



Meeting: **Environment and Transport Overview and Scrutiny Committee**

Date/Time: **Thursday, 14 January 2021 at 2.00 pm**

Location: **Microsoft Teams**

Contact: **Miss C Tuohy (0116 305 5483).**

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Membership

Mr. A. E. Pearson CC (Chairman)

Mr. D. C. Bill MBE CC Mr. J. Morgan CC
Mr. G. A. Boulter CC Mr. L. Phillimore CC
Mr. D. Harrison CC Mr. J. Poland CC
Mr. Max Hunt CC Mrs. J. Richards CC

Please note: This meeting will not be open to the public in line with Government advice on public gatherings. This meeting will be filmed for live or subsequent broadcast via the Council's Youtube Channel:

<https://www.youtube.com/channel/UCWFpwBLs6MnUzG0WjejrQtQ>

AGENDA

<u>Item</u>	<u>Report by</u>
1. Minutes of the meeting held on 5 November 2020.	(Pages 5 - 12)
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 35.
8. Medium Term Financial Strategy 2021/22 - 2024/25. Director of Environment and Transport and Director of Corporate Resources (Pages 13 - 34)
9. Environmental Performance Report 2019-20 and Greenhouse Gas Report 2019-20. Director of Environment and Transport (Pages 35 - 68)
10. Final Report of the Scrutiny Review Panel on Flooding. Chief Executive (Pages 69 - 96)
11. Date of next meeting.

The next meeting of the Committee is scheduled to take place on 4 March 2021 at 2pm.

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

QUESTIONING BY MEMBERS OF OVERVIEW AND SCRUTINY

The ability to ask good, pertinent questions lies at the heart of successful and effective scrutiny. To support members with this, a range of resources, including guides to questioning, are available via the Centre for Public Scrutiny website www.cfps.org.uk. The following questions have been agreed by Scrutiny members as a good starting point for developing questions:-

- Who was consulted and what were they consulted on? What is the process for and quality of the consultation?
- How have the voices of local people and frontline staff been heard?
- What does success look like?
- What is the history of the service and what will be different this time?
- What happens once the money is spent?
- If the service model is changing, has the previous service model been evaluated?
- What evaluation arrangements are in place – will there be an annual review?

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Minutes of a meeting of the Environment and Transport Overview and Scrutiny Committee held at County Hall, Glenfield on Thursday, 5 November 2020.

PRESENT

Mr. A. E. Pearson CC (in the Chair)

Mr. D. C. Bill MBE CC
Mr. G. A. Boulter CC
Mr. D. Harrison CC
Mr. Max Hunt CC

Mr. J. Morgan CC
Mr. L. Phillimore CC
Mr J. Poland CC
Mrs. J. Richards CC

In attendance.

Mr. B. Pain CC, Deputy Leader of the Council
Mr. T. Pendleton CC, Lead Member for Highways and Transportation
Mr. O. O'Shea JP CC Cabinet Support Member.

15. Minutes.

That the minutes of the meeting held on 3 September were taken as read, confirmed and signed.

16. Question Time.

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

17. Questions asked by members.

The Chief Executive reported that questions had been received from Mr Hunt CC under Standing Order 7(3) and 7(5).

Mr Hunt asked the following questions of the Chairman:-

A. Wildflower Verges Schemes

“How many schemes have been agreed under the Leicestershire County Council Wildflower Verges scheme so far, with which Parish and District Councils commencing on what dates?”

The Chairman replied as follows:-

The Wildflower Verges scheme last year proved very successful with 12 parishes taking part resulting in wildflower verges being produced in Broughton Astley, Sileby, Thurlaston, Sheepy Magna, Barkby & Barkbythorpe, Great Easton, Mountsorrel, Hallaton, Fleckney, Thurnby, Birstall and Kirby Muxloe.

This year's scheme is now open with the application deadline of 27th November 2020. We have already received expressions of interest from 12 parishes including Barlestone, East Goscote, Houghton on the Hill, Wymeswold, Glenfield, Countesthorpe, Hemington, Swinford, Glen Parva, Barrow upon Soar, Desford and Blaby. All locations will be assessed for suitability ready to be included in the grass cutting schedule starting March 2021.

B. "Resources and Waste Strategy & Recovery Standard (R1) for Energy from Waste Treatment

1. A paper came to committee in March 2019 outlining the Government's Resources and Waste Strategy; has there been any significant development of the strategy since and if so, where should we look to update ourselves?

The Chairman replied as follows:-

Government have taken forward commitments laid out in the Resources and Waste Strategy (released in December 2018). This includes consulting on major reforms to the way waste is managed, such as by introducing a deposit return scheme for drinks containers, extending producer responsibility for packaging and consistent recycling collections. The second round of consultations with further detail on these is expected in March 2021 but the date is yet to be confirmed. Leicestershire County Council responded to the first round in May 2019. Government are seeking new powers through the Environment Bill to provide the legislative framework to realise the proposals to reform the waste system. This Environment Bill is now being considered again by a Public Bill Committee which is scheduled to report by Tuesday 1 December 2020. Further information can be found here;

<https://services.parliament.uk/Bills/2019-21/environment.html>

2. Amongst other detail the paper referred to: "the Government's long term ambition is to maximise the amount of waste sent to recycling instead of incineration and landfill. They intend to drive greater efficiency of Energy from Waste (EfW) plants ..." (para 34); would this include the move to Recovery over Disposal characterised by so-called R1 operations as opposed to D10 operations for residual waste treatment?

The Chairman replied as follows:-

The majority of recently constructed Energy from Waste facilities, for treating residual waste, are designed to achieve the standards required to be considered a Recovery (R1) operation. These modern facilities generally can achieve such status through solely generating electricity from the burning of the waste, but significant amounts of waste heat are also generated from the process. Further efficiencies, are being encouraged by the Government, through supporting the capture of this heat and utilising it for beneficial purposes. Examples of such Combined Heat and Power (CHP) facilities exist in Nottingham and Sheffield where the heat is utilised in "District Heating Networks".

3. I understand that to be classed as an R1 operation a waste treatment process (eg EfW/Incinerator) must meet the following criteria:
 - The combustion of waste must generate more energy than the consumption of energy by the process itself;
 - The greater part of the waste must be consumed during the operation;

- The greater amount of the energy generated must be recovered and used (either as heat or electricity);
- The waste must replace the use of a source of primary energy.

So where does Leicestershire County Council, which has been previously recorded as being technology neutral, stand on the move to R1, is this a standard we want our contractors to meet?

The Chairman replied as follows:-

Requiring all Contractors to meet R1 standards would move the Council away from the stated position of being 'technology neutral'. R1 specifically relates to using waste principally as a fuel, or other means, to generate energy. There are other waste treatment processes that exist, such as mechanical biological treatment, that can manage residual waste but that would not fall within this criteria. Requiring R1 status may not also be appropriate for all types of waste that might be managed by the Council due to its composition.

4. What are HM Government's current requirements to implement R1 standards and have they set a target for industry to move to R1 and away from Disposal standards?

The Chairman replied as follows:-

There is an obligation to consider and apply the Waste Hierarchy on any operator of a waste facility. As such, operators are required to move waste up the hierarchy where economically and technically feasible. There are no specific requirements on the operator to utilise R1 recovery processes over other disposal processes as this depends on the nature of the waste and, in some cases, disposal may be currently the only legally compliant method of managing such waste.

5. Are R1 standards a desirable or essential criteria of our present Residual Waste Procurement?

The Chairman replied as follows:-

For the residual waste procurement, it is set as a minimum requirement that any solution that burns or incinerates the waste (or a significant fraction of the waste) should utilise an R1 compliant facility as defined in the EU Waste Framework Directive 2008/98/EC.

6. Are R1 standards required or expressly desired within the Local Waste Plan or will that be something we need to address in the next revision?"

The Chairman replied as follows:-

Government guidance for strategic plan making in respect of waste management is set out in government policy: the National Planning Policy Framework (2019) and the National Planning Policy for Waste (2014). Neither of these documents refer to R1 standard.

The adopted Leicestershire Minerals and Waste Local Plan (2019) contains policy W7 (Facilities for Energy and Value Recovery from Waste). This requires that planning permission will be granted for facilities that provide for energy or value recovery, subject to certain criteria. This criteria includes pre-sorting of waste, value recovery from by-products being maximised, energy recovery being maximised and any residue of the process being managed or made use of. As there is no requirement in national planning policy for facilities to meet R1 standards, this does not form part of the policy.

Future revisions of the Minerals and Waste Local Plan will need to conform to the latest government guidance (and any associated legislative requirements) at the time the plan is produced.

The R1 standard is defined in the European Union Waste Framework Directive and is a tool used by the Environment Agency (EA) for assessing the level of energy recovery from waste. It is unclear whether the standard will continue to be used by the EA after the country's exit from the European Union.

Mr Hunt asked the following supplementary questions to Question B4 and B5:-

4. In your reply you state that "Requiring R1 status may not also be appropriate for all types of waste that might be managed by the Council due to its composition". Could you explain what it is about the composition of our waste that would suggest that Energy Recovery R1 might not be appropriate, please?

The Chairman replied as follows:-

"R1" treatment facilities require a suitable and relatively consistent feedstock to be able to meet and maintain the nationally recognised energy efficiency criteria. Not all of the types of waste the Council manages are suitable feedstocks due to either having too low calorific value and / or are classified as hazardous, hence requiring specialist treatment, such as through the use of high temperature incineration. Examples of such waste that the Council currently manage include construction and demolition waste and clinical waste respectively.

5. Where/how can I access the minimum requirements for the procurement.

The Chairman replied as follows:-

The contractual documents, including the minimum requirements, are only available to the bidders that expressed an interest in, and subsequently qualified for, the procurement.

18. Urgent Items.

There were no urgent items for consideration.

19. 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.

20. Declarations of the Party Whip.

There were no declarations of the party whip.

21. Presentation of Petitions.

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

22. Environment and Transport Annual Performance Report 2019/2020.

The Committee considered a report of the Director of Environment and Transport and the Chief Executive on Environment and Transport's Annual Performance Report 2019/2020. A copy of the report, marked 'Agenda Item 8' is filed with these minutes.

Arising from the discussion the following points were noted:-

- i. The percentage of the 'unclassified road network requiring maintenance had increased from 15% in 2018/19 to 16% in 2019/20. Unclassified roads made up 56% of the Council's road network and the deterioration reflected the lack of investment over several years. Unclassified roads tended to have lower category function in the road network and were used for more local journeys. Despite this overall satisfaction with the condition of highways had improved from 29% to 35%.
- ii. Despite a small decrease in 'municipal waste sent to landfill' from 33.8% 2018/19 to 32.2% in 2019/20 the indicator remained in the fourth quartile of performance and missed its 30% target. The Department continued to see higher levels of waste in part due to the failure of the Cotesbach Mechanical Biological Treatment facility. It was anticipated that the position would improve in future years once procurement was completed for 60,000 tonnes of waste for a non-landfill solution, as well as from increased waste tonnages sent to the Coventry Energy from Waste Facility.
- iii. In regard to the speed camera scheme, the Department continued to lobby HM Treasury without success. Members were assured that the Council would continue to lobby Government to allow the County Council to retain fines to pay for the costs of camera roll out.
- iv. Leicester City Council had been awarded funding for air quality as data had identified to Government that it was an area of concern. The County Council however, had no funding as districts managed the air quality management areas. The Council would work with districts to look at areas where improvements could be made.
- v. Performance of 'footpaths and other rights of way that were signposted and easy to use' also fell from 77% to 74.5% below the 75% target. The Department only had a small budget for maintenance of such paths despite the size of the network, meaning it was challenging to address all problems.
- vi. Members welcomed the commitment to bring a report in 2021 to address concerns regarding natural capital and biodiversity.
- vii. As a result of Covid-19 the Council had created a booking system for Recycling and Household Waste Sites appointments. This had a marked benefit in allowing the sites to remain open and in managing the flow through sites. Since its introduction, the number of appointments residents could make had increased from once fortnightly to three per fortnight. The Council was also in the process of exploring the possibility of on the day booking.
- viii. 'Average speed on A roads' was an indicator set by the Department for Transport which allowed the Council to compare itself with other areas. It was acknowledged that it might not be the most ideal way of monitoring congestion in county towns.

Setting up a system to monitor roads, especially unclassified roads, would be an enormous resource intensive task.

RESOLVED:

That the Annual Report be noted.

23. Highway Capital Programme 2020/2021 Update.

The Committee considered a report of the Director of Environment and Transport regarding the Highway Capital Programme 2020/2021. A copy of the report, marked 'Agenda Item 9' is filed with these minutes.

Arising from the discussion the following points were noted:-

- i. There had been a pause in the delivery of the capital maintenance programme at the start of lockdown. Working methods had since been reviewed and all programmes had continued with the exception of surface dressing. Surface dressing funding was reallocated to alternative restorative treatments such as patching. It was recognised that members of the public were using footpaths more as a result of Covid-19 and it was important that the Council looked at what it could do to mitigate footpath deterioration.
- ii. The decade of underfunding for highway maintenance had resulted in deterioration of road lining and road studs across the county, the current allocation for lining and road studs totalled £1.545million (partly funded by the Department's allocation of £0.5million from the £10.2million DfT's Transport Infrastructure Fund issued to Leicestershire County Council). While demand remained several times the figure budgeted, Members were nevertheless encouraged to report any known issues to the Department which would be prioritised using the Council's risk based approach to asset management.
- iii. In response to concerns raised that major highway schemes seemingly did nothing to ease traffic for local residents the Director assured Members that improvements made to the road network, such as the A512, were to enable development of new business and houses, if the works had not been undertaken the impact on the existing network would have been severe.
- iv. In response to a query regarding the possible redevelopment of Junction 20 the Director informed the Committee that any improvements would only be made linked to the Lutterworth East development as the County Council had not identified any issues with local access. The Council were also aware that Highways England had no improvement plans at Junction 20 as they had higher priorities such as Junction 21.

RESOLVED:

That the Highway Capital Programme 2020/2021 update be noted.

24. Community Speed Enforcement Initiative.

The Committee considered a report of the Director of Environment and Transport regarding the Community Speed Enforcement Initiative. A copy of the report marked 'Agenda Item 10' is filed with these minutes.

The Director reported that Cabinet had adopted a formal position, on 20 October 2020, on the establishment of a Community Speed Enforcement Initiative following the successful trial of the seven average speed cameras in Leicestershire.

Arising from the discussion the following points were noted:-

- i. Only the Police could enforce speed limits, the County Council's role was in supplementing the police with equipment to allow them to undertake their enforcement role. Areas chosen were classified as 'community concern sites'. These sites required that at least 50% of all traffic recorded as travelling at 10% plus 2mph above the speed limit.
- ii. The County Council could only fund seven sites at any one time. Officers recognised that Members received many requests, like the ones submitted by Mrs Richards CC to Cabinet. The Director assured the Committee that the Department was developing robust communications about how sites would be selected and the process that would be undertaken., This would be issued to members and include details of areas already listed. It was hoped by Spring 2021 the data collection would be completed and the list of the next the seven sites identified.
- iii. The data would be gathered using radar units and the data already held by the County Council and the Police to see which areas had the worst problems. Members thanked the Director for the openness and were pleased that the process would be transparent. It was hoped such information would help especially in communities that had a perception of speeding which the evidence might not support.
- iv. In response to a query the Director informed the Committee that the use of camera enforcement was the last choice in the initiative. Prior to the enforcement other measures such as gateway treatments, community speed watch, vehicle activated signs and mobile vehicle activate signs would be considered before installation of speed cameras which were resource intensive and needed to be set up in very exacting ways.
- v. Existing sites would remain in the programme for the next year and the Council would continue to review all sites on a two-year basis and look to move sites where needed.
- vi. In response to comments made the Director informed Members that all road users should keep within the speed limit; it was a limit and not a target to aim for.

Members thanked officers for the document and welcomed further information from the Department regarding next steps.

RESOLVED:

That Members supported the Community Speed Enforcement Initiative and welcomed further information that could be shared with their communities.

25. Network Management Plan Refresh.

The Committee received a presentation from the Director of Environment and Transport regarding the Network Management Plan Refresh. A copy of the report and presentation is marked 'Agenda Item 11' and filed with these minutes.

Arising from the discussion the following points were noted:-

- i. The Department were considering a lane rental scheme, which would mean utility companies who wished to undertake roadworks had to book and pay for the road lane. This could generate income that could be invested back into the highways network and make utilities plan their maintenance and reduce the time taken. Further details of the scheme would be brought to Members for consideration.
- ii. Where Members saw temporary traffic lights where no works were ongoing, or poor patch work then it should be reported to the County Council as quickly as possible. The Council's permit and fine system allowed them to have more inspectors on the network, however they could not be everywhere, the more information the Council received the quicker it could react, including stepping in to make utilities re-do any poor patch works.
- iii. The Council were aware that traffic was one of biggest contributors to air quality within Leicestershire. Environment and Transport colleagues were working with the districts and Public Health to look at joint working and consider what measures could be planned for to mitigate air quality in the future.
- iv. Operating a transport network with Heavy Goods Vehicle's posed an endless challenge of enforcing weight restriction, which only the Police could do. The Council had seen previous success from community lorry watch schemes. Unfortunately the Council was constrained by the network and had to determine on appropriate diversions Where possible these would be kept to main roads however it was acknowledged that was not always possible.

RESOLVED:

- a) That the presentation received be noted
- b) That the draft network management plan documents be circulated to Members and that any comments are submitted to Cabinet.

26. Date of next meeting.

It was noted that the next meeting of the Committee would be held on 14 January 2021 at 2pm.

CHAIRMAN

05 November 2020



ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
14th JANUARY 2021

MEDIUM TERM FINANCIAL STRATEGY 2021/22 – 2024/25

JOINT REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT
AND THE DIRECTOR OF CORPORATE RESOURCES

Purpose of Report

1. The purpose of this report is to:-
 - a) Provide information on the proposed 2021/22 to 2024/25 Medium Term Financial Strategy (MTFS) as it relates to the Environment and Transport Department; and,
 - b) Ask the Committee to consider any issues as part of the consultation process and make any recommendations to the Scrutiny Commission and the Cabinet accordingly.

Policy Framework and Previous Decisions

2. The County Council agreed the current MTFS in February 2020. This has been the subject of a comprehensive review and revision in light of the current economic circumstances. The draft MTFS for 2021/22 – 2024/25 was considered by the Cabinet on 15th December 2020.
3. Due to the impact of Covid-19, levels of capital discretionary funding were no longer affordable and a review of the capital programme was undertaken in September. The programme was reprioritised and updated to reflect for the latest spend profiles and changes in grant funding. This resulted in a reduction in the capital allocation for 2020/21 of £15.16m (19.34%).

Background

4. The MTFS is set out in the report to Cabinet on 15th December 2020, a copy of which has been circulated to all members of the County Council. This report highlights the implications for the Environment and Transport Department.
5. Reports such as this one are being presented to the relevant Overview and Scrutiny Committees. The views of this Committee will be reported to the Scrutiny Commission on 25th January 2021. The Cabinet will consider the results of the scrutiny process on the 5th February 2021 before recommending an MTFS, including a budget and capital programme for 2021/22, to the County Council on the 17th February 2021.

Proposed Revenue Budget

6. Table 1 below summarises the proposed 2021/22 revenue budget and provisional budgets for the next three years thereafter. The proposed 2021/22 revenue budget is shown in detail in Appendix A – Revenue Budget 2021/22.

Table 1 – Revenue Budget 2021/22 to 2024/25

	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000
Original prior year budget	80,677	81,354	81,444	82,584
Budget transfers and adjustments	2,547	0	0	0
Add proposed growth (Appendix B – Growth and Savings 2021/22 – 2024/25)	-800	1,100	1,750	2,300
Less proposed savings (B)	-1,070	-1,010	-610	-160
Proposed/Provisional budget	81,354	81,444	82,584	84,724

7. Detailed service budgets have been compiled on the basis of no pay or price inflation, a central contingency will be held which will be allocated to services as necessary.
8. The central contingency also includes provision for an increase of 1% each year in the employers' pension contribution rate, in line with the requirements of the actuarial assessment.
9. The total proposed expenditure budget for 2021/22 is £128.62m with contributions from grants, service user income, recharges to the capital programme and various other income totalling £47.27m. The proposed net budget for 2021/22 of £81.35m is distributed as shown in Table 2 below:

Table 2 - Net Budget 2021/22

	£000
Development & Growth management	840
H&T Commissioning	2,657
Midland Highways Alliance	10
HS2	414
H & T Network Management	2,050
H & T Operations Management	347
Highways Design & Delivery	11,642
Transport Operations	32,352
E&W Management	419
E&W Policy & Commissioning	2,107
E&W Waste Management Delivery	26,059
Departmental & Business Management	2,456
Total	81,353

Budget Transfers and Adjustments

10. A number of budget transfers (totalling a net increase of £2.5m) were made during the 2020/21 financial year. These transfers include: -

- £1.15m for pay and pension inflation (including the apprenticeship levy) transferred from the central inflation contingency;
- £1.40m for running cost/contract inflation for waste management, street lighting and transport budgets from the central inflation contingency.

11. Growth and savings have been categorised in the appendices under the following classification: -

* item unchanged from previous MTFS

** item included in the previous MTFS, but amendments have been made

No stars - new item

12. This star rating is included in the descriptions set out for growth and savings below.

13. Savings have also been classified as 'Eff' or 'SR' dependent on whether the saving is seen as efficiency or service reduction or a mixture of both. 'Inc' denotes those savings that are funding related and/or generate more income.

GROWTH

14. The overall growth picture for the Department is presented below.

Reference		2021/22	2022/23	2023/24	2024/25
		£000	£000	£000	£000
	<u>GROWTH</u>				
	<u>ENVIRONMENT & TRANSPORT</u>				
	<u>Highways & Transport</u>				
	<u>Demand & cost increases</u>				
**	G13 Special Educational Needs transport - increased client numbers/costs	2,000	3,200	5,000	7,300
*	G14 Developing external funding bids (temporary growth removed)	-200	-200	-200	-200
*	G15 Highways Maintenance - other initiatives (temporary growth removed)	-3,700	-3,700	-3,700	-3,700
	Total	-1,900	-700	1,100	3,400
	<u>Environment & Waste</u>				
	<u>Demand & cost increases</u>				
**	G16 Waste tonnage increases	1,100	1,000	1,000	1,000
**	G17 Contribution to Regional Waste Project (temporary growth removed)	0	0	-50	-50
	Total	1,100	1,000	950	950
	TOTAL E&T	-800	300	2,050	4,350

15. The removal of one-off growth agreed in previous years in relation to Highway Maintenance and developing external funding bids means that for 2021/22 the budget is effectively reduced by £3.9m. From 2022/23 onwards, growth associated with SEN transport and Waste tonnage can be seen to affect the bottom line from a reduction of £0.80m to an increase of £4.35m by 2024/25. More details on each growth line are provided in the following section.

HIGHWAYS & TRANSPORT

Demand & Cost Increases

G13(**) SEN Transport – Increased client numbers/costs: £2.0m in 2021/22 rising to £7.3m by 2024/25

The cost of Special Educational Needs (SEN) transport continues to increase significantly. The number of pupils requiring transport is projected to increase by 10% annually over the period of the MTFS in line with the anticipated growth of pupils with an Education, Health and Care Plan (as projected by Children's and Family Service). In addition, the daily cost of transport is rising at a rate of 3% annually due to the need to provide transport for those with more complex needs as identified by risk assessments. This includes increased need for solo transport as well as additional support. Any impact arising from the development of additional local SEN provision is unable to be quantified at this point and will be closely monitored particularly if children move from residential provision requiring weekly transport to local provision requiring daily transport. It is unlikely that pupils with complex needs currently in residential provision will move to the new provision which is focused at meeting different needs.

G14(*) Developing External Funding Bids - Temporary one-off growth removal: -£0.2m in 2021/22

One-off growth amounting to £200k was provided in 2020/21 to provide temporary capacity to support the development of external funding bids in respect to both infrastructure growth (i.e. Housing Infrastructure Fund, Local Pinch Point funding) and asset management (i.e. Department for Transport Challenge Fund) alongside complex funding negotiations with developers. This line reflects the growth being removed from the budget.

G15(*) Highways Maintenance - Temporary one-off growth removal: -£3.7m in 2021/22

In 2020/21 one-off growth was provided for enhanced provision which included additional vegetation work; a full width grass cut; speed reduction and road improvements initiatives; other asset improvements such as drainage and signing/lining; and communications totalling £3.7m. This line reflects the growth being removed from the budget. The reduction in budget will mean non-critical requests for drainage, white lining, grass, tree and speed measures not being undertaken with work focussing on safety only repairs.

ENVIRONMENT & WASTE

G16(**) Waste Tonnage – Increase tonnages: £1.1m in 2021/22 reducing to £1.0m by 2022/23

The underlying assumption is for 1% growth in waste tonnages per year which is consistent with historical trends in housing growth and remains unchanged from previous years. A further 3.2% is also required in 2021/22 to address the ongoing impact of the Covid-19 pandemic, specifically the growth in household waste as a result of increased working from home and unemployment due to recession.

G17(**) Contribution to Regional Waste Project – Temporary one-off growth removal: - £0.05m by 2023/24

Growth was provided in 2020/21 and 2021/22 to allow options for the authority's longer-term waste treatment disposal approach to be explored and developed in partnership with nearby authorities in the East Midlands. This growth was temporary and was expected to be removed from the budget in 2022/23. The joint development of a business case for a new regional waste treatment infrastructure has been delayed due to the Covid-19 pandemic, therefore the removal of the growth from the budget needs to be deferred for one year.

SAVINGS

16. The overall savings picture for the Department is presented below.

Reference			2021/22	2022/23	2023/24	2024/25	
			£000	£000	£000	£000	
<u>SAVINGS</u>							
<u>ENVIRONMENT & TRANSPORT</u>							
<u>Highways & Transport</u>							
*	ET1	SR	Revise Passenger Transport Policy - reprofiled	0	-60	-60	-60
**	ET2	Eff/SR	Implement Review of Social Care and SEN Transport (Phase 2)	0	-240	-240	-240
	ET3	Eff	Temporary Traffic Management	-190	-205	-205	-205
	ET4	Eff/Inc	Street Lighting - design services to developers and installation of street lighting on their behalf, and removal of vacant posts	-60	-90	-120	-130
	ET5	Eff/Inc	E&T Continuous Improvement Programme - review of processes and potential income across a range of services	-175	-450	-590	-600
	ET6	Eff	Fleet Review	-35	-35	-35	-35
	ET7	Eff	Winter Salt Procurement	-20	-20	-20	-20
			Total	-480	-1,100	-1,270	-1,290
<u>Environment & Waste</u>							
**	ET8	Eff/Inc	Recycling & Household Waste Sites service approach	0	-30	-80	-190
**	ET9	Inc	Trade Waste income	-30	-60	-90	-120
**	ET10	Eff	Future residual waste strategy- reduced disposal costs	-160	-460	-820	-820
	ET11	Eff	Procurement Savings from contract renewals	-400	-430	-430	-430
			Total	-590	-980	-1,420	-1,560
			TOTAL E&T	-1,070	-2,080	-2,690	-2,850

17. The Department expects to be able to deliver £1.07m savings in 2021/22. This amount is projected to rise to £2.85m by 2024/25 subject to the delivery of a number of reviews and initiatives.

HIGHWAYS & TRANSPORT

* ET1 (SR) Revised Passenger Transport Policy: -£0.06m 2022/23

In 2018 Cabinet agreed a new Passenger Transport Policy and Strategy (PTPS), allowing for a full review of bus services on the commercial network and the consideration of other transport types where services are financially supported by the County Council. A phased approach has been applied to the assessment of bus routes alongside service users' engagement. As a result, bus routes that are no longer

considered to be commercially viable have been cancelled, amended, merged with another similar route, or replaced by a different type of transport such as Demand Responsive Transport. Consideration of school transport alongside the commercial network has also generated some additional savings.

****ET2 (Eff/SR) Implement Review of Social Care and SEN Transport (Phase 2) reprofiled: -£0.24m in 2022/23**

Originally planned for September 2019 implementation of post-16 SEN transport proposals were pushed back a year to accommodate the outcome of the judicial review, that the Council ultimately was successful in defending. An appeal on specific aspects of the judicial review findings has, however, meant the post-16 PTB project has been paused again with a revised date for implementation being September 2021 subject to the outcome of the current claimant's appeal on the JR decision.

ET3 (Eff) Temporary Traffic Management: -£0.19m in 2021/22 rising to -£0.21m in 2022/23

Temporary Traffic Management (TTM) has historically been delivered through a mixed economy of in-house resources and a significant element of external contractor provision. The proposal is to shift the delivery of TTM from being a primarily external provision to an internal provision for 'stop/go' activities, allowing better commissioning of work and reduction in resources to meet needs. Also this project will incorporate sign shop improvements to negate the need for additional contractual costs associated with signs on patching works. To achieve the sign shop savings a new printer and software will be purchased - the savings above are net of these costs.

ET4 (Eff/Inc) Street Lighting – Design services to developers and installation of street lighting on their behalf, and removal of vacant posts: -£0.06m in 2021/22 rising to -£0.13m by 2024/25

Increase income generation by taking an active approach to the sale of design services to developers and the installation of street lighting on their behalf. In addition, internal resources will be rationalised through the removal of vacant posts. Quotes for the provision of design services will be offered as part of the existing s278 process when designs and/or design checks are complete.

ET5 (Eff/Inc) E&T Continuous Improvement Programme – Review of processes and potential income across a range of services: -£0.17m in 2021/22 rising to -£0.60m by 2024/25

Following the Highways Strategic Challenge initiative to identify further saving opportunities and similar works undertaken with Network Management a number of smaller-scale opportunities have been identified to generate savings. These have been captured under the remit of a continuous improvement programme and include:

- Highways recharges
- Highways and Transformation function mapping
- Highways driven inspections
- Highways increased sponsorship
- Business Management digital payments
- Network Management digital parking permits
- Reduce use of postage within Highways

ET6 (Eff) Fleet Review: -£0.04m in 2021/22

An updated approach to managing the LCC Fleet is being developed, considering management of assets across their whole life from determining the need for a vehicle all the way through to disposing of it at end of life. This approach will make best use of the data that we have on vehicles and their use across a number of different services to improve management and compliance.

ET7 (Eff) Winter Salt Procurement: -£0.02m in 2021/22

Highways Delivery has been evaluating the cost of its existing arrangements for purchasing salt. Salt has historically been purchased through a framework. However, the review has concluded that cost savings can be made by changing supplier.

ENVIRONMENT & WASTE

**ET8 (Eff/Inc) Recycling & Household Waste Sites service approach: -£0.03m 2022/23 rising to -£0.19m by 2024/25

Reducing costs through insourcing Whetstone Recycling and Household Waste Site (RHWS) and increasing income from the sale of items for reuse collected at the RHWS. This saving has been reprofiled to account for the impact of Covid-19 pandemic on the service and re-use market.

**ET9 (Inc) Trade Waste Income: -£0.03m 2021/22 rising to -£0.12m by 2024/25

Increased income arising from rates charged for trade waste at Whetstone Transfer Station and the district trade collected waste disposed of through Leicestershire contracts.

**ET10 (Eff) Future Residual Waste Strategy – Reduced disposal costs: -£0.16m 2021/22 rising to -£0.82m by 2023/24

Savings arising from increasing the use of an existing waste treatment facility and the procurement of option(s) for waste treatment, replacing an existing residual waste contract for up to 60,000 tonnes of waste.

ET11 (Eff) Procurement Savings from Contract Renewals: -£0.40m 2021/22 rising to -£0.43m by 2022/23

Waste Management Delivery manage the contracts with various suppliers for waste disposal. The existing contract for disposal of wood waste has been renegotiated by the service, resulting in a £400,000 forecast saving in 2021/22, rising to £430,000 in 2022/23. C.12,000 tonnes of wood waste per annum are processed through the contract with the price per tonne reducing from c.£40 to c.£10 per tonne.

Savings under Development

18. The net impact of growth and savings combined amounts to £4.40m additional requirement by 2024/25, which falls significantly short of the £3.60m departmental savings target for the period. The revised savings target for the Department now currently stands at £8.00m, which represents 10% of the current revenue budget. To bridge this gap there are a number of savings that are currently under development:
19. SEN Transport: An initial review has been undertaken of the processes involved in the delivery of transport for pupils with SEND, including links with the Defining CFS for the Future Programme. Based on this work there is an expectation that savings can be made from more efficient service delivery particularly in relation to use of vehicles, contracts and route optimisation.
20. Alternative Fleet: Currently pupils with SEND that have very complex needs are predominately transported by external taxi operators. The internal fleet which is made up of minibuses generally provides transport to those with less complex needs and for higher capacities. The project was to see if those with complex needs which are high cost contracts could be carried by the internal fleet instead of the external market. This would be achieved by use of alternative fleet profile by adding Multi Purpose Vehicles to the fleet to deliver these contracts. An initial pilot project had started at Oakfield school. Next steps are to revisit the original business case in light of this trial.
21. Low Level Street Lighting Energy Savings: To date the 'dimming and trimming' to further reduce street lighting energy use has only considered the high-level (7 metre plus) street lights and the part-night lit low-level residential street lights. Further savings in carbon dioxide and energy can be achieved by looking at the all-night lit low-level street lights. There are c16,000 low-level street lights in the county (23% of total).
22. Planning - Pre-application Charges and Planning Performance Agreements (PPAs): Work to develop a schedule of planning pre-application charges has been undertaken, and any charges will be considered for implementation in line with any corporate approach to pre-application charges for those applications where LCC is the planning authority. The Department already uses PPAs for bigger housing developments and it is proposed that the use of these agreements could be widened to generate additional income.
23. Further Highway Services Changes: This would include consideration of the case for reduction in the level of urban grass cutting. At present we cut 6 times per season. However, much of this cutting is for aesthetic rather than safety reasons. A change in the public's attitudes for maintenance of natural wildlife habitats and wildflowers offers the potential for the cut frequency to be reduced.
24. Future Waste Transfer Station and Trade Waste Commercial work: LCC operate a Waste Transfer Station (WTS) at Loughborough RHWS. With the insourcing of Whetstone RHWS and WTS planned for 1st April 2021, and the construction of Bardon WTS planned for completion in April 2022 there is an opportunity to look at maximising these assets in terms of opportunities for income generation.
25. Impact of Defra Resources & Waste Strategy: Defra published their national Resources & Waste Strategy in December 2018. Consultations are now taking place on a number of the policy statements and initiatives proposed for implementation from 2023, some of which may have a positive impact in terms of reducing waste tonnages

local authorities have to manage, or increasing income relating to disposing of those materials.

26. E&T Training & Development Board Initiatives: Reviewing the balance between the use of consultants and internal staff, either through new recruitment or skills development. There may also be potential to trade more of our services to generate income or to fund additional posts to support areas where we have single points of failure.

Other Factors influencing MTFS delivery

27. The Department retains exposure to fluctuations in market prices. Fuel prices have a significant impact upon transport operations and on highways operations, market place fluctuations impact significantly on the cost of waste disposal and recycling as well as for the highways operation. In addition to this, the possibility of removing the fuel duty discount for red diesel from April 2022 is currently being considered by central government. This would increase the cost from 11.14p per litre to 57.95p per litre.
28. Government's White Paper "Planning for the future", although designed to simplify the process and enable a boarder application of funding, could impact on the level of developer contributions. At this time it is uncertain what the implications for S106 contributions for improvements will be, but it is anticipated that these could be greatly reduced with a greater burden for funding to be found locally. The County Council has responded to the consultation making these comments.
29. There remains uncertainty on the Government's proposals under the Resources and Waste Strategy. It is expected that it will become a requirement for local authorities to offer weekly food waste collections, offer free collection for green waste and that a tax could be levied on waste incineration. Whilst there is no detail of any timeline for the latter the Government has made its ambition clear to start the changes and other potential impacts arising from the Strategy. There will be ongoing consultation and engagement.
30. Covid-19 has created significant uncertainty and financial pressures in the bus market and the future direction of the industry is currently unknown. This could have major financial implications for local bus service provision within the County Council if previously commercially funded bus routes cease. There could be a negative impact on rural bus services if limited resources have to be focused on providing services on major, previously commercial, routes with higher patronages.
31. The single year spending review provides added uncertainty concerning longer term investments including future years' capital programme allocations from the Department for Transport (DfT), which in turn could have a knock-on impact on the fees recovered from a revenue perspective.

Other Funding Sources

32. For 2021/22, a number of additional funding sources are expected and allowed for within the budget outlined in Appendix A – Revenue Budget 2021/22. These funding

sources include external grants and other contributions from external agencies towards the cost of schemes delivered by the Department. The key ones include:-

- Section 38, 184 and 278 agreements – £2.48m income from developers relating to fees for staff time, mostly around design checks for these agreements;
- Capital fee income - £7.48m for staff time charged in delivering the capital programme. Should elements of the capital programme not be delivered as planned this could have an impact on the amount of staff time recovered. However, the use of agency and temporary staff resource does give some scope for varying staff levels in order to minimise the risk of this resulting in overspending in staffing cost centres;
- Fees and charges/External works charges to other bodies (works for other authorities, enforcement of road space booking, permit scheme and network management, fleet services, trade waste income and income from charging at RHWS) - £6.76m;
- Capital substitution - £1.46m of central funding is provided in exchange for a corresponding reduction to capital resources to enable savings in previous years to be made on capital expenditure rather than impacting on revenue;
- Driver Education workshop - £1.72m of fee income collected for the Road Safety Partnership from drivers taking speed awareness and similar courses. This income is returned to the partnership net of the cost of operating the courses;
- Joint arrangement income - £10.22m from Leicester City Council primarily to cover the costs and the management of the City Council's concessionary travel provision plus other areas of joint transport arrangements in relation to local bus services, SEN and mainstream school transport. Figure includes £10.03m direct reimbursement of costs plus £0.17m contribution to the County Council to administer the joint arrangement;
- Civil parking enforcement income - £1.19m which covers penalty charge notices (PCNs) for on-street parking and income from the Districts to cover the cost of processing off-street PCNs on their behalf;
- Vehicle workshop internal recharge - £1.41m, to ensure vehicle use is recharged back to the capital programme where appropriate;
- Other small specific grants (such as Bus Service Operators Grant and Extended Rights to Free Home to School Travel) - £1.78m;
- Income from the sale of recyclable materials - £0.99m;
- Leicester, Leicestershire, Rutland road safety partnership - £0.28m returns and a drawdown from reserve to fund safety schemes; and,
- Leicester and Leicestershire integrated transport model - £2.65m funding provided for the modelling team.

Capital Programme

33. The draft capital programme is summarised in Table 3 and the detailed programme is set out in Appendix C. The capital programme is funded by a combination of the Local Transport Plan (LTP) grant, discretionary funding and other external and internal sources.

Table 3 – Summary Draft Capital Programme 2021/22 to 2024/25

	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Major Schemes	24,575	60,841	30,387	4,762	120,565
Transport Asset Management	22,401	15,751	14,307	17,811	70,270
Environment and Waste	11,320	2,380	232	1,160	15,092
Total	58,296	78,972	44,926	23,733	205,927

HIGHWAYS & TRANSPORTATION

34. The programme in 2021/22 includes £120.57m to deliver major infrastructure schemes including;
- Melton Mowbray Distributor Road - £56.58m for the North and East sections (total scheme costs £63.5m), and £27.4m for the southern section (total scheme costs £27.9m);
 - Zouch Bridge - £10.35m to complete the bridge replacement (total scheme cost £12.43m);
 - M1 Junction 23 / A 512 Improvements - £0.36m (total scheme cost £24.87m);
 - County Council Vehicle Replacement programme - £8.10m;
 - Advanced design programmes £9.39m.

ENVIRONMENT & WASTE

35. The 2021/22–2024/25 capital programme for Environment & Waste amounts to £15.09m, details of which are shown in Table 4 **Error! Reference source not found..**

Table 4 – Environment & Waste Capital Programme

	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
RHWS – general improvements	254	210	232	1,160	1,856
Kibworth Site Redevelopment	3,634	1,000	0	0	4,634
Waste Transfer Station Development	6,962	1,000	0	0	7,962
RHWS Works	300	0	0	0	300
Mobile Plant	170	170	0	0	340
Total Environment and Waste	11,320	2,380	232	1,160	15,092

36. The significant elements of the programme are:
- The development of the waste transfer station at Bardon.

- The redevelopment of the existing Kibworth RHWS which will be redeveloped into a modern RHWS that offers a better customer experience, whilst improving the health and safety of the site for visitors and staff and ensuring ongoing compliance with its environmental permit.

Table 5 – Environment and Transportation Capital Funding

	2021/22	2022/23	2023/24	2024/25	Total
	£000	£000	£000	£000	£000
Grant - Local Transport Plan (LTP) - <i>Integrated transport element</i>	2,728	2,728	2,728	2,728	10,912
Grant – Local Transport Plan (LTP) - Total needs/formula allocation	11,442	11,442	11,442	11,442	45,768
TIIF -Grants - DfT Pothole Funding	7,826	7,826	7,826	7,826	31,304
Grants - Housing infrastructure fund (HIF)	4,000	9,200	0	0	13,200
NPIF funding	1,662	0	0	0	1,662
Grants – Single Local Growth Fund (via the LLEP)	2,219	0	0	0	2,219
Grants - Melton Mowbray Distributor Road DfT Funding	5,828	36,240	794	0	42,862
Revenue and Earmarked Funds	175	135	0	0	310
Capital substitution	-1,457	-1,457	-1,457	-1,457	-5,828
Corporate Funding (capital receipts and revenue)	23,873	12,858	23,593	3,194	63,518
Total Highways & Transportation	58,296	78,972	44,926	23,733	205,927

37. At the time of writing the Government has yet to confirm the LTP allocation for 2021/22 and the pothole funding for any future years so these figures above are still provisional. The LTP funding from DfT comprises two elements:-

- Integrated Transport Schemes – funding of £2.73m has been assumed each year from 2021/22 to 2024/25. This funding will be used as match funding for grant bids into the Single Local Growth Fund via the Leicester and Leicestershire Enterprise Partnership and the National Productivity Investment Fund as well as other future potential funding opportunities. This resource will also be used to fund advanced design and feasibility studies to ensure outline business cases are available to support any such bids;
- Maintenance — LTP Maintenance funding of £11.44m is assumed each year for the basic needs-based allocation;

38. At the time of writing this report it has been assumed that the governmental incentive level funding for capital maintenance activity on highways assets has been removed

and replaced by an increase in pothole grant funding. The incentive level funding was dependent on the County Council being able to demonstrate Level 3 in its Asset Management assessment. The full amount available each year was previously £2.38m if Level 3 is achieved and only achieving Level 2 would provide only £715k. The Council's most recent self-assessment is at Level 3.

39. Funding for improvement schemes, including those within the Prospectus for Growth, is limited to funding that can be secured from the various Government funding streams for infrastructure mentioned in the previous section. Some provision (around £9.39m over the MTFs) exists for advance design/match funding. However, increased levels of capital funding are being channelled through bidding processes. This has an impact in two ways. Significant amounts of staff time are required in submitting bids (including options modelling, developing business cases, liaising with Central Government, Midlands Connect and/or LLEP) which may be wasted if bids are unsuccessful. The costs of compiling and submitting a bid are significant and may not result in funding being awarded.
40. Schemes for which external funding has already been secured include:-
- M1 J23 (Single Local Growth Fund 3 & Growth and Housing Fund);
 - Hinckley Junctions (National Productivity Infrastructure Fund); and,
 - Melton Mowbray Eastern Distributor Road (Local Majors Fund).
 - Melton Mowbray Southern Distributor Road (Housing Infrastructure Fund)
41. The main risk to delivery of the capital programme, other than securing appropriate levels of funding, is in terms of delivery timescales. Government funding streams can often mean delivering to a time frame that is difficult to achieve. This can then lead to knock on pressures for the Department delivering its own programme as resources for scheme design, programme planning, and to an extent, delivery on the ground need to be diverted, and resources cannot always be secured externally.
42. Often this can be compounded by other pressures. Adverse weather conditions can play a part, especially for certain maintenance activities (such as surface dressing and flood alleviation works). Also, for some of the larger schemes, legal issues may need resolving around for example, compulsory purchase orders.

Capital Programme – Future Developments

43. Where capital projects are not yet fully developed, or plans agreed these have been included under the heading of 'Future Developments' under the Department's programme in Appendix C. It is intended that as these schemes are developed, and where there is a financial justification, or an investment required to maintain delivery of the service, they are added into the capital programme. These include:-
- Lutterworth Spine Road
 - New Melton RHWS
 - Windrow Composting Facility
 - Environment and Waste equipment
44. The updated Strategic Plan and Environment Strategy was considered in early 2020. Alongside the updating of the Environment Strategy, work has begun to produce a

roadmap which will set out how the Council will meet its carbon neutral commitments. The Cabinet approved an initial budget of £450,000 to facilitate the review of the Environment Strategy and the development of the roadmap and to take immediate action to implement measures to reduce carbon emissions. The future development fund includes some provision for this work.

Background Papers

Report to Cabinet 15 December 2020 – [Medium Term Financial Strategy 2021/22 to 2024/25](#)

Circulation under Local Issues Alert Procedure

None.

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List of Appendices

Appendix A – Revenue Budget 2021/22

Appendix B – Growth and Savings 2021/22 – 2024/25

Appendix C – Capital Programme 2021/22 – 2024/25

Equality and Human Rights implications

38. Public authorities are required by law to have due regard to the need to:-

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics and those who do not; and,
- Foster good relations between people who share protected characteristics and those who do not.

39. Many aspects of the County Council's MTFS may affect service users who have a protected characteristic under equalities legislation. An assessment of the impact of the proposals on the protected groups must be undertaken at a formative stage prior to any final decisions being made. Such assessments will be undertaken in light of the potential impact of proposals and the timing of any proposed changes. Those assessments will be revised as the proposals are developed to ensure decision makers have information to understand the effect of any service change, policy or practice on people who have a protected characteristic.
40. Proposals in relation to savings arising out of a reduction in posts will be subject to the County Council Organisational Change policy which requires an Equality Impact Assessment to be undertaken as part of the action plan.

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ENVIRONMENT & TRANSPORT DEPARTMENT

REVENUE BUDGET 2021/22

Budget 2020/21 £		Employees £	Running Expenses £	Internal Income £	Gross Budget	External Income £	Net Total £
Development & Growth							
774,500	Development & Growth management AD	813,400	26,700	0	840,100	0	840,100
H & T Commissioning							
1,794,100	Staffing & Admin Commissioning	4,215,000	2,816,200	-4,350,400	2,680,800	-877,300	1,803,500
1,093,000	Road Safety	451,500	690,100	-419,200	722,400	-165,000	557,400
0	Speed Awareness	194,300	1,290,100	252,600	1,737,000	-1,736,900	100
284,000	Sustainable Travel	0	296,500	0	296,500	-1,000	295,500
9,900	Midlands Highways Alliance	218,900	258,000	-467,100	9,800	0	9,800
412,200	HS2	396,600	25,000	0	421,600	-8,000	413,600
H & T Network management							
1,226,500	Staffing & Admin Network management	4,500,600	326,800	-1,508,800	3,318,600	-2,549,000	769,600
1,296,200	Traffic Controls	0	1,355,500	0	1,355,500	-75,000	1,280,500
0	Civil Parking Enforcement	0	1,193,700	0	1,193,700	-1,193,700	0
H & T Operations							
301,000	H & T Operations management	342,900	4,300	0	347,200	0	347,200
Highways design and delivery							
2,218,200	Staffing, Admin. & Depot Overhead Costs	9,346,800	2,135,100	-6,206,300	5,275,600	-2,847,300	2,428,300
5,069,000	Environmental Maintenance	1,751,000	3,038,000	0	4,789,000	-72,000	4,717,000
2,774,900	Street Lighting Maintenance	366,800	1,982,400	0	2,349,200	-56,300	2,292,900
2,733,000	Reactive Maintenance (Structural & Safety)	437,400	1,295,600	0	1,733,000	0	1,733,000
1,628,800	Winter Maintenance	596,500	1,332,300	0	1,928,800	0	1,928,800
498,000	Capital revenue Switch		0	-1,457,600	-1,457,600		-1,457,600
Transport Operations							
1,558,800	Staffing & Admin Transport	2,853,600	881,000	-1,983,200	1,751,400	-205,600	1,545,800
14,173,800	Special Education Needs	0	16,320,500	0	16,320,500	-146,700	16,173,800
3,568,700	Mainstream School Transport	0	4,098,300	0	4,098,300	-664,000	3,434,300
3,941,800	Social Care Transport	0	4,377,800	0	4,377,800	-436,000	3,941,800
185,000	Fleet Transport	4,032,100	1,633,900	-5,026,000	640,000	-536,800	103,200
4,977,600	Concessionary Travel & Joint Arrangements	0	14,533,500	0	14,533,500	-9,555,900	4,977,600
2,154,200	Public Bus Services	0	3,851,600	-275,000	3,576,600	-1,422,400	2,154,200
48,900	Blue Badge	0	171,500	0	171,500	-150,000	21,500
52,722,100	TOTAL	30,517,400	63,934,400	-21,441,000	73,010,800	-22,698,900	50,311,900
ENVIRONMENT & WASTE MANAGEMENT							
411,300	E & W management branch management	417,300	2,100	0	419,400	0	419,400
Environment and Waste commissioning							
1,641,200	Staffing & Admin Policy & Strategy E&W	1,313,900	419,900	-56,300	1,677,500	-14,000	1,663,500
384,100	Initiatives	0	723,000	-198,600	524,400	-140,400	384,000
60,000	Recycling & Reuse Credits	0	60,000	0	60,000	0	60,000
Waste management delivery							
400,900	Staffing & Admin Design & Delivery E&WM	347,800	3,900	-20,000	331,700	0	331,700
8,245,000	Landfill	0	9,043,900	0	9,043,900	0	9,043,900
9,302,000	Treatment Contracts	0	8,646,000	0	8,646,000	0	8,646,000
2,025,000	Dry Recycling	0	2,794,000	0	2,794,000	-669,000	2,125,000
1,491,000	Composting Contracts	0	1,587,000	0	1,587,000	0	1,587,000
3,408,300	Recycling & Household Waste Sites	2,565,400	1,885,600	-57,000	4,394,000	-443,000	3,951,000
2,135,400	Haulage & Waste Transfer	110,500	1,752,400	0	1,862,900	0	1,862,900
-30,000	WEEE	0	0	0	0	-30,000	-30,000
-1,428,000	Income	0	32,000	0	32,000	-1,490,000	-1,458,000
28,046,200	TOTAL	4,754,900	26,949,800	-331,900	31,372,800	-2,786,400	28,586,400
DEPARTMENTAL AND BUSINESS MANAGEMENT							
1,972,800	Management & Admin	1,911,300	106,900	0	2,018,200	-6,000	2,012,200
483,200	Departmental Costs	0	449,000	-5,000	444,000	0	444,000
2,456,000	TOTAL	1,911,300	555,900	-5,000	2,462,200	-6,000	2,456,200
83,224,300	TOTAL ENVIRONMENT & TRANSPORT	37,183,600	91,440,100	-21,777,900	106,845,800	-25,491,300	81,354,500

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APPENDIX B

References		2021/22	2022/23	2023/24	2024/25		
		£000	£000	£000	£000		
References used in the following tables							
* items unchanged from previous Medium Term Financial Strategy							
** items included in the previous Medium Term Financial Strategy which have been amended							
Eff - Efficiency saving							
SR - Service reduction							
Inc - Income							
GROWTH							
ENVIRONMENT & TRANSPORT							
Highways & Transport							
Demand & cost increases							
**	G13	Special Educational Needs transport - increased client numbers/costs	2,000	3,200	5,000	7,300	
*	G14	Developing external funding bids (temporary growth removed)	-200	-200	-200	-200	
*	G15	Highways Maintenance - other initiatives (temporary growth removed)	-3,700	-3,700	-3,700	-3,700	
Total			-1,900	-700	1,100	3,400	
Environment & Waste							
Demand & cost increases							
**	G16	Waste tonnage increases	1,100	1,000	1,000	1,000	
**	G17	Contribution to Regional Waste Project (temporary growth removed)	0	0	-50	-50	
Total			1,100	1,000	950	950	
Total E&T			-800	300	2,050	4,350	
SAVINGS							
ENVIRONMENT & TRANSPORT							
Highways & Transport							
*	ET1	SR	Revise Passenger Transport Policy - reprofiled	0	-60	-60	-60
**	ET2	Eff/SR	Implement Review of Social Care and SEN Transport (Phase 2)	0	-240	-240	-240
	ET3	Eff	Temporary Traffic Management	-190	-205	-205	-205
	ET4	Eff/Inc	Street Lighting - design services to developers and installation of street lighting on their behalf, and removal of vacant posts	-60	-90	-120	-130
	ET5	Eff/Inc	E&T Continuous Improvement Programme - review of processes and potential income across a range of services	-175	-450	-590	-600
	ET6	Eff	Fleet review	-35	-35	-35	-35
	ET7	Eff	Winter salt procurement	-20	-20	-20	-20
Total			-480	-1,100	-1,270	-1,290	
Environment & Waste							
**	ET8	Eff/Inc	Recycling & Household Waste Sites service approach	0	-30	-80	-190
**	ET9	Inc	Trade Waste income	-30	-60	-90	-120
**	ET10	Eff	Future residual waste strategy- reduced disposal costs	-160	-460	-820	-820
	ET11	Eff	Procurement savings from contract renewals	-400	-430	-430	-430
Total			-590	-980	-1,420	-1,560	
TOTAL E&T			-1,070	-2,080	-2,690	-2,850	

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ENVIRONMENT & TRANSPORT - CAPITAL PROGRAMME 2021-25

APPENDIX C

Estimated Completion Date	Gross Cost of Project £000		2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
		Major Schemes					
Mar-24	63,500	Melton Mowbray Distributor Road - North and East Sections	9,460	36,240	10,882		56,582
Mar-24	27,900	Melton Distributor Road - Southern Section	5,000	14,200	8,200		27,400
Mar-23	12,430	Zouch Bridge Replacement - Construction and Enabling Works	3,160	5,194	2,000		10,354
Mar-21	24,830	M1 Junction 23 / A512 Improvements	368				368
Mar-25	8,100	County Council Vehicle Replacement Programme	1,730	2,270	1,900	2,200	8,100
Mar-25	9,380	Advance Design / Match Funding	1,995	2,424	2,405	2,562	9,386
Mar-22	5,400	A511/A50 Major Road Network - Advanced design	1,740				1,740
Mar-22	10,740	Anstey Lane A46 (subject to £4.1m Leicester City contribution)	222				222
Mar-23	2,000	M1 Junction 20a - Advanced design	900	513			1,413
Mar-24	5,300	Melton Depot - Replacement				5,000	5,000
			24,575	60,841	30,387	4,762	120,565
Mar-25	47,870	Transport Asset Management		15,751	14,307	17,811	47,869
Mar-21	2,885	Capital Schemes and Design	2,885				2,885
Mar-21	630	Bridges	631				631
Mar-21	190	Flood Alleviation- Environmental works	190				190
Mar-21	2,500	Street Lighting	2,500				2,500
Mar-21	250	Traffic Signal Renewal	249				249
Mar-21	4,000	Preventative Maintenance - (Surface Dressing)	4,000				4,000
Mar-21	7,225	Restorative (Patching)	7,226				7,226
Mar-21	50	Safety Barrier etc	50				50
Mar-21	25	Public rights of way maintenance	24				24
Mar-21	55	Network Performance & Reliability	54				54
Mar-22	5,655	Hinckley Hub (Hawley Road) - NPIF	3,800				3,800
Mar-22	792	Safety Schemes	792				792
			22,401	15,751	14,307	17,811	70,270
		Environment & Waste					
Mar-22	5,500	Kibworth Site Redevelopment (Commitments b/f)	3,634	1,000			4,634
Mar-22	9,000	Waste Transfer Station Development (Commitments b/f)	6,962	1,000			7,962
Mar-22	500	RHWS Works	300				300
Mar-25	1,856	Recycling Household Waste Sites Improvements and works	254	210	232	1,160	1,856
Mar-23	340	Mobile Plant	170	170			340
			11,320	2,380	232	1,160	15,092
		Total E&T	58,296	78,972	44,926	23,733	205,927

Future Developments - subject to further detail and approved business cases

New Melton RHWS					
MMDR - North & East latest OBC + Contingency					
Contingency for Major projects/ Additional bid development/match funding					
Lutterworth Spine Road					
Windrow Composting Facility					
Compaction equipment					
Whetstone mobile plant					
A511 MRN Corridor					
Safety Schemes (Accident Reduction Initiatives)					

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 14 JANUARY 2021**

**ENVIRONMENTAL PERFORMANCE REPORT 2019-20 AND
GREENHOUSE GAS REPORT 2019-20**

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. This report provides details of the Council's environmental performance and greenhouse gas emissions for 2019-20. The report consists of:-
 - i) Part 1 which provides an update on progress in delivering the targets in the Council's Environment Strategy 2018–2030 and on the performance of the Council's Environmental Management System.
 - ii) Part 2 which provides an update on progress against the Greenhouse Gas (GHG) emission targets for Leicestershire County Council in 2019-20 and a summary of project delivery through the year.

Policy Framework and Previous Decisions

2. Cabinet approved a new Environment Strategy 2018-2030 on 6 July 2018. The vision of the Strategy is that "Leicestershire County Council will minimise the environmental impacts of its own activities and will contribute to the improvement of the wider environment through local action. We will continue to play a significant role in protecting and enhancing the environment of Leicestershire, meeting the challenges and opportunities of climate change, and seeking to embed environmental sustainability into both social and economic development in the county."
3. A revised Strategy was subsequently adopted by the County Council on 8 July 2020, to account for the Council's declaration of a Climate Emergency in May 2019.
4. The declaration committed the authority to achieving net zero greenhouse gas (GHG) emissions by 2030 for its own operations. Furthermore, the declaration committed the Council to working with partners and lobbying government to make the wider 2050 net zero target possible for Leicestershire and to limiting global warming to less than 1.5°C in line with Paris Agreement.

5. On 2 December 2020 Leicestershire County Council joined the UK100 coalition of the most ambitious local leaders in the UK and pledged to achieve 'net zero' across the county further and faster than the government goal of 2050. The Environment Strategy will be revised to reflect this latest pledge.

Background

6. Environment and Climate Change Risk Registers identify actions to reduce GHG emissions from service activities, especially high-risk areas such as Property and Highways. The target within the Environment Strategy 2018-30 is to achieve net zero carbon by 2030.
7. The Council publishes an annual report on its GHG emissions in accordance with central government guidance. A copy of this report is included in Appendix B.
8. Where circumstances have changed since the end of 2019-20 in relation to Environmental Risks, the current position is provided where appropriate.
9. An external ISO14001 Environmental Management System (EMS) surveillance audit was carried out in December 2019. One minor non-compliance was found pertaining to document control. Corrective action has now taken place. One previous minor non-compliance regarding the internal audit plan schedule was also closed, as corrective action had been taken.

PART 1:**ENVIRONMENTAL PERFORMANCE REPORT 2019-20****Introduction**

10. This section provides an update on progress in delivering the targets in the Council's Environment Strategy 2018-2030.
11. The environmental performance summary dashboard for 2019-20 is available at Appendix A.
12. The layout of the report follows the structure of the ISO14001 standard.

Measures currently behind target**C2b – Gas/biomass consumption (weather corrected) per m2 in LCC buildings**

13. This key performance indicator (KPI) I looks at energy efficiency in council buildings. Only buildings that have been in the Authorities portfolio for six years are included so that any annual reductions seen in both electricity and gas consumption represent genuine efficiency improvements.
14. Gas/biomass consumption per metre squared has decreased slightly this year, remaining just above target. The actual figure for 2019-20 was 117.7 kWh/m2 compared target of 108.8 kWh/m2.

C14 - Total CO₂ emissions from Leicestershire (under local authority influence)

15. Data is provided by the Department of Business Energy and Industrial Strategy (BEIS) for all UK regions and is two years in arrears. The data provided relates to 2018. Emissions fell again in 2017 and there has been a 30% reduction against the 2005 baseline. The KPI is just behind the target but is continuing an improving trend. (See Figure 1)

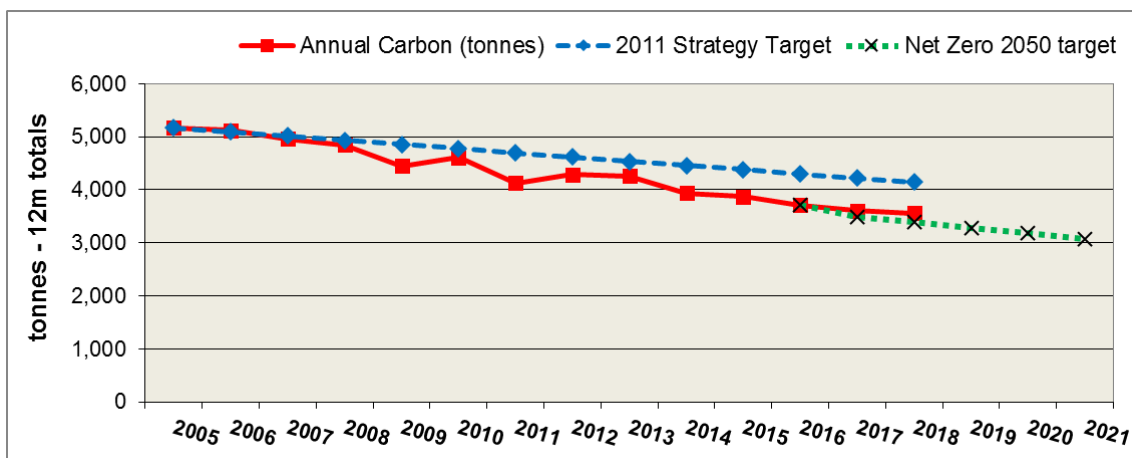


Figure 1: Total CO₂ emissions for Leicestershire (under local authority influence) 2005 – 2018

16. The main driver of reduced emissions nationally is a change in the fuel mix for electricity generation, with a decrease in the use of coal and gas and an increase in the use of renewables. The same pattern is reflected in the data for emissions in Leicestershire considered to be under the local authority's influence. The biggest falls in industrial and domestic emissions relate to electricity consumption (around -60% between 2008-2018) compared to only -15% to -20% lower emissions from gas usage. The county's emissions from transport, excluding motorways, fell by only 3% in the same period.

C15 - Total CO₂ emissions from Leicestershire road transport (under local authority influence)

17. Data is provided by the Department of BEIS for all UK regions and is two years in arrears. The data provided relates to 2018. The data only reflects traffic considered to be under local authority influence, and hence excludes motorway traffic.
18. Based on this 2018 data, there has been a decrease in CO₂ emissions in the Leicestershire local authority area originating from road transport for the first time since 2012. However, the indicator remains 2.8% above the 2010 baseline target (Local Transport Plan (LTP) target requires no increase) and presents a significant challenge in light of the national and County Council net zero carbon emissions for the county by 2050 or before. See Figure 2.

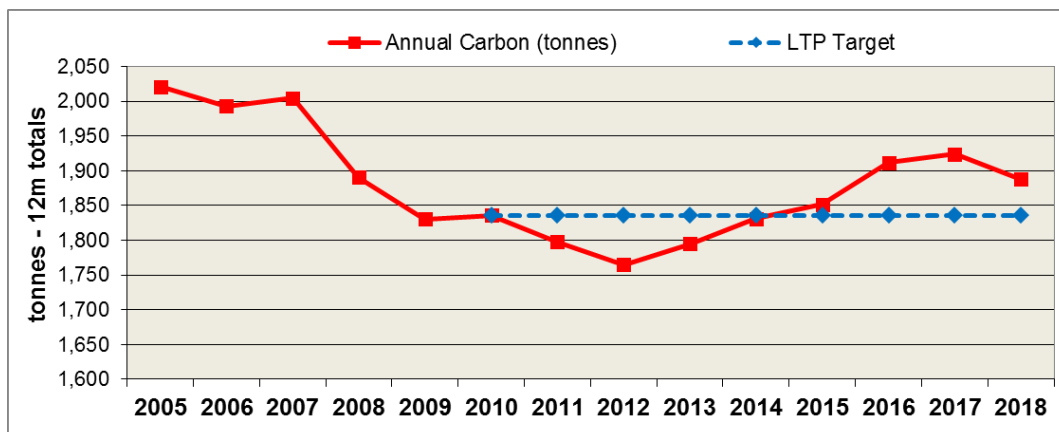


Figure 2: Total CO₂ emissions from roads in Leicestershire (under local authority influence) 2005-2018

19. The Council's influence in this area is through LTP Sustainable Travel initiatives, which include working with businesses to encourage cycling, walking, and car sharing; personalised travel planning; providing walking and cycling infrastructure; contributing to the move to electric vehicles; improved Choose How You Move branding / website; and pushing for sustainable development in the planning arena.

LW2 - % Recycled from LCC sites

20. The 12-month rolling recycling figure remained between 58% and 61% throughout 2019-20. This is just below the target of 61.5% for the end of 2019-20. The target is to achieve a 70% recycling rate by 2030.
21. Separate targets have been set for County Hall (80%) and non-County Hall sites (60%). County Hall achieved an average recycling rate of 76% over 2019-20, but the recycling rates in many other outlying council buildings continue to hold back improvement. Non-County Hall sites averaged at just 50% recycling over 2019-20.
22. The general waste audit conducted in 2018 showed that 16% of items put into the non-recyclable bin could have been recycled or composted. However, a more recent 2019 waste audit showed an increase with 24% of items in the general waste being recyclable or compostable. Further awareness raising is taking place with staff to help address this matter.

HW2 - % Household waste reused, recycled and composted

23. The annual household waste recycling figure has remained just above 45% for most of 2019-20, however this is below the target of 50%. The 50% recycling target was for 2020 in line with the Waste Framework Directive. Work has started on reviewing the Leicestershire Municipal Waste Management Strategy which will incorporate new targets such as those as set out in the Circular Economy Package (i.e. 65% recycling of municipal waste by 2035).
24. There are several reasons for the continued low performance, including national issues such as seasonal fluctuations in garden waste light-weighting of packaging and economic factors, as well as issues specific to Leicestershire such as the closure of the Mechanical Biological Treatment plant (MBT).

M3 - Environmental risks scoring >15

25. At the end of 2019-20, there were a total of five environmental risks scoring 15 or more, a 58% reduction since the end of 2018-19 (12 risks previously). These environmental risks relate to areas where the council is not meeting legal requirements, council policy or is significantly failing to address Environment Strategy objectives.
26. The number of risks scoring 15 or more decreased during 2019-20 due to corrective actions been taken.
27. Departmental risks are summarised as follows:
 - **Environment and Transport Department – previously 10 risks, now five:**
 - Waste water discharges from Passenger Transport depots (**two risks, now zero**). Drain surveys were carried out at two sites. These confirmed that works were needed at one site and that both sites required a Trade Effluent Consent. The required works were completed,

and Trade Effluent Consents were granted by Severn Trent Water for both sites.

- Ensure Cleaner Road Vehicle Regulations 2011 are being considered in the procurement of vehicles (**one risk remains**). A Green Fleet Review and Fleet Management Review have taken place. Relevant actions on how to comply with the regulations are included within these reports and will be acted on in procuring future vehicles.
 - Biodiversity considerations not sufficiently taken into account in Highways mowing regimes. A number of verge trials are taking place to inform possible changes to mowing regimes. The matter is also being addressed as part of developing the strategic approach to biodiversity that will be brought to the Committee at a later date. (**one risk remains**);
 - Various operational risks from RHWS sites (**six risks, now three**). Since the last report, three risks have been closed due to works being completed and daily checklists being updated (including drainage infrastructure being completed for one RHWS, improved oil interceptor procedures and local nuisance checks). Of the three remaining risks, two relate to a need to install appropriate drainage infrastructure at two RHWS. A programme of work is in place to do this over the coming years. The third risk relates to inadequate access to waste disposal outlets due to infrastructure closures.
- **Corporate Resources Department – previously two risks, now zero:**
 - These related to School Food Support Services kitchens' lack of grease traps and the security of waste bins. Both of these risks were addressed during 2019-20.

Measures which are ahead of target

C1 - Total CO₂ emissions from LCC operations

28. Carbon dioxide (CO₂) emissions from County Council operations continue to fall and were ahead of the 2019/20 target included in the Environment Strategy at the end of the year. There was a 5% reduction in CO₂ emissions between 2018-19 and 2019-20. Overall, there has been a 70% reduction in emissions since the 2008-09 baseline. The Council has shown strong performance on carbon reduction over the last 10 years, however while still ahead of target, the pace of reduction has fallen indicating the increased difficulty of reducing the remaining carbon emissions and achieving the transition to net zero by 2030, (see Figure 3).
29. The reasons for this year's reduction include streetlighting and traffic signal electricity consumption reduction projects e.g. 'trimming and dimming', and a reduction in corporate buildings electricity consumption. The decarbonisation

of the national grid is also an overall contributing factor, with the carbon conversion factor for grid electricity decreasing by 9.7% between 2018-19 and 2019-20.

30. Fleet fuel carbon emissions increased by 10% this year compared to the previous year. This was mainly due to an increase in fuel used for surface dressing and winter gritting. However, the level of emissions from fleet is still ahead of the current target.
31. A more strategic approach to reducing carbon emissions from fleet can deliver significant carbon and cash savings. Improved monitoring of individual vehicle and driver performance, planning of highways maintenance schemes and the use of pool cars (particularly electric vehicles) are examples of opportunities which are being explored as part of the Tranche 1 Carbon Reduction Roadmap.

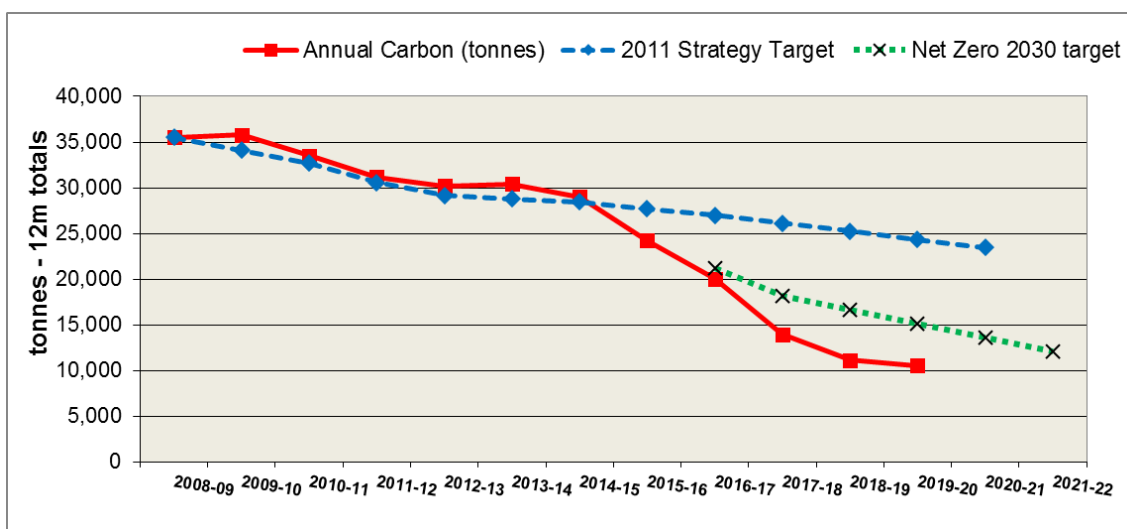


Figure 3: Tonnes of CO₂ emissions from LCC operations (excluding schools) 2008-09 – 2019-20

32. A Green Fleet Review was carried out alongside a Fleet Management Review. Recommendations included fuel efficiency monitoring, introduction of electric vehicles where suitable, an improved business mileage claims system and more pool cars. The recommendations have been incorporated into the Carbon Reduction Roadmap and a green procurement approach is being developed.

C2a – Electricity consumption per m² in LCC buildings

33. This KPI looks at energy efficiency in council buildings. The actual figure for 2019-20 was 80.8 kWh/m² compared to the target of 81.8 kWh/m².

C17 - Renewable energy generated on County Council land and properties

34. The amount of renewable energy generated as a percentage of total energy consumed was 15.6% at the end of 2019-20, above the 13.9% target. Current performance for this indicator also exceeds overall target of 15% by 2020-21.
35. Two new PV systems were installed on Council buildings in 2019-20, Melton Short Breaks and Loughborough Family Centre, which will continue to add to the overall generating capacity of the Council's estate.
36. The plans to develop a 10MW solar farm at Quorn will further increase the amount of renewable energy generated on council land.

C18 - Total business mileage

37. Annual business mileage claims have continued to fall, and the indicator remains slightly ahead of target. There were still just under six million business miles claimed during 2019-20, costing the Council over £2.5 million, presenting an opportunity for further improvement.
38. The results of a Green Fleet review are informing plans to reduce emissions in this area, though these plans are being reviewed considering the changes in working practices due to COVID-19.
39. Work is taking place on developing an additional / replacement KPI that sets a target for reducing emissions from business mileage in line with the net zero carbon commitment. This should encourage both a reduction in mileage, as well as an increase in the use of lower emission vehicles.

R1 - Outstanding actions on climate change risk register

40. There are currently no risks on the register, however this number is expected to change when a review of the climate change risk registers is completed during 2020-21 and new risks are identified.

LW1 - Total waste from LCC sites

41. The rolling annual waste figure reduced overall in 2019-20 compared to 2018-19. Annual performance remained just below the target at the end of 2019-20, at 358 tonnes.

P1a - Total office paper purchased

42. Data was received directly from our primary paper supplier for 2019-20, as technical changes mean that it is no longer possible to receive a procurement report from Oracle.
43. The data shows that the amount of paper purchased in 2019-20 increased by 11% compared to the annual total of 2018-19 but that it is still well ahead of target.

WA1 - Water consumption per full time equivalent member of staff

44. Water consumption data has shown a further decrease in 2019-20 and remains just below the target. The indicator rating remained green.
45. Water billing data is now being received regularly after problems for the previous two years.
46. Property Services have a Water Strategy 2017-21 with planned measures and investments.

E1/E2 - Staff engagement

47. As part of a refresh of the mandatory Environmental Awareness E-Learning training in 2017-18, a survey was included in the module to gather new data for this KPI. An updated module was introduced at the end of 2017-18.
48. Of the 1,028 staff that completed the survey in 2019-20, 89% agreed that the council was doing enough to reduce its impact on the environment and 96% agreed they understood how they can contribute to green issues at work.
49. This positive result represents effective and consistent engagement with staff through the Go Green scheme and the Council's internal communication channels.

M5 - Environmental enforcements/prosecutions

50. There were no enforcement notices or prosecutions logged in 2019-20.

Measures which are not performance rated

HW 1 - Total household waste per household

51. The quantity of household waste per household remained the same overall at the end of 2019-20 at 1,031kg, compared to the previous year.

LW10 - % of recycled aggregates used in highways

52. The proportion of recycled aggregates used at the end of 2019/20 was at 50%, after an overall decrease over the year.
53. The use of recycled aggregates may not always be the best environmental option when processing, logistics and energy use is factored in. However, use of recycled aggregates in certain schemes could significantly reduce transportation and waste costs.

M1 - Environmental complaints

54. There were eight environmental complaints received during 2019-20. Four were upheld compared to three in 2018-19. Consequently the 12-month rolling figure has slightly worsened.

55. The upheld complaints related to a delay in dealing with a flooding event, overflowing waste bins and poor signage in a Country Park and disturbance from roadworks.
56. Whilst there is no static target for this KPI, continuous improvement is expected. Levels of environmental complaints remain satisfactorily low.

M2 - Environmental incidents

57. There was one environmental incident reported in 2019-20 pertaining to a generator fire at County Hall. Leicestershire Fire and Rescue Service, who attended the incident, informed the Environment Agency that the fire suppressant foam they had used to quell the fire was an aqueous film forming foam which had a low environmental impact.
58. Whilst numbers of incidents should ideally be zero, reporting and investigation of incidents should be encouraged.

Measures for which complete data is not available

P2 - Commissioned print

59. Data has not been received for Q4 2019-20 due to changes in working arrangements in response to Covid-19. Steps are being taken to obtain this data and to streamline the data acquisition process going forward.
60. For the first 3 quarters of the year, for which data was available, the rolling 12-month total commissioned printing volume (tonnes) has increased compared to last year. The County Council remain below target (where lower is better).

Changes affecting the Environmental Management System

External and internal issues that are relevant to the EMS

61. Uncertainties remain about the regulatory regime following the United Kingdom's exit from the European Union and the creation of the Office of Environmental Protection.
62. A review of the Environment Strategy 2018- 2030 was carried out to embed the Council's climate emergency commitments. This included a commitment to net zero emissions by 2030, and to take account of new government policies, changes in legislation and new information and data that had become available and to strengthen the strategy where possible.
63. A revised Action Plan has been developed to indicate main areas of activity and opportunities for reducing carbon emissions and delivering the wider aims

of the Environment Strategy. This is a live document and it is updated as new activity is identified.

64. 'Carbon heavy' actions are included in a Carbon Reduction Roadmap which is being developed in two tranches based on areas of control and influence. The Tranche 1 Roadmap which covers the council's measured emissions has been developed and approved. The Tranche 2 Roadmap that covers the council's unmeasured emissions and the wider Leicestershire emissions, will be developed over the coming year.
65. Work is taking place on developing new biodiversity KPIs in consultation with internal and external partners. This work is due to be completed by March 2021, at which time the new KPIs will be included in the Environmental Performance Report.

The needs and expectations of interested parties, including compliance obligations and changes in political priorities/direction

66. Single-use plastic in the Council. This work continued throughout 2019-20 in the staff canteen and other council food establishments, including the introduction of 'Bring Your Own' scheme to reduce single-use plastic cups and takeaway food containers.
67. The 'Bring Your Own' coffee cup campaign has been successful since its introduction in 2018-19, with the number of disposable cups purchased by the canteen reducing from 92,960 in 2018 to 24,520 in 2019, a reduction of 74%.
68. Due to Covid-19 precautions, the use of reusable food containers has been suspended until further notice. This will impact progress on this project in the short term.

Changes to statutory duties

69. There has been no change in the Council's statutory environmental duties.

Relevant changes to environmental legislation

70. There were several relevant changes to general environmental legislation.

Act / Regulation	Summary of change / new requirements	Area affected
F-Gas (England & Wales) Regulations 2020	From 2020, virgin F-gases banned if Global Warming Potential over 2,500 and system has total F-Gas equivalent to 40t CO ₂ (e.g. 10.2 kg of HFC 404a). Affected systems must be drained & recharged with different gas or replaced.	Waste Operations, Property
EU Directive 2018/844/EU amending the EU Energy Performance of Buildings Directive	Deadline for transferring energy efficiency provisions for long term renovation strategies into building standards was the 10th March 2020. It is unclear whether the UK has met this deadline. Threshold for air conditioning (and heating) system efficiency inspections increased to	Property

	capacity of 70 kW (from 12 kW AC/ 20 kW heating) (Article 14).	
Medium Combustion Plant Directive	New requirements for MCP and generators of 1-50 MW thermal input capacity. Regulates emissions of SO ₂ , NO _X and dust as well as CO. Applies to several County Hall gas boilers - may need environmental permit as a result.	Property
Draft Agriculture Bill	The Agriculture Bill and the future of farming policy to be based on the concept of 'public money for public goods' such as clean air and water, environmental protection and improvement, and access to the countryside.	Property
Draft Environment Bill	The Environment Bill was introduced into parliament on 15th October 2019. It was re-introduced to parliament following a general election on 30th January 2020. The Bill will introduce legally binding nature, water, air and waste targets from 2022.	Public Health, Environment & Transport, Corporate Resources.

71. The Environment Policy and Strategy Team now have access to an Environmental Legislation Information and Register Service (contract commenced 1 May 2020). This will strengthen the team's ability to advise on compliance obligations.

Environmental risks and opportunities

Any significant new / changed environmental risks or opportunities (such as new technologies or innovative solutions) relevant to this level of reporting.

72. There is a risk of climate change affecting the delivery of council services e.g. flooding and heatwaves. The Environment Policy & Strategy Team is working to update Climate Change Risk Registers to help departments plan their responses. The Highways and Planning functions have been assessed during 2020-21 and Property Services will be assessed later in the year, ahead of producing a Climate Change Resilience Update report.
73. The risk that some of the KPIs may be negatively affected by the Covid-19 restrictions. These include a reduction in recycling performance due in part to increased use of single-use plastics such as disposable plastic items in the canteen and personal protective equipment, an increase in household waste and carbon emissions due to more people working from home.
74. Central Print requested that an exception be allowed to the Timber Products policy, in view of the difficulty and cost implications of obtaining Silk papers that are at least 75% recycled paper. An exception report is being produced with the Procurement Team.

75. Opportunity to take forward the recommendations of the Fleet Management Review and the Green Fleet Review. Some of these recommendations have been incorporated into the Tranche 1 Carbon Reduction Roadmap.
76. There is an opportunity to co-align environmental and health objectives through the Air Quality & Health Action Plan developed as part of the Joint Strategic Needs Assessment. Discussions are taking place between the Environment team and Public Health on how to do this.
77. Opportunities arising from Covid-19 restrictions to support a green recovery and maintain positive benefits for the environment e.g. reduced business mileage, paper use, energy and water consumption. A rapid assessment of environmental impacts and opportunities has been completed and discussions are planned with all Department Management Teams and Senior Leadership Teams to support service planning.

Adequacy of resources

Any shortcomings in staff / revenue / capital resources that are affecting the efficacy of the EMS or environmental performance.

78. Two new members of staff joined the Environment Policy & Strategy Team in 2019-20. The Senior Environmental Partnerships Officer post that had been vacant since January 2019 was filled in May 2019. This post will lead the work on biodiversity and green infrastructure. A new Carbon Reduction Team Manager has since been appointed in May 2020, to provide vital impetus for progressing the net zero carbon workstreams.
79. During 2019-20 Cabinet resolved that £450,000 revenue funding be allocated to facilitate the review of the Environment Strategy and Action Plan and to take immediate action to implement measures to reduce carbon emissions.

Relevant communications from interested parties

80. Levels of formal environmental complaints remain relatively low (four upheld during 2019-20).
81. There were no prosecutions or other relevant communications with regulators or stakeholders.
82. As public concern for environmental issues is increasing, it is anticipated that the Authority will receive more enquiries from the public regarding our environmental performance and the impacts of our own operations.

Internal and External Audit results

External Audits

83. External Audits are carried out by BM Trada annually to ISO14001 Environmental Management System Standard, with a full re-certification audit every three years.
84. An external ISO14001 Environmental Management System (EMS) surveillance audit was carried out in December 2019. One minor non-compliance was found pertaining to document control. Corrective action has now taken place. One previous minor non-compliance regarding the internal audit plan schedule was also closed, as corrective action had been taken.
85. Only those services externally certified to ISO14001 are subject to internal and external audits.

Internal Audits

86. An internal audit of the EMS of Corporate Resources Strategic and Operational Property Services was completed between September and November 2019 as part of a 3-year schedule. No major or minor non-compliances were recorded.
87. Two major non-compliances were raised in the previous internal audit carried out February-March 2019. The issues related to a failure to provide information required to confirm (i) compliance with the air conditioning energy assessment requirements of the Energy Performance of Buildings Regulations 2012, and (ii) follow-up action from previous air conditioning assessment report recommendations (still outstanding for Croft Depot). These matters are being addressed in collaboration with Property Services but have yet to be fully resolved.

Opportunities for continual improvement (EMS, including opportunities for improved integration with other business processes or environmental performance)

88. An Environmental Screening Question has been designed as part of a new procurement initiation process (under development) in order to reduce the environmental impact, in particular the level of carbon emissions, from the Council's procurements.
89. The recommendations of the Green Fleet Review provide opportunities to reduce business mileage, modernise and decarbonise the Council fleet, make process and operational improvements and generate financial savings. These have been included in the Tranche 1 Carbon Reduction Roadmap and work is taking place to progress them.

90. The development of the Carbon Reduction Roadmaps following the climate emergency declaration will present further opportunities for improving the environmental performance of the council and producing possible financial savings.
91. Access to a legislation update service was procured during the year to improve the robustness and effectiveness of the EMS.
92. A procurement exercise is to be carried out during 2020-21 for a new environmental sustainability performance reporting software, to replace the current complex and vulnerable system based on interlinked spreadsheets and manual calculations.
93. Work is on-going with colleagues to better understand the impact of severe weather events on the council and county by improving the use of existing council data from sources such as Flooding, Property & Highways. This work is feeding into updates to the Climate Change Risk Registers.

Conclusions

94. The following conclusions can be drawn from the environmental performance for 2019-20 based on the targets in the Environment Strategy 2018-2030:
 - i) The number of comparable indicators rated green has decreased from 13 to 12 compared to 2018-19.
 - ii) The number of comparable indicators rated red has decreased from four to three compared to 2018-19. The number of indicators rated amber has increased from one to three. Most amber and red indicators relate to areas where there is limited control or resources to address. While action on reducing climate change and environmental high risks has taken place, progress has been slow in some areas due to other priorities and resourcing issues.
 - iii) Environmental risks exceeding a score of 15 have decreased from 12 to five.
 - iv) LCC fleet fuel carbon emissions have increased this year. A more strategic approach to reducing fleet fuel use and business mileage will be considered as part of the Fleet Management Review and taking forward the recommendations of the Green Fleet Review report.
 - v) The work to develop a strategic approach to biodiversity, including suitable performance indicators will provide a more robust basis for taking action to protect and enhance biodiversity and measure performance in achieving this.

- vi) There are two internal audit non-compliance findings that have been outstanding for several months, pertaining to the systematic commissioning and follow-up of air conditioning energy efficiency inspection reports (ensuring compliance with the Energy Performance of Buildings Regulations 2012). There is still a lack of documentation required to confirm compliance. The Environment Team is working with Property to rectify this position.
- vii) The review of the Climate Change Risk Registers will help the Council prepare for the impacts of climate change that we know are likely to take place in the coming years, helping to highlight areas for action and increase the resilience of our services going forward.
- viii) Compilation of an up to date legislation register and the recently acquired access to a legislation update service will reduce the risk of non-compliance and provide better assurance of the Council's environmental performance. It will also further our understanding and application of legislation through plain-language guides and summaries, as well as identifying relevant changes to legislation.
- ix) A new sustainability software solution (due to be procured and implemented in the second half of 2020) will also improve our environmental performance. Replacing the current system with a more robust and modern one will ensure error reduction, easier and more effective reporting, labour savings and improved reliability and confidence in the figures that we report.

Part 2:**LEICESTERSHIRE COUNTY COUNCIL GREENHOUSE GAS
EMISSIONS REPORT 2019-2020****Introduction**

95. This section provides an update on progress against the Greenhouse Gas (GHG) emission targets for Leicestershire County Council in 2019-20 and a summary of project delivery through the year.

Progress against the County Council GHG reduction targets in 2019-20

96. A copy of the full public GHG Director's Report is provided in Appendix B. Table 1 outlines the Council's GHG emissions in the baseline year (2008-09) and changes between 2019-20 and the previous year.
97. Table 1 shows that the Council's total net carbon dioxide equivalent (CO₂e) emissions in 2019-20 of 11,633 tonnes were 67.4% below the baseline year and 5.7% less than 2018-19. The 2019-20 emissions total is below the Council's net zero by 2030 carbon reduction target, though there has been a slowing in the pace of reduction.
98. Emissions have fallen from most contributory sources except for fleet fuel and buildings gas and other fuels use. The most significant decrease at 17.2% has once again been from streetlighting. This is mainly due to the lower carbon conversion factor, but also as a result of energy saving measures the Council has introduced such as further 'trimming and dimming' of the streetlighting system.
99. While there was a 76.2% reduction in fugitive gases this was only a reduction of 30 tonnes in a source that has high variability year on year.
100. A fall in electricity consumption and related emissions (11.4%) has been achieved as the Council continues with a programme of energy efficiency and renewable energy investments in the property estate. Most (84%) of the reduction can be attributed to a change in the carbon conversion factor.
101. Emissions from business travel reduced by 6.6%. 71% of this reduction occurred in quarter 4, which included two weeks of the coronavirus lockdown. This reduction in business mileage has continued into 2020-21 and how some of this reduction could be locked into the future is being explored as part of a wider review of both the positive and negative environmental impacts of Covid-19.

Table 1: Leicestershire County Council's CO₂e emissions 2008/9 (baseline), 2018-19 and 2019-20

GHG emissions data for period 1 April 2019 to 31 March 2020 (tonnes of CO ₂ e)						
	Sector	2019-20	2018-19	% change	Base Year 2008-09	% change
Scope 1 – Direct emissions e.g. boilers, owned transport, air conditioning gases	Buildings	1,765	1,589	11.1%	4,317	-59.1%
	Fleet vehicles	2,944	2,739	7.5%	4,358	-32.4%
	Fugitive gases ⁽¹⁾	12.57	52.826	-76.2%	n/a	n/a
	Sub-total	4,722	4,380	7.8%	8,675	-45.6%
Scope 2 – Energy Indirect e.g. purchased electricity	Buildings	2,092	2,360	-11.4%	6,562	-68.1%
	Streetlighting & traffic signals	2,845	3,435	-17.2%	15,581	-81.7%
	Sub-total	4,937	5,796	-14.8%	22,143	-77.7%
Scope 3 – Other Indirect e.g. business travel	Business Travel	1,585	1,696	-6.6%	3,237	-51.0%
	Electricity Transmission & Distribution losses	419	494	-15.2%	1,722	-75.7%
	Sub-total	2,004	2,190	-8.5%	4,959	-59.6%
Total Gross Emissions	TOTAL	11,663	12,366	-5.7%	35,778	-67.4%
Carbon offsets		0	0		0	
Renewable energy exports		-33	-33		0	
Green tariff		0	0		0	
Total Net Emissions		11,630	12,334	-5.7%	35,778	-67.5%
Intensity measure: Tonnes of CO₂e per Full Time Equivalent employee*	FTE	5,129	4,624	10.9%	6,880	n/a
		2.27	2.67	-15.0%	5.2	-56.4%
Petrol and diesel ⁽²⁾ (Outside of Scope)		0.09	0.06	50.5%		
Woodchip (Out of Scope)		935	753	24.2%		

(1) Gases released by air conditioning and refrigerant units.

(2) Accounts for biofuel element of standard forecourt fuel. This is out of scope because CO₂ should be reabsorbed.

102. Emissions from gas and other fuel use in buildings increased this year by 11.1%. However, this was mainly due to colder and changeable weather. When the figures are adjusted for temperature, consumption shows a downward trend. In addition, woodchip consumption increased by 24%, and its carbon conversion factor also increased slightly.
103. Emissions from fleet vehicles increased by 7.5%. This was due to an increase in mileage travelled and fuel consumption. The increase was mainly due to an increase in fuel use from surface dressing and winter gritting activities. The results of a Green Fleet Review and a Fleet Management Review are informing plans to reduce emissions in this area going forward.
104. Renewable energy exports to the national grid from some of the Council's buildings have also been accounted for, which effectively replaces the need for electricity to be generated from fossil fuels. This reduced the council's carbon emissions by 33 tonnes during 2019-20.
105. In October 2019 the Council changed its electrical contract to a green tariff, meaning all of its grid electricity came from renewable sources such as wind, solar, hydro and wave energy. As this renewable energy generation has already been taken into account in the national average grid carbon conversation factor it is not possible to deduct this from our emissions figure.
106. A change was made this year in the treatment of electricity usage by tenants at one of the council's commercial buildings. Previously the entire building's consumption was included in the County Council's emissions. However, new information revealed that tenants' electricity usage is recharged to them based on submeter readings. This means that, as with other commercial buildings, this portion of the usage should not be counted in the County Council's emissions. A correction has therefore been made in the figures for 2019-20 and 2018-19.

Circulation under Local Issues Alert Procedure

107. None.

Equal Opportunities and Human Rights Implications

108. This paper provides a report on the County Council's environmental performance and greenhouse gas emissions and therefore in itself has no equal opportunities or human rights implications.

Recommendations

109. The Committee is asked to note the contents of the report.

Background Papers

[Link to Environment Strategy 2018-30](#)

Appendices

Appendix A - 2019-20 Environmental Performance Summary Dashboard

Appendix B - Leicestershire County Council Greenhouse Gas Emissions Report
2019-20 - Director's Report

Officers to Contact

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Appendix A: 2019-20 Environmental Performance Summary Dashboard

KPI	Your Rating	Trend
Carbon / Energy		
C1 - total CO2 from LCC operations (tonnes)	GREEN	improving
C2a - elec consumption per m2 in LCC buildings	GREEN	worsening
C2b - gas consumption per m2 in LCC buildings	RED	improving
C14 - CO2 emissions from Leics (under LCC influence)	AMBER	improving
C15 - CO2 emissions from Leics road transport	AMBER	improving
C17 - renewable energy generated on LCC land	GREEN	improving
C18 - total business miles claimed	GREEN	improving
R1 - outstanding actions on climate change risk register	GREEN	no change
Waste		
LW1 - total waste from LCC sites (tonnes)	GREEN	worsening
LW2 - % recycled from LCC sites	AMBER	improving
HW1 - total household waste per household	no target	worsening
HW2 - % household waste reused, recycled & composted	RED	worsening
LW10 - % recycled aggregates used in highways	no target	N/A
Resources		
P1a - total office paper purchased (A4 sheets)	GREEN	worsening
P2 - paper used for LCC commissioned print (tonnes)	GREEN	improving
WA1 - potable water consumed per fte	GREEN	improving
Staff engagement		
E1 - staff agreeing - council doing enough for env.	GREEN	worsening
E2 - staff understanding how to contribute to green issues	GREEN	improving
Quality and compliance		
M1 - environmental complaints upheld	no rating	worsening
M2 - environmental incidents	no rating	no change
M3 - environmental risks scoring >15	RED	improving
M5 - environmental enforcement/prosecutions	GREEN	no change

Note: Green = on or ahead of target, Amber = behind target but within 5% variance of the target, Red = behind target by more than 5% variance.

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Leicestershire County Council Greenhouse Gas Emissions Report 2019-20

Director's Report

There are clear drivers for action to protect and improve the environment and to tackle climate change at a global, national and local level. Leicestershire County Council (LCC) is building on its longstanding commitment to the environment and taking action to reduce the impact of its operations on the environment, its contribution to climate change and to ensure its assets are resilient to the effects of climate change. The Council is also working with partners to protect and enhance the Leicestershire environment and to help to deliver sustainable development by recognising and fostering the links between the environment, people and the economy (Environment Strategy 2018 - 2030).

A new Environment Strategy was approved in July 2018, which included a new target for greenhouse gas (GHG) reduction. The Environment Strategy was subsequently revised in July 2020 to account for the Council's declaration of a Climate Emergency in May 2019. The declaration committed the authority to achieving net zero GHG emissions by 2030 for its own operations. Furthermore, the declaration committed the Council to working with partners and lobbying government to make the wider 2050 net zero target possible for Leicestershire and to limiting global warming to less than 1.5°C in line with Paris Agreement.

1. Introduction

A greenhouse gas is the generic term for a gas that traps heat in the atmosphere and thereby contributes to climate change. The principal greenhouse gases are carbon dioxide, methane, nitrous oxide and fluorinated gases. The first three are released into the atmosphere as a consequence of burning fossil fuels. An organisation's consumption of electricity, gas, oil, petrol and diesel therefore results in the emission of greenhouse gases, either directly (e.g. burning gas) or indirectly (e.g. using electricity generated at a coal fired power station). Fluorinated gases are used in refrigeration and air conditioning, and leakage results in emissions of these into the atmosphere.

Leicestershire County Council is committed to measuring and reporting its environmental performance in order to better understand its impacts and to monitor progress towards the targets in its Environment Strategy. This Greenhouse Gas Report is part of this commitment and, in accordance with Government recommendations, it is published on the Council's website.

2. Operational Scope

The Council has followed the Government's Environmental Reporting Guidelines, published by DEFRA (2019). As required, Scope 1 and Scope 2 emissions have been included and Scope 3 emissions have been included where reliable data exists. A description of the three scopes is shown below:

- **Scope 1** (Direct emissions) Activities owned or controlled by your organisation that release emissions straight into the atmosphere. Examples of scope 1 emissions include emissions from combustion in owned or controlled boilers, owned or controlled vehicles.
- **Scope 2** (Energy indirect) Emissions being released into the atmosphere associated with the consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of your organisation's activities, but which occur at sources you do not own or control. The most common type of Scope 2 emission is electricity purchased for our own consumption from the National Grid or a third party.
- **Scope 3** (Other indirect) Emissions are **discretionary** to include that are a consequence of your actions, which occur at sources which you do not own or control and which are not classified as scope 2 emissions. Examples of Scope 3 emissions include business travel not owned or controlled by your organisation (e.g. use of public transport), commuting, use of 'grey fleet' (i.e. use of employees' own cars for which fuel costs are claimed back via expenses), emissions from contractors, and supply chain procurement.

All emissions are expressed as CO₂ equivalent tonnes i.e. CO₂e.

Appendix 1 lists each source and scope and briefly describes the basis for inclusion or exclusion in this report.

3. Organisational Boundary

The Council has used the Financial Control approach to define the boundary of Leicestershire County Council's operations and activities for the Greenhouse Gas Report. Within the boundary, the Council has excluded GHG 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 included the direct emissions and purchased electricity resulting from the owned and leased assets and operations where the Council is responsible for the purchase of energy or fuel.

A change was made this year in the treatment of electricity usage by tenants at one of the council's commercial buildings. Previously the entire building's consumption was included in the County Council's emissions. However, new information revealed that tenants' electricity usage is recharged to them based on submeter readings. This means that, as with other commercial buildings, this portion of the usage should not be counted in the County Council's emissions. A correction has therefore been made in the figures for 2019-20 and 2018-19.

Transmission and Distribution losses are included for electricity consumption (Scope 3). These are emissions associated with grid losses (the energy loss that occurs in getting the electricity from the power plant to the organisations that purchase it). Well-to-tank (Scope 3) emissions have not been reported as they are discretionary.

The Council has excluded the emissions resulting from activities undertaken by contractors due to limited requirements for contractors to annually monitor energy and fuel usage within existing contracts.

4. Geographic Breakdown

Leicestershire County Council does not operate outside the UK, all emissions are UK based.

5. Base Year and Target

The adopted baseline year is 2008-09 which the Council set in its Environment Strategy 2011 using a fixed base year approach.

Where there are relevant significant changes in the factors that informed the calculation of the base year emissions, such as the sale of council buildings, that result in a greater than 5% cumulative change in the total base year emissions, then the emissions for the base year and the year prior to the reporting year will be recalculated.

The Environment Strategy 2018-2030 includes a commitment to reduce carbon emissions from the Council's own estate and operations to net zero by 2030.

Joanna Gyll, Assistant Director Environment & Waste, Environment and Transport Department, is responsible for the achievement of the target.

6. Calculation

Activity data has been collected for fuel consumption in buildings and vehicles. Wherever possible this has been actual consumption based on bills, invoices and receipts. Estimated activity covers less than 5% of emissions from building energy consumption and is based on extrapolation from known previous activity data. Activity data by volume or mass e.g. kWh of energy or litres of fuel have been prioritised for accuracy, however where this is not available other methods have been employed for example km travelled have been used for some transport sources. Emissions have been calculated in accordance with these figures and the guidance provided.

The appropriate emissions factors for each year are drawn from the [DBEIS Greenhouse Gas Conversion Factor Repository](#).

Emissions factors published in 2019 have been used for the purpose of this report, as the majority of the period covered by this report fell in 2019.

7. External Assurance Statement

Leicestershire County Council has not sought independent external assurance of the Greenhouse Gas report.

8. 2019-20 Emissions

Figure 1 summarises the County Council's greenhouse gas emissions for the 2019-20 year (1 April to 31 March) and compares these to emissions in the previous year (2018-19) and to the baseline year (2008-09).

GHG emissions data for period 1 April 2019 to 31 March 2020 (tonnes of CO2e)						
	Sector	2019-20	2018-19	% change	Base Year 2008-09	% change
Scope 1 – Direct emissions e.g. boilers, owned transport, air conditioning gases	Buildings	1,765	1,589	11.1%	4,317	-59.1%
	Fleet vehicles	2,944	2,739	7.5%	4,358	-32.4%
	Fugitive gases	12.57	52.826	-76.2%	n/a	n/a
	Sub-total	4,722	4,380	7.8%	8,675	-45.6%
Scope 2 – Energy Indirect e.g. purchased electricity	Buildings	2,092	2,360	-11.4%	6,562	-68.1%
	Streetlighting & traffic signals	2,845	3,435	-17.2%	15,581	-81.7%
	Sub-total	4,937	5,796	-14.8%	22,143	-77.7%
Scope 3 – Other Indirect e.g. business travel	Business Travel	1,585	1,696	-6.6%	3,237	-51.0%
	Electricity Transmission & Distribution losses	419	494	-15.2%	1,722	-75.7%
	Sub-total	2,004	2,190	-8.5%	4,959	-59.6%
Total Gross Emissions	TOTAL	11,663	12,366	-5.7%	35,778	-67.4%
Carbon offsets		0	0		0	
Renewable energy exports		-33	-33		0	
Green tariff		0	0		0	
Total Net Emissions		11,630	12,334	-5.7%	35,778	-67.5%
Intensity measure: Tonnes of CO2e per Full Time Equivalent employee*	FTE	5,129	4,624	10.9%	6,880	n/a
		2.27	2.67	-15.0%	5.2	-56.4%
Petrol and diesel (Outside of Scope)		0.09	0.06	50.5%		
Woodchip (Out of Scope)		935	753	24.2%		

Figure 1: Leicestershire County Council's greenhouse gas emissions during 2019-20, with a comparison to the previous year and the baseline year of 2008-09.

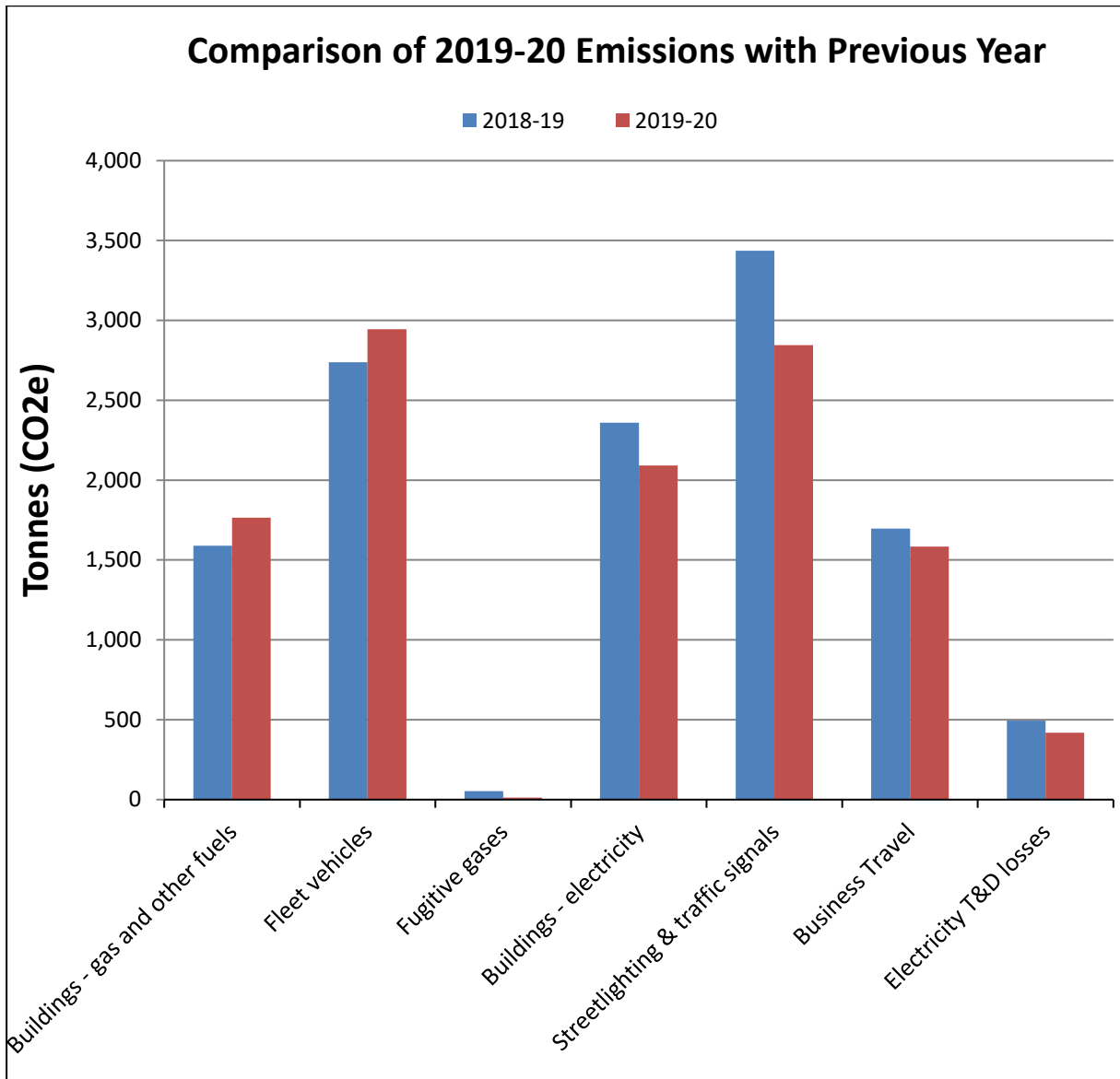


Figure 2: Greenhouse gas sources in 2019-20 compared to those from 2018-19

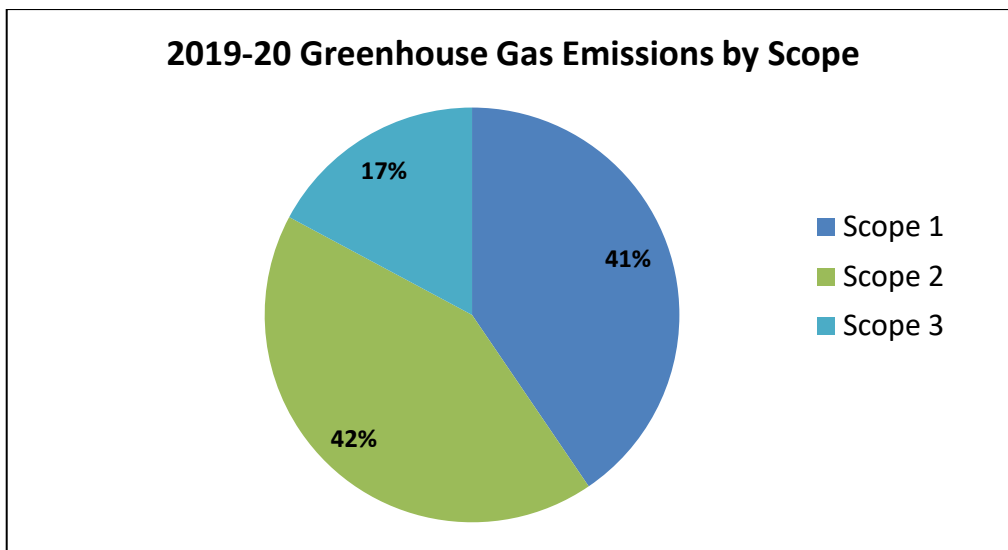


Figure 3: Percentage of greenhouse gas emissions for 2019-20 in each scope

Commentary Report

9. Company Information

Leicestershire County Council is the local government authority that provides council services within the Leicestershire area.

Registered address is:

County Hall
Glenfield
Leicestershire
LE3 8RA.

10. Reporting Period

1st April 2019 to 31st March 2020

11. Change in Emissions

Gross emissions have fallen by 67.4% during 2019-20 compared to the 2008-09 baseline year, and by 5.7% compared to 2018-19. The 2019-20 emissions total has continued to fall below the Council's carbon reduction targets, including its recent net zero 2030 target, included in the revised Environment Strategy 2018-2030. This is illustrated below in figure 4.

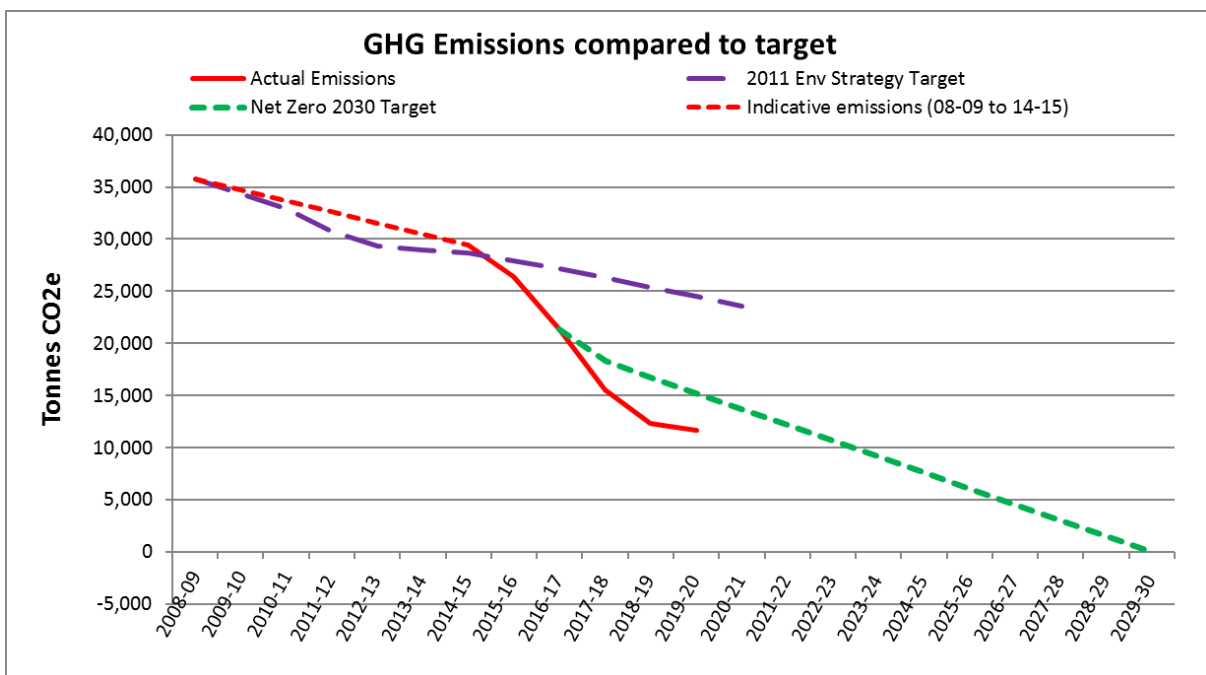


Figure 4: Leicestershire County Council's actual greenhouse gas emissions compared to the target in the 2011 Environment Strategy & the current net zero 2030 target

Emissions from most contributory sources of greenhouse gas emissions have fallen this year, except for fleet fuel and buildings gas and other fuels use.

Buildings (gas and other heating fuels)

GHG emissions from gas and other fuel use in buildings has increased this year by 11.1%. However, this was mainly due to colder weather. When the figures are adjusted for temperature, consumption shows a downward trend. In addition, woodchip consumption increased by 24%, and its carbon conversion factor also increased slightly.

On the other hand, the use of other heating fuels such as LPG and kerosene reduced on average by 12% during the year. This is due to increased staff awareness of the effective use of heating controls and systems, as well as reducing the length of time that the heating is on.

Fleet fuel and distance

Fuel emissions from Council vehicles have increased this year by 7.5%, the second year in a row to show an increase. The increase was mainly due to an increase in fuel use from surface dressing and winter gritting activities. The results of a Green Fleet Review and a Fleet Management Review are informing plans to reduce emissions in this area going forward.

Fugitive gases

This is calculated from the replacement gases used during maintenance of the Council's air conditioning units. The figure has reduced during 2019-20, down from 52.8 tonnes in 2018-19 to 12.6 tonnes in 2019-20. These figures by their nature can be highly variable.

Building electricity

An 11.4% fall in electricity consumption related emissions has been helped by a continued programme of energy efficiency and renewable energy investments in the remaining property estate. Most (84%) of this reduction can be attributed to a change in the carbon conversion factor (reduced by 9.7% compared to 2018-19), reflecting the continual decarbonisation of the national electricity supply.

Street lighting and traffic signals

Carbon emissions from LCC street lighting and traffic signs improved notably in performance, as emissions fell by 17.2% (from 3,435 tonnes in 2018-19 to 2,845 tonnes in 2019-20) and exceeded its target (6,079 tonnes). This is mainly due to the lower carbon conversion factor (brought about by increasing green energy feeding into the electricity grid), but also as a result of energy saving measures the Council has introduced such as further 'trimming and dimming' of the streetlighting system.

Business travel

Emissions from business travel reduced by 6.6% as a result of 275,000 less business miles claimed by staff in 2019-20 compared to the previous year. 71% of this reduction occurred in Q4 2019-20, which included 2 weeks of the coronavirus lockdown with most staff working from home and movement restricted. Quarter 4 2019-20 had the lowest quarterly mileage claims figure on record up to that point.

Prior to lockdown, several projects were also in place which aimed to reduce the need to travel and manage staff journeys. These included the increased use of technology to enable more online meetings, provision of an electric pool

vehicle and a flexible working policy. These may have also contributed to some of the reduction in business mileage.

Electricity transmission & distribution losses

There was a 15.2% reduction in emissions from electricity transmission & distribution losses. This was due to the reduced consumption detailed above and the lower carbon conversion factor.

12. Intensity Measurement

The Council has adopted 'Full Time Equivalent employee' as the intensity factor across the organisation. For 2008-09 the intensity factor has been applied to both County Council and schools emissions as information on all employees was available at that time. For 2014-15 onwards the intensity measure has only been applied to the County Council's emissions (excluding schools) as the Council no longer holds comprehensive data on Academy school employees, nor energy use. The Council continues to develop intensity factors for specific emissions sources which more closely reflect the nature of the service.

13. Carbon Offsets

Leicestershire County Council has not purchased any carbon offsets.

14. Renewable Energy Exports

The Council has invested in photo-voltaic solar panels on around 22 of its buildings. It is estimated that 25% of the electricity generated is not used directly in these buildings and is instead exported to the grid for others to use. This effectively replaces the need for electricity to be generated from a fossil fuel power station and can be used as a credit in the greenhouse gas report. County Hall generation has been excluded from the calculation as the high baseload in this building is likely to mean that all generated electricity is used in situ, meaning 209,360 kWh of grid usage was avoided by County Hall alone in 2019-20.

15. Green Tariffs

Leicestershire County Council changed its electricity contract to a green tariff contract in October 2019, meaning from that point, all of its grid electricity use came from renewable sources. However, this renewable generation has already been taken into account in calculating the national "average grid electricity carbon emissions factor" for this year. Hence, in line with DEFRA guidance and the international Greenhouse Gas Protocol (location-based method), we calculate our emissions based on this national average factor.

Appendix 1 - Operational Scopes

The Council has measured the scope 1, 2 and significant scope 3 emissions, where accurate and annual data was available for the period.

	Specific exclusions and % this represents for relevant scope (excluding geographic exclusions)
Scope 1	
Council combustion e.g. gas, solid and liquid fuels in boiler plant	All fuel used in LCC owned and leased buildings where we are responsible for the bills (excludes schools). Less than 5% of total fuel use excluded where information was unavailable.
Owned and leased transport	Fuel consumption has been excluded if LCC does not pay for fuel
Process emissions	Waste processing is a contracted service under Scope 3 and has not been calculated. LCC has no responsibility for any process emissions under Scope 1.
Fugitive emissions	The data we currently maintain on Refrigeration and Air conditioning equipment is held to ensure compliance with F-Gas Regulations and does not directly translate to the Greenhouse Gas Emissions reporting requirements and is to be treated with some caution due to annual variability. Information was not pursued for the school estate. Assuming the school emissions are proportionate to other emissions this represents less than 1% of Scope 1.
Scope 2	
Purchased electricity	All electricity used in all LCC owned and leased buildings where we are responsible for the bills (excludes schools).
Significant Scope 3	
Electricity and natural gas	Well To Tank emissions have been excluded.
Solid and liquid fuels	Well To Tank emissions from liquid and solid fuels consumption have been excluded e.g. diesel, LPG, coal.
Business travel	Business travel by public transport has been excluded, based on previous years this represents approximately 1% of Scope 3.
Employee commuting	LCC does not routinely monitor commuting so information was not available.
Waste disposal	LCC has excluded waste disposal but monitors waste data and has scoped the significance of this source.
Product in use	Excluded due to lack of good quality information.

Out of Scope	
Biomass fuel - woodchip	As a renewable fuel source, the carbon emitted from burning is not included in the calculation as this will be reabsorbed by growing fuel trees as part of the natural carbon cycle.
Vehicle fuels – petrol and diesel	Standard vehicle fuels include a small percentage of biofuels. The carbon emissions from this element is 'out of scope' as it will be reabsorbed by new biomass crops.

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE - 14 JANUARY 2021**

**FINAL REPORT OF THE SCRUTINY REVIEW PANEL ON FLOODING
EXECUTIVE SUMMARY**

Purpose of the Report

1. The appended report sets out the conclusions and recommendations arising from the Scrutiny Review Panel on Flooding.

Scope of the review

2. The Environment and Transport Scrutiny Committee requested that a Scrutiny Review Panel be set up on 16th January 2020 following significant flooding in October and November 2019. The purpose of the panel was to consider the role of the council as Lead Local Flood Authority (LLFA) and its links with other risk management authorities (RMA).
3. While the Council has a good relationship with partners involved in responding to flooding, there was an interest amongst Members regarding accountability, engagement and the effectiveness of existing structures and how the LLFA co-ordinates and effects action from those partners. The lack of influence the County Council has as LLFA over recommendations arising from its Section-19 Investigations and its influence with other RMAs was identified as a specific area of concern.

Report Recommendations

4. The recommendations of the Panel are located within the body of the appended report. For ease of reference, they are also set out below:
 - a) **The Panel supports a refresh of the Flood Risk Management Strategy in September 2021 and asks that the comments and recommendations of the Panel are taken on board.**
 - b) **That communication of the County Council's role and responsibilities as the LLFA be reviewed to clarify that whilst it does have limited powers under the Land Drainage Act 1991 it does not have powers to force other authorities to carry out works to help alleviate flooding issues. It is therefore limited in its ability to implement solutions to flood issues or enforce other agencies and riparian owners to undertake works, even when identified as being necessary following a Section 19 investigation.**

This is important to help residents understand the Council's position and manage expectations.

- c) That a protocol be created and set out on any agenda for public meetings created following flooding events that clarifies the role of all that attend and how it would be conducted.**
- d) That refreshed information be provided to riparian owners on their responsibilities generally, following a Section 19 investigation, and where to seek further advice when they are required to undertake work.**
- e) That the County Council continue to closely engage with communities and residents as part of Section 19 investigations in setting realistic timescales and expectations.**
- f) The Panel supports ongoing work to continue to recruit to the Flood Risk Management Team to ensure the County Council meets its statutory duties and continues to respond to and provide support to residents affected by flooding without the need to rely on consultants which often prove more costly.**
- g) That the County Council continue to assist LPA's and respond to planning applications that present flooding concerns including for smaller applications where there was no statutory requirement, if resource allowed.**
- h) That the Council continue to develop a comprehensive asset map to record assets and maintenance records.**
- i) That the use of the 'Report It' website continued to be promoted widely.**
- j) That as part of the upcoming review of the asset classification review of the Gully Emptying Contract in February 2021 include an examination of the backlog of gully and drainage defects and general customer enquiries and whether it was cost effective in reducing outstanding queries.**
- k) That the good partnership work undertaken is noted and welcomed and that it is further explored how good practice can be evidenced and shared across organisations.**
- l) That the Terms of Reference of the Flood Risk Management Board be revised for the next Board Meeting (expected April 2021) taking into account the views and recommendations put forward by the Panel.**
- m) That lessons be learnt from the successful completion of the Lubbethorpe Brook, property level protection for Sharnford, and Cossington Sluices schemes.**

- n) That the County Council work with the Environment Agency to encourage contributions to flood risk schemes from private landowners and local businesses.**
- o) That as part of the County Council's Flood Information it advertises the Environment Agency's Flood Incident Hotline and its Flood Warning Alert System**
- p) That the County Council work with the Local Resilience Forum to ensure that communities and residents be made aware of actions that they can take to mitigate the potential impact of flooding and increase their resilience.**
- q) That communication messages are refreshed to ensure:
 - those 'at risk' are signposted to the appropriate agencies.
 - Residents understand what to do before, during and following a flood.
 - Advice is provided regarding dealing with insurance claims and signposts to Flood Re and other useful organisations.**
- r) That all residents are encouraged to sign up for the Environment Agency's flood alert system.**
- s) That new communication messages are created to address those who have never experienced a flooding event to highlight the risks in light of the increasing risk of climate change.**
- t) That appropriate methods of communication are considered and utilised to disseminate such messages such as, but not limited to leaflets, Leicestershire Matters, Twitter and Parish communications.**
- u) That alternatives to sandbags, such as door board gates, one-way toilet flows and other types of property level protection are promoted to residents to look at simple cost effective ways of reducing their own flood risk.**
- v) That the LRF and the County Council communicate to parishes and local communities the need to create community flood plans and provide them with information to enable them to play a role in providing advice to residents to better help prepare for flooding incidents.**
- w) That fresh publicity is given to the importance of the role of Flood Warden to promote uptake in areas without them, which the Flood Risk Management Board will oversee.**
- x) That this report is circulated to all members of the County Council and that their role as Community Champions to promote such recommendations within their communities is highlighted.**

- y) That the Environment and Transport Overview and Scrutiny Committee, as Flood Risk Management Committee, receive an annual report providing an update on progress made and work undertaken towards approved recommendations.**

Recommendation

5. The Environment and Transport Overview and Scrutiny Committee is recommended to support the findings of the Panel and refer the recommended actions to the Cabinet for its consideration.

Appendix

Final Report of the Scrutiny Review Panel on Flooding

Resource Implications

6. The level of demand and therefore the work generated within the Council's Flood Risk Management Team is increasing and this pattern is likely to continue for the foreseeable future. If not carefully managed this will continue to put pressure on existing resources within the Department. In light of this the Panel's recommendations may need to be prioritised if they cannot all be implemented within existing budgetary provisions. External growth bids will be made where possible to support these improvements and the Department will continue to bid with partners for funding for appropriate flood management schemes that will best support communities affected or likely to be affected by flooding.

Circulation under the Local Issues Alerts Procedure

7. None.

Background Papers

8. File containing the reports submitted to the Scrutiny Review Panel on Flooding.

REPORT OF THE FLOODING SCRUTINY REVIEW PANEL

Introduction

1. This report sets out the conclusions and recommendations arising from the Scrutiny Review Panel on Flooding.

Scope of the Review

2. Following significant flooding in October and November 2019 the Environment and Transport Overview and Scrutiny Committee on 16th January 2020 agreed to set up a flooding scrutiny review panel to consider the role of the Council as Lead Local Flood Authority (LLFA) and its links with other flood risk management authorities (RMAs).
3. While the Council has a good relationship with partners involved in responding to flooding, there was an interest amongst Members regarding accountability, engagement and the effectiveness of existing structures and how the LLFA co-ordinates and effects action from those partners. The lack of influence the County Council has as LLFA over recommendations arising from its Section 19 Investigations and its influence with other RMAs was identified as a specific area of concern. *(Note: a section 19 flood investigation report is a public statement of the circumstances of a flood event and what parties have a role in managing the risks.)*

Membership of the Panel

4. The following members were appointed to serve on the Panel:



Mr. D. Bill
MBE CC,



Mr. D.
Harrison CC



Mr. T. Parton
CC



Mr. S.
Sheahan CC



Mrs. M. Wright
CC

5. Mrs. M. Wright CC was appointed Chairman for the duration of the Panel.

Conduct of the Review

6. The Panel met on five occasions between 18 August 2020 and 21 December 2020. The Panel, during the course of the Review:
 - (a) Clarified the statutory role of the Council as LLFA and Highways Authority in relation to flooding;
 - (b) Considered the effectiveness of existing processes and

procedures in relation to:

- Responses to planning applications as LLFA;
 - Highways drainage;
 - Flooding events;
 - Section 19 Investigations.
- (c) Examined the partnership arrangements currently in place with RMAs such as the Environment Agency and Local Planning Authorities;
- (d) Confirmed the role of Sustainable Urban Drainage Systems (SuDS);
- (e) Considered where lessons could be learned to help mitigate future impacts on communities;
- (f) Looked at how to manage expectations for preventing flooding events occurring from extreme weather events and the LLFA and Highways Authority response to these, as well as the role played by other RMAs and riparian owners;
- (g) Considered future demand and resources.

7. The Panel is grateful for the contributions of the following witnesses:

Name	Organisation
David Turnball	Environment Agency
Alice Johns and Paul Clarke	Severn Trent
Andrew Murr	Local Resilience Forum

8. The Panel was also grateful for written contributions received from the district and borough councils and residents:

Blaby District Council
 Charnwood Borough Council
 Melton Borough Council
 North West Leicestershire Borough Council
 Oadby and Wigston
 Harborough
 Hinckley and Bosworth Borough Council

Residents from Stoney Stanton and Moira.

9. The Panel was supported in its Review by the following persons and is thankful for their contributions:

<u>Name</u>	<u>Job Title</u>
Ian Vears	Assistant Director
Lee Quincey	Head of Service Network Management
Jamie Needham	Infrastructure Planning Manager
Victoria Coombes	Senior Engineer
Michael Warner	Consultant – Project engineer
Debbi Payne	Environmental and Preventative Manager
Cat Tuohy	Democratic Services Officer

Context of the Review

10. In the lead up to the review Leicestershire experienced significant flooding events during October and November 2019 and the beginning of 2020. On 1st October 2019, significant portions of Leicestershire sustained intense rainfall (Charnwood, Blaby and Melton). It was identified that the rainfall on that day was the culmination of three successive one in five-year events taking place over a short duration. This rainfall fell onto ground in those catchments that was already saturated from continuous rainfall that fell during the previous week. Furthermore, in 2020, North West and Charnwood districts in particular, were affected the most by these storms and accounted for the majority of cases of internal property flooding.
11. The flooding events experienced evidence that the nature of flood risk within Leicestershire is varied and widespread across the County. Leicestershire has an extensive network of rivers and canals, combined with a large number of towns and urbanised areas, which means it is at risk of flooding from a range of different sources. The Panel was not set up to look at individual flooding incidents but the wider response and what could be done to mitigate issues in the future.
12. In Leicestershire there are two main types of flooding:
 - Fluvial (river) flooding – caused by rivers overflowing or bursting their banks due to high or intense rainfall that flows into them.
 - Pluvial (rain) or surface water flooding where the amount of water falling onto impermeable surfaces or already saturated surfaces can generate surface water run-off beyond the capacity of the drainage network.
13. The predicted impact of climate change on future weather patterns across the UK make it likely that the County will experience flooding events with increasing frequency in years to come. This potentially leads to areas being at risk of flooding that were not previously susceptible to such events. This is therefore a topic of increasing importance for all communities and residents and an increasing demand on limited resources in the near future.

Findings of the Panel

14. The Panel's findings are broadly divided into the following sections with its recommendations included therein:
 - Leicestershire County Council as:
 - (i) Lead Local Flood Authority
 - (ii) Highways Authority
 - Partnership Arrangements
 - Communities

Leicestershire County Council

15. Leicestershire County Council has the following two separate statutory roles in relation to water and flooding:

(i) As Lead Local Flood Authority (LLFA) as set out in the Flood and Water Management Act 2010, it is the County Council's responsibility to lead in managing local flood risk.

(ii) As Highways Authority under the Highways Act 1980, the County Council is responsible for the provision and management of highway drainage, excluding motorways and trunk roads that are the responsibility of Highways England.

16. Details of the functions and duties arising from these two distinct statutory roles are detailed below.

(i) Lead Local Flood Authority (LLFA)

Extent of the County Council's powers as LLFA

17. LLFAs are stated in law to be either the county council or unitary authority of a particular area. They are required to lead in managing local flood risks (i.e. risks of flooding from surface water, ground water and ordinary (smaller) watercourses). This includes ensuring cooperation between Risk Management Authorities (RMAs) in their area. The County Council is the statutory appointed LLFA for Leicestershire and it has established a Flood Risk Management Team to undertake the work necessary to fulfil this function.

18. RMA's are organisations who have a responsibility for water management and therefore flooding. Such organisations include Severn Trent Water, Anglian Water, the Environment Agency, district councils, Internal Drainage Boards, Highways England and the Local Highway Authority.

19. The LLFA has a statutory responsibility to publish a Local Flood Risk Management Strategy. The current version of this Strategy was agreed by the Cabinet on 11 September 2015 and can be viewed on the Council's website [here](#). The Strategy provides a framework to enable the LLFA to lead and co-ordinate flood risk management across Leicestershire.

20. The Panel noted that the Strategy was due to be reviewed and updated September 2021, which would take into account feedback and comments provided throughout this review.

21. In practice, the County Council as the LLFA will:

- Investigate instances of flooding where one or more residential property has been flooded, and other instances that meet its threshold of investigation (Section 19 Investigation).

- Identify the RMAs who may have a role in a specific flooding incident.
- Co-ordinate and work with those RMAs to identify potential solutions.
- Encourage the responsible RMAs to implement that solution.

22. The LLFA have limited powers under the Land Drainage Act 1991 to regulate ordinary watercourses (outside of internal drainage districts) to maintain a proper flow by:
- issuing consents for altering, removing or replacing certain structures or features on ordinary watercourses; and
 - enforcing obligations to maintain flow in a watercourse and repair watercourses, bridges and other structures in a watercourse
23. Importantly, the LLFA does not have responsibility or powers to:
- a. implement a solution to a flooding incident; or
 - b. make other RMAs implement a solution; or
 - c. maintain ordinary watercourses.
24. Throughout the review the Panel highlighted that the title ‘Lead Local Flood Authority’ caused a common misconception that the Council had a statutory responsibility to resolve flooding for residents and therefore held powers to undertake work or require other parties to undertake work identified as being necessary following an investigation. The Panel were concerned that this created unrealistic expectations for what the Council could do following a flooding event. Whilst the authority held some powers under the Land Drainage Act as outlined above, ultimately any attempted resolution or mitigation for flooding relied heavily on strong and consistent partnership working. In the Council’s experience engagement with landowners had proved more effective than serving notice, henceforth enforcement only being used as a last resort.
25. The Panel noted that the title of LLFA was set out in Government statute and could not be amended by the Council itself. It therefore suggested that as part of the planned review of the Flood Risk Management Strategy, communication be refreshed and improved to better explain what being the LLFA in an area meant and ensure this reflected and clarified the Council’s co-ordinating role. It was hoped this would educate the public on the difficulties the Council faced and limitations placed on its ability to address flooding matters directly.

The Council’s Flood Risk Management Team

26. The Panel noted that the Council’s Flood Risk Management Team had been hampered over the past five years by a high turnover of staff. The Town and Country Planning Act 2015 put a higher demand on the skillset required by officers in relation to flooding and planning and this had made it harder for the Council to recruit and maintain staffing levels particularly as a number of authorities and other agencies sought to recruit to similar roles around the same time. During this period, this had hindered the Council’s ability to keep action

plans updated and maintain strong working relationships with other agencies.

27. More recently, and throughout the duration of the review the Panel were pleased to note the Team had grown and stabilised following approval to pay a market premia (i.e. a temporary elevation of pay for a job to make it more competitive in the job market to help with the recruitment and retention of staff). However, there remained vacancies which were currently being filled by consultants and agency staff while the Council continued to try and recruit.
28. The Panel were pleased to note that despite resourcing pressures, the Flood Risk Management Team had continued to deliver in its duties and have, where appropriate, extended its reach. For example, by attending public meetings in the communities following flooding events to keep residents informed of next steps and provide advice on what could be done. While this is not a statutory duty it has been recognised that face to face meetings are often the most productive for all parties involved which was welcomed by the Panel.
29. The Panel recognised that due to the emotive nature of flooding events, when officers met with members of the public in this way they could often be put in a challenging position, in particular due to the problematic perception of their role as a representative of the LLFA and what it was able to do. The Panel suggested that a protocol be developed to help manage expectations from the outset and thus enable a more conducive environment for the meeting to take place in.

Section 19 Investigations

30. A Section 19 Investigation report is a public statement of the circumstances of a flood event and what parties have a role to play in managing the risks. Leicestershire County Council's Local Flood Risk Management Strategy states the Council should undertake a Section 19 investigation where at least one of the following thresholds have been met:
 - Loss of life or serious injury.
 - Critical infrastructure flooded or nearly flooded from unknown or multiple sources.
 - Internal property flooding from unknown or multiple sources.
 - Further circumstances may prompt the LLFA to carry out a full Section 19 investigation at its discretion.
31. Flooding events were often complex, caused and/or affected by a number of different factors. Sometimes these factors were easy to establish, e.g. where a river had burst its banks. Others were as a result of cumulative issues such as above normal rain levels, blocked gullies, road surface issues and riparian owner related problems and so needed to be investigated in detail to identify the key cause. Residents were invited to input into investigations as they could often provide far deeper insight into an issue which the Council found invaluable. Such input was also important when considering the potential implications future identified actions could have on residents, such as impact on insurance costs.

32. Investigations often took between 40 to 65 hours and cost between £2,000 to £3,000. The Council currently had a backlog of 14 outstanding Section 19 investigations. If it wanted to clear this backlog using consultants, the Panel noted this would cost around £10,000 per investigation which was not considered reasonable or a good use of resources.
33. Evidently it was important for the Council to maintain an appropriate threshold for Section 19 investigations due to the time consuming and resource intensive nature of such work. Investigations involved comprehensive research, multiple site meetings and in-depth data analysis to identify which RMAs were responsible and what actions could be taken as a result. The Panel accepted it was necessary and correct that the Council's resources were directed to those cases that reached one of the thresholds as set out in paragraph 29 above.
34. The Panel were informed that investigations often resulted in a number of recommendations requiring action by a variety of agencies such as the County Council as Highways Authority, Severn Trent, the Environment Agency and homeowners as riparian owners. However, while the Council was under a duty to investigate and publish a report with recommendations, as referenced above, the legislation did not give it any powers to require other parties to undertake the work identified as being necessary and it could not enforce action by other agencies or land owners.
35. This meant collaborative working with partners was essential which, whilst effective in many ways, resulted in multiple network meetings having to be held to follow up actions with RMAs to ensure works were being progressed and prioritised appropriately. (See section below where the report goes into further detail on partnership working.) Unfortunately, the Council had even less sway when it came to working with private land owners. Private land owners are responsible for any watercourses within the boundary of their land, and the County Council could only mediate with landowners to provide advice on various measures available to prevent flooding.
36. The Panel were concerned that the current set up and lack of enforcement powers for the County Council as the LLFA delayed resolution for communities. In light of this the Panel felt it was important for the County Council to communicate realistic timescales to residents and manage their expectations accordingly.
37. Actions to the County Council often related to the ongoing maintenance of assets (as the Highway Authority), a need to further understand flood risk in an area in more detail, or for it to look at the prioritisation of funding bids from relevant sources. Actions were handled using the Council's risk-based evidence approach and officers looked at how risks identified could be dealt with, mitigated, or protected against. While requests from the public may be made for large flood defence measures, these were rarely favoured solutions due to limited resources and the risk of increasing issues elsewhere downstream. The Council had to look at how to get the most out of its resource which it did by following Government guidance.

38. The Panel recognised that the number of completed investigations did not take into account all enquiries received and dealt with by the Flood Risk Management Team. It noted that often initial enquiries would be received following which some investigation work would be undertaken until, following that research, it became apparent the incident did not reach one of the thresholds set out in paragraph 29 above. This did not mean the Council dropped the issue, it just meant the Council often undertook additional work it was not necessarily required to do, stretching its limited resource even further. Whilst it was acknowledged that such work placed further pressure on the Team's already limited resources, the Panel welcomed this approach to support residents where possible.

Planning

39. The Town and County Planning Act 2015 (the 2015 Act) assigned to the County Council as LLFA the role of statutory consultee on flood risk issues requiring it to provide a substantive response to local planning authorities (LPA) on major planning applications.
40. The Panel recognised that ultimately the County Council could only comment and make recommendations to LPAs (i.e. district councils), and it was the LPAs responsibility to respond to any such recommendations it put forward or which were put forward by other statutory consultees, such as the Environment Agency. This was done by the LPA including conditions against any permission granted to ensure that developers undertook work or carried out the development in a way that alleviated flood risk. It was then the LPAs responsibility to ensure that those conditions were complied with to an adequate standard. The LLFA could not enforce planning conditions.
41. Since the implementation of the 2015 Act the County Council had commented on over 1000 applications each year.
42. The Panel noted that there was a misconception that the principle of new developments caused flooding, an assumption that was often challenged, as rarely were flooding issues what they appeared on the surface. Flooding events were impacted by various factors, predominantly the volume of rain, problems within the water system or just badly joined up assets in the drainage system, which the Council would look to identify.
43. The Panel further noted that the new housing developments that had experienced flooding for the first time in October and November 2019 had been approved prior to the 2015 changes to national policy which preceded the County Council's role as a statutory consultee, so it had been unable to comment directly through the planning process at that time.
44. Throughout the review it was explained that the Council was constantly learning and evolving its view of the drainage system following modelling and works undertaken with partners when issues arose. Often when planning applications were submitted the Council would improve its knowledge on assets within an area and where more information was known, more mitigation could be requested.

45. It was evident that there was a pervasive concern among residents that the County Council did not do enough to respond to planning applications in 'at risk' areas. The Panel were assured that where the County Council was aware of flooding issues in a particular area, this would be reported to the LPA as part of its consultation response. However, while LPAs were required to consult the County Council on developments of ten houses or more, smaller developments were the responsibility of LPAs to consider from a surface management perspective. The Panel were pleased to note that for such smaller applications, where resources would allow, the Council would still provide a response if requested to do so by the LPA. However, the pressure and resource that such applications required was acknowledged by the Panel. It was further noted that the development of local plans from the Strategic Growth Plan would continue to consider environmental issues such as flooding as part of their development.

Recommendations:

- a) **The Panel supports a refresh of the Flood Risk Management Strategy in September 2021 and asks that the comments and recommendations of the Panel are taken on board.**
- b) **That communication of the County Council's role and responsibilities as the LLFA be reviewed to clarify that whilst it does have limited powers under the Land Drainage Act 1991 it does not have powers to force other authorities to carry out works to help alleviate flooding issues. It is therefore limited in its ability to implement solutions to flood issues or enforce other agencies and riparian owners to undertake works, even when identified as being necessary following a Section 19 investigation. This is important to help residents understand the Council's position and manage expectations.**
- c) **That a protocol be created and set out on any agenda for public meetings created following flooding events that clarifies the role of all that attend and how it would be conducted.**
- d) **That refreshed information be provided to riparian owners on their responsibilities generally, following a Section 19 investigation, and where to seek further advice when they are required to undertake work.**
- e) **That the County Council continue to closely engage with communities and residents as part of Section 19 investigations in setting realistic timescales and expectations.**
- f) **The Panel supports ongoing work to continue to recruit to the Flood Risk Management Team to ensure the County Council meets its statutory duties and continues to respond to and provide support to residents affected by flooding without the need to rely on consultants which often prove more costly.**

- g) That the County Council continue to assist LPA's and respond to planning applications that present flooding concerns including for smaller applications where there was no statutory requirement, if resource allowed.**

(ii) Highways Authority

46. As the Highways Authority, Leicestershire County Council's Highways Drainage Team have a responsibility to manage and maintain drainage (excluding public sewers that belong to Severn Trent Water or Anglian Water) that runs beneath adopted highways i.e. the drainage system related to the road network. This can include but is not limited to managing and maintaining drainage related to the functioning of the highway, including roadside drains and gullies (136,000 over 2,575 miles of road), shallow channels (grips), ponds, lagoons, catchpits, manholes, underground culverts and piped watercourses and soakaways (referred to generally below as 'assets').
47. The County Council maintains a register of structures or features that are likely to have a significant effect on flood risk in Leicestershire. While there were detailed historical records of gullies and culverts, the Council did not have a complete picture of all assets due to the inheritance of 'hidden' assets from other agencies which were mostly underground. Prior to 2002 district councils had agency agreements with both the Highway Authority and water authorities for the maintenance of assets. Such assets had previously moved between organisations multiple times and when the respective agreements came to an end very few highway records were able to be transferred over to the County Council and whilst other asset data was held, there was no central record or maintenance information recorded. Mapping of the assets was therefore an ongoing piece of work.
48. To get the most out of the Council's resourcing it had introduced a new Gully Emptying Policy. This had been developed on a risk based evidence approach and had been agreed by the Cabinet in 2018. The Policy assigned a priority level to each gully (on a road by road basis) based on historical silt level data. The gully asset categorisation would be reviewed following 20 months of implementation of the scheme, when assets would be re-evaluated to consider reprioritisation. The review would take into account enquiries received from members of the public during this period. The Panel noted that there had been a total of 2287 gully defect reports in 2019 of which 1464 had been responded to. Others related to gullies that were 70-80% full, but which were due for emptying as per scheduled maintenance, which was the design of the Policy, and so did not require action. Some also related to gullies which, following heavy rainfall, could appear full but this was as a result of a full system, not a gully defect and so again, did not require action.
49. The Panel queried whether further resources could be allocated to get on top of the 200-300 outstanding gully enquiries at the end of each month to help minimise risks arising from unexpected heavy rainfall. It was noted that flooding was often caused by a number of factors which could not be easily be prepared for even with regular gully cleaning and maintenance and that gullies were estimated to work 99% of the time. While unresolved issues within the system

could impact flooding, as and when this occurred, this was not likely to be significant, though inevitably was a factor so would be considered alongside the review of asset prioritisation.

50. It was noted that sometimes residents reported blocked gullies to Elected Members, it was recognised that the most convenient method of reporting was via the [County Council's 'Report It'](#) system online which should continue to be promoted.
51. The Panel were pleased to see that the Policy was so far working well in resolving gully defects but were concerned that often issues deeper within the drainage system were highlighted as part of this process which related to assets which were not owned by the Council.
52. This posed an issue for partnership working as ownership of assets was often complex, and as detailed above, records and information held by the County Council and other agencies were not always complete. While the Council owned assets within the highway curtilage, other assets would be the responsibility of other agencies, such as the Environment Agency, a water authority or riparian owners. All assets linked together within the water system, making it difficult to pinpoint the cause of the problem, where specifically in the system this stemmed from and who therefore had responsibility for repairs.
53. Resolving such matters often therefore took time as multiple discussions had to be held with other agencies and land owners. This hindered the Council's ability to deal with matters quickly and the Panel again emphasised the need to communicate this to the public to help manage expectations.
54. The Panel were concerned that a lack of prioritisation by other organisations who owned such assets might also be an issue but acknowledged that just as the Council had to focus its resources and balance this work with other priorities within the Council and Department, so did its partners.
55. The Panel were further concerned that the consequence of these problems meant members of the public had to witness multiple agencies each passing responsibility to another and with no single organisation having the ability to take control or deliver a swift conclusion. These concerns are further addressed within the following section.

Recommendations

- h) That the Council continue to develop a comprehensive asset map to record assets and maintenance records.**
- i) That the use of the 'Report It' website continued to be promoted widely.**
- j) That as part of the upcoming review of the asset classification review of the Gully Emptying Contract in February 2021 include an examination of the backlog of gully and drainage defects and general customer enquiries and whether it was cost effective in reducing outstanding queries.**

Partnership Arrangements

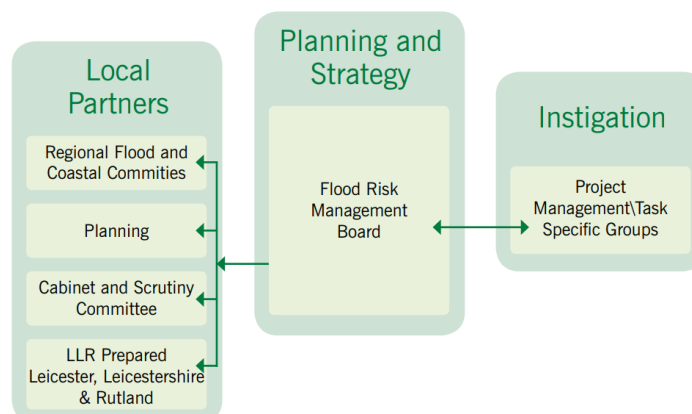
56. A key objective of the review was to consider how working in partnership could reduce the impact of flooding. The Panel considered that the County Council's work with partners had largely improved over recent years. However, it was clear the arrangements as outlined above, often caused confusion for members of the public. The Panel was pleased that the following partners had expressed a willingness to co-operate to aid the review and future plans that may arise from this:

- The Environment Agency
- Severn Trent Water
- The Local Resilience Forum

57. Under the Flood and Water Management Act 2010. RMAs have a duty to co-operate with each other in exercising their flood risk management functions and the Act provides for the establishment of Regional Flood and Coastal Committees that are comprised of elected representatives and officers from local authorities, the Environment Agency and Severn Trent Water. Such committees have three main purposes:

- i. to ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines;
- ii. to encourage efficient, targeted and risk-based investment in flood and coastal erosion risk management that represents value for money and benefits local communities;
- iii. to provide a link between the Environment Agency, LLFAs, other risk management authorities, and other relevant bodies to build understanding of flood and coastal erosion risks in its area.

58. The Flood and Water Management Act was further strengthened through the 2011 Localism Act and the 'Duty to Cooperate'. Both recognise the important roles played by partners. Neither Act stipulates the structure of local arrangements and partnerships. The County Council set out an organisational framework as part of its Flood Risk Management Strategy, the framework was intended to ensure that partnerships are managed in ways which enhance the co-ordination of policy and actions; and provide strong accountability and transparency. The model is set out below.



59. The Flood Risk Management Board's role is to take a strategic overview of the entirety of flood risk and drainage management across Leicestershire, Leicester City and Rutland from all inland flooding sources, and to ensure effective integration of flood risk planning and response at a strategic level. It meets quarterly and membership comprises officers from the three LLFA's, district council representatives and attendees from the water companies, the EA and Local Resilience Partnership. It was recognised that the Board needed to be reinvigorated and it was agreed a review of the Terms of Reference for the Board would provide a suitable starting point to help improve partnership working and take forward recommendations put forward by the Panel.
60. The Panel recognised that ultimately all partners had different priorities and funding limitations which made collaboration challenging in some instances. The Terms of Reference for the Flood Management Board will look to set out a process for disputed asset ownership to address such concerns.
61. The Panel noted that the Environment and Transport Overview and Scrutiny Committee as the County Councils 'Flood risk Management Committee' would monitor the performance and activities of the refreshed Flood Risk Management Board in accordance with the Localism Act 2011 as well as the recommendations that arose as part of the review..

The Environment Agency

62. The Environment Agency (EA) is a national body legally required to carry out strategic supervision over all matters relating to flood and coastal erosion risk management across the UK in accordance with the Flood and Water Management Act 2010. This role is distinct from the EA's operational role in that it allows the EA to act in a strategic capacity and to provide strategic leadership and facilitate a joined up and consistent approach for the management of flooding and coastal change from all sources. This includes sources where other risk management authorities have operational responsibilities such as the County Council as the LLFA. In its role it also provides flood risk advice and specifically preliminary advice to planning applicants and local planning authorities. The Panel were pleased to note that 98% of advice given by the EA had been shown to be taken on board by planning authorities across the County.
63. In July 2020 the EA launched the [National Flood and Coastal Erosion Risk Management Strategy For England](#), which set out the role of various authorities and the part they play in flood risk management. The Strategy seeks to better manage the risks and consequences of flooding from rivers, the sea, groundwater, reservoirs, ordinary watercourses, surface water and sewers and sets out three long-term ambitions:
- climate resilient places: working with partners to bolster resilience to flooding and coastal change across the nation, both now and in the face of climate change

- today's growth and infrastructure resilient in tomorrow's climate: making the right investment and planning decisions to secure sustainable growth and environmental improvements, as well as infrastructure resilient to flooding and coastal change
 - a nation ready to respond and adapt to flooding and coastal change: ensuring local people understand their risk to flooding and coastal change, and know their responsibilities and how to take action
64. The EA reported that out of c.260,000 properties in Leicestershire there were 10,486 properties at risk of flooding from flood zone 3, 7,543 from surface water and 4929 defended properties of 1 in 100-year events. Flood zones are defined following national scale modelling and are regularly updated, they set out the likelihood of an area flooding, with zone 1 areas least likely to flood and flood zone 3 areas more likely to flood. The EA was statutory consultee for developments within Flood zone 3 if within 20m of a main river, all developments other than minor and developments that would involve a change of use and change in flood risk vulnerability.
65. The Panel noted that EA had led on bidding for funding for flood works from the Regional Flood and Coastal Committee's relevant to Leicestershire. Schemes identified had to be shown to be viable and followed lengthy investigations into feasibility and the Panel were pleased to note that success had been seen in Lubbethorpe Brook, property level protection for Sharnford, and Cossington Sluices.
66. In the 2020 Budget, the government announced £200million for the Flood and Coastal Resilience Innovation programme, £150million of which would be allocated by the EA to encourage local authorities, business and communities to test and demonstrate innovative practical resilience actions in their areas, improve the resilience of 25 local areas and improve evidence on the costs and benefits of the actions. The Flood Risk Management Team was looking at areas where it could bid for funding to deliver improved resilience using new and innovative approaches to manage flood risk, such as nature based solutions it could submit to the EA for funding.
67. Unfortunately, some schemes that appeared viable and necessary did not secure the funding sought. Where this was the case the EA confirmed that it would work with partners to consider how they can best help communities to ensure they have the protection required, even if that was not part of a capital scheme. While the EA had been reaching national targets for partnership funding it recognised it could always improve, such as encouraging contributions from businesses and private partners emphasising that such schemes were for the benefit of whole communities.
68. The Panel noted that recently the EA had upgraded its incident hotline to 0800 80 70 60, which was a 24 hour service aimed at providing assistance or advice to residents during an incident. This was welcomed by the Panel but it was questioned whether local residents were aware of this and how much it had been promoted by the EA and/or the County Council
69. The Panel were also pleased to note the range of information made available by the EA to help homeowners find out if their property was in a flood risk area, and the

guidance it provided to residents on how to protect their home from flooding. The Panel noted that homeowners and businesses could enter their postcode to find out about the level of risk from flooding in a specific area and get advice about what to do in event of a flood. They could also sign up for flood warnings which warned of the risk of flooding from rivers, the sea and groundwater by providing an alert by phone, email or text.

Severn Trent Water

70. Severn Trent Water Ltd (STW) is a public limited company based in the midlands responsible for water supply management and waste water treatment and disposal. It also has an obligation to reduce flood risk associated with rainfall overloading the public sewerage network. The Panel noted that STW has a five year Asset Management Period agreed with Ofwat which includes investment and funding allocated to upgrade networks to alleviate current flood risk and help accommodate future growth, such as new housing developments within Leicestershire.
71. As set out throughout this report STW also work with its various partners to deliver solutions to reduce the risk of flooding for the benefit of wider society and in particular its customers. Unfortunately, expectations needed to be managed in that some areas will remain at risk of flooding from sewers and surface water, though the Panel were pleased to note that the Council would always work with STW to look at individual factors that may have contributed to a flooding incident and continue to seek to address these where appropriate.
72. In recent years the relationship between STW and the County Council had improved, and regular network meetings were now held providing an opportunity to coordinate investigations, develop work programmes and identify schemes for joint working. The Panel was pleased to note that STW was engaging on a 'Working Together' document to build a holistic process for the next 25 years with partners, including the County Council.
73. The Panel noted that STW held a Service Level Agreement with its partners, which meant it would repair defects when it became aware of a problem with its network, and would undertake its own investigations on the network where appropriate, reporting relevant findings to the County Council as the LLFA. It also shared its capital programme with the County Council and kept an open line of communication with regard to the prioritisation of works, with a view to looking at how partners could align funding streams to enable projects to happen.
74. Unfortunately, projects often took a long time to deliver as with the scheme in Newbold Verdon, where STW had been working with the County Council to mitigate the risk of surface water flooding, increasing the sewer network capacity and securing further capacity at treatment works to accommodate new developments.
75. The Panel welcomed the Severn Trent Community Fund which it had set up to give away over £10million over the next five years to support new projects by local charities and community groups. As well as a funding programme to be

used on mitigation measures regionally to protect properties by fitting preventative measures. Which would be signposted where appropriate.

Local Resilience Forum

76. The Local Resilience Forum (LRF) is a multi-agency partnership arising from the Civil Contingencies Act 2004 and is made up of representatives from local public services, including the emergency services, local authorities, the NHS and the Environment Agency who work together to prepare for, respond to and recover from different emergencies across Leicester, Leicestershire and Rutland.
77. The LRF delivers emergency planning by:
- Co-operating and sharing information to enhance co-ordination and efficiency between partners
 - Assessing the risk of emergencies occurring and using this to inform contingency planning
 - Putting in place:
 - emergency plans
 - business continuity management arrangements
 - arrangements to warn, inform and advise the public in the event of an emergency
 - Making information available to the public about civil protection matters
 - Providing advice and assistance to businesses and voluntary organisations about business continuity management (local authorities only)
78. From an early stage following an incident recovery plans would start to be considered given the considerable time it could sometimes take for homes and businesses to be restored following a flooding incident. Following an event partners would review the incident and look at lessons learnt, which would be shared across the LRF so that all partner organisations could benefit.
79. Preparing for such events is part of the day to day job and ensures the LRF is ready for emergencies and major events. This involves:
- Risk assessments – assessing the type of hazards that might affect our region
 - Preparing plans – together agreeing strategies and process, writing the plans (we have more than 20, each addressing a different type of event)
 - Training & exercising – a schedule of training, testing and exercising ensures partners and their staff are familiar with the plans
80. Knowing that not all authorities had the resource or numbers of staff to be able to manage resilience, Local Resilience Officers, employed by the County Council, would help at a district level providing support on coordination and planning and to manage roles such as community flood wardens.
81. While some district councils provided sandbags, it was acknowledged that they often arrived too late and were not that efficient. Whilst these still provided some degree of help for communities the LRF was keen that alternatives which were

more effective be promoted, such as door board gates or other property level protection and community and resident resilience.

82. The LRF also promoted the National Flood Forum, an independent charity that looks to aid with local resilience and worked with partners and the community to raise awareness and help prepare for flooding incidents, including the writing of a community flood plan to ensure communities are better educated and less reliant on support from flood response partners. The National Flood Forum also championed the cause of residents frustrated with insurance providers and had developed a scheme termed 'Flood Re' in conjunction with Government and the insurance industry to enable residents to take out affordable insurance to protect their homes and provide peace of mind.

Recommendations:

- k) That the good partnership work undertaken is noted and welcomed and that it is further explored how good practice can be evidenced and shared across organisations.**
- l) That the Terms of Reference of the Flood Risk Management Board be revised for the next Board Meeting (expected April 2021) taking into account the views and recommendations put forward by the Panel.**
- m) That lessons be learnt from the successful completion of the Lubbesthorpe Brook, property level protection for Sharnford, and Cossington Sluices schemes.**
- n) That the County Council work with the Environment Agency to encourage contributions to flood risk schemes from private landowners and local businesses.**
- o) That as part of the County Council's Flood Information it advertises the Environment Agency's Flood Incident Hotline and its Flood Warning Alert System**
- p) That the County Council work with the Local Resilience Forum to ensure that communities and residents be made aware of actions that they can take to mitigate the potential impact of flooding and increase their resilience.**

Communities

83. The County Council had produced standard flooding advice and guidance which was available on its website, to help raise awareness of those organisations with responsibilities in relation to flooding, what home owners could do themselves in respect of their property to prevent flooding, and what to do if there is a likelihood of flooding. The Panel noted that such advice was very much targeted to residents that lived in recognised flood risk areas.
84. It was highlighted, however, that often flooding events had the biggest impact on those communities that had not previously experienced flooding. They were the

least well informed and therefore the least prepared for such events. The Panel noted that residents in such areas were not always receptive of flooding advice provided, as they often considered it not applicable to them. However, the Panel agreed the County Council should, as the LLFA, be proactive and seek to actively engage with all communities to ensure they were aware of flood risks even in areas where it had not previously been a concern

85. The Panel felt that information should be targeted to their audience depending on whether they were in or outside a recognised flood risk area to ensure this was relevant to residents and more likely therefore to be seen as useful. The Panel were keen to emphasise the importance of climate change and how this would now likely result in more communities being affected by flooding and therefore needing to prepare for such events; encouraging residents to be aware of what help was available.
86. It was also felt that communication messages should be reviewed to assist residents to know who to call depending on the type and source of flooding, while taking into account other bodies existing communications.
87. Communities needed to recognise that even with significant long-term investment in flood risk management by the LLFA and other RMA's it would be unlikely to remove all risk especially considering the impact of climate change on all areas which was only increasing.
88. Whilst the County Council would continue to work with partners where viable to bid for key funding streams to mitigate the impact of flooding, it was important to highlight the role communities, riparian owners and members of the public should do to play their part in working with the Council and partners to mitigate flood risk, and build their own resilience plans.

Parish Councils

89. The Panel recognised the benefit of working in partnership with parish councils that hold important links with the local community and which could be better utilised to encourage and improve local responses. Often communities held a deeper knowledge of particular problem areas such as water run offs from local fields and the Panel felt the Council should seek to capitalise on and make good use of such local knowledge. The Panel also emphasised the importance of enabling parish councils to play a role in providing information and advice to residents and to better prepare for flooding incidents through the development of local flood plans as detailed below.
90. Successful partnership working was evident where communities worked with STW, landowners, parishes, the Department for Environment, Food and Rural Affairs, the district councils and the public. Such as in Appleby Magna where purchase had been made of telemetry equipment to provide a high-tech warning system for the community.

91. The Panel felt that such success stories could be influenced by Elected Members in their roles as community champions who could help encourage such engagement and the promotion of community and individual resilience.

Community Flood Plans

92. Community Flood Plans formed an important part of a community's emergency response. By creating such plans in advance, it better enabled communities to react and equip themselves for recovery in the long term. Preparation for emergencies reduced stress, panic and even avoided the loss of life. As part of the review the Panel noted that not all communities had flood plans in place.
93. The Panel suggested that working with local people and Flood Wardens to develop community flood response plans was something that should be explored particularly in any area considered to be at risk of flooding. Though areas that had never experienced events should also be encouraged consider the risk in their own areas.

Flood Wardens

94. The Community Flood Warden Scheme is a significant communication channel through which the public can be signposted to the appropriate agencies both generally and in an emergency. Wardens are members of the local community and help to bring people together at times of flood difficulty and help to prepare 'at risk' communities for flooding events. They are supported by district councils, the County Council (through the LRF) and the Environment Agency.
95. Specifically, their role is to:
- Ensure that members of the community have received direct flood warnings, understand what they mean and where they can receive further help;
 - Ensure that communities work closely to prepare for a flood and identify vulnerable people from within the community who may need help;
 - Report blocked drains and ditches to the appropriate agency;
 - Develop a community flood plan;
 - NOT be involved in any rescue attempts or put themselves at risk.
96. Much praise was put on the volunteer Flood Wardens, and the pressure to recruit was noted. It was hoped a fresh drive from the LRF and the County Council would set out the importance of the role within communities, as evidenced with the Flood Wardens in Sibleby who dealt with the perennial flooding on Slash Lane. It was hoped this would encourage fresh take up and inspire others to take up the important community role. This would further be incorporated into the communications review and be a key task for the rejuvenated flood board.

Residents

97. The Panel agreed that it was important for residents themselves to take action to ensure they and their property are protected. There was a concern that the level of public interest in finding out more information about the level of flood risk to their property/wider area, and that even where properties were known to be high flood risk, interest was low. Where areas regularly flooded the County Council worked with residents regarding property flood protection, but this was reliant on residents playing an active part in that process.
98. The Panel also were informed of simple, cost-effective property level protection residents could easily install that could reduce the risk of water getting into homes or businesses and reduce the impact of a flood protection such as door boards and one way toilet flows.
99. It was recognised that the Council's list of numbers on the website of who to call for different types of flooding could be difficult for residents to follow when the cause of flooding was not immediately apparent. Where there was a risk to life the public should always call 999. However, if there was any doubt the Panel were pleased to note the Environment Agency's 24 hours 7 days a week Hotline could direct calls as necessary.
100. Furthermore, it was important that members of the public informed the County Council when there were instances of flooding or near misses so that a comprehensive picture of flood risk in Leicestershire could be maintained. It was understood that some homeowners may be reluctant to report such instances due to concern over increased insurance costs.
101. It was encouraged that residents continue to input in Section 19 investigations linked to their properties as often their contributions were invaluable and were assured that the County Council would keep them updated and help them understand how any resulting Section 19 recommendations may impact on them.

Recommendations

- q) That communication messages are refreshed to ensure:**
- **those 'at risk' are signposted to the appropriate agencies.**
 - **Residents understand what to do before, during and following a flood.**
 - **Advice is provided regarding dealing with insurance claims and signposts to Flood Re and other useful organisations.**
- r) That all residents are encouraged to sign up for the Environment Agency's flood alert system.**
- s) That new communication messages are created to address those who have never experienced a flooding event to highlight the risks in light of the increasing risk of climate change.**
- t) That appropriate methods of communication are considered and utilised to disseminate such messages such as, but not limited to leaflets, Leicestershire Matters, Twitter and Parish communications.**

- u) **That alternatives to sandbags, such as door board gates, one-way toilet flows and other types of property level protection are promoted to residents to look at simple cost effective ways of reducing their own flood risk.**
- v) **That the LRF and the County Council communicate to parishes and local communities the need to create community flood plans and provide them with information to enable them to play a role in providing advice to residents to better help prepare for flooding incidents.**
- w) **That fresh publicity is given to the importance of the role of Flood Warden to promote uptake in areas without them, which the Flood Risk Management Board will oversee.**
- x) **That this report is circulated to all members of the County Council and that their role as Community Champions to promote such recommendations within their communities is highlighted.**
- y) **That the Environment and Transport Overview and Scrutiny Committee, as Flood Risk Management Committee, receive an annual report providing an update on progress made and work undertaken towards approved recommendations.**

Conclusion

102. Throughout the course of the review the Panel felt that while there were many organisations that looked to help mitigate the causes of flooding, and that the Environment Agency's National Strategy set a good stage for the overarching role on day to day management. However ultimately it was recognised that even with significant sustained long-term investment in flood risk management by the LLFA and other RMA's all flooding could not be prevented or mitigated against. Thus, ultimately the theme of resilience needed to be accepted by the communities and residents as part of adapting to climate chance.
103. The review group accept that giving timely flood advice is a challenge as the fast-moving nature of storms will only give a short time for first responders and other agencies to give advice. Therefore, there is a need for LRF representatives to have discussions with the local community groups in high risk flood areas to plan how to develop a strategy to manage the risk.
104. To that end the Panel further recognise the need to provide clear information to the public and local partners in the event of severe weather both in advance of the flooding and during periods of heavy rain and considers that this is an area where real improvement could be made, especially in areas that were not used to such events. The review group recognise the importance of giving property owners timely information. However, evidence from other areas that have been flooded suggest more radical thinking is needed to encourage residents living in risk areas to plan how they can protect their property in the event of a flood.

Resources Implications

105. The level of demand and therefore the work generated within the Council's Flood Risk Management Team is increasing and this pattern is likely to continue for the foreseeable future. If not carefully managed this will continue to put pressure on existing resources within the Department. In light of this the Panel's recommendations may need to be prioritised if they cannot all be implemented within existing budgetary provisions. External growth bids will be made where possible to support these improvements and the Department will continue to bid with partners for funding for appropriate flood management schemes that will best support communities affected or likely to be affected by flooding.

Equality Implications

106. None.

Environmental Implications

107. Severe weather conditions may rise as a result of climate change and this will have significant impacts on economic, social and environmental assets. This report sets out the necessary steps to support the delivery of a flood risk management service to reduce the risks and impact of such weather conditions in future.

Circulation under the Local Issues Alert Procedure

108. This report will be circulated to all members of the County Council.

Background Papers

109. File containing the reports submitted to the Scrutiny Review Panel on Flooding.

Recommendations

110. That the Environment and Transport Overview and Scrutiny Committee is recommended to support the findings of the Panel and refer the recommended actions to the Cabinet for its consideration.

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