

MEETING OF THE LEICESTERSHIRE COUNTY COUNCIL

WEDNESDAY, 20 FEBRUARY 2019 AT 2.00 PM

ORDER PAPER

AGENDA ITEM NO. 1 – CHAIRMAN'S ANNOUNCEMENTS

The Chairman will make his announcements.

AGENDA ITEM NO. 2 – MINUTES (Pages 3 to 18)

MR O'SHEA will move and MR LIQUORISH will second:-

“That the minutes of the meeting of the Council held on 5 December 2018, copies of which have been circulated to members, be taken as read, confirmed and signed.

AGENDA ITEM NO. 3 – DECLARATIONS OF INTEREST

The Chairman will invite members who wish to do so to make declarations of interest in respect of items on the agenda for this meeting.

AGENDA ITEM NO. 4
QUESTIONS ASKED UNDER STANDING ORDER 7(1) (2) &(5)

(A) Question by MR BRAY

“On-street parking remains a major problem in many streets in Hinckley town centre. Could the Leader please update me on progress of the promised long-awaited review?”

Reply by MR PAIN

“As part of the Council’s Sustainable Travel Strategy a large investment programme was developed for Hinckley and in July 2014 the Council was successful in securing the funding for this, via the Government’s Single Local Growth Fund.

In order to deliver the programme smoothly it was spilt into four zones. The fourth and final zone concentrates on Hinckley town centre and includes the implementation of parking restrictions where required. The implementation of Zone Four is programmed for the summer of 2019.

To inform the programme and ensure that it is developed on the basis of the latest evidence, the Council has already begun gathering data, undertaking parking surveys and engaging with the Hinckley Business Improvement District and the Borough Council.

Any proposals for parking restrictions will be subject to a formal consultation process where members of the public and businesses will be able to comment before any decision is made.”

(B) Question by MR BRAY

“Despite efforts by St Peter's School and the County Council a crossing patrol has not been recruited for London Road, a busy through route in Hinckley town centre. Would the Leader consider an urgent request from the Head Teacher for a permanent crossing on London Road as she has reported several "near misses"?”

Reply by MR PAIN

“The County Council will always consider requests for pedestrian crossings. On receipt of the request an assessment is carried out to evaluate the need for the crossing based on nationally set criteria.

An assessment of this kind was undertaken directly outside the school in 2018; however the results did not meet the necessary criteria for the provision of a crossing.

A school safety zone is in operation with an advisory twenty mile an hour speed limit in place covering the school's start and finish times. In addition, the school has also recently asked to join the school camera car enforcement scheme.

The County Council has been liaising with the Head Teacher since the patrol resigned and continues to actively try and recruit to the role.

Recruiting to patrol vacancies, however, remains an issue across the county in general and I would urge everyone to encourage members of the public to apply for these vital community roles should the opportunity arise.”

(C) Question by MR HUNT

“I am sure the Leader is aware that members are continually vexed by complaints of irresponsible parking and hopeless traffic management around primary and secondary schools in the county.

1. Is the Leader satisfied that the County Council is responding adequately and, if so, is it time for the schools to take the lead because the situation is definitely getting worse?
2. Would he agree that we have three tools at our disposal: enforceable parking restrictions (the stick); up to date, well advertised and monitored school travel plans (the carrot); and highway improvements (including those for walking and cycling)?
3. Since the County is responsible for Civil Parking Enforcement on street, is the Leader satisfied that we have the capacity to enforce on-street parking surrounding primary schools, in particular? If so will he ensure this is carried out?
4. I welcome any new initiative such as the School Clear Zone project but has it established any long term successes at any school which can be replicated throughout the county and if so does the latest MTFS allow for this?

5. With only 57 schools bothering to sign up to School Clear Zone last year and very few actively using and updating school travel plans, what can we do to encourage Heads to take school travel more seriously or should we be approaching Chairs of Governors instead?
6. In September 2015 the Chair of Environment and Transport Overview and Scrutiny Committee said that we had invested in a system called iTRACE, a 'sophisticated monitoring tool' for travel plans. Is it being used and if so with what purpose and effect?
7. In that year we were engaging with 50 schools in the Modeshift national STARS scheme for online monitoring of school travel plans and 13 had achieved Gold standard. Is the scheme effective and if so how many schools have achieved Gold standard and with how many schools are we currently engaged?
8. How many schools have shared their travel plans with us in the current council year and what do we do with them when they do?
9. Where highway improvements may improve conditions around schools, is the authority willing to progress work if funded by Parish or Town Councils, as I believe was stated in the presentation by the Assistant Director in his recent excellent presentation?"

Reply by MR PAIN

- “1. Parking in the vicinity of schools is undoubtedly an issue that has been growing in people’s consciousness over recent years. The anti-social behaviour by parents and carers is something that the Council takes very seriously and measures are being put in place to tackle this where they can be enforced and make a difference. The schools themselves are fundamental to the success of these measures and are key to tackling the problem.
2. Yes I agree, these are the key tools that the Council has at its disposal; however it should be remembered that parking restrictions are limited to outside of the school, as outlined in the school parking scrutiny report in 2017.
3. The Council partners with the district councils to enforce parking restrictions. With the recent introduction of the school camera enforcement car, the Council is now in a position to further enforce the parking restrictions that are in place outside of the school. In many cases the inconsiderate parking in the immediate surroundings of the school cannot be solved or influenced by enforcement.
4. The School Camera Car Scheme, which is the project I believe you are referring to, commenced in April 2018 and has funding for two years. It is not yet possible to determine whether there has been any sustainable change at individual schools. At the end of the project the data will be assessed and a report taken to the Environment and Transportation Overview and Scrutiny Committee, at which point the position regarding continued funding will be evaluated. However an initial clear zone pilot project that took place earlier last year has seen positive behaviour change, although it should be noted that in

this case, as well as enforcement, the stick, a number of carrots were used, including behaviour change initiatives such as the park and stride scheme, where parents were encouraged to park in a local public house car park and walk to the school from there.

5. The good news is that since the start of the project additional schools have signed up. We now have 135 schools taking part or requesting to be considered. Schools in general are working positively with the Council to tackle the issues that arise from inconsiderate parking. The Council is also actively working with other partners such as Sustrans and Leicestershire and Rutland Sport, to deliver a joined up approach at a level never achieved before.

Measures are also being put in place to actively engage with head teachers, using the local head teacher email group. Promoting local and national events, including Road Safety Week, Cycle to Work Day, and the Big Pedal; the Council offers all head teachers support if they wish to participate in these events.

6. iTRACE was a travel planning tool, that is no longer used. The online monitoring tool was replaced by the Modeshift version in order to align with the national STARS scheme and encourage schools to be more active and use their travel plan in a dynamic way.
7. 30 schools are currently registered with active travel plans and are working towards Modeshift STARS accreditation. Last year one school, Elizabeth Woodville in Groby, achieved the new Gold accreditation. As a result they have been awarded School of the Region and are up for the School of the Year which will be awarded at Parliament in March. In addition, Millfield Primary in Braunstone Town achieved a Silver award and Ibstock Juniors achieved Bronze. This year we anticipate at least 10 schools gaining accreditation.
8. Travel plans are now only part of the engagement and work that the Council undertakes with schools. An Active Travel Schools Officer has been appointed in partnership with Leicestershire and Rutland Sport to support schools in the delivery of their travel plans. The officer also works with schools on different kinds of positive initiatives, including running school competitions, training teachers and identifying potential “park and stride” opportunities.

In addition the Council offers grants for schools to use to overcome barriers to active travel, such as by installing bike parking, scooter racks, extra training, umbrellas and wet weather kit for Park and Stride sites. In total the Council is now working directly or via partners with over 9800 primary aged children, which equates to 75 primary schools across the county.

9. If a parish, town council or other community group wishes to fully fund highway improvements with the approval of the Council, the Highways and Transport Service would support this. It should be stressed however that all the costs of the scheme would need to be met by the funding, including officer time, legal fees and any ongoing maintenance costs.”

**AGENDA ITEM NO. 5 – TO RECEIVE POSITION STATEMENTS
FROM MEMBERS OF THE CABINET**

(Note: Standing Order 8 provides as follows:-

- (a) A position statement may give rise to an informal discussion by the Council.
- (b) At the conclusion of the discussion a formal motion may be moved to the effect that a particular issue relevant to the statement be referred to the Cabinet, the Commission, a Board or a Committee for consideration. This shall be moved and seconded formally and put without discussion. No other motion or amendment may be moved.
- (c) The discussion of any position statement shall not exceed 20 minutes but the Chairman may permit an extension to this period.)

LEADER

- (i) The Leader will make his statement.
- (ii) An informal discussion may then take place.

**TO CONSIDER REPORTS OF THE
CABINET, SCRUTINY COMMISSION, SCRUTINY COMMITTEES,
AND OTHER BODIES**

**AGENDA ITEM NO. 6
REPORT OF THE CABINET**

(Pages 19 to 230)

Principal Speakers:-
Mover of motion (as appropriate)
Leader of the Opposition (Mr S J Galton)

(A) Medium Term Financial Strategy 2019/20 – 2022/23

MR RHODES will move and MR SHEPHERD will second:

- “(a) That subject to the items below, approval be given to the Medium Term Financial Strategy (MTFS) which incorporates the recommended revenue budget for 2019/20 totalling £377m as set out in Appendices A, B and E of this report and includes the growth and savings for that year as set out in Appendix C;
- (b) That approval be given to the projected provisional revenue budgets for 2020/21, 2021/22 and 2022/23 set out in Appendix B to the report, including the growth and savings for those years as set out in Appendix C, allowing the undertaking of preliminary work, including business case

development, consultation and equality impact assessments, as may be necessary towards achieving the savings specified for those years including savings under development, set out in Appendix D;

- (c) That approval be given to the early achievement of savings that are included in the MTFs as may be necessary, along with associated investment costs, subject to the Director of Corporate Resources agreeing to funding being available;
- (d) That the level of earmarked funds as set out in Appendix K be noted and the use of those earmarked funds as indicated be approved;
- (e) That the amounts of the County Council's Council Tax for each band of dwelling and the precept payable by each billing authority for 2019/20 be as set out in Appendix L (including 1% for the adult social care precept) be approved;
- (f) That the Chief Executive be authorised to issue the necessary precepts to billing authorities in accordance with the budget requirement above and the tax base notified by the District Councils, and to take any other action which may be necessary to give effect to the precepts;
- (g) That approval be given to the 2019/20 to 2022/23 capital programme as set out in Appendix F;
- (h) That the Director of Corporate Resources following consultation with the Lead Member for Resources be authorised to approve new capital schemes, including revenue costs associated with their delivery, which are shown as future developments in the capital programme, to be funded from funding available;
- (i) That the financial indicators required under the Prudential Code included in Appendix M, Annex 2, be noted and that the following limits be approved:

	2019/20 £m	2020/21 £m	2021/22 £m	2022/23 £m
Operational boundary for external debt				
i) Borrowing	264.1	263.6	263.1	262.6
ii) Other long term liabilities	1.2	1.1	1.0	1.0
TOTAL	265.3	264.7	264.1	263.6
Authorised limit for external debt				
i) Borrowing	274.1	273.6	273.1	272.6
ii) Other long term liabilities	1.2	1.1	1.0	1.0
TOTAL	275.3	274.7	274.1	273.6

- (j) That the Director of Corporate Resources be authorised to effect movement within the authorised limit for external debt between borrowing and other long-term liabilities;

(k) That the following borrowing limits be approved for the period 2019/20 to 2022/23:

- (i) Upper limit on fixed interest exposures 100%,
- (ii) Upper limit on variable rate exposures 50%,
- (iii) Maturity of borrowing:-

	Upper Limit	Lower Limit
	%	%
Under 12 months	30	0
12 months and within 24 months	30	0
24 months and within 5 years	50	0
5 years and within 10 years	70	0
10 years and above	100	25

- (l) That the Director of Corporate Resources be authorised to enter into such loans or undertake such arrangements as necessary to finance capital payments in 2019/20, subject to the prudential limits in Appendix M;
- (m) That the Treasury Management Strategy Statement and the Annual Investment Strategy for 2019/20, as set out in Appendix M, be approved including:
 - (i) The Treasury Management Policy Statement (Appendix M, Annex 4);
 - (ii) The Annual Statement of the Annual Minimum Revenue Provision (Appendix M, Annex 1);
- (n) That the Risk Management Policy and Strategy (Appendix I) be approved;
- (o) That the Capital Strategy (Appendix G), Corporate Asset Investment Fund Strategy (Appendix H) and Earmarked Funds Policy (Appendix J) be approved;
- (p) That it be noted that the partners of the Leicester and Leicestershire Business Rate Pool have agreed to continue with the arrangements for 2019/20 and to operate the 75% business rates retention pilot.”

An amendment will be moved by MR BOULTER and seconded by MR CROOKS:-

- “i) That paragraph (a) of the motion be amended to read as follows:-
- (a) That subject to the items below, approval be given to the MTFs which incorporates the recommended revenue budget for 2019/20 totalling £377million as set out in Appendices A, B and E of the report and includes growth and savings for that year as set out in Appendix C thereto, as amended by paragraph (a) (i) and (ii) below;
- ii) That the following be added after paragraph (a) of the motion:-
- (a) (i) That the list of growth and savings proposals as set out in Appendix C of the report be amended as follows:-

	2019/20 £000s	2020/21 £000s	2021/22 £000s	2022/23 £000s
Delete the following savings items				
ET1 - Revise Passenger Transport Policy	£400	£400	£400	£400
Total	£400	£400	£400	£400

- (a) (ii) That the budget shortfall of £400,000 in 2019/20 and subsequent years be met from the Future Development Fund (paragraphs 198 to 202 on Page 61 of the Council booklet refers).”

AGENDA ITEM 7
REPORT OF THE EMPLOYMENT COMMITTEE

(Pages 231 to 244)

Principal Speakers:-
Chairman (Mr J B Rhodes)
Liberal Democrat Spokesman (Mrs L Broadley)
Labour Spokesman (Ms B Newton)

(A) Pay Policy Statement

MR RHODES will move and MR SHEPHERD will second:

“That the County Council’s Pay Policy Statement 2019/20, as referred to in the report of the Employment Committee, be approved.”

COUNTY COUNCIL MEETING – 20 FEBRUARY 2019

LEADER'S POSITION STATEMENT

Local Government Finance

Later on this agenda we will be discussing the MTFs. For now, I will just say that we are in a much better position than a large number of other councils because we took the difficult decisions early and achieved significant efficiencies. However, the cost and demand pressures we face going forward will put the Council's financial position under tremendous strain. We need to retain that same responsible, resolute attitude to budget setting.

County Councils have suffered most from the current outdated system of council funding hence our campaign, through the CCN, for fairer funding. The latest Government consultation on fair funding is to be welcomed as it outlines a simple formula which is more responsive to population levels and demographics. It also contains proposals which address some key concerns of counties such as concessionary travel, local bus support and home to school transport.

A concern that remains is the lack of clarity on the adult social care and children's services formulae and whether these will respond to demographic and demand pressures.

Fair Funding alone will not solve our financial challenges. Reform of funding streams such as the community infrastructure levy and new homes bonus will to ensure funding goes to the right councils to support housing growth and infrastructure.

The proposal for 75% business rates retention is an important and welcome start but more fiscal reform is needed so that properly-resourced county councils can grow their local economies in a post-Brexit landscape, integrate health services and reshape care, and ensure that we build sustainable communities.

Meeting with Headteachers

Members will be aware that we are currently consulting on the development of provision for children with special educational needs and disabilities across Leicestershire.

This is an ambitious programme to develop high quality local provision to meet the demand in Leicestershire.

Last month the issue of children being taken off the roll of schools was reported in the Leicester Mercury following a discussion at Scrutiny around national concerns.

By no means were my comments meant to criticise Leicestershire Academies; indeed we are rightly proud of the low exclusion rates across Leicestershire schools, the work schools do together to prevent exclusion and the engagement of schools across Leicestershire in the SEND developments. I have met with representatives of secondary and primary heads to get these points across and it was a very productive discussion.

Local Development Corporation (Toton)

I have been invited by Sir John Peace, Chair of the Midlands Engine and Midlands Connect, to become a member of an Oversight Board for the 'Locally-led' Development Corporation which is being established for the HS2 hub at Toton and nearby development opportunities. The Corporation was announced by the Chancellor in his last Budget and provides a major opportunity to drive jobs growth in Leicestershire and the wider East Midlands. I am looking forward to helping shape this.

Transport for the East Midlands – Regional Infrastructure Summit

Along with business leaders, other local authority leaders, local enterprise partnerships and Government, I attended the second East Midlands Infrastructure Summit on Friday 8 February. I was pleased to hear the progress being made on our Transport for the East Midlands priorities. The clear message was that while we have made significant advances, we cannot ease off in our efforts to ensure we get the right infrastructure to support the jobs and housing that will drive the East Midlands economy. The other point that came across strongly for me was that the power of speaking with one voice and clearly articulating our message is delivering tangible results in Government's commitment to Midlands Engine, Midlands Connect and support for our region.

We had a presentation from Uber on how mobility might look in the future. An OECD study has found that the same amount of mobility could be achieved with 90% reduction in the number of cars when operating with self-drive cars. Uber are currently developing self-drive cars. Such a system would reduce the need for parking space in our towns, meaning more opportunities for alternative uses such as outdoor cafes, parks or much needed housing, supporting both quality of life and the local economy. We should also consider applying this sort of thinking to some of our rural mobility challenges.

Meeting with Leicestershire MPs

I recently met with Sir Alan Duncan.

I confirmed our budget and precept plans for 2019/20 and asked for his continuing support in the delivery of the Government's fair funding review.

We also discussed the need to deliver the Melton Mowbray Distributor Road (MMDR) and its importance to Melton's local economy, regeneration and delivering much needed housing for the area. Funding for the MMDR is contingent upon the ability of the local planning authority to deliver the units of housing needed to support it. I asked for his support to ensure Melton Borough Council were aware of their responsibilities in this respect.

Finally, we discussed the Strategic Growth Plan and the refresh of the County Council's Prospectus for Growth- highlighting that future investment decisions on infrastructure taken by the LLEP needed to be supported and evidenced by its constituent local authorities working together to secure better outcomes for residents and businesses.

Meeting with the Bishop of Leicester

I met with the Rt Revd Martyn Snow two weeks ago in what is a regular series of meetings. We discussed the financial situation facing the public sector and the impact on communities; plans to conclude the reordering (the redevelopment) of the Cathedral; and a range of matters relating to the Diocese's significant role in local education.

The Bishop showed me around the very impressive St Martins Lodge, a boutique hotel across the road from the Cathedral and managed by the Cathedral Authorities. Equally impressive is the refurbishment of the adjacent building in Peacock Lane for the Bishop's project known as 'The Community of the Tree of Life', which seeks to inspire young people to live a flourishing and fruitful life rooted in faith.

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