

Submission to Cabinet17th September 2021

From Max Hunt CC

Item 9: LEICESTER CITY COUNCIL DRAFT LOCAL TRANSPORT PLAN AND WORK PLACE PARKING LEVY CONSULTATION

This is a solid document identifying various measures proposed in the City's LTP4 and as such will no doubt eventually inform our LTP4. The document spells out the County's response in a professional manner with the exception of one or two one statements which are petulant and unsupported by evidence or the reasons quoted in paragraphs 3 and 4.

Close working between the County Council and City Council is of paramount importance in the delivery of transport infrastructure and related proposals. In the recent past our two councils developed a joint Local Transport Plan but we unfortunately departed from that practice which brings us to the situation we now find ourselves - running to keep up. On this occasion, our residents could have been more fully consulted on the city plan where it has such close bearing on their transport needs.

In November 2020 the Cabinet itself approved the [Leicester and Leicestershire Strategic Transport Priorities \(2020-2050\)](#) which put Workplace Parking Levy in the frame for 2025-2036, giving us plenty of time for serious consideration of the complicated issues involved, but absent in this document.

What is the problem the City is trying to solve?

The obvious problem is congestion which causes air pollution, frustration and a net cost to the economy when we can least afford it. Ask an HGV driver or talk to any of our motorists who can spend over an hour crossing the city at peak hours. A secondary problem is that we don't have the resources to fund the needed infrastructure, whatever that may be.

Does it affect County motorists?

Undoubtedly.

What is the County's solution?

We don't appear to have a solution.

The fact is that both County and City share the same problems: congestion and funding.

Both authorities face the common challenges and the wider 'Leicester urban area' suffers more than most. Where WPL is concerned the risk of displaced parking to areas adjoining the City, such as Anstey, Glenfield, and Braunstone as the paper cites, should certainly be avoided. We also need to understand the future role of Park and Ride and the planning and ownership issues for county residents by the Connecting Communities programme.

The last time I discussed Work Place Parking Levy with an officer of the County it was with a former Director of Transport, Bruce Jamieson. His preference was to put Congestion charging before Workplace parking levy. Perhaps that would be the Cabinet's preference too. He explained that WPL was effective when it came to funding new infrastructure (famously Nottingham trams), but was weak when it came to reducing traffic volumes. Congestion charging on the other hand, he claimed, did both. However, that was a long time ago and Jonathan Burchill's [paper from Loughborough University](#) discusses WPL in the light of that previous experience.

There is serious work to do to tackle congestion in the interests of our residents. The Labour Group looks forward to further work on the matter and better consultation with motorists, cyclists and pedestrians as well as public transport users travelling in and out of the city.