

MEETING OF THE LEICESTERSHIRE COUNTY COUNCIL

WEDNESDAY, 7 DECEMBER 2022 AT 2.00 P.M.

ORDER PAPER

EVACUATION PROCEDURE

In the event of having to evacuate officers will be able to advise and be on hand to assist any people with disabilities.

AGENDA ITEM NO. 1 – CHAIRMAN’S ANNOUNCEMENTS

The CHAIRMAN will make his announcements.

AGENDA ITEM NO. 2 – MINUTES

(Pages 3 to 26)

The CHAIRMAN will move and the VICE-CHAIRMAN will second:

‘That the minutes of the meeting of the Council held on 6th July 2022 and the extraordinary Council meeting held on 13th September 2022, 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 HUNT

“Green House Gases (GHG) and Contracts:

1. The Council has set a target to reach Net Zero for its own operations. Why is it then that we don’t know the carbon emitted from our own multi-million pound residual waste contract recently awarded to Biffa?
2. Why is this contract excluded when calculating GHG emissions from our own operations?
3. What is stopping the County Council requiring contracts to submit carbon and other GHG emissions figures as part of the procurement process in future?
4. According to the statutory Climate Change Committee, one of the greatest threats to climate change comes from GHG (notably methane) from ruminant

animals, mainly sheep and cattle. As a predominantly rural county is it time to count the cost of these emissions in Leicestershire?”

Reply by MR PAIN

- “1. The County Council did not require Biffa to submit carbon emission figures as part of the procurement process, so a specific carbon saving has not been calculated. However, we are confident that a carbon saving will be realised. The location of the new facility means that the total haulage miles will be reduced leading to a carbon saving. In addition, the Newhurst plant will be one of the most technologically advanced Energy from Waste facilities in the UK. The reported electrical efficiency of the plant means that carbon emissions per tonne of residual waste should be notably better than landfill.

Emissions from the disposal and treatment of household waste are currently outside of the scope of the County Council’s target to achieve net zero for its own operations by 2030.

2. I would draw Mr Hunt’s attention to the following statement from the Council’s annual greenhouse gas report:
 ‘The council has excluded greenhouse gas emissions from schools (all scopes) and contracted services such as waste disposal and business travel by public transport (scope 3), due to the cost of data collection and/or its availability. The council has also excluded the emissions resulting from activities undertaken by contractors, due to the limited requirements for contractors to annually monitor energy and fuel usage within existing contracts.’

Despite the exclusions from the 2030 commitment, the Council commissioned consultants to calculate and analyse the Council’s scope 3 emissions during 2021 (an overview of the scope 3 emissions study is provided on pages 10 and 11 in the 2030 Net Zero Council Action Plan (which is at pages 171 to 172 of the Council Agenda pack) and is looking to improve its data availability and quality for scope 3 emissions reporting.

3. The Council does now ask suppliers, where proportionate, to support us in transitioning to net zero. The Government has a Carbon Reduction Plan template which has been created to collate the required information in one place for ease of use, and to minimise the burden placed upon suppliers. The Council is reviewing this template along with a Sustainable Procurement Policy and ways to measure greenhouse gas emissions from our suppliers in a way that is proportionate.
4. Agricultural emissions for Leicestershire are included within the baseline emissions in the 2045 Net Zero Leicestershire Strategy alongside actions to begin to address these emissions within the Nature and Land Use section of the Net Zero Leicestershire Action Plan.”

(B) Question by MR HUNT

“Charnwood Local Plan:

1. The Charnwood Local Plan to 2037 is now going to Examination in Public early next year. The Inspectors latest report has affirmed that the process should proceed without waiting for a Strategic Transport Assessment. When will the Strategic Transport Assessment be completed?
2. Will we, as the local highway authority, in spite of the latest financial strictures continue to support the current highways and transportation mitigation package as quoted in Cabinet last June?
3. Can the leader confirm that the County Council cannot be expected to commit to constructing new infrastructure in the Charnwood Local Plan unless the receipt of funds from developers or external sources are guaranteed to meet the full cost and, if so, how can these costs be assured over the lifetime of the plan?
4. On 24th June 2022 in response to the Charnwood Local Plan, the Cabinet agree that “unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the County’s transportation system can be mitigated in the future”. What societal changes is the Cabinet waiting for before mitigating the impacts of growth in the Borough and what would that mitigation look like?
5. Given that we cannot be reliant on the delivery on Road Investment Strategy Pipeline Projects, is it time to drop the plans to increase the speed and capacity of the A6 through Loughborough and focus on developing active travel solutions to peak traffic caused by short journeys to work and schools?
6. How does the County’s A6(n) pipeline project conform with the Net-Zero Carbon Strategy and how can its carbon emissions be offset?”

Reply by MR O’SHEA

- “1. As a point of clarification, the Examination in Public (EiP) commenced in June 2022, and the original hearing sessions then paused by the Inspectors as a result of a proposed change in the approach by Charnwood Borough Council to meeting the City of Leicester’s (the City) unmet housing need. New, additional hearing sessions relating to how the City’s unmet need had been established, were held by the Inspectors in October. It is now understood that the original hearing sessions should recommence in early 2023.

The Strategic Transport Assessment (STA) work is being undertaken in respect of the Leicester and Leicestershire Strategic Growth Plan and is not of direct relevance to the Charnwood Local Plan’s EiP, hence the Inspectors’ conclusions on this matter. Regarding the timing of the STA’s completion, its first stage is now reaching a conclusion for consideration then by the Strategic

Planning Group (SPG) and Members Advisory Group (MAG). Those bodies will then need to consider next steps, including the timetable for the next stage of the STA work.

2. The transportation mitigation package is based on evidence work underpinning the Local Plan and at this time represents the best (proportionate to the requirements for a Local Plan) understanding of the measures required to support the Borough of Charnwood's future growth. The Local Highway Authority continues to support it, but as stated in the report to the Cabinet in June 2022, the cost of the package is beyond what the County Council can afford, even prior to the impacts of the Covid-19 pandemic on its budgets and given that we are the lowest funded county council. That report also sets out that where opportunities for one-off Government grant funding may arise, external funding would be required for any match funding or significant bid development costs. Furthermore, the County Council's proposal is to pool developer contributions from developments with this funding being used for priority projects only when the money has been received. This approach has subsequently been reinforced by the report to the November Cabinet meeting on 'Managing the Risk Relating to the Delivery of Infrastructure to Support Growth'.
3. The previous response to question two confirms that, as set out in the June Cabinet report on the Local Plan and as reinforced by the subsequent report to the Cabinet in November on managing the wider risks of delivering infrastructure to enable growth, the County Council is no longer able to commit to constructing new infrastructure unless and until it is fully funded by and from other sources, be that in the Borough of Charnwood or elsewhere across the County.

Given current and likely ongoing health, political and financial volatilities across the globe, it would be extremely unwise to provide any absolute assurances or guarantees in respects of costs of, and funding for, the delivery of the transportation package; indeed, the likelihood that the package may not be fully funded is already acknowledged in the June Cabinet report.

Notwithstanding this, the Local Highway Authority (LHA) remains committed to seeking to take forward development of the three Charnwood area transport strategies set out in the June report, along with supporting/constituent elements, such as development of the Loughborough/Shepshed and North of Leicester Local Cycling and Walking Infrastructure Plans and the A6 Major Road Network study work (as referred to in questions 5 and 6). This should place the Authority in the best position possible to seek to secure funding from developers and to take advantage of any relevant, future Government bidding opportunities, as appropriate.

4. As a point of clarification, it is not a case of waiting for societal changes to take place before implementing mitigating measures, rather that, and as the June Cabinet report makes clear, there are significant limitations as to the extent to which the impacts of growth, for example on levels of traffic

congestion or emissions, can be mitigated unless as a society, we change our behaviours and expectations.

What this means is that the most recent transport modelling work (including for the Charnwood Local Plan) is beginning to indicate that even if in future it is possible to 'max out' travel by sustainable travel to a level that it is reasonable and plausible to suppose based on current behaviours and expectations, in all likelihood the benefits of doing so would in part or in full be outweighed by increased travel demand arising from population and economic growth.

This is not a reason to stop seeking to promote, enable and maximise travel by sustainable modes. It is, however, a recognition that if as a society we carry on as is, with the same inherent day-to-day abilities to travel where, how and as we so wish, and, say, with the same expectations about the standards of goods and services that bodies and businesses provide (e.g., about the range of goods available in shops or next day delivery), modelling work is indicating that going forward there will be significant limitations on the extent to which the transport and environmental impacts of growth in Leicester and Leicestershire (and probably more widely) can be mitigated. However, the changes necessary are beyond what Leicestershire County Council can achieve alone and require national policy and legislation. The Authority will continue to take opportunities to lobby the Government to this effect.

5. As a point of clarification, the Road Investment Strategy (RIS) Pipeline Projects are being taken forward by National Highways as they relate to the Strategic Road Network. The A6/A6004 is part of the Major Road Network (MRN) for which the County Council as the LHA is responsible.

So far as the LHA is aware, no decision has yet been taken by the Government about the future of any of the RIS Pipeline Projects in the County, but regardless of that, transport evidence work, including that underpinning the new Charnwood Local Plan, is indicating that future population and economic growth will generate travel demand that will impact on the A6/A6004 corridor. It is important therefore to examine what opportunities exist to seek to mitigate those impacts. The MRN study work is at an early stage, and whilst certain measures might have been identified from the Local Plan evidence work, it is far too early to say at this time what an overall package of measures might consist of along the corridor from Kegworth to Birstall. (Additional capacity may be required to accommodate a greater number of vehicles on the corridor in the future, even if those vehicles are far cleaner than now because they are electric, or hydrogen powered.)

6. As set out in the previous response to question five, it is too early at this time to say what a package of measures might look like along the A6/A6004 MRN corridor. As the package is developed, its impacts on carbon emissions will be assessed."

**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

The Leader will make his statement.

LEAD MEMBER FOR COMMUNITIES AND STAFF RELATIONS

Mrs Posnett will make her statement

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

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

(Pages 27 to 300)

Principal Speakers: -
Mover of motion (as appropriate)
Leader of the Opposition (Mr M Mullaney)

- (A) **Leicestershire County Council Community Safety Strategy 2022 - 2026**

MRS TAYLOR will move and MRS RICHARDSON will second:

“That the Community Safety Strategy 2022 – 2026 be approved.”

(B) Net Zero Leicestershire Strategy and Action Plan

MR PAIN will move and MR O'SHEA will second:

"That the Net Zero Leicester Strategy and Action Plan and the Net Zero Council Action Plan set out as Appendices D, E and F to this report, be approved."

(C) Annual Delivery and Performance Compendium 2022

MR BRECKON will move and MR SHEPHERD will second:

"That the Annual Delivery Report and Performance Compendium 2022 be approved."

(D) Transfer of a section of the Ashby Canal

MR RUSHTON will move and MR O'SHEA will second:

"(a) That this Council is satisfied that it is expedient for the Council to apply to the Secretary of State for Environment, Food and Rural Affairs to promote an Order under the Transport and Works Act 1992 to transfer powers under the Transport and Works Act Order 2005 to the Ashby Canal Association for a section of the Ashby Canal line between Snarestone and Measham; and

(b) That the Director of Environment and Transport in consultation with the Director of Law and Governance be authorised to take all steps as may be necessary or expedient for the purposes of promotion of the Order."

AGENDA ITEM NO. 7
REPORTS OF THE CORPORATE GOVERNANCE COMMITTEE

(Pages 301 - 324)

Principal Speakers:-
 Chairman (Mr T Barkley)
 Liberal Democrat Spokesman (Mr G A Boulter)

(A) Amendments to the Financial Procedure Rules

MR BARKLEY will move and MR RICHARDSON will second:

"That the proposed amendments to the Financial Procedure Rules, set out in Appendix A to the report of the corporate Governance Committee, be approved."

(B) Revised Member Planning Code of Good Practice

MR BARKLEY will move and MR RICHARDSON will second:

“That the revised Members’ Planning Code of Good Practice as set out in Appendix A to the report to the Corporate Governance Committee be approved.”

AGENDA ITEM NO. 8
REPORT OF THE EMPLOYMENT COMMITTEE

(Pages 325 to 340)

Principal Speakers:-
Chairman (Mr L Breckon)
Liberal Democrat Spokesman (Mrs L Broadly)

(A) Pay Policy Statement 2023/2024

MR BRECKON will move and MR BEDFORD will second:

“That the County Council’s Pay Policy Statement 2023/2024, as set out in the Appendix to the report of the Employment Committee, be approved.”

AGENDA ITEM NO. 9
REPORT OF THE CONSTITUTION COMMITTEE

(Pages 341 - 348)

Principal Speakers:-
Chairman (Mr N J Rushton)
Liberal Democrat Spokesman (Mr M Mullaney)

(A) Review and Revision of the Constitution

MR RUSHTON will move and MRS TAYLOR will second:

“That the proposed changes to the Constitution as set out in Appendix A and the revised terms of reference for the Corporate Governance Committee set out in Appendix B to the report be approved.”

COUNTY COUNCIL MEETING – 7TH DECEMBER 2022

POSITION STATEMENT FROM THE LEADER OF THE COUNCIL

MTFS

The Council's financial position, both in relation to Capital and Revenue funding is extremely challenging. In truth prior to the Autumn Statement it was looking impossible, not just for this Council but for the majority of Local Government.

The Autumn Statement was relatively positive for Councils such as ours that provide social care. Being prioritised alongside the NHS and education was exactly what we needed and hopefully this reflects an improved understanding in Westminster of the challenges we face locally.

Whilst people will be disappointed the adult social care reforms were delayed, the scarcity of social care workers to implement them and the need for funding for existing services mean that the decision was inevitable.

The changes announced in the Autumn Statement were significant and it will take time for the impact on this council to become clear. We are hopeful of news about the distribution and conditions on new funding before Christmas, but for specific grants we are likely to be waiting until next year before we have a final position.

Despite the Autumn Statement the position remains difficult, and we are faced with the unsatisfactory combination of Council Tax increases and service reductions being required to balance the budget. We are also facing significant calls to fund capital schemes to support Leicestershire's economic growth; without new funding this will need to be rationed to minimise the impact on core services.

The flexibility offered on Council tax increases is welcome. This will be a difficult decision during a cost-of-living crisis although I am not sure of how much of a choice it will be. I have talked previously about the 50p increase on the National Living Wage costing us £10 million. The National Living Wage increase of 92p will cost us £18 million next year. This is more than the maximum 5% Council Tax increase would raise.

With our financial challenges I feel it is vital that we continue to engage with our partner organisations so that we continue to make the right decisions. I'd like to acknowledge the time given up by the representatives from the voluntary sector, parish councils and other partners who attended the recent

webinars. I found these invaluable and am keen that we build on this level of engagement in our forthcoming the budget consultation.

The message I want to leave this Council with is that although the financial pressure has eased in the short term, we still have significant financial problems. We remain the lowest funded county council, which limits our options. If we are to continue to protect the most vulnerable in society difficult decisions lie ahead.

Midland Mainline and Network Rail

Can I begin by welcoming Government plans to electrify the Midland Main Line and the decarbonisation and modernisation benefits this will bring through Leicestershire.

Work to electrify the Midland Main Line will mean new overhead electricity cables and associated supporting structures, along with vegetation clearance. This work is underway with site clearance work having started in July between Market Harborough and Wigston.

The County Council will do all it can to help implement these works, with minimum disruption to the travelling public, and at no cost burden to Leicestershire. However, Network Rail, the rail operator and promotor of these works, have been slow to share their detailed proposals and have been reluctant to comply with well-established ways of working that developers normally follow when working in the public highway.

In light of these issues, I propose to write to the Minister of State for Transport, and the Harborough M.P, seeking their support to urge Network Rail to cooperate with Leicestershire County Council and comply with the appropriate legislation to facilitate this work at the earliest opportunity. I will also highlight that as every day passes, it becomes increasingly likely that Network Rail will not be able to meet their current electrification programme, without immediate action on their part to comply with established highway legislation.

Cost of Living

The Council has a wide-ranging support package worth £14.8m gained mainly through national funding. The support offered ranges from food and fuel vouchers to help those in need get food supplies and money for their energy bills as well as practical support for maintaining affordable warmth in their home. Families whose children receive free school meals are also being supported with vouchers for food during the school holidays, alongside access to free winter holiday clubs. Our First Contact Plus service can signpost residents to additional support for help with money advice, work, skills, and housing. We are working closely with partners to support warm spaces and

ensure that residents know where to get the support they need as well as giving financial support to food banks and other charities so that they can support residents directly. The comprehensive offer to support families with the cost-of-living crisis can be found at www.leicestershire.gov.uk/cost-of-living.

I am acutely aware of the impact that the cost-of-living crisis is having on our staff, whether this is being able to afford the essentials, or adding pressure that creates stress and mental health challenges. The Council has a comprehensive wellbeing offer, including an in-house counselling service. In addition, we have put a wide range of information and links to help and support around low pay and cost of living on the intranet. These pressures, of course, also impact on staff in the workplace. We are separately focusing on support for managers and staff with stress and mental health issues

Asylum Seekers

This Council has a proud record of supporting vulnerable individuals and communities including asylum seekers and refugees. We have proactively supported the Homes 4 Ukraine Scheme, Unaccompanied Asylum Seeker Children, and Syrian Refugees.

Members will also be aware from press reports that there has been an unprecedented rise in migrants crossing the English Channel in small boats. As a result, the Home Office has mandated all local authorities to accept asylum seekers in their areas irrespective of the additional financial costs and service impacts of this decision on the receiving authority. They are also discounting numbers who have already arrived in the area under the other schemes I have mentioned.

There are now 5 hotels being used by the Home Office to house asylum seekers. The Council together with its partners such as the Police, NHS, and district councils is now working with the Home Office to try and mitigate the impact of their policy on local services and communities. However, we are expecting to incur significant unbudgeted costs as a result of the standing up of these current hotels and possible future ones. Such costs include adult and children's social care, home to school transport, SEND, public health, and school admissions

Ukrainian Guests

The data shows that the number of Ukrainians who have arrived in Leicestershire as part of the Homes for Ukraine scheme is approaching 900. I am proud of the commitment and generosity shown by Leicestershire residents to the Ukrainian people and pleased that the County Council, working with district councils and other partner agencies, is providing effective

supporting both Ukrainian guests and their hosts. We are particularly working hard to ensure that existing sponsorship arrangements can continue where possible, and that new sponsors can be found where existing arrangements have to come to an end. To this effect we have agreed to provide additional thank you payments of £150 per month to sponsors (to supplement existing payments of £350 per month) for the period November 2022 to March 2023 inclusive, recognising cost of living pressures this winter. Partners continue to meet regularly to co-ordinate the local response to this issue under the auspices of our excellent Local Resilience Forum.

Foster Carers

This Christmas there will be nearly 700 children and young people in care, in Leicestershire. We are continuing to search for foster carers to become part of the Leicestershire County Council's fostering family to make a real difference to the lives of our children in care. We believe that lots of people who live in Leicestershire have the skills, knowledge and experience to become great foster carers and the Children and Families Services Department are always keen to hear from anyone interested in becoming a foster carer and accessing all of the service and support we offer our foster carers in Leicestershire. Details on the fostering service can be found at via the following link.
<https://www.leicestershire.gov.uk/we-can-help-with/why-foster-with-us>

Winter Preparations

As we move into winter the Council's Winter Service Plan has been activated. This service which runs 24/7 until the end of March is delivered by an experienced team with support from a network of snow wardens and farmers.

We have 16,500 tonnes of salt stored in 5 barns located in Melton, Market Harborough, Misterton, Nailstone and Mountsorrel. 20 drivers working on a rota basis every night allow us to treat 17 gritting routes which covers 48% of the highway network. The 17 routes are focussed on main distributor roads, commuter routes (rural roads carrying more than 2,000 vehicles per day), major bus routes (urban areas with 8 or more service buses an hour, rural areas with 2 more service buses per hour) and one route into each village, where possible. The County Council's website has Live mapping of all our gritting routes and travel routes. In addition, the service will be refilling 811 salt bins placed at strategic points around the County.

Mr N. J. Rushton
Leader of the Council

COUNTY COUNCIL MEETING – 7TH DECEMBER 2022**POSITION STATEMENT FROM THE LEAD MEMBER FOR
COMMUNITIES AND STAFF RELATIONS**

It is a pleasure to introduce this Communities Annual Report which brings together and celebrates work within my portfolio that has been carried out working with and alongside Leicestershire communities. Whilst the period of the report was one where we felt the continuing impact of the Covid pandemic, later in the year, as the impact of Covid lessened, it was heartening to see a resumption of community activities, with increased community links, meetings, and events to support and bring people together. During the last year we have also seen an increased council and community focus on responding to the cost-of-living crisis. This has included increased and ongoing crisis and hardship support delivered jointly with community organisations and health and government partners.

Working with Leicestershire communities is central to how all our services are designed and delivered, and I am delighted that this ethos has been encapsulated in the recent review and update of the Council's Communities Strategy: Our Communities Approach. Communities are at the forefront of all that the council does, and it is encouraging that the 'Approach' is centred on an increased and ongoing commitment to building on the strength of local people and places. Since the 'Approach' was adopted, we have made particularly good progress with development of the Council's Volunteering Strategy supporting volunteers and continuing support for voluntary sector organisations. We are also continuing to provide information and support for our communities through our Leicestershire Communities website which has recently been refreshed with an emphasis on an interactive, accessible, and engaging experience for users.

I am sure that the work outlined in this Annual Report provides the inspiration for us all to continue with, and to build on, our work to help promote and sustain strong, resilient, happy, and healthy communities in Leicestershire. The Annual Report is available on the Leicestershire Communities website and on the Members Hub.

Mrs Pam Posnett CC

**Lead Member for Communities and
Staff Relations**

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