanding Appendix A, there are several key issues/themes of particular note that it is considered worthy of covering in the main body of this report.
44. **Issue: Need to review/pause the Strategic Growth Plan (SGP) – Response:** Following lengthy development and consultations the SGP was approved in 2018 by the Leicester and Leicestershire Enterprise Partnership and the nine local authority bodies who were involved in its development. The purpose of the LLSTP is to provide support to the SGP. Officers' views are that it would be inappropriate to reopen debate on the contents of the SGP, as this falls outside the remit of the LLSTP consultation; in any event, any such consideration of this matter should more appropriately take place through the Members Advisory Group (MAG) and not be solely at the discretion of any single partner to its development. Where appropriate, any matters that relate to the future direction of travel for the SGP would be considered by the Cabinet separately.
45. **Issue: Concerns raised by district councils about engagement response:** The officer Strategic Planning Group (SPG) and MAG, which include district council representatives, have received updates on the development of the LLSTP and were provided with the opportunity to comment on the draft document. Many of the priorities included in the draft LLSTP reflect the ongoing work undertaken in support of the district councils' Local Plan processes. In response to comments received from district councils the draft LLSTP has been amended to make it clearer that:
- a) The high-level LLSTP is the 'start of the journey' (as reflected in this report's recommendations)
 - b) The County Council will seek to continue to work in collaboration with many parties – local, regional and national – to deliver the transport priorities
 - c) Priorities will evolve and develop over time – the draft LLSTP has indicated how these will evolve through the use of short, medium and long-term priorities.
46. Several district councils provided detailed consultation responses. These are addressed under the key issues/themes set out in Appendix A.
47. Officers will continue to work through the normal SPG and MAG meetings, including through the next round of meetings, to deal with any further clarification

that district council colleagues might require. Beyond that, through partnership working as members of SPG and MAG, the County Council and City Council will continue to work with district councils to discuss and agree how best to deliver transport infrastructure necessary to enable Leicester and Leicestershire's successful long-term growth.

48. **Issue: COVID-19 impacts require a wholesale change of approach to transport and the LLSTP. Response:** The LLSTP was drafted pre-Covid-19. Government has now released substantial guidance and funding to help address the immediate transport implications (e.g. funding for cycling and walking, use and operation of passenger transport, statutory guidance on network management). The County Council and the City Council have both published transport recovery documents; the County Council's document is available at: <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/6/12/Covid-19-approach-to-transport-recovery.pdf>. These set out the work that the Councils are undertaking to support the Government's approach to deal with the Covid-19's impacts.
49. Looking beyond the most immediate implications of the pandemic, it is considered that it would be unwise to undertake a wholesale review of transport priorities at this time of such extreme uncertainty about future societal behaviours, economic conditions etc. Therefore, no radical changes are proposed to the LLSTP in respect of Covid-19. However, the revised draft LLSTP (Appendix B) has been amended to strengthen references to the pandemic. Revised aims, which cover what the Councils have learned and understand about transport impacts and changes in travel behaviour resulting from COVID-19, will also be a consideration in the development of the Council's future, long-term transport policies.
50. **Issue: Very specific comments received about very specific matters (such as timing of certain rail or bus services, comments about very particular locations, need for specific proposals etc.) Response:** The purpose of the LLSTP is to set out the two authorities high-level strategic transport priorities, rather than specifics, which would be considered at appropriate points in a plans/schemes development. Although it is proposed not to make changes to the draft LLSTP to address these specific comments, they will be considered in any future reviews where appropriate e.g. during development of highways and transport policies, strategies and plans or input into work or consultations being undertaken by other bodies.
51. **Issue: Concerns about new roads necessary for supporting growth and environmental consequences: - Response:** The rationale for infrastructure to support new growth, including new roads, is set out in the SGP; as set out in paragraph 44 above, it is not considered appropriate to reopen discussion about the SGP through this exercise.
52. However, amendments have been made to the revised draft version of the LLSTP, to make it clearer where new roads sit in the hierarchy of transport provision; that they provide for *all* road users; and why they are necessary to unlock the growth set out in the SPG. The County Council is aware of the implications of new development in climate terms and the priorities highlighted within the LLSTP are intended to mitigate and manage these. The County Council is developing its

Environment Strategy, which sets out the detail of how the Council intends to manage and reduce climate change and carbon impacts within the County. Road infrastructure will continue to be required to support growth in Leicestershire as passenger transport, electric vehicles, pedestrians and cyclists will require access to homes, jobs and services in the future.

Environment and Transport Overview and Scrutiny Committee comments

53. On 5 March 2020 the Environment and Transport Overview and Scrutiny Committee considered a report on the draft LLSTP, as part of the engagement and consultation exercise. It was resolved that the views of the Committee would be included in the report presented to Cabinet on the 'final' version of the LLSTP.
54. The Committee raised a number of issues, which are set out in Appendix C. These can be summarised as:
- Concern about the A46 Growth Corridor and the impacts of development
 - Concern about connectivity of public transport in Leicestershire
 - Welcomed inclusion of Leicester to Burton railway line
 - Need to recognise the differing travel needs of county towns, villages and isolated rural settlements
 - Concern about the long-term vision of the LLSTP and the reliance upon the car as the dominant mode of travel.
55. In response to those issues, as set out in paragraph 44, it is not intended to reopen the debate about the SGP in respect of the A46 Priority Growth Corridor. Amendments have been made in the revised draft LLSTP to address issues around rural transport provision, albeit those changes have been made in the context of the very serious challenges posed by Covid-19 impacts to the ongoing existence of the passenger transport network in Leicestershire (and elsewhere across the country). Although no specific changes are proposed in respect to the long-term vision and over-reliance on the private car, amendments have also been made to seek to address concerns about roads and environmental impacts.

Non-survey responses

56. In addition to the formal survey responses received, a total of 19 responses to the consultation were made via the consultation mailbox TSaP@leics.gov.uk.
57. Whilst the consultation exercise was to seek people's views on the draft LLSTP, many of the responses received outside of the formal consultation contained comments about specific development and infrastructure proposals and schemes, some of which the County Council is responsible for, but others promoted by others, such as Midlands Connect.
58. In February 2020 the Cabinet noted comments on the draft LLSTP from Mr M. Hunt CC, Labour Spokesperson on the Environment and Transport Overview and Scrutiny Committee. These comments were considered as part of the consultation response and have helped inform the development of the final draft document.

Implications for the LLSTP of the outcomes of Midlands Connect A46 Study work

59. Midlands Connect has now concluded its study work on the A46 corridor across the Midlands. The work has been undertaken in two stages:
- Stage 1: To make the overall case for investment in the corridor and to identify priority areas for investment, which includes, inter-alia, the Leicester area.
 - Stage 2: To look at broad options for investment in each area – for the Leicester area this looked at the existing corridor (M1 Junction 21 through to Hobby Horse Roundabout at Syston) Vs. a new strategic (Express Way) route to the south and east of Leicester.
60. In summary, Stage 2 of the study work has concluded that:
- there is no apparent case for a new route to South and East of Leicester to serve a *strategic function* (at least not in short to medium term), i.e. it does not need to be an Express Way;
 - the focus in the short to medium term is on upgrading the existing corridor to address existing problems and enable planned growth; BUT
 - a lower standard of road is still required to enable SGP growth proposals around the South and East of Leicester.
61. Midlands Connect's Study work did not seek to consider housing needs in Leicester and Leicestershire nor was it a transport assessment of the SGP. However, critically its conclusions only hold true if growth out towards 2050 is delivered in accordance with the SGP. In other words, it would be wrong for anyone to assume that the level of housing growth planned for in the SGP to the south and east of Leicester could be delivered elsewhere around the edge of the City and for assumptions about the ability to appropriately upgrade the existing corridor to still hold true. New evidence would be required to identify the strategic infrastructure requirements of any non-SGP compliant housing distribution scenario.
62. In respect of the Study work's implications for the LLSTP, minor amendments have been made to the text in the revised draft LLSTP to reflect that work will be required to identify and deliver the transport infrastructure required to deliver growth, taking into account the outcomes of study work such as that undertaken by Midlands Connect. Beyond that, for reasons set out earlier, officers' views are that it would be inappropriate to use this report to reopen any debate about the SGP. Consideration of the outcomes of the Study work and of the taking forward of further work to identify the infrastructure required to enable the growth of Leicester and Leicestershire should be appropriately done through SPG and MAG.

Conclusions

63. The Leicester and Leicestershire Strategic Transport Priorities is a high-level strategic document that sets out the priorities of Leicestershire County Council and Leicester City Council to meet the challenge of economic and housing growth in the city and county. More detail about specific schemes, initiatives and development etc sits beneath the Plan.
64. Whilst work on Covid-19 transport recovery continues, it is not possible to predict its

longer-term impact on transport use and on wider societal behaviours. As knowledge and understanding progress, the plans that sat underneath the Leicester and Leicestershire Strategic Transport Plan will reflect this evidence.

65. There are no fundamental reasons to abandon and/or pause the development of the LLSTP as a result of the responses received from the public consultation. However, as a result of the consultation, amendments have been made to the document to seek to clarify or address certain points.
66. It is currently intended that the LLSTP will be reviewed in 5 years' time. However, it is likely that minor amendments will be required in the intervening period, for example, to respond to changes in legislation.
67. The publication of the LLSTP is just a starting point. The County Council will continue to work with its Strategic Planning Group and Members Advisory Group partners to develop and deliver the highways and transportation and other infrastructure measures required to enable Leicester and Leicestershire's long-term growth within the wider financial constraints of the authority.

Equality and Human Rights Implications

68. The Equality Act 2010 requires the Authority to have due regard to the need to eliminate discrimination and to promote equality of opportunity between different protected groups.
69. An Equality and Human Rights Impact Assessment (EHRIA) screening has been completed, utilising the results from the public consultation. This identified an overall neutral impact from the Leicester and Leicestershire Strategic Transport Priorities. A full EHRIA was not therefore required. The screening will assist the Cabinet with its decision on the exercise of its Public Sector Equality Duty under the Equality Act 2010.
70. Priorities will continue to, evolve, to ensure that they focus on providing the greatest benefit. Potentially there could be an impact on older people and those who live in isolated areas. The Council will seek to ensure that specific infrastructure and services are planned effectively, including possible alternative methods of transport and/or priority for specific groups, to make certain that any negative impacts are considered, and infrastructure and services are planned effectively.
71. As the LLSTP is a high-level strategic document, mitigation of any adverse impacts upon individuals or community groups will also fall to subsequent statutory plans, primarily the Local Plans prepared by individual district authorities.

Environmental Impact

72. The LLSTP outlines the high-level environmental challenges that are faced in developing transport priorities in the city and county. All these matters will be considered as part of the review and development of an updated Local Transport Plan. This will be informed by the outcome of the work undertaken in revising the Council's Strategic Plan and Single Outcome Framework to incorporate the new environment and climate change commitments and the review of the Council's

Environment Strategy.

73. Where relevant an appropriate Environmental Impact Assessment will be completed as specific schemes are developed.

Background Papers

Report to the Cabinet on 23 November 2018 'Leicester and Leicestershire Strategic Growth Plan:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5185&Ver=4>

Report to the Cabinet on 7 February 2020 'Leicester and Leicestershire Strategic Transport Priorities 2020 to 2050'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5992&Ver=4>

Report to the Environment and Transport Overview and Scrutiny Committee on 5 March 2020

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=5959&Ver=4>

Appendices

Appendix A – Consultation summary and response

Appendix B – Revised draft LLSTP

Appendix C – Comments of the Environment and Transport Overview and Scrutiny Committee