



Meeting: **Cabinet**

Date/Time: **Tuesday, 14 December 2021 at 2.00 pm**

Location: **Sparkenhoe Committee Room, County Hall, Glenfield**

Contact: **Mr. M. Hand (Tel. 0116 305 2583)**

Email: **matthew.hand@leics.gov.uk**

Membership

Mr. N. J. Rushton CC (Chairman)

Mr. B. L. Pain CC Mrs H. L. Richardson CC
Mrs D. Taylor CC Mrs. P. Posnett MBE CC
Mrs. C. M. Radford CC Mr. R. J. Shepherd CC
Mr. O. O'Shea JP CC Mr. P. Bedford CC
Mr. L. Breckon JP CC

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– Notices will be on display at the meeting explaining the arrangements.**

AGENDA

<u>Item</u>	<u>Report by</u>	
1. Minutes of the meeting held on 19 November 2021.		(Pages 3 - 10)
2. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.		
3. Declarations of interest in respect of items on the agenda.		
4. Medium Term Financial Strategy 2022/23 to 2025/26 - Proposals for Consultation.	Director of Corporate Resources	(Pages 11 - 12)



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|-----|--|--|------------------|
| 5. | Provision of In-House Community Life Choices Services (Day Services). | Director of Adults and Communities | (Pages 13 - 34) |
| 6. | Leicestershire Domestic Abuse Reduction Strategy 2022-2024. | Director of Children and Family Services | (Pages 35 - 58) |
| 7. | South Leicestershire Local Plan Making Statement of Common Ground (November 2021). | Chief Executive | (Pages 59 - 72) |
| 8. | Leicestershire Municipal Waste Management Strategy - Public Consultation. | Director of Environment and Transport | (Pages 73 - 84) |
| 9. | National Highways Route Strategies Development. | Director of Environment and Transport | (Pages 85 - 108) |
| 10. | Items referred from Overview and Scrutiny. | | |
| 11. | Any other items which the Chairman has decided to take as urgent. | | |



Minutes of a meeting of the Cabinet held at County Hall, Glenfield on Friday, 19 November 2021.

PRESENT

Mrs D. Taylor CC (in the Chair)

Mr. B. L. Pain CC	Mrs. P. Posnett MBE CC
Mrs. C. M. Radford CC	Mr. R. J. Shepherd CC
Mr. O. O'Shea JP CC	Mr. P. Bedford CC
Mr. L. Breckon JP CC	

Apologies

Mrs H. L. Richardson CC

In attendance

Mr. N. J. Rushton CC, Mr. R. Ashman CC, Mrs B. Seaton CC, Mr. T. Parton CC, Mrs M. Wright CC (via MS Teams).

72. Apologies for absence.

Apologies for absence were reported on behalf of Mrs L. Richardson CC.

It was noted that Mr. Rushton CC was attending the meeting via MS Teams and would not therefore be able to vote on any items.

73. Minutes of the previous meeting.

The minutes of the meeting held on 26 October 2021 were taken as read, confirmed and signed.

74. Urgent items.

There were no urgent items for consideration.

75. 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.

All Cabinet members who were also members of district councils declared a personal interest in agenda item 8, a report of the Chief Executive entitled "Leicester and Leicestershire Authorities - Statement of Common Ground Relating to Strategic Warehousing and Logistics Need" (Mr. Rushton CC, Mrs Taylor CC, Mrs Radford CC, Mr. Shepherd CC, Mr. O'Shea CC, Mr. Breckon JP, CC, Mrs Posnett MBE, CC).

76. Annual Delivery Report and Performance Compendium 2021.

The Cabinet considered a report of the Chief Executive presenting the draft Annual Delivery Report and Performance Compendium for 2021 which set out the Council's performance over the past year, work taking place to respond to the impact of the pandemic, and the position regarding financial and service pressures. A copy of the report, marked 'Agenda Item 4', is filed with these minutes.

Comments of the Scrutiny Commission, which had considered the report at its meeting on 17 November, were circulated separately and a copy is filed with these minutes.

Mrs Taylor CC noted that the Council had responded well to the challenges presented by the pandemic despite its very low funding, and highlighted strong partnership working including with the NHS, Police, and the voluntary and community sector.

RESOLVED:

- a) That the comments of the Scrutiny Commission be noted;
- b) That the overall progress in delivering on the Council's Strategic Priorities and responding to the COVID-19 pandemic and issues arising, as set out in the draft Annual Delivery Report 2021, be noted and welcomed;
- c) That the significant and ongoing impact of the COVID-19 pandemic on outcome delivery, services and communities across a range of areas be noted, together with the strong local response from the Council and partners to support vulnerable people, communities, business, the voluntary sector, staff and others throughout the pandemic;
- d) That the Council's current low comparative funding, good performance position, and escalated service pressures and risks now facing the Authority set out in the Performance Compendium be noted;
- e) That in light of the pressure on the Council's financial sustainability arising from continued service demand and cost pressures, that have been compounded by the COVID-19 crisis, the Council continues to press its case for a fairer funding settlement and other major savings and funding initiatives such as a new County Deal, noting that the delay in implementation has created significant uncertainties as to how the Council can now address the many service challenges and priorities it faces;
- f) That the Chief Executive, following consultation with the Leader, be authorised to make any amendments to the draft Annual Delivery Report and Performance Compendium prior to its submission to the County Council on 1 December 2021 for approval.

REASONS FOR DECISION:

It is best practice in performance management, implicit in the LGA Sector-Led approach to local authority performance and part of the Council's Internal Governance Framework, to undertake a review of overall progress at the end of the year and to benchmark performance against comparable authorities. It is also good practice to produce an

annual performance report and ensure that it is scrutinised, transparent, and made publicly available.

The National Audit Office last year issued best practice guidance for annual reports, highlighting that the annual report is a key mechanism for transparent disclosure of an organisation's in-year performance and governance matters. Disclosures in the annual report should help to provide information about the impact of COVID-19 on the organisation. The report should discuss how the entity has performed in the year, including areas where performance has deteriorated or below expectations, and the other key risks.

The Council is poorly funded in comparison with other local authorities and this, until addressed, will continue to affect delivery, performance, risks, and council tax levels.

The draft Report and Compendium may be modified to reflect comments made by the Cabinet as well as to include any final national comparative data which becomes available prior to its consideration by full Council.

77. Tree Management Strategy and Tree Charter.

The Cabinet considered a report of the Director of Corporate Resources regarding on progress with work being done in relation to the Council's Tree Management Strategy for its trees and woodlands and presenting the Tree Charter, to which the Council had recently become a signatory. A copy of the report, marked 'Agenda Item 5', is filed with these minutes.

Mr. Pain CC said that the Strategy would help deliver the ambitious project to plant 700,000 trees in the County over the next 10 years.

RESOLVED:

- a) That the latest iteration of the Tree Management and Planting Plan be noted;
- b) That it be noted that the County Council has become a signatory to the Tree Charter for Leicestershire.

REASONS FOR DECISION:

The Tree Management Strategy and associated Tree Management and Planting Plan set out standards for the management of the tree resource under the stewardship of the Council which comply with nationally recognised codes of practice and will help to protect trees and woodlands as a valuable natural asset to Leicestershire and mitigate risk.

The updated Tree Management and Planting Plan has been produced to ensure delivery of 'one tree for every resident', the equivalent of 700,000 trees within an approximate timescale of 10 years.

Tree planting can help mitigate the effect of climate change and a partnership approach across the County is considered the most effective way forward.

The Tree Charter is a statement of intent which calls for partnership working across Leicestershire.

78. Updated Policies for Leicestershire County Council's Museum Service.

The Cabinet considered a report of the Director of Adults and Communities regarding two revised and updated policies for the Council's Museum Service: the Collections Development Policy and the Access Policy. A copy of the report, marked 'Agenda Item 6', is filed with these minutes.

RESOLVED:

- a) That the Leicestershire County Council's Museum Collections Development Policy 2021-2025 be approved;
- b) That the Leicestershire County Council's Museum Access Policy 2021-2025 be approved.

REASONS FOR DECISION:

The Collections Development Policy and Access Policy had expired and were due for renewal. The policies must address the key requirements set out in the Accreditation standard, administered by Arts Council England.

The Collections Development Policy sets the vision and purpose for Leicestershire County Council's Museum Service and how it will deliver against these through its collections, acquisitions, disposals, and collections care.

The Access Policy sets out Leicestershire County Council's Museum Service commitments to create a culture where people of all backgrounds and experiences feel appreciated and valued, providing access for everyone.

These two policies form the basis of the Collections Management Framework which contains action plans and guidance used by the Museum Service to guide its activity and ensure consistency, transparency, effective use of resources and adherence with museum ethics.

79. Recommended Investment into Partners Group Private Debt Fund and JP Morgan Infrastructure Investment Fund.

The Cabinet considered a report of the Director of Corporate Resources concerning the proposed allocation of funding from the Council's Corporate Asset Investment Fund (CAIF) for investment in private debt and infrastructure. A copy of the report, marked 'Agenda Item 7', is filed with these minutes.

Comments of the Scrutiny Commission, which had considered the proposals at its meeting on 17 November, were circulated separately and a copy is filed with these minutes.

Members noted comments from Mr. Max Hunt CC, a copy of which is filed with these minutes.

Mr. Breckon CC said that the proposed investments fulfilled several of the CAIF's aims and also referred to the success of previous CAIF investments such as the Access Group's head office on Loughborough University's Science and Enterprise Park.

RESOLVED:

- a) That the comments of the Scrutiny Commission be noted;
- b) That a total of £27.5m be allocated from the Corporate Asset Investment Fund for investment in:
 - (i) Partners Group Multi Asset Credit 6 (MAC 6) private debt - £20m,
 - (ii) the JP Morgan Infrastructure Investment Fund - £7.5m.

(KEY DECISION)

REASONS FOR DECISION:

The proposed investments are in accordance with the Corporate Asset Investment Fund Strategy 2021-25 which was updated in February 2021 to take account of recommendations made by Hymans Robertson to maintain or increase the weighting to the private debt asset class and to initiate an allocation to core or core plus infrastructure; the types of infrastructure strategy which carry the lowest levels of risk.

80. Leicester and Leicestershire Authorities - Statement of Common Ground Relating to Strategic Warehousing and Logistics Need.

The Cabinet considered a report of the Chief Executive seeking approval for the Council to become a signatory to a 'Statement of Common Ground', prepared jointly by the Leicester and Leicestershire planning authorities, regarding strategic warehousing and logistics needs in the County. A copy of the report, marked 'Agenda Item 8', is filed with these minutes.

RESOLVED:

That the Cabinet agrees to the County Council becoming a signatory to the Leicester and Leicestershire Statement of Common Ground Relating to Strategic Warehousing and Logistics needs (September 2021).

REASONS FOR DECISION:

The Strategic Warehousing and Logistics Need Study (April 2021) identifies a Leicester and Leicestershire wide need for large warehousing to 2041. Meeting this need is therefore a cross boundary issue under the Duty to Cooperate (including for those authorities that are not normally directly affected by the sector).

The Statement of Common Ground will help inform an approach to meeting the Leicester and Leicestershire need which maintains an appropriate supply across the Areas of Opportunity, in terms of geography and trajectory, as recommended by the study. This is required to help demonstrate a collective Duty to Co-operate on this matter for the forthcoming Local Plan Examinations.

The Statement of Common Ground is largely a statement of fact and does not attempt to distribute the need for strategic warehousing floorspace amongst the authorities. It identifies the strategic issues and the intended next steps.

81. Proposed Mandatory School Keep Clear Restrictions Monday to Friday from 8am to 4pm, Castle Donington (Eastway, Hasting Street, Mount Pleasant and Dovecote).

The Cabinet considered a report of the Director of Environment and Transport regarding the implementation of a mandatory “no stopping” traffic regulation order (TRO) on Eastway, Hasting Street, Mount Pleasant and Dovecote, in Castle Donington, outside the entrances to Castle Donington College and St. Edwards C of E Primary School. A copy of the report, marked ‘Agenda Item 9’, is filed with these minutes.

Members noted comments from the local member, Mr. Trevor Pendleton CC, a copy of which is filed with these minutes.

Mr. O’Shea CC said that he appreciated Mr. Pendleton’s concerns. He regretted that it was not feasible to amend the proposals but highway safety had to be the priority.

RESOLVED:

That the restrictions as shown on drawing no. TM4519/T1/1/71a, attached as Appendix A to the report, be approved for implementation.

REASONS FOR DECISION:

The restrictions will prevent potential blocking of the highway in the vicinity of the school gates to Castle Donington College and St. Edwards C of E Primary School and create a safe access.

The Local Member, Mr T. Pendleton CC, does not support the scheme and therefore Cabinet determination was required.

OTHER OPTIONS CONSIDERED:

- (i) To amend the proposals outside nos. 13-17 Mount Pleasant.

Amending the length of the zig zag markings in the vicinity of nos.13 to 17 would make the scheme ineffective (and not enforceable). As set out in paragraph 15 of the report, the marking must be laid in accordance with regulations at a length of between 25.560 metres and 43.560 metres. If outside of these lengths the markings would not be enforceable. This is also the location experiencing most of the problems with parking within the mouth of the school gates.

- (ii) To reduce the time that the restrictions operate.

The site hosts a number of different facilities and the gates are constantly being used by the college, an early learning centre and preschool/nursery. The zone therefore needs to be kept clear throughout the day (8am to 4pm, Monday to Friday). Residents can park on the markings outside of these times.

- (iii) To replace the zig-zags outside nos.13-17 Mount Pleasant with yellow lines and a ‘No Parking’ restriction 8am to 9am and 2.30pm to 4.30pm.

With double yellow lines the boarding and alighting exemption applies to children being picked up and dropped off, so this activity, which is the key cause of the safety issues around the school gates would not be enforceable. With the staggered time restrictions residents would still need to move their vehicles during those times as any vehicles parked (i.e. not dropping off/ picking up) would be enforceable. During the day there is

available on-street parking in the immediate vicinity of those properties. The mandatory zig zag markings ensure that all such activity can be enforced by the camera car and/ or a Civil Parking Enforcement officer.

82. Items referred from Overview and Scrutiny.

There were no items referred from the Overview and Scrutiny bodies.

2.00 - 2.36 pm
19 November 2021

CHAIRMAN

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CABINET – 14 DECEMBER 2021

MEDIUM TERM FINANCIAL STRATEGY 2022/23 TO 2025/26 - PROPOSALS FOR CONSULTATION

REPORT OF THE DIRECTOR OF CORPORATE RESOURCES

Purpose of the Report

1. The purpose of this report is to enable consideration to be given to the provisional Medium Term Financial Strategy for 2022/23 to 2025/26 (the MTFS) which incorporates the 2022/23 revenue budget and capital programme.
2. A supplementary report setting out the detailed proposals for the MTFS is currently being prepared and this will be circulated to members and published on the County Council's website as soon as it is available.

Recommendation

3. The Cabinet is asked to note this and the supplementary report and consider the Medium Term Financial Strategy for 2022/23 to 2025/26.

Reason for Recommendation

4. To enable the Medium Term Financial Strategy for 2022/23 to 2025/26 to be agreed for consultation and submission to the Scrutiny Commission and appropriate Overview and Scrutiny Committees.

Timetable for Decisions (including Scrutiny)

5. Subject to agreement by the Cabinet, the MTFS will be considered by the Scrutiny Commission and the Overview and Scrutiny Committees during January 2022, as follows -
 - Health - Wednesday 19 January
 - Highways and Transport - Thursday 20 January
 - Adults and Communities - Monday 24 January
 - Children and Families - Tuesday 25 January
 - Environment and Climate Change – Wednesday 26 January
 - Scrutiny Commission - Monday 31 January

6. It is intended that the Cabinet will then consider comments of the Scrutiny bodies and responses from the wider consultation process at its meeting on 11 February 2022 and the final MTFS will be submitted to the County Council for approval on 23 February 2022.

Policy Framework and Previous Decisions

7. The MTFS is a rolling financial plan that is updated annually. The current MTFS was approved by the County Council in February 2021. The County Council's Strategic Plan outlines its long-term vision and the MTFS, along with other plans and strategies such as the Transformation Programme, aligns with and underpins the Strategic Plan.
8. Consideration of the relevant corporate policies and plans will be given in the supplementary report.

Circulation under the Local Issues Alert Procedure

9. None.

Equality and Human Rights Implications

10. There are no equality or human rights implications arising from this report.

Background Papers

Report to the County Council on 17 February 2021: Medium Term Financial Strategy 2021/22-2024/25

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MIId=6476&Ver=4>

Revised County Council Strategic Plan – 2020-2023

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MIId=6040&Ver=4>

Officers to Contact

Chris Tambini, Director of Corporate Resources

Tel: 0116 305 6199

Email: chris.tambini@leics.gov.uk

Declan Keegan, Assistant Director, Strategic Finance and Property
Corporate Resources Dept.

Tel: 0116 305 7668

Email: declan.keegan@leics.gov.uk



CABINET – 14 DECEMBER 2021

**PROVISION OF IN-HOUSE COMMUNITY LIFE CHOICES SERVICES
(DAY SERVICES)**

REPORT OF THE DIRECTOR OF ADULTS AND COMMUNITIES

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of the outcomes of the Community Life Choices (CLC) Framework procurement and the consultation on proposed changes to the provision of the in-house CLC services (day services) and make recommendations for a proposed way forward.

Recommendations

2. It is recommended that:
 - a) The services offered under the new Community Life Choices (CLC) Framework be noted;
 - b) The outcome of the consultation on the proposed changes to the Council's in-house CLC services be noted;
 - c) The changes to the Council's in-house CLC services be agreed as follows:
 - i) The in-house short breaks services integrate a CLC offer as part of people's short breaks stay at the existing facilities in Melton Mowbray, Wigston and Hinckley;
 - ii) The services for adults currently providing long-term maintenance CLC packages to be closed to new referrals and appropriate alternative provision be sourced for existing service users via the CLC Framework;
 - iii) All in-house CLC services for adults providing long term maintenance CLC packages to cease, and such services to be provided in future through the CLC Framework;
 - d) It be noted that the existing users of the Council's in-house CLC services will be fully supported in their transition to alternative services.

Reasons for Recommendations

3. The County Council's provision of CLC services has steadily reduced over several years. The COVID-19 pandemic has further affected the demand for Council run services and the Council's capacity to deliver in-house services has been dramatically reduced over the past 18 months as a result of the need to maintain social distancing and other COVID-19 related restrictions, leading to a requirement to consider how best to use the resources available to the Council to deliver the right outcomes for service users.
4. It is therefore proposed to re-focus in-house services on crisis care, short term reablement and enablement, and support for carers through the delivery of a responsive seven day a week service.
5. Long-term maintenance CLC support can be delivered effectively by external providers. The new CLC Framework started in late November 2021. There are 27 organisations on the new Framework, eight of whom were not on the previous CLC Framework. There are 13 providers who can deliver services for people with Profound and Multiple Learning Disabilities.

Timetable for Decisions (including Scrutiny)

6. The Adults and Communities Overview and Scrutiny Committee considered a report on the proposals at its meeting on 7 June 2021 and a further report on 1 November 2021 on the outcome of the consultation and progress on the CLC Framework procurement. The Committee's comments are set out in Part B of this report.
7. An Action Plan to consult further with staff on the closure of services and potential redeployment opportunities will commence from Spring 2022 and where appropriate sooner in parallel with transitions of service users to appropriate alternative services.

Policy Framework and Previous Decisions

8. The proposals in this report directly link to the "Working Together for the Benefit Everyone: Leicestershire County Council's Strategic Plan 2018-22" and in particular, the strategic outcomes of Wellbeing and Opportunity and Keeping People Safe. The proposals are also integral to the delivery of the ambitions for Adult Social Care which are detailed in the Delivering Wellbeing and Opportunity in Leicestershire Adults and Communities Department Ambitions and Strategy for 2020–2024.
9. The Care Act 2014 gives the Council responsibility for ensuring there is a wide range of good quality care and support services available for people to choose from. Emphasis is placed on the importance of enabling adults with needs for care and support and carers with needs and support, where they wish to do so, to participate in work, education, or training.
10. On 22 June 2021, the Cabinet approved the procurement of a new CLC Provider Framework, with a view to the new service being implemented by the end of November 2021. The Cabinet also authorised the Director of Adults and Communities to commence a consultation exercise on proposals to reduce the

Council's in-house CLC services and support existing service users move to appropriate alternative services.

11. The procurement of the new CLC Framework closed on 27 September 2021 and following the evaluation of the tenders and the final contract award there are 27 organisations on the new Framework, which went live on 29 November 2021.

Resource Implications

12. The current budget for in-house CLC service provision for 2021/22 is £3m. Analysis is ongoing to quantify future costs balancing the cost of in-house provision against expenditure on externally provided alternative services.
13. Staffing at in-house CLC services will be carefully managed to maintain a safe level of service and good quality of support whilst facilitating service user transitions. Some existing staff remain temporarily redeployed in response to recovery from the pandemic and there are sufficient alternative posts for any displaced staff within the Department.
14. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the contents of this report.

Circulation under the Local Issues Alert Procedure

15. This report has been sent to all members of the County Council.

Officers to Contact

Jon Wilson
Director of Adults and Communities
Telephone: 0116 305 7454
Email: jon.wilson@leics.gov.uk

Heather Pick
Assistant Director of Adults and Communities
Telephone: 0116 305 7454
Email: heather.pick@leics.gov.uk

PART B**Background****New CLC Framework**

16. The County Council operates a commissioning framework for the provision of day services known as Community Life Choices (CLC), which allows service users choice of provision from a selection of pre-approved providers. The primary purpose of the CLC service is to enable people to remain in their own homes, living as independently as possible to achieve and maintain their potential in relation to physical, intellectual, emotional and social capacity. Over 900 people are currently receiving CLC services via the CLC framework and/or via a Direct Payment.
17. The new CLC Framework went live on 29 November 2021. There are 27 organisations on the new Framework, eight of whom were not on the previous CLC Framework. Within the new Framework there are specific lots relating to the delivery of support for people with Profound and Multiple Learning Disabilities, specialist Dementia Support and for Managed PA services (successful providers were evaluated on their ability to deliver these services, alongside services for the other groups on the Framework). The Service Specification lists essential support skills that staff are required to have to be able to support people with specific needs, including Profound and Multiple Learning Disabilities. The following services are available. Some providers will operate services from more than one location and could operate multiple smaller services from a location:

District	Services offered under the new CLC Framework						
	Learning Disability	Profound and Multiple Learning Disability	Physical Disability	Mental Health	Older People over 55	Specialist Dementia Support	Managed PA support
Charnwood	22	5	9		8	8	2
North West Leicestershire	2				1	1	
Hinckley and Bosworth	8	7	7	1	1	2	2
Melton	1				2		
Harborough	2	1					1
Blaby	1	2	1		1	1	
Oadby and Wigston	3	2	1	1	1	1	
Countywide	4	3	2	3	2	2	2
Leicester City	11	3	9		4	8	6
Out of County	1						
Total	55	23	29	5	20	23	13

18. Discussions have commenced with providers on the new Framework regarding their current and future capacity and development plans.

19. In expanding current services providers noted the challenges of the availability of appropriate building bases and staff recruitment. Providers also commented on the time it will take to prepare services to support people with more complex needs, for example specialist staff training, obtaining equipment and the need to allow a gradual transition of people into the new services.
20. However, key messages coming from these discussions are that providers are interested in expanding their services, including increasing the services available for people with Profound and Multiple Learning Disabilities. There is also a willingness from providers to expand their services to new areas of the County.

In-house CLC Services

21. In addition to the CLC Framework, there are currently 10 building-based day services provided in-house. The Council currently employs 43 full time equivalent staff across locations in Ashby, Blaby, Coalville, Hinckley, Loughborough, Market Harborough, Melton Mowbray, South Wigston and Wigston.
22. The County Council's market share within the CLC provider market has steadily reduced over several years; this is due to several factors including local policy changes and growth in the independent market. The COVID-19 pandemic has also meant that in-house service capacity has been reduced over the past 18 months because of the need to maintain social distancing and other COVID-19 related restrictions, leading to a requirement to consider how best to use the limited resources available to the Council to deliver the right outcomes for service users.
23. To that end the Council proposes to re-focus its in-house services on crisis care, short-term reablement and enablement, support for carers through the delivery of a responsive seven day a week service based at existing short breaks services, whilst ceasing the provision of long-term maintenance CLC support.
24. Through the re-procurement of the CLC Framework, the external market was tested to establish whether capacity can be developed to meet the needs of people who attend in-house CLC services.
25. Since the start of the pandemic in March 2020, staff from the in-house CLC services have been actively reviewing services users' needs and existing support plans, working with service users and their families. Where there has been a need or request, appropriate alternative provision has been sourced from within the current provider market to ensure that people can be effectively supported during the pandemic at a time of reduced capacity.
26. This has resulted in a 31% reduction in the number of service users accessing in-house CLC provision since the Cabinet's approval to consult on the proposed changes to the service in June 2021. The pre-consultation and current service usage is outlined in the tables overleaf:

Pre-consultation service usage	No. of service users
The Trees, Hinckley	7
Bridgeview, Melton	13
Community Resource Centre, Coalville	15
Hood Court, Ashby	3
Roman Way, Market Harborough	17
Timber Street, Wigston	8
Carlton Drive/Blaby Base, Wigston	20
Charnwood CLC/Victoria, Loughborough	29
Total	112

Post-consultation service usage as at 23 November 2021	No. of service users
The Trees, Hinckley	3
Bridgeview, Melton	9
Community Resource Centre, Coalville	9
Hood Court, Ashby	1
Roman Way, Market Harborough	10
Timber Street, Wigston	12
Carlton Drive/Blaby Base, Wigston	11
Charnwood CLC/Victoria, Loughborough	22
Total	77

27. Of the current 77 service users accessing in-house provision, seven are currently in the process of transition to alternative services and it is anticipated that these transitions will be completed by 10 January 2022.

Consultation Process

28. In advance of the launch of the formal consultation, communication with people who are directly affected by these proposals had taken place including with the service staff. Information and reports were shared and opportunities for people to make contact to discuss the proposal was made available.
29. The eight-week formal consultation on changes to the in-house CLC services was launched on 31 August 2021 and closed on 26 October 2021. The consultation comprised of a document narrating the details of the proposal, alongside a questionnaire and were available via the Council's website at www.leicestershire.gov.uk/in-house-community-life-choices or by post on request.

30. An Easy Read version of the consultation was also produced. A dedicated mailbox (email) and phone line was set up to ensure that enquiries can be directed and responded to accordingly.
31. The launch of the consultation was communicated directly with service users and/or relatives and carers affected by the proposal, and paper copies including an Easy Read version of the consultation documents were distributed.
32. Service users and/or relatives and carers of those people who currently use in-house CLC services were invited to discuss the proposal by telephone or face-to-face meetings. This had been made possible by holding meetings in a building deemed to be COVID safe by the Council's Health and Safety Team, ensuring appropriate personal protective equipment and social distancing measures were adopted.
33. Face-to-face meetings and direct support was provided to those people impacted by the proposal to complete consultation surveys where required.
34. Where appropriate, advocacy and translation services had also been engaged in maximising engagement and ensuring that people fully understand the proposal and are able to contribute their views and have their say in the consultation.
35. Virtual team meetings were held with service staff and offers for one-to-one meetings and wellbeing support provided.
36. The consultation was also promoted to:
 - Employees of Direct Services;
 - Elected Members;
 - Trade Unions;
 - Leicester City Council;
 - Rutland Council;
 - Local Clinical Commissioning Groups;
 - Blaby District Council;
 - Charnwood Borough Council;
 - Oadby and Wigston Borough Council;
 - North West Leicestershire District Council;
 - Harborough District Council;
 - Hinckley and Bosworth Borough Council;
 - Melton Borough Council;
 - Healthwatch;
 - Voluntary Action Leicester;
 - General public via a media release and social media posts on the Council's Facebook and Twitter platforms;
 - Learning Disability Partnership Board.
37. By the time the consultation closed on 26 October 2021, the Council had received a total of 288 responses to the consultation. Six responses (from service users and/or relatives/carers) were subsequently received by post and have also been included.

38. Appendix A to this report details the consultation responses from service users and/or their relatives and carers; a total of 79 responses. Appendix B details all other responses to the consultation, a total of 213 responses. A summary of the survey responses is given below.
39. An online petition was launched by a member of the public opposing the proposals in particular to the closure of in-house CLC services in Harborough. As at 1 December 2021, this petition has not been submitted to the Council.

Overview of Consultation Survey Responses

40. The overwhelming majority of respondents strongly disagreed with the proposal for the Council's in-house CLC services to stop providing long term day services – 91% of the current users/relatives/carers of in-house CLC services and 83% of the total respondents.
41. Based on the additional comments made, the main reasoning for this response is the perception of lack of alternative provision in the external provider market, examples of responses being:
- *“I totally disagree because you can't provide places for people like the man I care for who needs 1-1 care, you've been looking for weeks.”*
 - *“The lack of alternatives for the service user support. There is a shortness in the Melton area of support that is able to meet their needs.”*
 - *“This provides an important service to both service users and families. There is no other service in this area that provides this kind of service to people with very complex needs.”*
 - *“We have tried other services in the past but unfortunately they didn't meet my daughter's needs.”*
 - *“(anonymous) has tried attending independent services and they cannot cope with him.”*
 - *“Private sector is not suitable for me needs.”*
 - *“Services delivered in house are for people with complex care and support needs and these facilities are unavailable in the private sector. Also, staff in the independent sector are not use to dealing with crisis care and/or have the skill set required like the in-house provision.”*
 - *“The council must be sure that the new service will be good before they shut existing service.”*
 - *“are there the width and breadth of services that the clients of our sector require. For example, as far as I am aware in the independent sector the amount of hoists is pitiful, as there seems to be a lack of will, knowledge and training.”*
42. There were some respondents who viewed the proposals as a positive, examples of responses included:
- *“Well running cost are high and using the services - clients are reduced. Outsourcing a package would give more choice to clients. Clients would have more say in tailoring their need. Also it would create jobs and employment.”*
 - *“I think the resources could be better targeted towards individual need, e.g. in the community or support in peoples own homes.”*

- *“I feel that the independent sector offer more in the way of more appropriate activities than our in house service. Service Users no longer want to play games and bingo, preferring to do activities that are more meaningful.”*

43. Over half of the respondents strongly disagreed with the Council’s proposals to support existing service users to transition from in-house CLC services to new alternative provision if the Council stopped providing long-term days services at in-house CLC locations – 51% of the current users/relatives/carers of in-house CLC services and 52% of the total respondents. Most of the respondents replied in this way because they were against the overall proposals to cease in-house service provision, not the proposals to support the transition to alternative services.
44. Approximately half of the respondents strongly disagreed that the market (via an open framework) could provide an improved level of diversity, choice and control in the range of CLC services available to service users – 52% of the current users/relatives/carers of in-house CLC services and 49% of the total respondents.
45. The main reasoning for this was the perception of the lack of capacity to deal with more complex needs of individuals:
- “Again, no placements available for more complex needs.”*
 - “Other services may be unable to provide the level of care or expertise that CLC services currently provide. Most of the people that use the services have complex needs.”*
 - “Because many people with the conditions will not be acceptable to private providers as they do not have the means to accommodate them as mentioned previously. The providers that you mention do not exist at present. The facilities needed, do not coincide with the facilities being offered.”*
 - “Our daughter has tried various alternatives in the past, but they failed to meet her needs and put more strain and stress on our family.”*
 - “We have no knowledge of the availability of provision in the sector. Lack of information.”*
 - “Don’t know what’s out there, there isn’t really anything in this area.”*
 - “The market lacks capacity in general and does not have the appropriate facilities to accommodate such a range of services. It is likely that support packages will breakdown and mean that the council would need to provide more services around the person.”*
46. There were some respondents who viewed the proposal as a positive, examples of responses included:
- “There are some excellent providers out there that offer more person centred plans to people.”*
 - “It is a good idea and should help.”*
 - “It is more likely to meet the individual needs of the service user.”*
47. The following themes were identified during the consultation, which mirrored those that were highlighted during the pre-engagement activity. An officer response to these themes is detailed within each point:

That long term in-house CLC maintenance services should be retained

48. A theme throughout the consultation responses was that an in-house Council-run CLC service should be retained. Despite this concern from users of the service, the overall registered user group number is now down 31% since the Cabinet agreed to consult on the proposals to close the service, as a consequence of sourcing external provision to ensure that people's support needs were met at a time of reduced internal capacity due to COVID-19 restrictions. Pre-consultation there were 112 registered users of in-house CLC services, and as of 23 November 2021, this number has reduced to 77 following a successful programme of reviewing service users' needs and seeking appropriate alternative provision within the provider market.

There is a lack of alternative provision locally to cater for service users with more complex needs

49. There was strong feedback from both service users and the public that there was a lack of suitable local provision within the current provider market to meet the needs of people who have more complex needs, particularly people with Profound and Multiple Learning Disabilities.
50. As noted in paragraph 17 above, a new CLC Framework has recently been procured which has provided some assurance in respect to current services and confirmed the capacity to further expand the availability of provision over the term of the contract. No services will be closed until such time as every service user has an alternative service able to meet their needs.

An acknowledgement that the current in-house CLC service provision is good and successfully meets the needs of the existing cohort of service users

51. There was strong feedback from service users that the current level of service they receive from in-house CLC services was of very high quality and that continuity of staff and regular routine were characteristics very strongly valued.
52. The Council acknowledges this feedback and is proud of the high-quality accolades received by its users and their representatives. However, over time the Council's share of the CLC market has been steadily reducing and it currently occupies less than 10% of that market. Running the service at current staffing and operational levels is unsustainable, making the service more expensive to run for a reducing pool of service users. Consideration must now be given to how best to use the resources available to the Council to deliver the right outcomes for service users.

The proposals will have a negative impact on those who currently access in-house CLC services

53. There was concern that closing in-house CLC services and moving the existing service users to alternative provision would have a negative impact on them due to the complexities in their level of need; disruption to routine and the difficulty that the transition period would present e.g. transport, establishing new relationships with their new provider. Discussions with families and service users in the pre-

engagement period and subsequently during visits as part of the review of needs to look at alternatives have gone some way to alleviating these concerns. The continuity of care and support arrangements was very important to families. It was noted that any transition would be undertaken in a planned way, with taster visits and early engagement with newly identified providers to ensure a smooth transition.

Concern that these proposals will result in lack of continuity and that relationships that staff have built up with service users will not be replicated in alternative provision

54. It is fully acknowledged that service users and their families/carers value the quality of service provided by existing in-house CLC provision and that continuity of staff is key to the delivery of excellent care.
55. It is a priority for the Council to ensure that there are sufficient and appropriate services available throughout the County to meet the needs of the people accessing these services.

The pandemic has confirmed that alternative service delivery methods such as virtual sessions via Zoom or other remote outreach delivery mechanisms do not work or adequately meet service users' needs

56. The Council's limited capacity throughout much of the pandemic has meant that delivery of traditional building-based services was not possible due to COVID risk assessments, the need for social distancing and so on. This resulted in alternative ways to interact with service users to ensure their welfare was being maintained; mainly delivered through telephony welfare checks and through community outreach sessions.
57. Feedback from the consultation has confirmed that service users did not place much value on such alternatives and would greatly prefer to have building-based services or community outreach activities on a one-to-one or group support basis. This feedback will be used to inform the types of services that will be offered from providers within the new CLC framework.

Comments of the Adults and Communities Overview and Scrutiny Committee

58. The Adults and Communities Overview and Scrutiny Committee considered a report on the proposals and consultation feedback at its meeting 1 November 2021. Whilst it noted that the overwhelming majority of respondents to the public consultation strongly disagreed with proposal that the Council's in-house CLC service stops providing long term day service packages, the Committee supported the proposed way forward, taking into account the assurance provide by the Director that:
 - a) the recent procurement of the new CLC Framework had provided a reasonable level of assurance that there was interest from the independent market to deliver day services including for those with highly complex needs;
 - b) the Department was not looking to cease providing in-house CLC services, but instead sought to refocus them around its short breaks provision which would

enable particular focus to be given to supporting carers through the delivery of a responsive seven day a week service, crisis management and supporting people to learn and re-learn skills to enable them to become more independent and re-join the CLC independent market;

- c) that there was an ambition for the Department to help support the growth and development of the independent sector in this area.

59. A Member representing an electoral division in the Oadby and Wigston district asked the Committee to specifically note their opposition to the proposal for the Council to cease providing long term in-house day service packages. They advised that in their experience the Council's day services and its staff had always been exemplary; and expressed concern that private providers might not provide the same level of activities and the types of people that used the service often found change stressful. They suggested that the Council should continue but instead reduce its service and the number of buildings used, to reflect the drop in demand.

Conclusions

60. The pre-engagement activity and overall consultation has provided an opportunity to improve the understanding of individual circumstances and support needs of families and service users affected by these proposals. It is noted that the overall view of respondents remains that a Council-run CLC service for the provision of long-term maintenance CLC packages should be retained, and that a move to an open CLC Framework will result in a lack of choice and alternative provision to cater for those customers with more complex needs.
61. Whilst acknowledging the responses to the consultation, the Adults and Communities Department believes that directly provided maintenance CLC services should cease to be provided to allow the Council to focus on the provision of short-term, crisis, reablement and crisis support. Working closely with the remaining users of in-house CLC services and the provider market, the Council aims to identify any areas for service development and work together to bridge the gaps so as to transition service users over a period of time when appropriate services are available.
62. Although a new CLC Framework has now been established, the Council will not rule out any offers for transfer of service as oppose to transfer of individuals. For example; some providers may express an interest to utilise existing Council property assets as an accommodation base for their service. This however does bring separate consideration and will need to be evaluated against the requirements of the framework and other interested Council stakeholders (Strategic Property Services, People Services, Commissioning Support Unit, Legal etc).
63. The proposed closure of all in-house operated CLC services as a place for the provision of long-term maintenance CLC packages will require the carefully managed transition of 77 remaining users of the service. Subject to the Cabinet's agreement to the proposals in this report, contact will be made with families and users of this service to develop personalised transition plans.

64. Formal consultation will be undertaken with staff who work at all in-house CLC service building bases on the proposed closure of the service, whilst exploring redeployment options that are available with a view to minimising any compulsory redundancies.
65. Should the Cabinet approve the recommendation in this report, the existing CLC building-based sites (excluding those at Melton, Hinckley and Wigston, to be retained as short breaks building bases) will be subject to discussions with the Council's Strategic Property Services to determine the Council's future asset requirements.

Equality and Human Rights Implications

66. An Equality and Human Rights Impact Assessment (EHRIA) screening document has been completed in relation to the consultation and proposals agreed by the Council's Cabinet. It has been reviewed following the conclusion of the consultation and concluded that the recommendations should have a neutral impact on the services.
67. The EHRIA reiterated the need for attention to be paid to the management of change processes to ensure people are supported well through any transitional arrangements.

Background papers

Leicestershire County Council Strategic Plan 2018-22

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/2/1/LCC-Strategic-Plan-2018-22.pdf>

Delivering Wellbeing and Opportunity in Leicestershire – Adults and Communities Department Ambitions and Strategy for 2020-24

<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/2020/9/30/Vision-and-Strategy-for-Adults-and-Communities-Department-2020-2024.pdf>

Report to Adults and Communities Overview and Scrutiny Committee: 6 September 2016 - Community Life Choices Framework 2017-20 and Consultation on Future Delivery

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1040&MId=4521&Ver=4>

Report to the Cabinet 11 October 2016 – Community Life Choices Framework 2017-20 - Outcome of Consultation on Future Delivery

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4606&Ver=4>

Report to Adults and Communities Overview and Scrutiny Committee – 1 November 2016 - Community Life Choices Framework 2017-20 – Outcome of Consultation on Future Delivery

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1040&MId=4936&Ver=4>

Report to Adults and Communities Overview and Scrutiny Committee – 7 June 2021 – Procurement of Community Life Choices Services

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1040&MId=6462>

Report to the Cabinet: 22 June 2021 – Procurement of Community Life Choices Services
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MID=6444>

Report to the Adults and Communities Overview and Scrutiny Committee – 1 November 2021 - Procurement of Community Life Choices Services and Outcome of Consultation on In-House CLC Proposals
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1040&MId=6464&Ver=4>

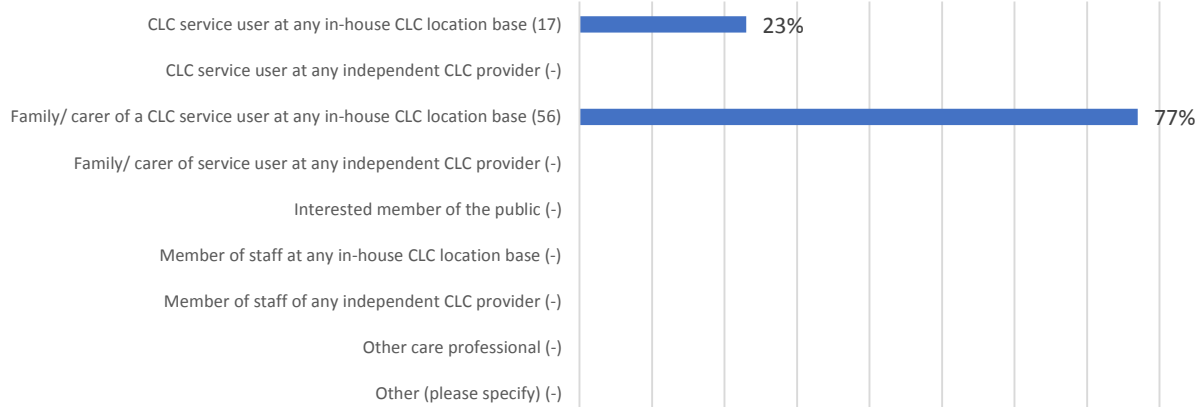
Appendices

Appendix A – Consultation Survey Responses – Service Users/Relatives/Carers

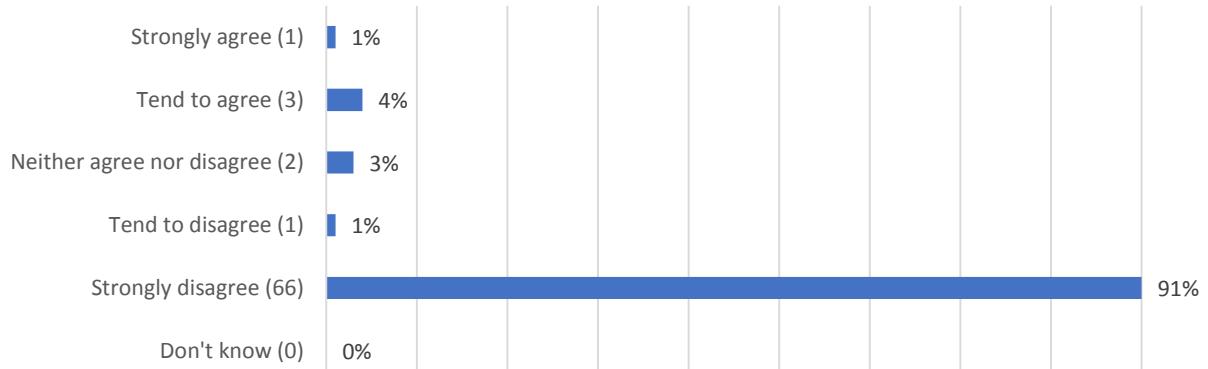
Appendix B – Consultation Survey Responses – All Other Respondents

Service User/Relatives/Carers

Q1. In what role are you responding to this consultation?
Please select one option only.

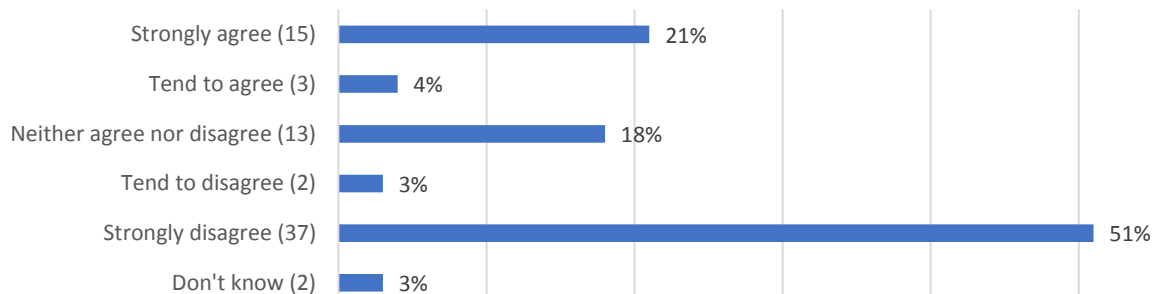


Q2. To what extent do you agree or disagree with the proposal for the council's in-house CLC services to stop providing long term day services packages?



Q2. Response Themes	No. of Responses
Would like the council to continue providing this service in-house	58
Lack of alternative provision for people with complex care needs	20
People accessing the service may not respond well to change due to health reasons	8
Resources should be targeted in the community/in favour of private provision	4

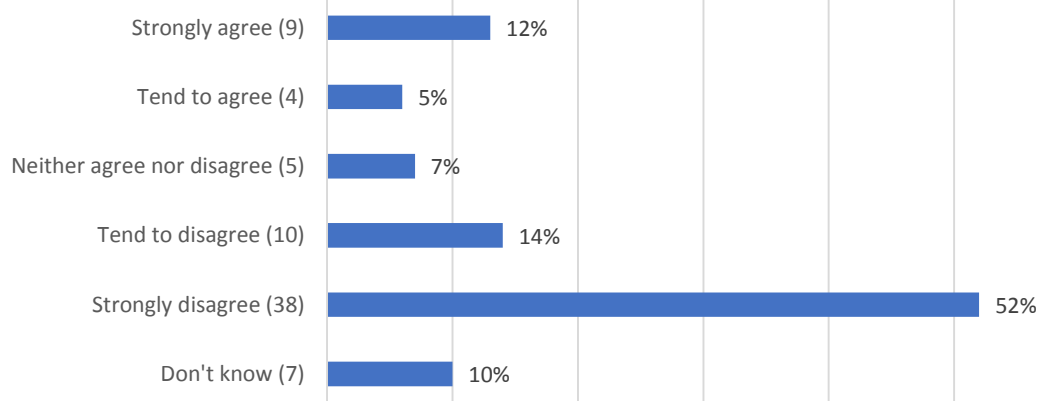
Q3. To what extent do you agree or disagree with the council's proposals to support existing service users to transition from in house CLC services to new alternative provision if we stopped providing long term day services at in house CLC locations?



Q3. Response Themes	No. of Responses
Would like the council to continue providing this service in-house / Peoples needs are well met	46
People will require support with any transition / Council should monitor the quality care on transfer	37
Lack of alternative provision for people with complex care needs	17
Changes would have a negative impact on people's health and wellbeing	9
There is a lack of skill/expertise in the independent sector to meet needs of people with complex care needs	6

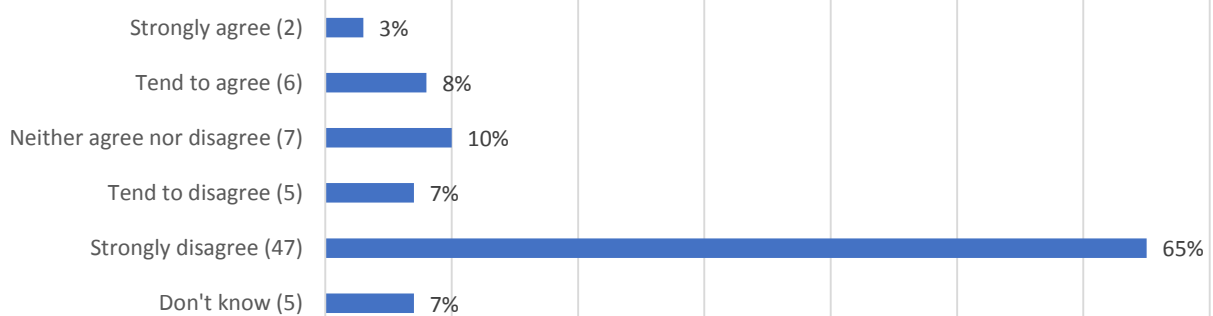
What else, if anything, do you think the council should consider doing to support individuals to transition to alternative CLC provision?	
Response Themes	No. of Responses
The council should not transfer or seek alternative provisions for service users /Council should continue providing the service	29
Provide tailored support to mitigate impact on service users and their families	25
The council should provide a list of alternative services; visits & trial periods	3

Q4. To what extent do you agree that the market (via an open framework) could provide an improved level of diversity, choice and control in the range of CLC services?



Q4. Response Themes	No. of Responses
Lack of alternative/local provision for people with complex care needs	22
Would like the council to continue providing this service in-house / Peoples needs are well met	18
There is a lack of information to make a decision	16
The proposal could improve the range of services available	11

Q5. To what extent do you agree or disagree that following the Covid-19 pandemic you are more open to new types of CLC services and different ways for people to access these in the future?



Q5. Response Themes	No. of Responses
Would like the council to continue providing this service in-house / Peoples needs are well met	42
Virtual/Outreach services won't work	38
Changes would have a negative impact on people's health and wellbeing	10
Open to opportunities of new types/different ways for people to access services	6

Q6. What do you value most about the in-house CLC services? What would you like to see carried on in the future?

Q6. Response Themes	No. of Responses
Peoples needs are well met	44
The staff, their skills/knowledge/experience	39

Q7. Do you have any other comments on the potential impact of these proposals?

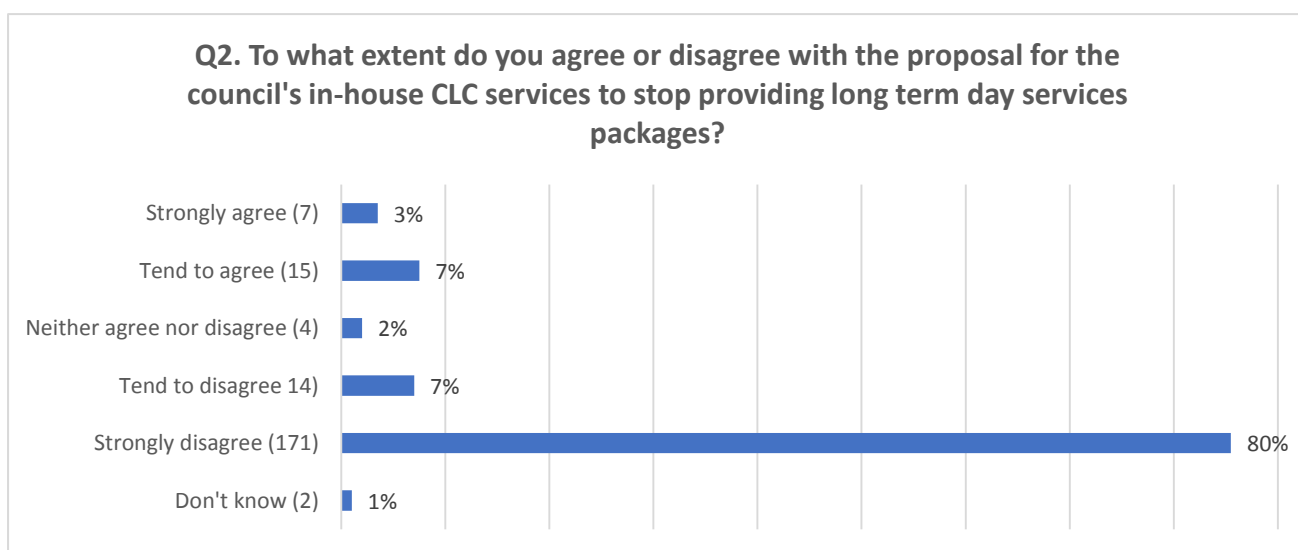
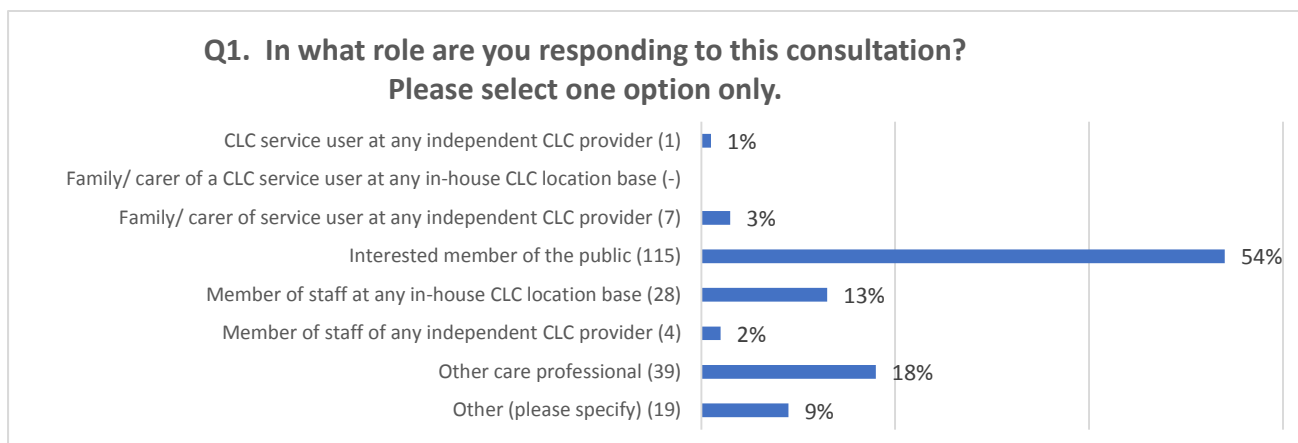
This includes measures we could put in place to reduce any possible negative impacts of these proposals or to maximise any benefits

Q7. Response Themes	No. of Responses
Negative impact on people/families of people who access the in-house services	19
Would like the council to continue providing this service in-house / Peoples needs are well met	17
Provide tailored support to people to mitigate impact on service users and their families transitioning to alternative services	8
Resources should be targeted in the community/spent wisely	8
Independent providers to provide open days for people	2
Impact on in-house CLC staff, loss of trained, knowledgeable staff	2

Q8. Do You Have Any Other Comments?

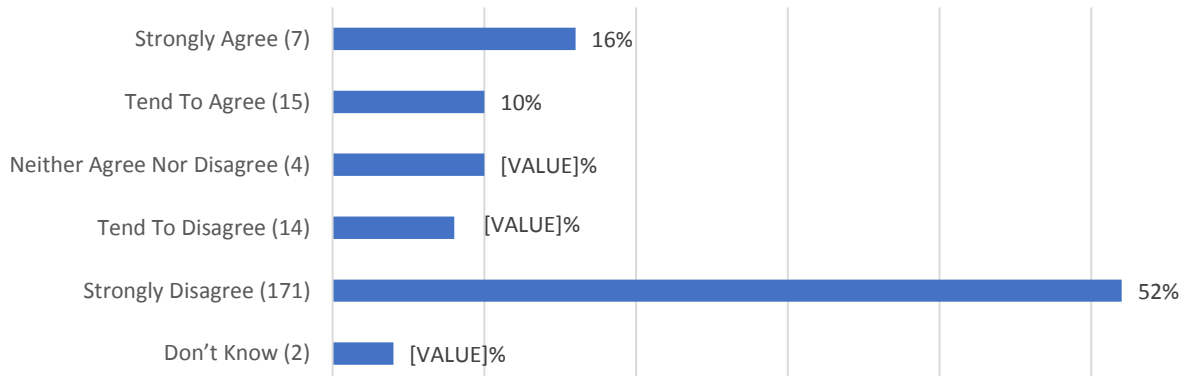
Q8. Response Themes	No. of Responses
Reconsider the proposals/ Invest in existing services	18
There is a lack of skill/expertise in the independent sector to meet needs of people with complex care needs	16
Not sure about proposal/require more information	3

All Other Responses



Q2. Response Themes	No. of Responses
Would like the council to continue providing this service in-house	132
Lack of alternative provision for people with complex care needs	36
Resources should be targeted in the community/Generally agrees with proposals	24
People accessing the service may not respond well to change due to health reasons	15

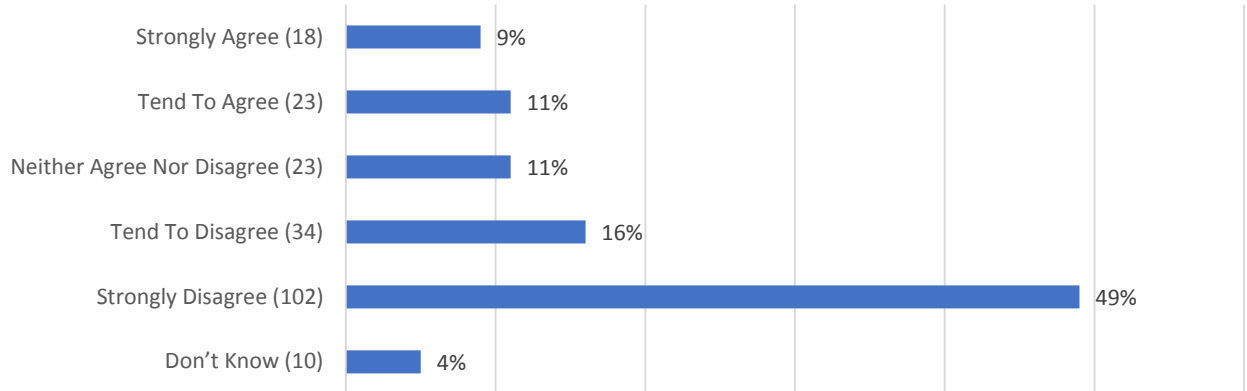
Q3. To what extent do you agree or disagree with the council's proposals to support existing service users to transition from in house CLC services to new alternative provision if we stopped providing long term day services at in house CLC locations?



Q3. Response Themes	No. of Responses
Changes would have a negative impact on people's health and wellbeing	43
People will require support with any transition / Council should monitor the quality care on transfer	41
Lack of alternative provision for people with complex care needs	25
There is a lack of skill/expertise in the independent sector to meet needs of people with complex care needs	14
Generally agrees with proposals	9

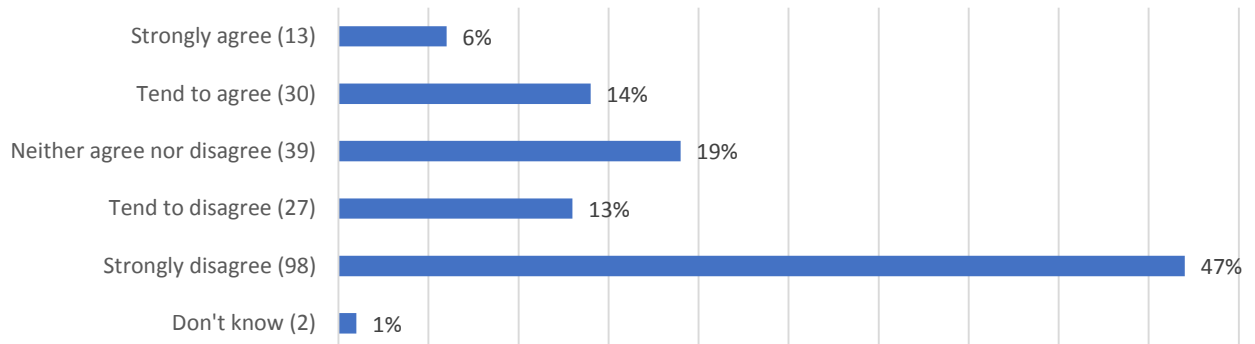
What else, if anything, do you think the council should consider doing to support individuals to transition to alternative CLC provision?	
Response Themes	No. of Responses
Provide tailored support to mitigate impact on service users and their families	70
The council should not transfer or seek alternative provisions for service users/ Council should continue providing the service	58
The council should provide a list of alternative services; visits & trial periods	15

Q4. To what extent do you agree that the market (via an open framework) could provide an improved level of diversity, choice and control in the range of CLC services?



Q4. Response Themes	No. of Responses
Lack of alternative/local provision for people with complex care needs	61
Would like the council to continue providing this service in-house / Peoples needs are well met	24
The proposal could improve the range of services available	19
There is a lack of information to make a decision	16

Q5. To what extent do you agree or disagree that following the Covid-19 pandemic you are more open to new types of CLC services and different ways for people to access these in the future?



Q5. Response Themes	No. of Responses
Virtual/ Outreach services won't work	60
Would like the council to continue providing this service in-house	49
Generally agrees with proposals	25
Not aware of available options/ People should be given a choice	9
Resources should be targeted in the community	8
Changes would have a negative impact on people's health and wellbeing	6

Q6. What do you value most about the in-house CLC services? What would you like to see carried on in the future?

Q6. Response Themes	No. of Responses
Peoples needs are well met	101
The staff, their skills/knowledge/experience	87

Q7. Do you have any other comments on the potential impact of these proposals?

This includes measures we could put in place to reduce any possible negative impacts of these proposals or to maximise any benefits

Q7. Response Themes	No. of Responses
Negative impact on people/families of people who access the in-house services	41
Would like the council to continue providing this service in-house	35
Resources should be targeted in the community/spent wisely	18
Provide tailored support to people to mitigate impact on service users and their families transitioning to alternative services	16
Impact on in-house CLC staff, loss of trained, knowledgeable staff	10

Q8 Do You Have Any Other Comments?

Q8. Response Themes	No. of Responses
Reconsider the proposals/ Invest in existing services	28
There is a lack of skill/expertise in the independent sector to meet needs of people with complex care needs	16
Consult with people affected by the proposals	6



CABINET – 14 DECEMBER 2021

LEICESTERSHIRE DOMESTIC ABUSE REDUCTION STRATEGY
2022-24

REPORT OF THE DIRECTOR OF CHILDREN AND FAMILY SERVICE

PART A

Purpose of the Report

1. The purpose of this report is to provide the Cabinet with a summary of responses to the consultation to date concerning the County Council's Domestic Abuse Reduction Strategy (2022 – 2024) and to seek the Cabinet's approval for the Director of Children and Family Services to finalise the Strategy ahead of its publication in early January 2022.
2. The report also sets out a proposed approach in relation to the establishment of a Domestic Abuse Local Partnership Board, a multi-agency Board required by the Domestic Abuse Act 2021, responsible for tackling domestic abuse and supporting victims and their children.

Recommendations

3. It is recommended that:
 - (a) The consultation responses to date on the draft Leicestershire Domestic Abuse Reduction Strategy 2022 – 2024, be noted;
 - (b) The latest version of the draft Strategy, attached as the appendix to the report, be approved, noting that further amendments may be necessary in order to address additional consultation responses received ahead of its closing on 21 December 2021;
 - (c) Following the end of the consultation, the Director of Children and Family Services, following consultation with the Lead Member, be authorised to take the necessary steps to finalise and publish the Strategy ahead of the statutory deadline of the 5 January 2022;
 - (d) The proposed approach to establishing the required Domestic Abuse Local Partnership Board as set out in the report, be approved.

Reasons for Recommendation

4. The Domestic Abuse Act 2021 places a number of statutory duties on the County Council including the requirement to publish a Domestic Abuse Strategy by 5 January 2022 and to establish a Domestic Abuse Local Partnership Board.

Timetable for Decisions (including Scrutiny)

5. As part of the consultation, the draft Strategy was considered by the Scrutiny Commission on 17 November 2021 and its comments are summarised in Part B of this report.
6. Subject to approval, the Director of Children and Family Services, following consultation with the Lead Member, will finalise the Strategy following the closure of the consultation and publish it by the 5 January 2022 deadline.
7. The Police and Justice Act 2006 requires County Councils in two-tier areas to set up county-level Crime and Disorder Strategy Groups to provide strategic leadership and direction on community safety matters, including domestic abuse, across the region. In Leicestershire, this is the Leicestershire Safer Communities Strategy Board (LSCSB) which is chaired by the County Council's Lead Member for Children and Families and Community Safety. Other Board members include the chairs from each of the CSPs, senior representatives from the other responsible authorities, the Police and Crime Commissioner and their Chief Executive.
8. The LSCSB considered a report concerning the proposed approach to establishing a Domestic Abuse Local Partnership Board at its meeting on the 10 December 2021.

Policy Framework and Previous Decisions

9. Leicestershire County Council has in place a Domestic Abuse (DA) Reduction Strategy (2018 – 2021) which sets out the partnership approach to tackling DA.
10. The priorities that form the new Strategy align closely with the vision and aims set out in the County Council's revised draft Strategic Plan (2022-26) which is currently being consulted upon. The draft Strategic Plan is based on five strategic outcomes which reflect the Council's vision for Leicestershire. Each outcome is accompanied by specific aims and actions to deliver the outcome over the next four years.
11. The outcome with the strongest links to the DA Strategy is the 'Keeping People Safe and Well' outcome, which covers people being safe and well in their daily lives, as well as the Council's safeguarding duties to protect vulnerable people. This outcome includes, a sub-outcome 'People at the most risk are protected from harm', an aim for vulnerable people to be identified and protected from harm and abuse. This is supported by an action for the County Council to focus on combatting sexual violence and domestic abuse by developing a DA

Strategy, protecting all survivors and their families in safe and appropriate accommodation and improving our understanding of perpetrators and how to respond to them.

12. The Cabinet approved the draft DA Strategy for consultation at its meeting on 26 October 2021

Resource Implications

13. Funding by way of a three-year grant has been allocated by the Department of Levelling Up, Housing and Communities (DLUHC). The County Council received £1,127,205 in year one (2021/22), whilst each district council received approximately £33,000. The funding allocated to the County Council will form part of the Children and Family Services directorate budget overseen by the Director of Children and Family Services and the DA Local Partnership Board will monitor outcomes against the use of these funds.
14. It is not clear whether the financial allocation awarded in 2021/22 will be reflected in subsequent years, with both years two and three tied to a Central Government spending review. A financial plan will be developed alongside the new Strategy and this will outline how the County Council funding will be allocated to the specific requirements of the new duties.
15. The services to be commissioned include therapeutic, specialist and advocacy support services as per the grant conditions and not for accommodation itself (which would create a longer-term funding risk). It is intended to fund these fully within the DLUHC grant and therefore no further funding is requested at this time. Resources required to administer the grant and duties will be delivered using existing staff resources.
16. As this funding is time limited there is some financial risk of the Authority needing to provide additional future funding. However, the Government has advised the intention of future funding in the policy with reference to:

“In the spirit of the New Burdens Doctrine, the duty will be funded in future years. The amount of funding from April 2022 will be a matter for the next Spending Review”.
17. The Director of Corporate Resources has been consulted on the content of this report.

Legal Implications

18. The DA Act places a duty on the County Council to prepare, give effect to and monitor a strategy based on an assessment of the need for accommodation-based support for victims of domestic abuse in the Council’s area.

19. The DA Act also places a duty to create a Domestic Abuse Partnership Board to advise the Council about its functions under s57 plus the provision of other local authority support in its area.
20. The Director of Law and Governance has been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

21. A copy of this report will be circulated to all members.

Officer(s) to Contact

Jane Moore, Director of Children and Family Services
Email: jane.moore@leics.gov.uk

Gurjit Samra-Rai, Community Safety Manager
Email: gurjit.samra-rai@leics.gov.uk

PART B

Background

22. The DA Act received royal assent in April 2021. The Act places a duty on tier one local authorities (the County Council) to provide accommodation based support to victims of domestic abuse and their children in refuges and other safe accommodation and provides clarity over governance and accountability, requiring tier two councils (district councils), to co-operate with the lead local authority.
23. In line with the DA Act, the County Council is also required to produce a DA Reduction Strategy which sets out a partnership approach to tackling DA. The first iteration of the draft Strategy was considered by the Cabinet at its meeting on the 26 October. The final Strategy must be published by 5 January 2022 and the funding allocation for year one must be spent/allocated by 31 March 2022.
24. To help deliver the Strategy, a multi-agency Domestic Abuse Local Partnership Board must also be established, consisting of key partners with an interest in tackling domestic abuse and supporting victims and their children.

The Draft Leicestershire Domestic Abuse Reduction Strategy

25. The DA Reduction Strategy outlines how the County Council will support victims of DA and how it will fulfil its safe accommodation duty as set out in the DA Act 2021. The Strategy has been informed by the Needs Assessment and will be implemented through commissioning the £1,127,205 DLUHC allocation.
26. The draft Leicestershire DA Reduction Strategy 2022 - 2024, attached as the Appendix, has five priorities:
 - i. Early Intervention and Prevention
 - ii. Targeted Support
 - iii. Reachable Services
 - iv. DA Act (Part 4) - Safe Accommodation
 - v. Strong Partnerships
27. A Delivery Plan will be developed to deliver the Strategy. Progress against the Delivery Plan will be monitored by the Director of Children and Family Services, the Family Services DA Strategic Group, Chaired by the Assistant Director for Targeted Early Help and Social Care and the DA Local Partnership Board. Progress information will also be shared with partners and key stakeholders to ensure alignment across the system.

Consultation

28. On 26 October 2021 the Leicestershire County Council Cabinet approved the Leicestershire Domestic Abuse Reduction Strategy 2021-24 for consultation.
29. An 8-week public consultation is commenced on October 26th and will close on the 21 December. The consultation is seeking the views of the public and stakeholders which will be used to develop the final Strategy. The draft strategy and short questionnaire on the five priorities can be viewed on the County Council's website here www.leicestershire.gov.uk/have-your-say/current-engagement/domestic-abuse-strategy
30. The consultation, which is required by legislation, has to date involved:
 - The County Council's Scrutiny Commission
 - The proposed membership of the new DA Local Board members
 - the district councils and other key stakeholders
 - Community Safety Partnerships (CSPs)
 - Victims and survivors
 - "By and for" organisations
 - Communities across Leicestershire
31. To date all of the respondents to the consultation agree with the five priorities and the approaches suggested to reduce Domestic Abuse and support victims across Leicestershire. Further detail concerning the consultation and the responses received to date is included below.

Scrutiny Commission

32. The Scrutiny Commission considered a report at its meeting on 17 November which detailed the new duties placed on the County Council by the Domestic Abuse Act 2021 and sought its views on the draft Strategy.
33. The Scrutiny Commission welcomed the allocation of new funding and supported the proposed approach as set out in the draft Strategy. The Commission were pleased to hear that the funding would help add capacity to those support services already being provided to victims of domestic abuse mainly by the voluntary sector, as well as help develop new services for underrepresented groups such as males, and LGBT+ and Gypsy, Roma and Traveller victims. However, the Commission highlighted that there were risks around capacity, as the true impact of the pandemic and therefore the level of demand on services would not likely be known for some time. It also identified that sustainability would be a key issue and, whilst managed to a degree through the commissioning process, would inevitably result in the reliance on further Government funding coming forward which was currently uncertain.
34. The Commission noted that an action plan would be developed once the Strategy had been agreed, with the support of partners, and agreed that this was the right approach as it would build on what were already well established partnership arrangements. Further issues raised by the Commission included:

- The recognised lack of accommodation for victims of domestic abuse as highlighted in the Needs Assessment;
- Links with private housing providers to secure adequate accommodation for victims;
- Therapeutic support for young carers where domestic abuse was being perpetrated in the home;
- The need for improved communication and training around what was and what was not appropriate behaviour and the re-education of preparators to break the cycle of abuse.

35. Limited accommodation was an issue being seen nationally, but the Commission was reassured that steps were being taken to address this locally through the appointment of domestic abuse housing officers. Such persons would act as a conduit between private sector housing providers and the County and district councils and its partners to secure suitable accommodation where needed. Such appointments would be made by district councils utilising the new funding now being allocated to them.

DA Local Board Members

36. Whilst the Board itself has not yet been established, the proposed membership have been consulted. The draft Strategy has also been raised at each Community Safety Partnership meeting in the districts. Furthermore, a workshop was delivered which included service providers representing the voice of victims and survivors. All agreed with the five priorities and aims set out in the draft Strategy.

The District Councils and other key stakeholders

37. The Needs Assessment, draft Strategy and the consultation documents have been circulated to district chief executives and other key stakeholders such as the police and health. The Community Safety Manager has attended specific meetings, such as the district chief executives meeting, to inform partners of this work and consult with them. There have been no responses to date.

Victims and Survivors

38. Groupwork sessions and one to one sessions have been held with victims and survivors of domestic abuse to capture how they feel services might be improved. To date all have agreed with the five priorities and aims set out in the draft Strategy.

By and For Organisations

39. A "By and For" organisation is a specialist service run by members of a specific community for that community. For example, specialist service providers who work with male victims; Black, Asian, Multi Ethnic (BAME) victims and LGBT+ victims. Such services have been directly contacted and consulted. To date all have agreed with the five priorities and aims set out in the draft Strategy.

Communities across Leicestershire

40. The consultation has been promoted widely through traditional media channels, through social media (Facebook and Twitter) and through Yammer. Paper copies have also been made available. To date one person has engaged with the County Council asking to support this work in a voluntary capacity, as a survivor of Domestic Abuse; they agree with the priorities and aims set out in the draft Strategy.

Strategic Needs Assessment

41. A Strategic Needs Assessment has been undertaken to assess the need for accommodation-based domestic abuse support across Leicestershire for all victims. The national DA charity SafeLives assisted with this Needs Assessment.
42. Key points from the Needs Assessment have been included in the Strategy to evidence need:
- 98,350 adults in LCC have experienced Domestic Abuse at some point in their lives since the age of 16 with approximately 15% experiencing both partner and family abuse.
 - 28,360 adult victims have experienced Domestic Abuse in the last year with approximately 8% experiencing both partner and family abuse.
 - The overall number of victims has increased year on year, with a 4.9% increase in 19/20 and 7.6% increase in 20/21 on the previous year.
 - Victims being assessed by the County Council's Children's Social Care (CSC) service increased by 218% (this can be attributed to a change in practice by the CSC assessment team to 'including other children in the family' as part of case management records). This is welcomed and puts the County Council in good stead to ensure the gathering of information in response to the DA Act 2021 S.3(181) - "*Children and young people are deemed to be victims under the 2021 Act as a result of seeing, hearing or otherwise experiencing domestic abuse between two people where the child is related to at least one of them whether that be the victim or perpetrator*"
 - Victims accessing DA support outreach services Increased by 5.3%
43. The Needs Assessment has informed the development of the Strategy with regard to the provision of support to cover Leicestershire and will inform commissioning / de-commissioning decisions.

Establishing a Domestic Abuse Local Partnership Board

44. The Act requires a multi-agency Domestic Abuse Local Partnership Board to be appointed consisting of key partners with an interest in tackling domestic abuse and supporting victims and their children. This is to include one or more representatives from or on behalf of:
- The County Council.

- District councils in the area including Housing Services.
 - The authentic voice of adult victims of domestic abuse.
 - The authentic voice of children victims of domestic abuse.
 - Charities and other voluntary organisations that work with victims of domestic abuse in the area.
 - Persons who provide, or have functions relating to, health care services in its area.
 - Persons with functions relating to policing or criminal justice in its area.
45. The Domestic Abuse Local Partnership Board will carry out a governance and consultative role as it performs certain specified functions, which will include the following:
- To assess the need for accommodation-based domestic abuse support for all victims.
 - To support the development and publication of the required Strategy.
 - To give effect to the new strategy (through monitoring commissioning / de-commissioning needs).
 - To ensuring representation of marginalised groups and those who are underrepresented in local services.
46. The proposal is for the DA Local Partnership Board to have a similar membership to the Leicestershire Safer Communities Strategy Board (LSCSB), with the addition of representatives of housing services, the authentic voice of adult and child victims and survivors and voluntary sector services who work with victims of domestic abuse.
47. A report setting out the proposed arrangements will be considered by the LSCSB at its meeting on 10th December 2021.
48. In addition, a DA Act and Funding Officer Group has been established, which will be responsible for progressing the priorities agreed by the Board. Membership of this Group includes all district council's, County Council Departments (Children and Family Services, Adult Social Care and Public Health), Police and voluntary sector DA service providers.

Funding

49. Funding by way of a three-year grant has been allocated by the Department of Levelling Up, Housing and Communities (DLUHC). Of this the County Council has received £1,127,205 for 2021/22 with a further £33,000 being allocated to each district. This funding allocated to the County Council, will form part of the Children and Family Services directorate budget overseen by the Director of Children and Family Services and the DA Local Partnership Board will monitor outcomes against the use of these funds.

50. Tier one authorities have yet to be informed as to the amount of grant funding to be received for years two and three. No date has been announced with regards to when the information will be known.

Equality and Human Rights Implications

51. As part of the development of the final Strategy a full Equality Human Rights Impact Assessment (EHRIA) will be undertaken to identify equality and human rights issues that needed to be incorporated into the final Strategy. The EHRIA will be finalised following results of the consultation. The findings from the EHRIA will be embedded in the Strategy's subsequent implementation plan and regularly reviewed as part of the performance monitoring arrangements.

Crime and Disorder Implications

52. Domestic Abuse has far reaching impacts on individual health, families, and communities.

Partnership Working and Associated Issues

53. One of the priorities in the draft Strategy focusses on Strong Partnerships outlining a partnership approach to tackling Domestic Abuse. The priorities identified within this Strategy have been developed based on an understanding of needs in relation to Domestic Abuse.

Background Papers

Report to the Leicestershire Safer Communities Strategy Board – 10 December 2021 – Domestic Abuse Act 2021 – Domestic Abuse Local Partnership Board.

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1032&MId=6426&Ver=4>

Report to the Cabinet, 26 October 2021 – Leicestershire Domestic Abuse Strategy

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6447&Ver=4>

The Domestic Abuse Act 2021- <https://www.legislation.gov.uk/ukpga/2021/17/contents/enacted>

Appendix

Draft Leicestershire Domestic Abuse Strategy

Leicestershire Domestic Abuse Reduction Strategy 2022-25

DRAFT



Foreword



Councillor Deborah Taylor
(Lead Member for Children
and Family Services)



Jane Moore
(Director Children
and Family Services)

Leicestershire County Council’s Children and Family Service is committed to becoming a trauma informed responsive department where we believe “we are stronger together”. Our culture is one of partnership where we look for solutions and recognise the potential impact of trauma on the children and families we work with in Leicestershire.

We will strive to create a safe, compassionate, healing environment demonstrated through relationships based on trust, respect hope and empathy.

Introduction

The Leicestershire Domestic Abuse Reduction Strategy 2022-25 outlines how Leicestershire County Council (LCC) will work in partnership to reduce domestic abuse and support victims, and outline how the statutory duties associated with the provision of safe accommodation will be implemented, as required by the Domestic Abuse Act 2021.

This strategy adopts the Government definition of domestic abuse which is outlined in the Domestic Abuse Act 2021. The new definition emphasises that domestic abuse is not only physical violence, but can also be emotional, coercive or controlling behaviour, and economic abuse.

It describes how safe accommodation and support for domestic abuse (DA) victims and survivors will be provided over the next three years and outlines five objectives that will be the focus of delivery:

- 1. Early Intervention and Prevention**
- 2. Targeted Support**
- 3. Reachable Services**
- 4. DA Act (Part 4) - Safe Accommodation**
- 5. Strong Partnerships**

Background

Domestic Abuse causes significant harm to individuals, children, families, and communities.

The scale and impact are vast. The SafeLives prevalence tool shows that 98,350 of adults in Leicestershire have experienced Domestic Abuse at some point in their lives since the age of 16, with approximately 15% experiencing both partner and family abuse. Furthermore 28,360 adult victims have experienced domestic abuse in the last year with approximately 8% experiencing both partner and family abuse.

The overall number of victims has increased year on year, with a 4.9% increase in 19/20 and 7.6% increase in 20/21 on the previous year.

The increase in the 20/21 year can be attributed to a change in practice by the Children's Social Care (CSC) assessment team to 'including other children in the family' as part of case management records. Victims being assessed by LCC's CSC increased by 218%. This change in practice enabled CSC to identify over three times as many children as victims of DA in 20/21 in line with the requirements of the new DA Act (2021).

This puts LCC in good stead to ensure information is gathered to support the authority to respond effectively to the DA Act 2021 S.3(181) - "Children and young people are deemed to be victims under the 2021 Act as a result of seeing, hearing or otherwise experiencing domestic abuse between two people where the child is related to at least one of them whether that be the victim or perpetrator."

In respect of the highest prevalence of child victim age in both 18/19 and 19/20 this was 6-11 year olds (2.7% and 3.1%) but in 20/21 this changes to 0-5 year olds (6.8%).

Using the SafeLives prevalence tool the research shows that while 4,080 older people (55+ year-olds) in Leicestershire experienced domestic abuse in 20/21; only 802 older people accessed services for support around DA.

A delivery plan will be developed to deliver the strategy. Progress against the implementation plan will be monitored by the Director of Children and Family Services (CFS) and the CFS DA Strategic Group, chaired by the Assistant Director for Targeted Early Help and Social Care. Progress information will also be shared with partners and key stakeholders to ensure alignment across the system and monitored by the DA Local Partnership Board.



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DA Act 2021

The DA Act places a statutory duty on tier one local authorities to provide support to victims of domestic abuse and their children within refuges and other safe accommodation. Part 4 of the 2021 Act introduces a new statutory duty on local authorities which places clearer accountability on local areas to ensure the needs of victims within refuges and other forms of domestic abuse safe accommodation are met in a consistent way across England.

Under the new duty in the 2021 Act, tier one authorities in England will be required to appoint a Domestic Abuse Local Partnership Board to provide the governance for this work.

The Domestic Abuse Act statutory guidance describes Domestic Abuse Support within Safe/ relevant Accommodation as:

- **Overall management of services within relevant accommodation** - including the management of staff, payroll, financial and day-to-day management of services and maintaining relationships with the local authority (such functions will often be undertaken by a service manager).
- **Support with the day-to-day running of the service** - for example scheduling times for counselling sessions, group activities (such functions may often be undertaken by administrative or office staff).
- **Advocacy support** - development of personal safety plans, liaison with other services (for example, GPs and Social Workers, welfare benefit providers).
- **Domestic abuse prevention advice** - support to assist victims to recognise the signs of abusive relationships, to help them remain safe (including online), and to prevent re-victimisation.
- **Specialist support for victims**
 - Designed specifically for victims with protected characteristics (also known as by and for), such as faith services, translators and interpreters within BAME-led refuges, immigration advice, interpreters for victims identifying as deaf and / or hard of hearing, and dedicated support for LGBTQ+ victims [not limited to].
 - Designed specifically for victims with unique and / or complex needs such as mental health advice and support, drug and alcohol advice and support, including sign-posting accordingly.
- **Children's support** - including play therapy and child advocacy.
- **Housing-related support** - providing housing-related advice and support, for example, securing a permanent home, rights to existing accommodation and advice on how to live safely and independently.
- **Advice service** - financial and legal support, including accessing benefits, support into work and establishing independent financial arrangements; and,
- **Counselling and therapy** - including group support for both adults and children, including emotional support.

Funding Allocations

The Department of Levelling Up Communities and Housing (DLUCH – formerly MHCLG) has allocated funding to each local authority for the delivery of the Safe Accommodation duty under the DA Act. Leicestershire County Council has been awarded £1.126 million, with each district receiving £33k.

It is unclear whether the financial allocation awarded in 2021/22 will be reflected in subsequent years of this strategy. Both years 2 and 3 are tied to a Central Government spending review. A joint financial plan will be developed alongside this strategy and will outline how funding will be allocated.



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The Priorities

1. Early Intervention and Prevention

Where are we now:

- UAVA Service (including a helpline giving advice and support about domestic abuse; Independent Domestic Violence Advocates (IDVAs), outreach workers).
- Leicestershire County Council's Children and Family Services provide a range of support to families to recognise and respond to the early signs of domestic abuse and provide support to families in need, including a new toolkit for practitioners and work to recognise and alleviate family conflict.
- Leicestershire Police and other criminal justice agencies deploy a range of tools and powers, which includes but is not limited to: Domestic Abuse Protection Orders and Notices, Non-Molestation Orders, Integrated Offender Management and promotion of Claire's Law (Domestic Abuse Disclosure Scheme).

What do we want to achieve:

Victim-survivors (adults and children) are supported at an early stage and provided with options to remain safe at home to prevent homelessness. This includes holding perpetrators to account for their behaviour.

- Promote prevention from an early age
- Upskilling of front-line officers/staff
- How will we get there:
- Build capacity within service provision
- Improve and support options for victims to remain in their homes
- Raising awareness and education
- Multi Agency workforce DA Training
- Healthy Schools Work
- DA Toolkit and Champions
- Promotion and implementation of Trauma Informed practice and services
- Corporate LCC and partner DA Support Policy for Staff
- Manage and work with perpetrators

2. Targeted Support

Where are we now:

- The needs assessment has highlighted that within the datasets submitted data capture for certain categories is lacking, including:
 - Ethnicity: Different ethnic groups have different experiences of services and experience different barriers. It is important to ensure that ethnicity is captured appropriately in order to fully understand the demographic and needs of Leicestershire
 - Sexual Orientation and Gender Identity: Those in LGBT+ relationships face additional barriers to reporting and accessing services. It is important to ensure that this information is asked and captured in order to fully understand the demographics and needs of Leicestershire.
 - Socio Economic status: Research in the UK has consistently found vulnerability to DA to be associated with low income, economic strain, and benefit receipt.

What do we want to achieve:

- A clear understanding of need through robust data collation
- Targeted and appropriate support services for all communities

How will we get there:

- Commission Targeted Services eg specialist support for BAME victims; victims with substance misuse and mental health; young people; older victims; victims with disabilities etc
- Good quality data capturing by all partner agencies and service providers
- Further engagement with “by and for services”



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3. Reachable Services

Where are we now:

- Leicestershire is a rural county where victims may feel isolated due to the lack of local services
- The impact of Covid-19 across all services is yet to be fully understood, it is something LCC will continue to assess
- Insights from front line specialist DA services highlight factors that with the closure and/or reduced capacity of other services (including the courts) they are having to hold clients for longer and provide more time intensive support than before.

What do we want to achieve:

- Victims and professionals know how to access services and safe accommodation options, both inside and outside of Leicestershire.
- Victims are able to access services when and where they need them at reachable moments

How will we get there:

- Co-ordinated community response including community champions
- Work with partnerships to deliver services in localities
- Consideration of Impact of Trauma
- Making Every Contact Count (MECC)
- Engagement: authentic victim voice
- Robust communication plan



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4. DA Act (Part 4) – Safe Accommodation

Types of safe accommodation:

- Refuge accommodation
- Specialist safe accommodation - dedicated specialist support to victims with relevant protected characteristics and/or complex needs such as specialist refuges for Black, Asian and racially minoritised, LGBT+, and disabled victims and their children
- Dispersed accommodation - Safe self-contained accommodation with the same level of specialist domestic abuse support as provided within a refuge but which may be more suitable for victims who are unable to stay in a refuge.
- Sanctuary Schemes - may also be called Target Hardening scheme. A survivor centred initiative which aims to enable a victim to remain in their own home by installing additional security to the property and perimeter
- Move on and/or second stage accommodation - Accommodation temporarily housing victims, who no longer require the intensive support provided in a refuge, but still require a lower level of domestic abuse specific support before they move to fully independent and permanent accommodation. May include support accommodation schemes
- Other forms of domestic abuse emergency accommodation - A safe place with support given victims an opportunity to spend a temporary period of time to consider and make decisions in an environment which is self-contained and safe

Safe accommodation is not generic temporary accommodation which is not solely dedicated to providing a safe place to stay for victims of domestic abuse. It is important to note that those experiencing Domestic Abuse may well be in standard temporary accommodation but may not have been identified as such or may have been placed in this accommodation due to the Homelessness Duty.

Where are we now:

- There are currently 21 safe accommodation spaces in Leicestershire. The Council of Europe recommendation is one family place per 10,000 population. The population of Leicestershire is 706,155 therefore the recommended number is 70 spaces. The current provision available in Leicestershire is below the recommended level.
- Referrals for Safe Accommodation Increased significantly (by 339%) from (67) 2018/19 to (281) in 2019/20. There was then a small decrease of 11.5% to (252) in 2020/21. In 18/19 49.3% of referrals were successful, 49.1% of referrals were successful in 19/20 and 51.2% were successful in 20/21.
- The average length of stay in Safe Accommodation across Leicestershire ranges from 102 days in 2018/19 to 110 in 2019/20 and finally to 113 in 2020/21. Consideration will be given for recovery support that will enable survivors to move on to suitable accommodation and free up space for higher risk victims to access.

- Across all three years, almost half of all referrals to safe accommodations have been denied access with the main reasons being client does not want support or client disengaged.
- Several victims were unable to access safe accommodation due to the accommodation not being suitable – size of accommodation, communal spaces, location etc. This be explored further to understand the reasons for refusals and the barriers for victims as this may include location of accommodation and therefore be due to lack of available space in an area.

What do we want to achieve:

- Current provision be increased from 21 spaces to 70 spaces as recommended by the Commission for Europe of one space per 10,000 population.
- Alternative forms of safe accommodation more suited to those who cannot access a refuge such as dispersed accommodation or a Housing First scheme, where wrap-around support for complex and additional needs can be provided.
- Consideration regarding the location and size of safe accommodation to be given as safe accommodation is not available across all seven districts.
- Appropriate support to be provided to victims and survivors using a holistic approach to ensure their needs are not treated in isolation but seen in the context of a whole person.
- Support to return home or move on: victim-survivors are supported to return home safely and/or move into alternative permanent accommodation.
- Enable/support victims and families to remain in their home
- Accessible supported accommodation
- DA support, including therapeutic and peer support from within

How will we get there:

- Domestic Abuse Housing Accreditation (DAHA)
- Leicestershire Housing Reciprocal
- Enhanced service provision

5. Strong Partnerships

Where are we now:

- Leicestershire has strong partnership arrangements in place to share information and develop joint plans to protect victims and survivors and hold perpetrators to account – the Multi-Agency Risk Assessment Conference (MARAC) meetings take a joint approach to risk assessment and safety planning for victims living in Leicestershire.
- Agencies work together to consider the wishes of the victim, options for keeping individuals safe in their own home and powers that can be used to hold perpetrators to account for their behaviour.
- Strong governance arrangements across Leicester, Leicestershire and Rutland ensure a strong partnership to victims and survivors and the management of perpetrators

What do we want to achieve:

- Improve data quality: The police submitted the largest data set for this needs assessment and their records highlight over the three-year period they reduced the number of unknowns (934, 599, and 554). It is recommended across all services that teams are regularly trained on expected practice standards and the importance of accurately recording data of victims accessing help. An ‘unknown record’ is a chance lost in better understanding a survivor’s needs.
- Develop a relationship support pathway for families with the goal of reducing the impact of harmful conflict between parents on children.
- Victim needs will be met by effective, collaborative multi-agency support
- A proactive DA Local Partnership Board (Act),
- Strong Resilient Partnerships
- Multi agency response to Domestic Homicides / post separation abuse

How will we get there:

- LCC and the Local Partnership Board will ensure that an appropriate and consistent approach to collecting data is adopted across all districts and partner agencies to confirm that all demographics are captured. This will provide a clear understanding of victim’s characteristics, areas of multiple disadvantage and complex needs, which will in turn, inform a comprehensive strategy for domestic abuse and ensure that services delivered can meet identified needs.
- MARAC review recommendations are implemented
- Domestic Homicide Review Recommendations are actioned
- LLR strategic, tactical and operational groups.
- LCC Children and Family Service Strategic Group (Chaired by AD CFS)

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CABINET – 14 DECEMBER 2021

SOUTH LEICESTERSHIRE LOCAL PLAN MAKING STATEMENT OF COMMON GROUND (NOVEMBER 2021)

REPORT OF THE CHIEF EXECUTIVE

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of a Statement of Common Ground (SoCG) which has been prepared by three district councils - Blaby District Council, Harborough District Council and Oadby and Wigston Borough Council - with input from Hinckley and Bosworth Borough Council and the County Council.

Recommendation

2. It is recommended that:
 - a) The Cabinet agrees to the County Council becoming a signatory to the South Leicestershire Local Plan Making Statement of Common Ground (November 2021);
 - b) The approach by the district councils concerned in relation to the gathering of evidence and in seeking to align activity in the development of their Local Plans via the Statement of Common Ground be welcomed;
 - c) That the Chief Executive be authorised to agree the County Council's response to consultations on Statements of Common Ground and to the County Council becoming a signatory to Statement of Common Ground documents with Leicestershire district councils, Leicester City Council and other neighbouring authorities except where these are considered to be of strategic importance to or have significant policy implications for the Authority, in which case the matter will be referred to the Cabinet.

Reasons for Recommendation

3. The Statement of Common Ground is focused on the preparation of joint evidence for three pieces of key evidence required for the next round of plan making in three district areas. Undertaking the preparation of evidence in this way should significantly assist in understanding the evidence across a 'larger than single district' geographical area and the resultant mitigation strategies which arise to support the delivery of key infrastructure. It is in the best interests

of the County Council as a key infrastructure provider for communities in Leicestershire to support this proposed joint approach to be taken by three district councils in the south of the County (Blaby District Council, Harborough District Council and Oadby and Wigston Borough Council).

4. The Statement of Common Ground is largely a statement of fact and intent and is likely to evolve in the future as work on the joint evidence is undertaken. It will help to demonstrate Duty to Co-operate on these matters by the County Council and the three district councils.
5. The 2018 National Planning Policy Framework (NPPF) requires local planning authorities to produce SoCGs to demonstrate agreement on cross-boundary strategic issues. Not all of these will require consideration by members.

Timetable for Decisions (including Scrutiny)

6. The SoCG will be considered by Blaby District Council, Harborough District Council, Oadby and Wigston Borough Council, Hinckley and Bosworth Borough Council and the County Council through their respective governance processes. It is anticipated that this will be undertaken by the end of January 2022.

Policy Framework and Previous Decisions

7. The non-statutory Strategic Growth Plan (SGP) for Leicester and Leicestershire which sets out a vision for growth to 2050 was agreed by all partner authorities, including the County Council, in 2018. This sets out the longer-term framework for planned growth to be delivered through future Local Plans.
8. In June 2021 the Cabinet noted the action taken by the Chief Executive to agree for the County Council to become a signatory to the Leicester and Leicestershire Statement of Common Ground Relating to Housing and Employment Land Needs (March 2021), and on 19 November 2021 the Cabinet agreed that the Council would be a signatory to the Statement of Common Ground relating to Strategic Warehousing and Logistics needs (September 2021).

Resource Implications

9. There are no resource implications for the Council arising from the recommendations in this report.
10. The Director of Law and Governance has been consulted on the contents of this report and her comments (Legal and Planning) have been included.

Circulation under the Local Issues Alert Procedure

11. A copy of this report will be circulated to all Members.

Officers to Contact

Tom Purnell

Assistant Chief Executive

Tel: 0116 305 7019 Email: tom.purnell@leics.gov.uk

Simon Lawrence

Head of the Growth Service and Major Programmes

Tel: 0116 305 7243 Email: simon.lawrence@leics.gov.uk

Sharon Wiggins

Strategic Planning Manager, Chief Executive's Dept.

Tel: 0116 305 8234 Email: sharon.wiggins@leics.gov.uk

Tim Smith

Strategic Planning and Policy Officer, Chief Executive's Dept

Tel. 0116 305 7219 Email: tim.smith@leics.gov.uk

PART B

Background

12. The opportunity to benefit from economies of scale and align evidence collection and analysis for Local Plan preparation in the south of the County has arisen. This is due to the commonality of strategic issues in this part of the County and the opportunity to explore aligning local plan production programmes where possible. The benefits include resource savings through efficiencies and the opportunity for spatial plan making to be strengthened. This has been discussed by officers at a senior level and has been encouraged and supported by the Joint Strategic Planning Manager for Leicester and Leicestershire. It should enable a 'seamless' understanding of evidence to be gained across three district areas, a particular benefit given the geographical nature, character and connectivity of many parts of the three districts.
13. Given the role of the County Council as a key infrastructure provider with statutory responsibilities for transportation, education, adult social care, flooding, minerals and waste planning and public health, the County Council is invited to be a signatory.
14. Hinckley and Bosworth Borough also forms part of the south of the County and Hinckley and Bosworth Borough Council wishes to input and link its Local Plan evidence to the joint evidence, as such Hinckley and Bosworth Borough Council are also an additional signatory to this SoCG.
15. A Statement of Common Ground provides a commonly understood basis for the partner authorities' work on planning matters including Local Plans and provision of infrastructure. Under the 2018 NPPF all local planning authorities have a requirement to produce and maintain an SoCG to highlight agreement on cross-boundary strategic issues with neighbouring authorities and other relevant organisations. SoCGs are increasingly being produced to cover a range of issues and many are simply statements of fact and as such will not require consideration by members.

Overview of Content of Statement of Common Ground

16. The SoCG has been prepared jointly by Blaby District Council, Harborough District Council and Oadby and Wigston Borough Council with input from the County Council and Hinckley and Bosworth Borough Council.
17. The SoCG sets out some of the key cross-boundary strategic planning matters being addressed through cooperation by the authorities through collaborative evidence. By doing so it aims to demonstrate that the authorities' emerging local plans are based on effective and ongoing cooperation and that the individual strategies are as far as possible based on agreement. The authorities will work together to achieve this through the alignment of local plan evidence production timetables as much as possible.

18. With a shared strategic geography, the following key cross boundary issues have been identified: transport connectivity; other infrastructure requirements and development pressures and opportunities. The SoCG is not intended to identify all common issues but focus on those listed above where a shared approach is considered to be the most effective in finding solutions to expedite plan making for each authority.
19. The SoCG specifically covers three pieces of evidence for the future Local Plans for the Blaby, Harborough and Oadby and Wigston districts which the three councils propose to prepare jointly:
- Strategic Transport Assessment (Autumn/Winter 2022);
 - Whole Plan Viability (Autumn/Winter 2022); and
 - Infrastructure Development Plan (Autumn/Winter 2022).
20. Each district will maintain its own Local Plan work programme, and the districts are clear that alignment of Local Plan production does not extend to the production of a joint Local Plan but will explore opportunities to align Local Plan work programmes where possible on the back of the above evidence timetable. Each authority will continue in the production of a Local Plan for its own administrative area.
21. The County Council should benefit significantly from this approach which should enable evidence to be fully analysed across a larger related geographical area, prior to mitigation strategies being devised at a district level to support the connected and co-ordinated delivery of key infrastructure. It is hoped this approach to Local Plan making can be replicated in other parts of the County in the future.
22. The authorities agree the Duty to Cooperate is an ongoing process. The process for updating and maintaining this SoCG will be managed through ongoing joint work between the authorities.
23. The Director of Law and Governance advises that whilst this SoCG will be a planning policy type document, it will carry limited weight because of the lack of public consultation and limited detail it contains at this time. It is recognised that as work on the joint evidence the SCOG relates to and specific to County Council infrastructure requirements is undertaken, it is highly likely further iterations of the SoCG will come forward for consideration. It should also be noted that each emerging District Plan will require in accordance with the Duty to Cooperate provisions an individual Statement of Common Ground.

Equality and Human Rights Implications

24. There are no Equality and Human Rights Implications directly arising from this report.

Environmental Impact

25. The County Council will continue to work closely with partners to minimise the impact planned growth has on the environmental assets of Leicester and Leicestershire.

Appendix

South Leicestershire Local Plan Making Statement of Comment Ground (November 2021)

Background Papers

Report to the Cabinet on 23 November 2018 “Leicester and Leicestershire Strategic Growth Plan - Consideration of Revised Plan for Approval” - <https://bit.ly/3btffgf>

South Leicestershire Local Plan Making Statement of Comment Ground (November 2021)

1. Introduction

- 1.1. This Statement of Common Ground (SoCG) has been prepared jointly by Blaby District Council, Harborough District Council and Oadby and Wigston Borough Council hereafter referred to as “the authorities”.
- 1.2. Given their shared geographical boundary with Blaby District Council, Hinckley and Bosworth Borough Council (HBBC) are an additional signatory to this SoCG. HBBC is at a more advanced stage in evidence development and plan making than that the authorities. This is set out in more detail in section 13 below.
- 1.3. Leicestershire County Council is the upper tier authority with statutory responsibilities for transportation, education, social care, flooding, minerals & waste planning and public health, and as such is an additional signatory.
- 1.4. This statement has been prepared for the purposes of the emerging Local Plans that each of the authorities have commenced or are due to commence. It focuses on some of the key shared issues that each of the authorities will need to address in developing their Local Plans, the opportunities for understanding and potentially overcoming those issues and finally what this means for each of those authorities in the context of the Government requirement to have an up to date Local Plan in place by December 2023, as set out in the 19th January 2021 Written Ministerial Statement.
- 1.5. Further SoCG will be prepared and maintained in light of future publication of evidence and local plan timetabling for each authority area. Section 15 sets out the ‘next steps’ for the authorities following completion of key evidence.

Duty to Cooperate

2. Policy Context

- 2.1. Paragraph 27 of the National Planning Policy Framework (NPPF) (most recently updated July 2021) explains that local planning authorities have a requirement to produce and maintain one or more SoCG to document the identified cross-boundary matters and progress in cooperating to address these.

3. Background

- 3.1. As part of the Leicester and Leicestershire sub region the authorities have a long history of working closely and effectively together.
- 3.2. The Leicester and Leicestershire authorities have continuously engaged with each other on strategic matters and throughout the preparation of Local Plans across the area. This is most clearly evidenced through:
 - The establishment of the Leicester & Leicestershire Members Advisory Group

- The joint preparation of evidence, including the Housing & Economic Development Needs Assessment (2017)
- The adoption of a non-statutory Strategic Growth Plan 2018 which includes 'notional' housing figures.
- The agreement of Joint Position Statements in 2017, 2018 and 2020

3.3. More recently this is demonstrated in the Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2021) (L&L SoCG) which sets out a work programme for the apportionment of Leicester City's unmet need.

4. Role of this SoCG

- 4.1. This SoCG is prepared in the context of identified key cross boundary issues that are specific to this group of authorities due to their geography, shared boundaries and known strategic constraints.
- 4.2. This SoCG sets out some of the key cross-boundary matters being addressed through cooperation by the authorities. Specifically, it highlights the cross boundary strategic planning matters in the authorities' administrative areas that need to be addressed through collaborative evidence. By doing this it aims to demonstrate that the authorities' emerging local plans are based on effective and ongoing cooperation and that the individual strategies are as far as possible based on agreement. The authorities will work together to achieve this through the alignment of local plan and evidence production timetables as much as possible.

5. Strategic Geography

- 5.1. As detailed in the L&L SoCG, all authorities are within a shared housing market area, the Leicester and Leicestershire Housing Market Area (HMA), and a shared functional economic market area, the Leicester and Leicestershire Functional Economic Area (FEMA). However, for the purpose of this SoCG, only the administrative areas of Blaby District, Harborough District and the Borough of Oadby and Wigston is relevant.
- 5.2. This geographical area is important to the whole of the L&L HMA, and will be even more so in the future as it has an opportunity to play a pivotal role in strategic infrastructure provision to enable a shift towards delivering more future planned growth on strategic sites with accompanying local infrastructure.
- 5.3. The administrative areas plan set out in Appendix A show that all the authority areas also share a boundary. There is a need to work cooperatively in an effective way to address key strategic matters pertaining to these areas.

Key Matters on which the parties agree

6. Apportionment of Leicester's Unmet Need to 2036

- 6.1. The Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2021), signed by all parties within the Leicester

and Leicestershire Housing Market Area (HMA) and Functional Economic Area (FEMA), sets out the current position and details the work currently underway that will inform the apportionment. This will not be repeated in this statement.

7. Strategic Matters

- 7.1. With a shared strategic geography, the following key cross boundary issues have been identified: transport connectivity; other infrastructure requirements; and development pressures and opportunities. This SoCG is not intended to identify all common issues but focus on those listed above where a shared approach is considered to be the most effective in finding solutions to expedite plan making for each authority.

8. Transport Connectivity

- 8.1. Key transport networks within the geographic area are interconnected. These include routes on the Strategic Road Network (SRN) and Local Road Network (LRN) which run through the authority areas, most notably the M1, M69, A47, A6, A5199 and the A426. Successive transport evidence has identified existing constraints on each of these routes that result from traffic movements covering a large area. Specifically, this includes capacity issues on the key north-south arterial routes in and out of Leicester City, and the limitations of existing east-west highway infrastructure.
- 8.2. Larger scale highway mitigation secured through current plans is enabling growth to come forward, for example Lutterworth East on the A426 and Lubbethorpe for the M1, albeit the mitigation is primarily to deal with site-specific impacts arising from the respective developments as opposed to dealing with wider, cumulative impacts of growth.
- 8.3. However, it is expected that, in the absence of mitigation, further strategic growth within the authorities' areas would have severe additional individual, cumulative and (in many cases) cross-boundary impacts on already congested parts of the highway network and that these impacts could require strategic transport solutions to address. Given the complexity and integrated nature of the transport network within the authorities' areas, a consistent and joint transport evidence base will provide a more robust basis on which to plan.

9. Other Infrastructure Requirements

- 9.1. New development can put pressure on existing communities, services and facilities if there is a lack of accompanying infrastructure, such as open space, education provision and health facilities. As such, it is necessary to work with a range of service providers to identify all necessary infrastructure to make strategic growth sustainable and deliverable. Historically this has been challenging on an individual local planning authority basis. Often service providers have resourcing issues which can hinder them from engaging effectively in the process in a timely manner. They often operate on a larger scale than the local authority level and again this can impact their ability to respond effectively. By the authorities working together, it is anticipated that the resourcing burden on service providers will be reduced.

10. Development Pressures and Opportunities

10.1. Each authority is considering strategic growth opportunities, many of which are close to administrative boundaries and all of which will be served by the same roads and other transport facilities (e.g. bus and rail services) and are therefore likely to interact in transport and other infrastructure terms. Correspondingly, a common approach to transport assessment and the identification of other infrastructure is required to understand the interrelationships between the potential growth options and identify appropriate cumulative mitigation. Cross boundary working is particularly beneficial in this respect.

11. Evidence Production

11.1. As stated above there is a history of joint working for evidence production with clear benefits being efficiencies for each partner but also strength in robustness of evidence. To address the issues detailed above, the authorities will work together to produce the following key pieces of evidence:

- **Strategic Transport Assessment**

11.2. The housing and employment targets for each of the authorities will be subjected to a joint strategic transport assessment that will cover the authority areas as identified within Appendix A. This will be produced in collaboration with Leicestershire County Council Highways, National Highways, Leicester City Council and other relevant highway authorities.

11.3. The STA will identify the implications of the growth options in transport terms including pinch points on the existing network and will test scenarios of mitigation to understand whether growth can come forward.

11.4. This work will follow the sub regional Strategic Transport Assessment currently in production for the administrative areas of the eight local planning authorities and two transport authorities within Leicestershire.

- **Infrastructure Delivery Plan**

11.5. Growth allocated within a Local Plan must be supported by identified strategic infrastructure. This includes, but is not limited to, highways and transport, health, and education, and also other infrastructure such as utilities and libraries.

11.6. The authorities will look to jointly commission consultants to produce an infrastructure delivery plan which will identify the strategic infrastructure required to deliver growth in each of the emerging local plans.

11.7. The authorities will consider effective ways in which to engage with relevant infrastructure providers, including through an infrastructure board. This could bring benefits to those organisations that operate on a more strategic basis than local authority area.

- **Viability**

11.8. The outputs of the STA and IDP will be subjected to a whole plan viability appraisal. Although each of the authorities will need to consider their own specific proposed provisions in their draft local plans, the mitigation measures will be tested together.

- **Other opportunities**

11.9. If an opportunity for joint working arises that is not set out within this SoCG the authorities are not bound by the list within this SoCG and will look to take advantage of joint evidence production where possible.

12. Local Plan Timescales

12.1. Each authority is required to prepare a Local Development Scheme (LDS) which sets out a timetable for preparing its Local Plan. Progress is dependent upon the outcome of the sub regional evidence base, as set out above, before the more substantive Local Plan evidence base can commence. As set out in the Leicester & Leicestershire Authorities - SoCG relating to Housing and Employment Land Needs (June 2021) the sub regional evidence is due for completion Winter 2021/2022. Evidence relating to transport impact, infrastructure requirements and whole plan viability cannot be undertaken until this sub regional work is complete. The authorities will ensure that they are in a position to expedite the joint evidence on completion of the sub regional work.

12.2. Each authority will maintain their own local plan work programmes, but will incorporate the below milestones:

- Strategic Transport Assessment - Autumn / Winter 2022
- Whole Plan Viability – Autumn / Winter 2022
- Infrastructure Development Plan – Autumn / Winter 2022

12.3. The authorities are clear that the alignment of local plan production does not extend to the production of a joint local plan but will explore opportunities to align local plan work programmes where possible on the back of the above evidence timetable. Each authority will continue in the production of a Local Plan for their own administrative area.

13. Hinckley and Bosworth Borough Council

13.1. Hinckley and Bosworth Borough Council (HBBC) shares an administrative boundary with BDC and geographically occupies the south west of Leicestershire and as such has a strong relationship with the authorities on strategic matters. HBBC are at a more advanced stage in evidence development and plan making than that the authorities. This means that some pieces of work will be undertaken only by the three authorities and HBBC's existing evidence base will be used to supplement this work to present a complete picture. Where appropriate, HBBC evidence base will be updated, for example, to align time periods. The authorities and HBBC will maintain an ongoing and effective relationship on cross

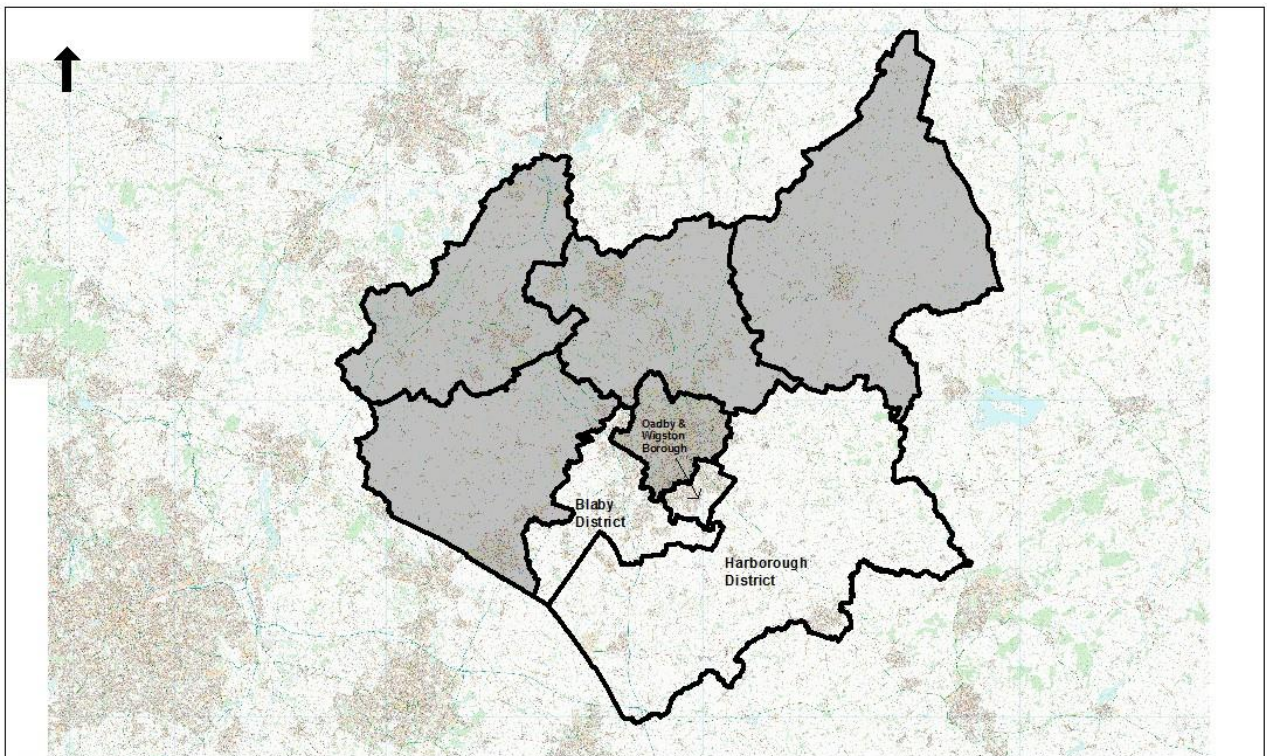
boundary strategic issues and will ensure the evidence the authorities commission as listed above will reflect evidence produced by HBBC to inform their Local Plan.

14. Updating this SoCG

- 14.1. The authorities acknowledge the Government intend to reform the planning system and have consulted on a White Paper - Planning for the Future.
- 14.2. There is no timetable for the reforms and the proposals could change following consultations. Against this back-drop the Government is encouraging authorities to get up to-date Local Plans in place.
- 14.3. This SoCG includes an agreed programme of work to jointly undertake key evidence to inform each authority's local plan production. The authorities agree the Duty to Cooperate is an ongoing process and this SoCG will be kept up to date or superseded by a new SoCG to reflect the latest position. This process will be managed through ongoing joint work between the authorities.

15. Next Steps

- 15.1. This SoCG focuses on some of the key shared issues that each of the authorities will need to address in developing their Local Plans and a programme of joint working on important evidence. On completion of the joint evidence, the authorities will continue to work together and will:
 - analyse the outcomes of the jointly produced evidence as listed in section 11 above;
 - jointly produce further SoCG as necessary.

APPENDIX A – Geographical extent of three authority areas

Scale 1:416066

Map Ref: SK5509

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CABINET – 14 DECEMBER 2021

LEICESTERSHIRE MUNICIPAL WASTE MANAGEMENT STRATEGY – PUBLIC CONSULTATION

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek the Cabinet's approval of the proposed approach to public consultation concerning the review of the Leicestershire Municipal Waste Management Strategy (LMWMS). The LMWMS sets out how the Leicestershire Waste Partnership (LWP) intends to manage municipal waste. It is intended that the revised Strategy will be re-named as the Leicestershire Resources and Waste Strategy, but the Strategy is being referred to by its current title for the purpose of this report.
2. The Cabinet is also asked to authorise the Director of Environment and Transport to approve the final versions of the documents to accompany the public consultation, namely the headline Strategy, the options appraisal report and the environmental report. These are all currently in draft format. Appended to the report are the options modelled in the options appraisal report, the assessment criteria and the overall results of the evaluation.

Recommendations

3. It is recommended:
 - a) That the proposed approach to the consultation on the review of the Leicestershire Municipal Waste Management Strategy as set out in the report and the appendix, be approved;
 - b) That subject to a) above, the Director of Environment and Transport be authorised to finalise the necessary consultation documents;
 - c) That it be noted that a further report will be considered by the Cabinet in the summer of 2022 detailing the outcome of the consultation and seeking approval of a final Strategy.

Reasons for Recommendation

4. To support the process of a full review of the LMWMS, a public consultation should be undertaken for a period of 12 weeks.
5. Each authority within the Leicestershire Waste Partnership (LWP), which comprises the County Council, the seven district councils in Leicestershire, and the City Council (as an associate member), is in the process of seeking approval to the approach for the public consultation which forms part of the process of a formal review of a Joint Municipal Waste Management Strategy as per Government's guidelines. Subject to approval by the Cabinet and the other LWP partners, the 12-week consultation period will commence in January 2022.
6. The documents outlined in paragraph 28 of this report are currently being finalised and are subject to further review. Due to timings (the next Cabinet meeting is not due to take place until February 2022), delegation is therefore sought to enable the Director of Environment and Transport to approve the supporting documentation on behalf of the Authority before the consultation begins.

Timetable for Decisions (including Scrutiny)

7. It is expected that all partner authorities will consider the approach to the public consultation during December 2021 or early January 2022.
8. Subject to the support of all partner authorities, it is anticipated that the public consultation process will be launched during January 2022. A report will be presented to the Climate Change Overview and Scrutiny Committee as part of the consultation exercise on 1 March 2022.
9. A final report detailing the outcome of the consultation exercise and presenting a new Strategy for approval will be considered by the Cabinet in summer 2022.

Policy Framework and Previous Decisions

10. Under the Waste and Emissions Trading Act 2003, all two-tier authorities are required to have in place a Joint Municipal Waste Management Strategy for the management of municipal waste within their areas.
11. The LMWMS sets out how the LWP intends to manage municipal waste. The Strategy, originally agreed in 2002, was last updated in 2011. The 2011 LMWMS, which was approved by the County Council on 23 May 2012, covered the period up to 2020. The Government's guidance suggests that municipal waste management strategies should be completely reviewed every five years to ensure they remain current.
12. Due to lack of national guidance published for the period beyond 2020, consultants were commissioned during 2016 to appraise the Strategy development options and identified that a Waste Disposal Authority Plan was

the most appropriate action to be taken forward by the County Council. The Plan was needed by the County Council to provide an updated strategic basis to support the Council's waste management procurement plans and other decisions ahead of a full review of the LMWMS.

13. The LMWMS supports the objectives of the Environment Strategy 2018-2030 and the strategic outcome of a Clean, Green Future within the proposed Council's Strategic Plan 2022-2026.

Resource Implications

14. The public consultation exercise is being funded from a pre-existing Leicestershire Waste Partnership budget. The future adoption of the vision, objectives and pledges will not result in any direct financial implications for the County Council at this stage. However, implementation of the Strategy options which mirror Government regulations and legislative policies, will have a financial implication which will be considered as part of the budget management process. At present cost implications remain uncertain although the Government has stated that it is committed to funding new burdens placed on local authorities.
15. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

Circulation under the Local Issues Alert Procedure

None.

Officers to Contact

Ann Carruthers
Director of Environment and Waste
Ann.Curruthers@leics.gov.uk
0116 305 7000

Joanna Guyll
Assistant Director Environment and Waste
Joanna.Guyll@leics.gov.uk
0116 305 8101

PART B

Background

16. The first LMWMS was adopted by the LWP in 2002. In 2006 it was comprehensively reviewed including a public consultation and full Strategic Environmental Assessment (SEA). The Strategy was subsequently updated in 2011 to reflect changes in performance and the economic climate since 2006 but maintained the objectives of the 2006 Strategy.
17. The LWP have commissioned Frith Resource Management (FRM) to undertake a full review of the Strategy.
18. The national Resources and Waste Strategy (RWS) was released in 2018. It focuses on known problems with effective solutions that will reduce reliance on single use plastics, cut confusion over household recycling and tackle the problems of packaging and end food waste.
19. The RWS outlines how the Government aims to make the UK more resource efficient and to move towards a circular economy which keeps resources in use for longer. The RWS covers the period until 2050 and includes the Circular Economy Package target of 65% recycling rate of municipal solid waste by 2035.
20. Following on from the publication of the national RWS, two rounds of consultations were released with local authorities identified as key stakeholders. These included proposals that are expected to affect local waste services including mandatory weekly food waste collections, free garden waste collections, the introduction of a deposit return scheme for single use drinks containers, extended producer responsibility for packaging (this is in essence where the full cost of collection, recycling and disposing of packaging is met by the producers of the packaging), and a move towards consistent waste collections by all local authorities. The results of the second round of consultations have not yet been published.
21. Legislation to enable the policy changes within the RWS are contained within the Environment Act which received Royal Assent on 9 November 2021.
22. The review of the LMWMS has considered the potential forthcoming legislative changes and these are reflected accordingly. It is important to note the Strategy is high-level and therefore non-site specific.

Joint Municipal Waste Management Strategy Review Process

23. The purpose of a joint municipal waste management strategy is to:
 - a) Identify the baseline position;
 - b) Outline where partners want to be and when by;

- c) Articulate how this will be achieved.

24. To achieve the above the following steps are being undertaken:

Strategy Review Steps	Outputs
Production of a detailed project plan	Project Plan
Project planning, gap analysis, data analysis	Baseline Report
Undertake full Equalities and Human Rights Impact Assessment	Equalities and Human Rights Impact Assessment
Agree objectives and options and options assessment criteria	Draft Options Appraisal Report and Draft Headline Strategy
Strategic Environmental Assessment (SEA)	Scoping Report and 5-week statutory consultation; Draft Environmental Report
Public Consultation	Public Consultation Report
Finalisation of Strategy	Final Headline Strategy
Action Plan	Final Action Plan

Proposed Public Consultation Approach

25. It is intended that a 12-week public consultation will commence in January. It is an important part of the strategy review process and will seek views on the vision, objectives and pledges within the draft Strategy and enable partners to gain valuable insight into waste prevention, reuse and recycling behaviours which will inform the development of the final Strategy and future initiatives.
26. The consultation exercise will consist of an online questionnaire which will be available via the County Council's 'Have your Say' webpage and partners' websites. In addition, targeted communications will be undertaken to seek the views of stakeholders. The use of focus groups to enable more in-depth discussion will also be considered.
27. As mentioned previously, it is intended to re-name the Strategy to reflect the Government's documents and current terminology and the consultation will accordingly refer to the Leicestershire Resources and Waste Strategy.
28. The full suite of documents for public consultation, which are currently under review, comprise:
- a) The draft headline Strategy,
 - b) The draft options appraisal report – evidence behind service changes/pledges within the headline Strategy,
 - c) The draft environmental report – from the SEA process,
 - d) Summary document.

Headline Strategy

29. The draft headline Strategy will be the main focus of the consultation and be accompanied by a series of consultation questions. The updated draft describes the approach that the LWP will take in delivering recycling and waste management services from 2022 to 2050. The vision of the Strategy is: *“To work towards a circular economy and contribute to achieving net zero carbon by 2050 in Leicestershire. This means fully embracing the waste hierarchy by preventing waste and keeping resources in circulation for as long as possible through reuse, repair and recycling, to realise their maximum value whilst minimising environmental impacts”*.
30. The vision is supported by specific Strategy objectives and a range of pledges that sit alongside forthcoming national changes, setting a direction for long-term management of material resources for the benefit of Leicestershire residents and communities.
31. The pledges contained in the draft Strategy are:
- 1) All councils within the Partnership will review their purchasing activities and internal waste management services to seek to promote waste prevention, reuse and recycling to support the objectives of this Strategy and lead by example.
 - 2) The Partnership will support and encourage waste prevention activity across LWP. This will include working with stakeholders, residents and communities to prevent unnecessary waste arising, for example through food waste reduction campaigns such as Love Food Hate Waste.
 - 3) The Partnership will continue delivering reuse services and expand activities where practicable, working in partnership with other stakeholders and to signpost to places that advocate for waste prevention and reuse, in support of developing a circular economy. This includes a pledge to continue to improve the collection of items for reuse at Household Waste Recycling Centres and explore the development of re-use shops at suitable sites.
 - 4) The Partnership will implement and promote separate food waste collections to all households, subject to confirmation of the Government’s policy, legislation and the provision of funding. This will be as soon as possible when contracts and circumstances dictate. The County Council will procure anaerobic digestion capacity to treat the collected food waste in a manner that contributes to effective carbon emissions reduction across the County and improves soil quality.
 - 5) The Partnership will explore the use of alternative fuels for collection vehicles and the transportation of waste and resources to further reduce carbon emissions of the service and improve air quality.

- 6) The Partnership will continue to offer a garden waste collection system to Leicestershire residents and will follow the Government's guidelines as to the form of the collection and will be subject to legislation and total Government funding. The Partnership will continue to procure composting capacity to treat the collected garden waste in a manner that supports carbon reduction and improves soil quality.
- 7) The Partnership shall ensure that the full range of recyclables (as specified by the Government and subject to funding) are collected from residents (and businesses where applicable) across Leicestershire by 2025, or as soon as possible when contracts and circumstances dictate.
- 8) The Partnership shall continue to explore the viability of adding extra materials to recycling collections (e.g. for batteries, small electric goods or clothing) aiming to keep Leicestershire performance above the national average.
- 9) The Partnership will put in place collection systems to contribute towards the achievement of the national 65% recycling target by 2035. This may include restricting residual waste capacity to encourage greater materials separation, carbon savings and resource recovery. Improvements in materials recovery at Household Waste Recycling Centres will also contribute towards the national target.
- 10) The Partnership will continue to allocate a communications budget sufficient to help promote good recycling behaviour and maximise resource recovery to support the circular economy and low-carbon objectives of this Strategy.
- 11) The County Council will reduce waste sent to landfill to less than 5% by 2025, well in advance of the 10% national target by 2030. The County Council will undertake future procurement processes for residual waste treatment (alternatives to landfill) in line with the vision and objectives of this Strategy.

Options Appraisal

32. In developing the draft Strategy, nine options were modelled, seven of which take account of anticipated service changes following the Government consultations and are set out in the Appendix to this report along with further details including the chosen assessment criteria and the overall results. The option which performed the best overall was Option 5a which is the revised baseline with the further anticipated Government measures included as well as the inclusion of restricted residual waste collected in 140L wheeled bins.

Strategic Environmental Assessment

33. An assessment of how a strategy meets the aims of sustainable development can be delivered through an approach known as Strategic Environmental Assessment (SEA). It is a framework for ensuring that environmental and

sustainability impacts are integrated into high-level policy, planning and programme making.

34. The first stage of this process was to scope out the key sustainability issues relevant to the LMWMS and the geographical area of Leicestershire. There were two workshops held with officers from the partner authorities where key sustainability issues were agreed along with sustainability objectives and assessment criteria. These elements were captured in an SEA scoping report.
35. The Statutory consultees (the Environment Agency, Natural England and Natural Heritage) were consulted on the SEA scoping report over a five-week period between 2 August and 6 September 2021. The comments received from these organisations were addressed and the draft Environmental Report was updated. The draft Environmental Report identifies, describes and evaluates the likely significant effects on the environment from the LMWMS. The public and the statutory consultee bodies must be consulted on the Environmental Report.

Equality and Human Rights Implications

36. An Equality and Human Rights Impact Assessment (EHRIA) Screening has been undertaken and concludes that the review of the LMWMS will be subject to a full EHRIA, the findings of which will be included in the Cabinet report scheduled for summer 2022.

Background Papers

Report to the County Council on 23 May 2012: Leicestershire Municipal Waste Management Strategy Update 2011

<http://politics.leics.gov.uk/ielssueDetails.aspx?Ild=31065&PlanId=0&Opt=3#AI31186>

Appendix

Options Modelled

Appendix - Options Modelled

Option	Description
Baseline	Current service
Option 1: Waste minimisation	Focus on waste awareness/ education/ waste reduction/ recycling and prevention initiatives
Option 2: Reuse and repair	Focus on facilitating or promoting reuse/ repair activities
Option 3: Revised Baseline with Consistent Collection measures, Extended Producer Responsibility (EPR) and Deposit Return Scheme (DRS)	As Baseline, plus: <ul style="list-style-type: none"> • Recycling collection consistent with materials indicated in consistent collections consultation (plastic, glass, metal, paper and card) • 'Free' garden waste collection for all districts • Separate weekly food waste collection for all households • EPR and DRS come into effect • Sensitivity on recycling to include batteries, textiles, small Waste Electronic and Electrical Equipment
Option 4: Retained charged garden	As Option 3, except: <ul style="list-style-type: none"> • Garden waste collection is retained as a charged service for all districts that currently operate a subscription service
Option 5: Restricted residual waste (A and B)	As Option 3, plus: <ul style="list-style-type: none"> • A: Residual waste collected fortnightly in 140L wheeled bins OR • B: Residual waste collected three-weekly in 240L/180L wheeled bins
Option 6: Twin stream recycling, fibre out	Option 3, plus fortnightly twin stream collection of dry recycling, paper and card in one box, plastics, glass and cans in wheeled bin
Option 7: Kerbside sort	Option 3, plus fortnightly kerbside sort collection of dry recycling
Option 8: Three-stream recycling	Option 3, plus fortnightly three-stream collection of dry recycling: paper and card in box 1, glass in box 2, plastic and cans in box 3.

Options one and two (waste prevention and reuse) have been subject to a qualitative assessment and are activities that all councils should undertake and vary in their outputs and inputs. Good practise and initiatives that the LWP could deliver are contained within the draft Strategy.

The recycling collections were modelled using the Kerbside Analysis Tool which gives comparative annualised costs for different systems. All options modelled incur an additional cost for the LWP when considering total net costs. Service changes are required to contribute towards achieving the national recycling rate of 65% by 2035. Reaching these higher targets means more investment is required and the Government has stated a commitment to covering additional costs to local authorities for the new required measures. Furthermore, the Government is also intent on introducing EPR.

The collection options were also modelled using WRATE (The Waste and Resources Assessment Tool for the Environment) to determine the carbon impact as kg CO₂-eq savings.

As part of the process there have been a series of workshops held which allowed for input into the review. The criteria for the options to be measured against and their associated weighting were chosen at a workshop in June 2021 (which was attended by Officers and Councillors from all LWP authorities) and are outlined in the table below:

Criteria	Weighting
Carbon	4.7
Recycling performance / reuse performance / waste prevention performance	4.3
Cost	4.3
Residual waste arisings	4.1
Educational / awareness raising	4.1
Compliance with National Policy	4
Public acceptability	3.9
Social value	3.5
Operational flexibility	3.4
Resource use	3.2

FRM have considered each option in turn and evaluated using criteria agreed by the Partnership. Public acceptability, operational flexibility, compliance to regulations and social value indicators are more qualitative judgements and are scored using a 1 – 5 scoring system. The score has then been applied to an agreed weighting for each option.

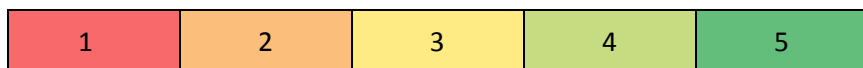
The overall results of this evaluation are presented in the table below.

All options result in an increase in the kerbside recycling rate for the LWP. Option 5a scores the highest overall for the assessment against the chosen criteria.

It should be noted that the costs and savings and recycling figures included in the report cannot be used directly as a basis for making service changes. The figures are indicative and modelled in comparison to LWP estimated baseline costs on an annualised basis. Further detailed business cases would be required to support decision making on proposed changes to waste services.

		<i>Business as Usual</i>	<i>Revised Baseline with Consistent Collection measures, EPR & DRS</i>	<i>As Option 3, with retained charged garden</i>	<i>As Option 3, plus restricted residual (140L WHB)</i>	<i>Option 3, plus restricted residual (3-weekly collection)</i>	<i>As Option 3, plus fortnightly twin stream collection of dry recycling</i>	<i>As Option 3, plus kerbside sort collection of dry recycling</i>	<i>As Option 3, plus three-stream recycling</i>
Criteria	Weighting	Baseline	Option 3	Option 4	Option 5A	Option 5B	Option 6	Option 7	Option 8
Carbon	4.7	3	3	3	5	5	1	1	1
Recycling performance	4.3	1	4	3	5	5	4	4	4
Cost	4.3	5	1	4	2	2	1	2	2
Residual waste arisings	4.1	1	4	4	5	5	4	4	4
Educational / Awareness Raising	4.1	1	4	3	4	4	3	4	4
Compliance with National Policy	4.0	2	3	2	3	2	4	5	5
Public Acceptability	3.9	3	5	4	2	1	4	3	3
Social Value	3.5	2	4	3	3	3	4	4	4
Operational Flexibility	3.4	4	5	5	5	2	3	2	4
Resource Use	3.2	2	3	3	5	5	3	3	3
Total Score (with weighting applied)		94.8	140.5	133.6	153.8	135.7	120.3	125.4	132.2
Highest Number = Best Option									

Key



Worst performing

Best performing

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CABINET – 14 DECEMBER 2021

NATIONAL HIGHWAYS ROUTE STRATEGIES DEVELOPMENT

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of National Highway's (NH) proposed Route Strategies development process and to seek approval for a response to be submitted to NH as the views of the County Council.
2. The Route Strategies process will inform the Government's decisions on investment in England's motorway and trunk road network (the Strategic Road Network, otherwise referred to as the SRN) in the period 2025 to 2030 and beyond.

Recommendations

3. It is recommended that:
 - a) The response set out in the Appendix to the report be forwarded to National Highways (NH) as the views of the County Council on the proposed Route Strategies development process concerning the Road Investment Strategy 3 (2025 – 2030);
 - b) It be noted that the County Council will continue to work through Midlands Connect (the region's Sub-National Transport Body) to seek to inform NH's and the Department for Transport's (DfT) decisions concerning future investment in the County's Strategic Road Network for the Road Investment Strategy period 3 (2025 to 2030) and beyond.

Reason for Recommendations

4. An effectively functioning Strategic Road Network (SRN) is important to support Leicester and Leicestershire's economy, enable the area's future growth and to address environmental and climate change challenges. NH is currently undertaking a consultation exercise as part of developing its evidence base for this Route Strategies process, and the County Council's response will be submitted as part of that exercise.
5. As the region's Sub-National Transport Body, Midlands Connect brings together key transport bodies from across the Midlands. Amongst other things,

its role is to establish regional priorities for investment in the region's SRN and to work with DfT and NH to achieve their delivery.

Timetable for Decisions (including Scrutiny)

6. Following the Cabinet's approval, a response will be submitted to NH by the 31 December 2021 deadline, taking into account any additions or amendments arising from consideration by the Cabinet.
7. The Route Strategies process will ultimately inform investment decisions by the Government as part of the Road Investment Strategy period 3 - 2025 to 2030 - (RIS3) and beyond.

Policy Framework and Previous Decisions

8. In March 2011 the County Council approved the third Leicestershire Local Transport Plan (LTP3). This contains six strategic transport goals. Goal one is to have a transport system that supports a prosperous economy and provides successfully for population growth.
9. In 2018 the County Council, Leicester City Council, the seven district councils in Leicestershire, and the Leicester and Leicestershire Enterprise Partnership, approved the Leicester and Leicestershire Strategic Growth Plan (SGP) which provides the long-term vision for planned growth for the area up to 2050. The SGP highlights the need for investment in strategic transport infrastructure to enable the area's growth.
10. In May 2019, the County Council declared a climate emergency and committed to achieving carbon neutrality by 2030 for its own operations, to work with others and to lobby the Government to make the wider 2030 target possible. On 13 September 2019 the Cabinet approved work to be undertaken to revise the Council's Strategic Plan and Single Outcome Framework to incorporate the new environment and climate change commitments.
11. The Council's Strategic Plan (2018 to 2022) "Working together for the benefit of everyone" was approved by the County Council in July 2020 (having been revised following the Council's declaration on climate change). It has five strategic outcomes, including the delivery of 'Affordable and Quality Homes' and 'Strong Economy'.
12. The Leicester and Leicestershire Strategic Transport Priorities (LLTSTP) was approved by the Cabinet on 20 November 2020. This document was developed by the County and City Councils alongside the SGP to ensure the long-term development needs and associated transportation requirements are coordinated.
13. At its meeting on 17 September 2021, the Cabinet considered a report setting out comments on Charnwood Borough Council's pre-Submission Local Plan. Amongst other things that report noted:

“...the transport evidence work undertaken to support the Local Plan’s development suggests that existing problems both on the local transport system and Strategic Road Network are likely to be a barrier to the ‘acceptable’ delivery of further growth in the Borough, unless a route(s) (i.e. alternate to developer funding) can be agreed towards identifying other ways to plausibly and reasonably address the problems within the Plan period.”

14. At that same meeting, the Cabinet also considered a report setting out comments on the Draft Hinckley and Bosworth Local Plan. Those comments included inter-alia:

“Closer partnership working is required with Hinckley and Bosworth BC across key disciplines and at a senior level in recognition of:

- a) the challenges presented by the Strategic Road Network (SRN) in the Borough and wider area;*
- b) the lack of capacity on the Local Road Network;*
- c) the need to take a strategic approach to education and other infrastructure provision; and*
- d) the need to secure deliverable planned growth supported by infrastructure rather than unplanned speculative development.”*

15. In October 2021, the Cabinet approved for consultation the draft Strategic Plan (2022-26), which includes as one of its five strategic outcomes ‘*Clean, Green Future*’ Outcome: *Reflects the need to protect and enhance the environment and tackle climate change, biodiversity loss and unsustainable resource usage.’*

Resource Implications

16. There are no direct resource implications to the Authority arising from this report.
17. This Route Strategies process will inform the Government’s decisions for investment in the SRN for the period 2025 to 2030 (RIS3). If RIS3 is similar to previous periods, the investment would be in a mixture of: schemes to be built (or begin construction of) in that period; the continued development of previously identified schemes towards construction in future RIS periods; and the undertaking or work to identify a pipeline of potential schemes for future development and delivery.
18. It is more than probable that the RIS3 period will be oversubscribed, i.e. funding demands will exceed the levels of funding that can be made available.
19. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

This report has been circulated to all Members of the County Council.

Officers to Contact

Ann Carruthers - Director
Environment and Transport
Tel: (0116) 305 7000
Email: ann.carruthers@leics.gov.uk

Janna Walker - Acting Assistant Director, Development and Growth
Environment and Transport
Tel: (0116) 305 0785
Email: janna.walker@leics.gov.uk

PART B

Background

Road Investment Strategy

20. In 2014, the Government reformed the way England's Strategic Road Network (SRN) was funded and managed. While safety remained the number one focus, the new arrangements were also intended to give new emphasis for customer service and delivery. Highways England (recently renamed as National Highways – NH) was established as the steward of the SRN, with a remit to operate, maintain, renew and enhance the Country's motorways and main 'A' roads to *“the benefit of road users, people who live next to or depend on the network, and the natural, built and historic environment.”*
21. The Government committed to a five-year funding settlement, the first Road Investment Strategy (RIS1), which was published at the end of 2015 and covered the period 2015 to 2020. It allowed Highways England, and its supply chain, to plan their work efficiently and provided the confidence needed for them both to invest in people and equipment, growing the skills and capability necessary to deliver the scale of improvements planned to the network. RIS1 invested some £17bn in strategic roads – not only in upgrades, but in maintenance and measures to address the effects that old roads have on nearby communities.
22. The second RIS (RIS2) period (2020 to 2025) intends to deliver a further investment of £27.4bn. If the current funding structure is maintained, RIS3 will run from 2025 to 2030, RIS4 from 2030 to 2035, and so on. Investment decisions for each RIS period are normally made by the Government in the financial year immediately preceding the start date.

Route Strategies

23. Route strategies are one of the key steps of initial research in the development of the RIS. NH are required to produce them as a condition of their operating licence, to inform future decision making.
24. NH are now preparing the route strategies for RIS3 (2025 to 2030) and beyond, which will cover strategic routes, centres of population and industry. They will also include international gateways served by the routes, types of road and patterns of use.
25. NH set out that their route strategies will describe the current performance, constraints, and anticipated performance of routes and where appropriate, they will consider influencing driver behaviour and examine other modes of travel. They have also outlined they want their next round of route strategies to:

- a) establish a strategy for their routes that takes account of the performance of today as well as the challenges and opportunities of the future;
- b) be grounded in evidence informed by interested parties and road user input; and
- c) meet wider connectivity needs of communities and economies as well as the significantly changing needs of people who use our network or live nearby.

26. NH has further set out that their route strategies will be:

- a) **Forward looking:** They will collaborate with interested parties and road users to identify future requirements for each route. These requirements will balance:
 - i. local plans and priorities for roads and other transport networks, considering wider socio-economic developments and Government policy;
 - ii. the need for effective integration with other forms and systems of transport;
 - iii. the need to connect communities and support their growth aspirations;
 - iv. the views of national and local interested parties and road users. These include Transport Focus and the Office of Rail and Road, as well as sub-national transport bodies and elected representatives.
- b) **Widely supported:** They will work with interested parties to ensure that route strategies are recognised externally as the principal network planning tool for the strategic road network. To develop successful route strategies, it's vital to engage with interested parties and road users throughout the route strategy process, ensuring that:
 - i. their priorities are reflected in our current route priorities;
 - ii. we consider their needs for our roads at a local and strategic level when developing each route requirement;
 - iii. we incorporate their data and intelligence in the evidence base that supports our route requirements and our programme of potential interventions;
 - iv. we collaborate wherever we can develop route requirements, including joint studies where they will benefit the SRN.
- c) **Integrated and collaborative:** NH will consider the needs of interested parties and road users. Their approach being widely accessible and integrated with the rest of the transport system where it benefits the SRN. They will consider opportunities for integrated and collaborative solutions as they develop their programme of potential investment priorities. They want to make sure that they consider how strategic routes interact with other transport networks, particularly the interfaces between the SRN and local roads.

- d) **Broad:** They will identify a full range of options and opportunities in each RIS cycle informing operational and investment priorities.
- e) **Dynamic and easy to maintain:** They will adapt and update route strategies when significant changes occur. The route strategies will be dynamic, rather than fixed at a particular point in time. They will achieve this by using regularly updated digital platforms to visually represent future opportunities.

27. NH are taking a phased approach to route strategies, as set out below in the table that they have published:

Phase	When	What it involves
1	Complete	A baseline review of all interventions NH have identified through previous route strategies and subsequent network changes, consolidated into an easily accessible format.
2*	2021 to 2022	Engaging with interested parties and road users, to understand their future aspirations for the network. Publishing our high-level initial overview reports for each route with our Strategic Road Network Initial Report (SRNIR).
3	2021 to 2023	Undertaking a gap analysis between the current state and future requirements for the SRN. This will influence how NH deliver work and investment in the RIS period.

*The Authority's response is being provide as part NH's Phase 2

28. It is important to note that this is a national process that will likely result in a list of proposals that will exceed levels of funding available. This emphasises the importance of submitting a comprehensive, robust set of comments at this time and the need to seek to work through Midlands Connect (as the region's Sub-National Transport Body) to seek to inform NH's and DfT's decisions about investment in the SRN for the RIS3 (2025 to 2030) and beyond.

29. Most (if not all) of the schemes identified for delivery during RIS3 will either be:

- a) Schemes that were originally identified for delivery during RIS2 and subsequently deferred (around 80% of all RIS2 committed schemes were originally identified for delivery during RIS1).
- b) Schemes that were identified and developed during RIS2 as 'pipeline projects'. Within Leicestershire there are three ongoing or planned RIS2 pipeline projects (covering the M1 'Leicester Western Access' (J21 to J21a), M1 'North Leicestershire Capacity Improvements' (J21a

to J23a) and the A5 Hinckley to Tamworth) which may result in schemes for delivery during RIS3.

Conversely, most (or all) 'new' issues or potential schemes identified through this round of route strategies are likely to be taken forward as RIS3 pipeline projects, for potential delivery during RIS4 (2030-35) or later RIS periods.

30. From recent evidence, it has become increasingly apparent that significant improvements to the SRN (both in terms of capacity and access) will be needed to facilitate the delivery of emerging and future Local Plans across the Leicester and Leicestershire housing market area (HMA), as well as the Leicester and Leicestershire Strategic Growth Plan (SGP). It is important that future RIS schemes take full account of these requirements.
31. In relation to this point however, it is worth noting that NH current RIS Pipeline Project scoping and business case modelling processes and requirements (as determined by the Government) only take full account of future development that have secured planning permission. Conversely, development that is allocated through Local Plans (adopted or emerging) but has yet to secure planning approval is classified as 'aspirational growth' and is not included in the main RIS business case modelling and appraisal scenarios (this also applies to longer-term growth identified through the SGP). This would appear to inhibit the identification of future SRN improvements capable of supporting longer-term growth identified through Local Plans (or wider/HMA-wide strategies such as the SGP) as part of the RIS process.

Overview of key aspect of the response

32. The full response is set out in the Appendix to the report. In summary it:
 - a) Sets out issues on the area's current SRN, especially with regard to:
 - i. the M1, particularly congestion, road safety and general lack of network resilience in and around M1 Junction 21 to Junction 21a and continuing issues around Junction 24 to 24a;
 - ii. A5, in particular the poor standard of the route in the Hinckley area, and the congestion and frequent bridge strikes that have economic, environmental and local community impacts (not just in Leicestershire, but in Warwickshire, too), and the significant road safety issues, in particular at the Smockington Hollow and High Cross junctions;
 - iii. the A46 around the north-west edge of Leicester, especially the congestion (particularly at the Hobby Horse junction at Syston) and frequent accidents that have economic, environmental and local community impacts.
 - b) Highlights the air quality and carbon impacts of the SRN in Leicestershire;
 - c) Highlights strategic issues faced in Leicester and Leicestershire in terms of:

- i. the development, successful adoption and delivery of the round of Local Plans currently being prepared and/or on which work will be starting shortly (typically looking out to the mid to late 2030s);
 - ii. meeting the areas housing and employment needs looking out beyond those Local Plans towards 2050;
 - iii. accommodating further economic growth, including proposals for the Freeport and its likely impacts on M1 Junctions 24 and 24a.
- d) Sets out future strategic requirements of the SRN in respect of:
- i. supporting/enabling local plans;
 - ii. supporting Leicester's and Leicestershire's longer-term growth out towards 2050;
 - iii. contributing to reducing Leicestershire's Carbon footprint;
 - iv. continuing to provide effective support for the area's locally, regionally and nationally important logistics and minerals/construction materials sectors;
 - v. better and greater integration of planning and investment in the SRN with that of Major Road Network and Local Road Network.
- e) Sets out a number of 'asks', including:
- i. beyond this evidence gathering stage, to work through the region's Sub-National Transport Body, Midlands Connect with NH and DfT to:
 - secure the earliest possible delivery of the current RIS3 pipeline projects¹, along with improvements to the A46 corridor, including at the Hobby Horse junction and investigation of a potential new M1 junction '20a' to the south of Leicester;
 - secure the delivery in RIS3 of schemes to address the significant accident problems on the A5 at Smockington Hollow and High Cross junctions;
 - identify any further projects on the SRN required to support Leicester's and Leicestershire's housing and economic growth in the shorter to medium term, i.e. over the next 10 to 15 years (timeframe covered by round of Local Plan's currently in development);
 - plan for what the SRN needs to look like to meet the area's long-term growth needs out to 2050;
 - in conjunction with the preceding points, seek changes to the RIS pipeline project development and appraisal processes that would allow greater account to be taken of longer-term growth requirements set out within Local Plans and/or wider/HMA-wide growth strategies such as the Leicester and Leicestershire SGP;
 - to ensure that the necessary strategies and investment are in place/made to support the decarbonisation of the SRN

¹ M1 Leicester Western Access, M1 North Leicestershire Extra Capacity and A5 Hinckley to Tamworth

(including investment in sustainable transport modes away from the SRN, where that would help to remove 'local trips' from the SRN thereby helping to improve its operation);

- achieve a more coordinated approach to the planning of and the investment in measure on the SRN, Major Road Network and Local Road network, including longer-term funding settlements for Local Transport Authority aligned to the RIS windows.

33. It should be noted that the A46 Partnership, of which the County Council is a member of, will also be submitting a response to NH. Officers have contributed to the A46 Partnership response and the 'issues' and 'asks' raised are consistent with the County Council's full response set out in the Appendix.

Equality and Human Rights Implications

34. There are no equality and human rights implications arising from the recommendations in this report.

Environmental Implications

35. The response specifies requirements of the SRN and asks of NH and DfT that which is taken up should deliver positive environmental benefits.

Background Papers

Local Transport Plan (2011 - 2026)

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/local-transport-plan>

Working together for the benefit of everyone: Leicestershire County Council's Strategic Plan 2018-22

<https://www.leicestershire.gov.uk/about-the-council/council-plans/the-strategic-plan>

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

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

Report to the Cabinet on 20 November 2020: Leicester and Leicestershire Strategic Transport Priorities 2020 to 2050

<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MId=5999&Ver=4>

Report to the Cabinet on 17 September 2021: Response to Charnwood Borough Council Pre-submission Charnwood Local Plan (2021 to 2037) Consultation

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6446&Ver=4>

Report to the Cabinet on 17 September 2021: Response to the Hinckley and Bosworth Borough Council's draft Local Plan (Regulation 18) consultation

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6446&Ver=4>

Report to the Cabinet on 26 October 2021: Strategic Plan 2022 to 2026

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6447&Ver=4>

Appendix

Appendix – Leicestershire County Council's response to National Highways Route Strategies Development for RIS3 - November 2021

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Leicestershire County Council's response to National Highways Route Strategies Development for RIS3 - December 2021

1. Introduction

Leicestershire County Council welcomes the opportunity to provide evidence and input into the third round of Route Strategies.

The Strategic Road Network (SRN) in Leicestershire is comprised of:

- M1
- M6
- M42/A42
- M69
- A5
- A14
- A46
- A50 (west of M1 J24)
- A52
- A453

Our comments are structured as follows:

- **Section 2:** Traffic conditions on the SRN in Leicestershire (by route), with our route-specific 'asks',
- **Section 3:** Strategic issues and strategic 'asks'.

1.1 Policy context

Our evidence and comments are informed by the following local policies relating to the long-term operation of the local road network in Leicestershire.

1.1.1 Local Transport Plan 3 (LTP3)

The LTP3 was approved in March 2011 and contains six strategic transport goals. Goal 1 is to have a transport system that supports a prosperous economy and provides successfully for population growth. We are currently developing our next Local Transport Plan (4) and it is envisaged that it will be underpinned by a similar Goal to LTP3 Goal 1.

1.1.2 Leicester and Leicestershire Strategic Growth Plan (SGP) and Strategic Transport Priorities (LLSTP)

The SGP provides the long-term (up to 2050) vision for planned growth for Leicestershire. It was approved by Leicestershire County Council, Leicester City Council, the seven Leicestershire district councils, and the Leicester and Leicestershire Enterprise Partnership (LLEP) in 2018. In November 2020, Leicestershire County Council and Leicester City Council published the LLSTP, which sets out the transport needs associated with the planned growth set out in the SGP.

1.1.3 *Climate Emergency Declaration*

Leicestershire County Council declared a climate emergency in May 2019. As part of the declaration, we committed to achieving carbon neutrality for our own operations by 2030, and to work with partners and lobby the Government towards the wider 2030 target. Work is ongoing to revise our Strategic Plan and Single Outcome Framework to incorporate these environment and climate change commitments.

2. **Traffic conditions on the SRN in Leicestershire**

We present our view of traffic conditions and issues on the SRN in Leicestershire geographically (South-North or West-East) by route, rather than categorising them by type of issue or National Highways objective.

2.1 **M1**

The M1 in Leicestershire is a primary north-south route between Southern England and major northern cities like Sheffield and Leeds. It is also a key connector of east-west routes, such as the A50 and A14 (including onwards to the east coast deep water ports). The proximity of the route to the City of Leicester means that it is often used for more local journeys, especially for traffic moving around the Leicester area.

Our assessment of this part of the SRN indicates that it is unlikely to be able to support future growth. Indeed, Leicestershire County Council's Pan-Regional Transport Model (PRTM) indicates that capacity at some sections is likely to reach 90% by 2037 in the Baseline scenario, before Local Plan growth is considered¹.

Capacity issues at M1 Junction 21 affect wider local road network. This is exacerbated by a general lack of route resilience, particularly around Leicester, which is just off the junction. The congestion resulting from frequent incidents at or near the junction have major economic and environmental impacts on much of the western part of the Leicester area, particularly as the junction forms the main SRN access to the City of Leicester. The junction is highlighted in our Local Transport Plan 3 (LTP3) as affecting inter-urban travel, as well as connectivity to Leicester and the southern suburbs, at peak times.

The link between junctions 21 and 21a, together with the junctions themselves, is of particular importance to traffic using the A46 corridor. However, this stretch is subject to significant congestion and accidents, especially at peak times. For example, between 2015 and 2019 there were 21 collisions at M1 Junction 21, and 15 at M1 Junction 21a. Collisions at the junctions, and on the link between, can cause significant disruption to traffic not just on the M1, but also on the local road network as a result of the use of diversion routes or traffic backing up on the local roads approaching the junctions.

The Midlands Connect A46 Corridor Study (Phase 2) also identifies the M1 junctions 21 and 21a, and the link between the two junctions as significant causes of delay to

¹ Source: Charnwood Local Plan Mitigation: The role of the Strategic Road Network in the context of planned growth

traffic using the A46 corridor. Congestion and delays on this link have knock-on impacts on the A46, which connects to the M1 South. Severe delays can affect the A46 as far back as the A46/A50 Brantings Roundabout.

Sub-standard weaving lengths, extensive sections of hard shoulder drop, and narrow structures all add to the issues faced by this link. It also should be noted that the link is the site of a designated Air Quality Management Area, and that air quality issues in this area will be exacerbated by congestion and high traffic volumes on the M1.

A Garden Village at Whetstone Pastures is being considered in Blaby District in parallel with a proposal for a new Junction 20A on the M1 where it passes under the A426. If delivered, this could have significant benefits for the operation of M1 Junction 21 (M69/A5460/A563), and consequently for the A46, over and above supporting delivery of the proposed Garden Village development.

Closures on the link between junctions 22 and 23 and associated diversions cause significant issues on the surrounding local roads. Although these roads are approved for use as an emergency diversion route, they are not suitable for the volume and nature of traffic which would normally use the M1 and should not be used for planned works without express consent of Leicestershire County Council. Efforts should also be made to reduce the number of unplanned incidents on the M1 which necessitate use of these roads as an emergency diversion route.

Junction 24 and the surrounding area is also the site of several accidents and congestion and delays on the M1 in the northern part of Leicestershire/south Nottinghamshire have knock on effects on other routes, including the A453 and A50. However, whilst there is a good standard grade-separated junction, we suspect that there is probably very little more that can be done at this location to provide further capacity within the existing Junction 24 to 24a arrangements. However, proposals for a Freeport; the Development Corporation proposals; the now proposed 'HS2 station' at East Midlands Parkway; and further growth in and around East Midlands Airport are likely to place significant extra pressures on these two junctions.

Our Asks

- Identify suitable schemes in the current RIS3 pipeline of projects, such as M1 Leicester Western Access and North Leicestershire Extra Capacity, and deliver those schemes in RIS3.
- Development funding in RIS3 to develop a pipeline project for a new M1 J20a for delivery in RIS4/5.
- To ensure further coordinated development and delivery of upgrades to the M1 in and around M1 Junction 24 to 24a to support the considerable growth proposals in north Leicestershire/south Nottinghamshire.

2.2 M6

In our view, the M1/M6/A14 junction improvement has resolved most of the M6 issues which affect Leicestershire. However, when incidents and roadworks occur on the M6, diverting traffic onto the A5 can cause significant issues on that poor standard route. This is covered in detail under section 1.5, A5.

2.3 M42/A42

Issues on the M42 and A42 in Leicestershire mainly arise as secondary effects of incidents on the M1 in and around M1 Junctions 23a to 25.

The corridor is heavily used by HGVs, but there is a lack of proper services and HGV parking provision along the route. The recent national discussions regarding the lack of HGV drivers have highlighted the important role played by rest facilities, particularly overnight facilities, in creating comfortable working conditions and recruiting and retaining drivers.

We expect further pressures on the corridor as a result of development. For example, a new logistics and distribution hub, 'Mercia Park', is currently under construction near M42 Junction 11 and once complete will accommodate various businesses including Jaguar Land Rover, resulting in additional commuter and freight traffic using the corridor.

2.4 M69

The primary issue for Leicestershire relating to the M69 is the lack of south facing slip roads at Junction 2, which restricts access to the SRN for Leicestershire residents (albeit evidence shows that such slip roads could not be delivered alone without complimentary measures on the local road network serving the junction). There is also a lack of service area provision on the route, which is less than ideal for HGV traffic as highlighted in 1.3, above.

The only other issues on this corridor in Leicestershire arise mainly as a result of incidents on and around M1 Junction 21, and the lack of capacity on the free-flow slip road from the M69 onto the M1 northbound.

2.5 A5

The A5 through Leicestershire is of mixed standard and provides an inconsistent experience for drivers. Issues include inconsistent design standards, lane gains/drops between dual carriageway and single carriageway, direct frontage access to businesses and residential properties, mixed speed limits, and multiple at-grade junctions.

The route is generally no longer fit for purpose for the volume of traffic which it has to carry; its poor performance leads to traffic diverting on to local roads affecting communities in Leicestershire and Warwickshire. Poor journey time reliability impacts upon traffic travelling through the corridor, particularly just in time deliveries. Significant work is required to bring the route up to a consistent standard and resolve congestion, safety, and severance issues.

Midlands Connect has carried out a study to identify a long-term, corridor, approach for investment in the A5 from Staffordshire to Warwickshire. This includes the section through Leicestershire. The study has identified the corridor as being of particular

importance to the logistics and distribution and advanced manufacturing and engineering sectors.

When incidents occur on the M1 or M6, the A5 is used as a diversion route for strategic traffic. The A5 is not capable of carrying such high volumes of traffic, particularly given the proportion of HGV vehicles, for the reasons set out above. This additional traffic not only causes congestion and safety issues on the A5 itself, but also on the adjacent local road networks and communities due to traffic backing up at junctions etc.

Bringing the route up to a consistent dual carriageway standard and improving some of the pinch point junctions would help to alleviate the congestion and safety issues caused by the additional traffic, and would enable the A5 to operate as an effective diversion route.

National Highways are already aware of the issues associated with the low bridge, where the A5 passes underneath the Nuneaton to Leicester rail line, which continues to be struck by high vehicles on a regular basis. This bridge was struck 11 times in the financial year 2020/21, making it the 7th most struck bridge in the country². Bridge strikes present a serious safety concern, in addition to being disruptive to drivers on the A5 and surrounding local road network, and rail passengers as the road is closed for inspections and repairs.

The A5 is also a key focus for growth within Leicestershire over future Local Plan periods to 2036 and beyond. It is an important access route for major manufacturing and logistics developments, including the MIRA Enterprise & Technology Park, DIRFT near Daventry, and Magna Park in Lutterworth³. All of these sites are expected to see expansion and increased traffic between now and 2050. As a result, upgrading the corridor to support future growth is highlighted as a key priority in the Leicester and Leicestershire Strategic Growth Plan and Strategic Transport Priorities. In particular, the composite scheme which has been identified by National Highways to mitigate the impacts of consented and planned growth at Magna Park, DIRFT phase 3, and Lutterworth SUE will be needed earlier than 2028 (the currently proposed earliest date for delivery).

Hinckley and Bosworth Borough Council are currently developing a new Local Plan. It is likely that growth in the Borough will add to the current operational and safety issues, unless suitable mitigation measures are delivered. This can be alleviated if the cancelled RIS2 scheme to widen the A5 to dual carriageway between Longshoot and Dodwells, or a fit-for-purpose alternative scheme, is developed and delivered to support delivery of the Local Plan.

In safety terms, the A5/B4455 High Cross junction continues to suffer from a high number of collisions, including recent fatal accidents. Between 2015 and 2019 there were 6 separate KSI collisions at the junction. We have excluded the collision data for 2020, due to the impacts of the coronavirus pandemic on traffic flows, but we are

² Source: Network Rail (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/bridges-tunnels-and-viaducts/the-risk-of-bridge-strikes/>)

³ Source: Leicester and Leicestershire Strategic Growth Plan

aware of a further fatal collision in November 2021. National Highways should work with Leicestershire and Warwickshire County Councils to develop and deliver an improvement scheme to resolve the safety issues at this junction.

Our Asks

- Prompt identification and delivery of alternative measures to the now abandoned Dodwells to Longshoot dualling, including as appropriate measures to encourage sustainable modes of travel on the local road network.
- Identify suitable schemes in the current RIS3 pipeline of projects, such as for the A5 Hinckley to Tamworth section, and deliver those schemes in RIS3.
- Identify and deliver a solution to address the problems caused by the low bridge where the A5 passes under the Nuneaton-Leicester rail line, preferably ahead of RIS3.
- Identify and deliver a solution to address the casualty issues on the A5, including at A5/B4455 High Cross junction and at Smokington Hollow, preferably ahead of RIS3.

2.6 A14

There are no significant issues on the A14 in Leicestershire since the M1/M6/A14 junction improvement was opened to traffic.

2.7 A46

The A46 includes an important bypass to take strategic traffic around the outside of Leicester, instead of through the City. Link capacity issues and a general lack of route resilience have significant economic and environmental impacts on much of the northern part of the Leicester area, and villages in Leicestershire along the A46 corridor, particularly when incidents occur.

In particular, the A46/Syston Hobby Horse junction is identified as the main bottleneck for this section of the route. Many of the junctions on the A46 in Leicestershire are grade-separated, but this is not the case for the Hobby Horse junction. The Midlands Connect A46 Corridor Study found that delays at this junction can average 25 minutes at peak times. The junction was also the site of the 4th highest number of collisions between 2013 and 2017. Although many of these only resulted in slight injuries, the disruption to drivers and impact on journey times is considerable whenever there is a collision at the junction.

Closures on the A46 in the vicinity of Hobby Horse junction, and the associated, diversions cause significant issues on the surrounding local roads. Although these roads are approved for use as an emergency diversion route, they are not suitable for the volume and nature of traffic which would normally use the A46 and should not be used for planned works without express consent of Leicestershire County Council. Efforts should also be made to reduce the number of unplanned incidents (collisions and emergency maintenance works) on the A46 which necessitate use of these roads as an emergency diversion route.

Improvements to the A46 at Newark, albeit greatly needed, will remove a bottleneck which currently slows the flow of traffic to Hobby Horse junction. The increased rate at which traffic reaches the junction is likely to exacerbate the safety and congestion issues at Hobby Horse junction.

The interactions between the A46 and M1 Junctions 21 to 21a are also highlighted as key barriers to growth, based on Inrix data⁴. It is one of the most congested sections on the corridor, and a source of significant delay for drivers travelling along the route through Leicestershire.

The A46 Corridor is identified as a Priority Growth Corridor in the Leicester and Leicestershire Strategic Growth Plan (SGP), which estimates that the corridor has the potential to support delivery of 38,000 new homes and additional employment sites in the period to 2050.

Substantial growth impacting the A46 is planned in the vicinity of the northern edge of the Leicester Urban Area through current (adopted) and future (emerging) Local Plans. This includes the emerging Local Plans of Charnwood Borough and the City of Leicester, both of which are currently expected to be submitted for examination (and potentially adopted) within the next 12 months.

It is likely that further significant growth will be proposed in and around this area through Blaby District's and/or Hinckley and Bosworth Borough's new Local Plans (which are currently at a less advanced state than Charnwood or the City of Leicester).

Transport assessment work to support the Charnwood Borough and City of Leicester Local Plans has identified that the stretch of the A46 between the Hobby Horse Roundabout and the M1 at J21a has insufficient residual capacity to accommodate this growth. Several junctions on this section of the route already exceed 85% capacity⁵, and are forecast to get worse once development traffic and background growth are taken into account⁶. This will result in increased journey time unreliability along the corridor and widespread re-routing along less appropriate, more minor routes to avoid congestion and delays on the A46.

The A46 to the north of Syston/Hobby Horse Roundabout is generally free flowing by comparison. Most of the major junctions along this section within Leicestershire are grade-separated, except for the at-grade crossroads with Seagrave Road and Park Hill Lane, between Seagrave and Thrussington. The volume of traffic travelling along the A46 at this location makes this junction a significant barrier to travel between Seagrave and Thrussington. For drivers using the A46, the junction is an anomaly that is firmly at odds with the general standard and experience of the corridor between the Hobby Horse and Farndon Roundabouts.

Leicester City Football Club's new training ground is accessed via the A46/Seagrave Road/Park Hill Lane junction. National Highways requested that minor improvements

⁴ Midland Connect A46 Corridor Study (phase 2)

⁵ Midlands Connect A46 Corridor Study (phase 2)

⁶ Charnwood Borough Emerging Local Plan

to the junction were conditioned as part of the planning consent⁷, to address safety concerns associated with the junction. It remains to be seen whether these improvements are sufficient. This should be reviewed at an appropriate point during RIS3, to identify any further safety improvements which may be required.

Our Asks

- Identify and deliver improvement schemes to support growth on the A46 corridor, particularly at the Hobby Horse roundabout at Syston.
- Review collision data at the A46/Seagrave Road/Park Hill Lane junction, following completion of the improvement works associated with the Leicester City Football Club planning consent, at an appropriate point during RIS3, with a view to identifying if further safety improvements are needed.

2.8 A50

The only significant issue on the A50 in Leicestershire arises from the interactions with M1 Junction 24, particularly when accidents and other incidents occur at the junction.

2.9 A52

There are no strategic issues on this route.

2.10 A453

As with the A50, the only significant issue on the A453 in Leicestershire arises from the interactions with M1 Junction 24, particularly when accidents and other incidents occur at the junction.

3. Strategic issues

The following constitute the main strategic concerns which Leicestershire County Council have relating to the SRN in Leicestershire.

3.1 Economic Growth

The SRN, and National Highways, need to enable and support the successful development, adoption, and delivery of Local Plans which are currently being prepared or on which work is due to start during the RIS3 period. There is currently a disconnect between National Highways' involvement in Local Plans and the development of the Route Strategies, which needs to be addressed if we are to achieve a fully co-ordinated approach to road transport in England.

The SRN will also need to support long-term growth in Leicester and Leicestershire to 2050, as identified through the SGP. We accept the importance of maintaining the overall functionality of the SRN for strategic journeys. However, consideration must be given to whether the existing SRN (in particular the M1, A46 Leicester Western

⁷ Planning consent reference P/18/1269/2

Bypass and A5) is sufficient to support long-term growth aspirations in Leicester and Leicestershire.

In relation to this, we observe that National Highways' current RIS Pipeline Project scoping and business case modelling processes and requirements only take full account of future development that has secured planning permission. However, development that is allocated through Local Plans (adopted or emerging) but has yet to secure planning approval is classified as 'aspirational growth' and is not included in the main RIS business case modelling and appraisal scenarios. This also applies to long-term growth identified through the SGP. This appears to inhibit the identification of future SRN improvements capable of supporting long-term growth identified through Local Plans (or wider/HMA-wide strategies such as the SGP) as part of the RIS process.

In addition to the issue of capacity on parts of the existing SRN as set out in section 2, above, there is a need to review whether new routes and junctions should be added to improve accessibility to/from the SRN in the County in order to facilitate growth. The Leicester and Leicestershire Strategic Transport Priorities, which was developed to support the growth proposed through the SGP, highlights the potential need for a new orbital link road to the south and east of Leicester, connecting with the M1 (via a new junction) to the south-west and the A46 to the north-east of Leicester, as well as to existing radial transport corridors into the city.

Finally, National Highways should ensure that the SRN can continue to effectively support Leicester and Leicestershire's locally, regionally, and nationally important logistics, minerals and construction materials sectors. This includes working with the private sector ensure that there is appropriate service and rest area provision for HGV drivers using the SRN to travel through/to/from Leicestershire.

Our Asks

- Greater co-ordination between National Highways' involvement in development of Local Plans and developing the RIS.
- Greater co-ordination between National Highways' development of the RIS and delivery of the Leicester and Leicestershire SGP.
- Identify any further projects on the SRN required to support Leicester and Leicestershire's growth over the next 10 to 15 years (covering the current round of Local Plan development).
- Plan for what the SRN needs to look like to meet the area's long-term growth needs out to 2050.
- Work with Leicestershire County Council (through our Sub National Transport Body, Midlands Connect), and the Department for Transport, to:
 - ensure that the SRN through Leicestershire is made fit-for-purpose and remains fit-for-purpose to 2050 and beyond.
 - seek changes to the RIS pipeline project development and appraisal processes that would allow greater account to be taken of long-term growth allocated through Local Plans and/or proposed through the SGP.
- Achieve a more coordinated approach to the planning of and the investment in measure on the SRN, Major Road Network and Local Road network,

including longer-term funding settlements for Local Transport Authority aligned to the RIS windows.

3.2 Environment

National Highways should ensure that the SRN in Leicestershire is managed in a way which will contribute towards reducing Leicestershire's carbon footprint and support delivery of a more environmentally friendly, sustainable, road transport system.

Our Asks

- Ensuring that any schemes which are delivered (including maintenance) are made as carbon neutral as possible.
- Aim to achieve positive biodiversity impacts in all schemes (including maintenance where appropriate).
- Supporting and facilitating greater take-up of electric cars, for example by providing EV chargepoints at rest areas and motorway service areas.
- Supporting decarbonisation of HGVs.
- Supporting and enabling solutions for alternatively powered HGVs with proper last mile integration.
- Where appropriate, provision for active and sustainable travel modes should be built into schemes as standard (including revenue support to influence modal shift).
- Ensure that the necessary strategies and investment are in place and/or made to support the decarbonisation of the SRN, including:
 - practical, workable solutions for decarbonising road-based logistics and movement of minerals and related construction materials
 - support for coordinated investment in local, sustainable measures that help to remove 'local trips' from the SRN to improve the SRN's functioning
 - support for Midlands Connect ideas for improved strategic coach links
 - revisiting the approach to business case assessment to better reflect carbon and societal (e.g. reduction of severance) benefits and savings (in comparison with more traditional BCR metrics)

3.3 Network Integration

Our aim is to achieve a proper integration of all networks to give a consistent driving experience door-to-door. There is a need for better and greater integration of planning and investment with the Major Road Network (MRN) and Local Road Network (LRN), to smooth the transition from SRN to MRN and LRN and ensure that solving issues on the SRN does not have an adverse impact on other routes.

Our Asks

- Developing schemes and programmes in a co-ordinated manner, rather than in isolation.
- Integration of last mile solutions.
- Integrated technology solutions.

- Ensuring consistent quality of journey (for example maintenance standards) and integration with the MRN and LRN.
- Engaging with Leicestershire County Council (through our STB, Midlands Connect) and the relevant Government Departments to ensure that future technologies are developed and delivered in an integrated manner across the SRN, MRN, and LRN.

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