



*Meeting:* **Cabinet**

*Date/Time:* **Tuesday, 26 March 2024 at 2.00 pm**

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

*Contact:* **Miss. G. Duckworth (Tel. 0116 305 2583)**

*Email:* **[gemma.duckworth@leics.gov.uk](mailto:gemma.duckworth@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	

**Please note: this meeting will be filmed for live or subsequent broadcast via the Council's web site at [Cabinet meeting webcasts](#)  
– 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 9 February 2024.	(Pages 3 - 12)
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. Refresh of the Leicestershire County Council Planning Obligations Policy.	Chief Executive (Pages 13 - 38)



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|-----|--|---------------------------------------|-------------------|
| 5.  | Transition of Leicester and Leicestershire Enterprise Partnership (LLEP) Responsibilities to Upper Tier Local Authority Control. | Chief Executive                       | (Pages 39 - 46)   |
| 6.  | Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme.                             | Director of Environment and Transport | (Pages 47 - 102)  |
| 7.  | Network North Funding and the Local Transport Fund.  | Director of Environment and Transport | (Pages 103 - 124) |
| 8.  | Review of the Lightbulb Partnership.   | Director of Adults and Communities    | (Pages 125 - 182) |
| 9.  | County Council Performance and Expenditure Benchmarking - Update.  | Chief Executive                       | (Pages 183 - 192) |
| 10. | Dates of Council Meetings 2024/25 and 2025/26.   | Chief Executive                       | (Pages 193 - 194) |
| 11. | Items referred from Overview and Scrutiny.   |                                       |                   |
| 12. | Any other items which the Chairman has decided to take as urgent.  |                                       |                   |
| 13. | Exclusion of the Press and Public.   |                                       |                   |

*The press and public are likely to be excluded during the following item of business in accordance with Section 100(A) of the Local Government Act 1972:*

- East Midlands Development Company.

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|-----|--|--|-------------------|
| 14. | East Midlands Development Company Limited. | Chief Executive and Director of Law and Governance | (Pages 195 - 204) |
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*(Exempt under Paragraphs 3 and 10)*



Minutes of a meeting of the Cabinet held at County Hall, Glenfield on Friday, 9 February 2024.

PRESENT

Mr. N. J. Rushton CC (in the Chair)

Mr. B. L. Pain CC  
Mrs D. Taylor CC  
Mrs. C. M. Radford CC  
Mr. O. O'Shea JP CC  
Mr. L. Breckon JP CC

Mrs H. L. Richardson CC  
Mrs. P. Posnett MBE CC  
Mr. R. J. Shepherd CC  
Mr. P. Bedford CC

In attendance (including via Teams)

Mr. J. T. Orson CC, Mrs R. Page CC, Mr. T. Parton CC, Mr. J. Poland CC, Mrs M. Wright CC, Mrs A. J. Hack CC

313. Minutes of the previous meeting.

The minutes of the meeting held on 19 December 2023 were taken as read, confirmed and signed.

314. Urgent item.

The Chairman advised that there was one urgent item for consideration, a report of the Chief Executive titled "Gas Outage: Major Incident Affecting Ratby and Kirby Muxloe". The report was urgent as he wished to put on record at the earliest opportunity the Council's appreciation of the work done to help local residents during the incident and a request for explanations as to why it had occurred.

315. Change to the order of business.

The Chairman sought and obtained the agreement of Members to vary the order of business from that set out in the agenda.

316. Declarations of interest.

The Chairman invited members who wished to do so to declare any interests in respect of items on the agenda for the meeting.

Mr. P. Bedford CC declared a disclosable pecuniary interest in the urgent report on the Ratby/Kirby Muxloe gas outage as it related in part to his employer and said that whilst it did not directly affect his financial interests he would leave the meeting whilst the matter was considered.

317. Urgent item - Gas Outage: Major Incident Affecting Ratby and Kirby Muxloe.

(Mr. P. Bedford CC, having declared a disclosable pecuniary interest in the matter, left the meeting during consideration of this item).

The Cabinet considered an urgent report of the Chief Executive regarding a serious gas outage caused by water from a burst pipe entering the gas supply which had affected thousands of residents in Ratby and Kirby Muxloe. A copy of the report, marked 'Agenda Item 13', is filed with these minutes.

Mr. O'Shea CC (local member for Ratby) praised the local community response and gave his wholehearted thanks to all who had helped out. Other Cabinet members joined with Mr. O'Shea in expressing their appreciation, in particular to staff from local councils, Cadent, local residents and businesses, the voluntary sector, partner organisations in the Local Resilience Forum and Jane Moore, Director of Children and Family Services, who had overseen the LRF response as the Council's senior officer on call.

**RESOLVED:**

- a) That the incidents, their significant impacts on the local communities, and the very positive response of those communities and their representatives, including volunteers, to an unprecedented situation, be noted;
- b) That the very positive response of the Local Resilience Forum (LRF) and its partner organisations in support of the local communities be noted;
- c) That Severn Trent Water be asked to provide an explanation of the cause of the burst pipe, the speed of its response and the repair effected to the first incident on January 29<sup>th</sup>/30<sup>th</sup>;
- d) That Severn Trent Water be asked to provide an explanation of the cause of the burst pipe, the speed of its response and the repair effected to the second incident on February 3<sup>rd</sup>;
- e) That Cadent be asked to confirm their observations when they attended the consequence of the first burst water pipe incident on January 29<sup>th</sup>/30<sup>th</sup>;
- f) That Cadent be commended for the steps and actions it has taken to address the gas outage and to mitigate its worst impacts on the local communities;
- g) That Severn Trent Water and Cadent be asked to provide a detailed account of the repair work and new installations undertaken by both organisations in the Ratby and Kirby Muxloe areas in the last two years, noting those works have led to significant local disruption and the concern that the most recent incidents could be related;
- h) That the Council fully participates in the recovery process to be overseen by the LRF, including to ensure that all reasonable steps are taken to speedily compensate residents and businesses, repair/replace damaged appliances and put right any damage to the public realm;

- i) That the LRF be asked to co-ordinate an assessment of the total cost to local public agencies contributing to the response and recovery with a view to recovering the costs from those responsible for the incident; and
- j) That volunteers and council staff who went 'over and above' in response to the incident including by helping co-ordinate the response and supporting response activities within the local communities be formally thanked for their efforts.

#### REASONS FOR DECISION:

To note the impact of the gas outage and the local response to it, pay tribute to those who contributed to the response, and put on record the Council's concerns about issues yet to be resolved.

#### 318. Provisional Medium Term Financial Strategy 2024/25 - 2027/28.

(Mr. P. Bedford CC returned to the meeting).

The Cabinet considered a report of the Director of Corporate Resources presenting the Council's proposed 2024/25 to 2027/28 Medium Term Financial Strategy (MTFS), following consideration of the draft MTFS by the Cabinet in December 2023 and the Overview and Scrutiny bodies in January and receipt of the provisional Local Government Finance Settlement. A copy of the report, marked 'Agenda Item 4', is filed with these minutes.

Minutes of the Overview and Scrutiny bodies which had considered the MTFS at their meetings in January (Appendix Q to the report) were circulated separately and are also filed with these minutes.

With the permission of the Chairman, Mr. J. T. Orson CC (local member for Melton Wolds) spoke regarding the planned saving to the Recycling and Household Waste Site (RHWS) service and asked that closure of Somerby RHWS was reconsidered.

Mr. Breckon CC noted that the Council had received a small amount of additional funding and thanked local MPs. Other members agreed with Mr. Breckon on the necessity for savings to be made and the value of consultation feedback in helping to inform the proposals.

#### RESOLVED:

- (i) That the comments of the Overview and Scrutiny Committees and the Scrutiny Commission be noted;
- (ii) That the following be recommended to the County Council:
  - a) That subject to the items below, approval be given to the Medium Term Financial Strategy (MTFS) which incorporates the recommended revenue budget for 2024/25 totalling £567.6m as set out in Appendices A, B and E of the report and includes the growth and savings for that year as set out in Appendix C;
  - b) That approval be given to the projected provisional revenue budgets for 2025/26, 2026/27 and 2027/28, set out in Appendix B to the report, including the growth and savings for those years as set out in Appendix C, allowing the undertaking of

preliminary work, including business case development, engagement and equality and human rights impact assessments, as may be necessary to achieve the savings specified for those years including savings under development, set out in Appendix D;

- c) That approval be given to the early achievement of savings that are included in the MTFS, as may be necessary, along with associated investment costs, subject to the Director of Corporate Resources agreeing to funding being available;
- d) That the level of the general fund and earmarked reserves as set out in Appendix K be noted and the use of those earmarked reserves as indicated in that appendix be approved;
- e) That the amounts of the County Council's Council Tax for each band of dwelling and the precept payable by each billing authority for 2024/25 be as set out in Appendix M (including 2% for the adult social care precept);
- f) That the Chief Executive be authorised to issue the necessary precepts to billing authorities in accordance with the budget requirement above and the tax base notified by the District Councils, and to take any other action which may be necessary to give effect to the precepts;
- g) That approval be given to the 2024/25 to 2027/28 capital programme, totalling £447m, as set out in Appendix F;
- h) That the Director of Corporate Resources, following consultation with the Lead Member for Resources, be authorised to approve new capital schemes, including revenue costs associated with their delivery, shown as future developments in the capital programme, to be funded from funding available;
- i) That the financial indicators required under the Prudential Code included in Appendix N, Annex 2 be noted and that the following limits be approved:

	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m
Operational boundary for external debt				
i) Borrowing	220	219	243	273
ii) Other long term liabilities	1	1	1	1
<b>TOTAL</b>	<b>221</b>	<b>220</b>	<b>244</b>	<b>274</b>
Authorised limit for external debt				
i) Borrowing	230	229	253	283
ii) Other long term liabilities	1	1	1	1
<b>TOTAL</b>	<b>231</b>	<b>230</b>	<b>254</b>	<b>284</b>

- j) That the Director of Corporate Resources be authorised to effect movement within the authorised limit for external debt between borrowing and other long-term liabilities;
- k) That the following borrowing limits be approved for the period 2024/25 to 2027/28:

## i) Maturity of borrowing:-

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

## ii) An upper limit for principal sums invested for periods longer than 364 days is 20% of the portfolio.

- l) That the Director of Corporate Resources be authorised to enter into such loans or undertake such arrangements as necessary to finance capital payments in 2024/25, subject to the prudential limits in Appendix N;
- m) That the Treasury Management Strategy Statement and the Annual Investment Strategy for 2024/25, as set out in Appendix N, be approved including:
- i) The Treasury Management Policy Statement, Appendix N; Annex 4;
  - ii) The Annual Statement of the Annual Minimum Revenue Provision as set out in Appendix N, Annex 1;
- n) That the Capital Strategy (Appendix G), Investing in Leicestershire Programme Strategy (Appendix H), Risk Management Policy and Strategy (Appendix I), Earmarked Reserves Policy (Appendix J) and Insurance Policy (Appendix L) be approved;
- o) That it be noted that the Leicester and Leicestershire Business Rate Pool will continue for 2024/25;
- p) That the Director of Corporate Resources, following consultation with the Lead Member for Resources, be authorised to make any changes to the provisional MTFS which may be required as a result of changes arising between the Cabinet and County Council meetings, noting that any changes will be reported to the County Council on 21 February 2024;
- q) That the Leicestershire School Funding Formula be subject to capping and scaling to continue to reflect the National Funding Formula for 2024/25;
- r) That the Director of Children and Family Services, following consultation with the Lead Member for Children and Family Services, be authorised to agree the funding rates for early years providers for 2024/25;
- s) That in light of the Council's financial position, the proposal to revise the Council's net zero targets for its own operations, from 2030 to 2035, and for the wider County, from 2045 to 2050, be approved;
- t) That the proposed changes to the Recycling and Household Waste Site service as outlined at paragraph 37 of the report be noted, to be funded from the Service Investment budget, and subject to the outcome of further consultation;

- (iii) That subject to the Council's approval of (ii) above, the Director of Environment and Transport be authorised to carry out a further consultation on proposed changes to the Recycling and Household Waste Site service as outlined at paragraph 37 of the report, with a further report to be submitted to the Cabinet on the outcome of the consultation.

(KEY DECISION)

REASONS FOR DECISION:

To enable the County Council to meet its statutory requirements with respect to setting a balanced budget and Council Tax precept for 2024/25, to allow efficient financial administration during 2024/25, and to provide a basis for the planning of services over the next four years.

To enable early work to be undertaken on the development of new savings to address the worsening financial position.

Applying capping and scaling to the Leicestershire School Funding Formula for 2024/25 will ensure the cost does not exceed the Schools Block Dedicated Schools Grant whilst continuing to fully reflect the National Funding Formula.

The delegation to the Director of Children and Family Services will enable the rates to be set for early years providers for 2024/25.

To enable County Council to debate the proposal to extend the current net zero targets in light of the Council's financial position and to consider the impact on current environmental priorities, action plans and funding strategies.

319. Charging for Social Care and Support Policy - Outcome of Consultation.

The Cabinet considered a report of the Director of Adults and Communities regarding the outcome of consultation on proposed changes to the Council's Charging for Social Care and Support Policy and seeking approval of the final Policy. A copy of the report, marked 'Agenda Item 5', is filed with these minutes.

Mrs Radford CC said she accepted the feedback concerning the Policy's complexity and hoped that providing accessible factsheets would help address this.

RESOLVED:

- a) That the outcome of the consultation on the proposed changes to be made to the Council's Charging for Social Care and Support Policy, be noted;
- b) That the Council's Charging for Social Care and Support Policy be approved for implementation from 8 April 2024.

(KEY DECISION)

REASONS FOR DECISION:

The revised Policy will meet the principles for charging set out in the Care and Support Statutory Guidance. It is a robust, up-to-date and comprehensive policy that will ensure



that the Council is able to charge and collect contributions towards the cost of care and support services.

The feedback from the consultation exercise reflected the challenges in providing a technically detailed policy that is also easy to follow but there were no issues raised that have required any changes to the revised Policy. Further work will be undertaken to provide supporting information via factsheets to aid understanding.

### 320. Future of the Transitional Learning Programme.

The Cabinet considered a report of the Director of Adults and Communities regarding challenges with the delivery of the Transitions Learning Programme (provided by the Leicestershire Adult Learning Service) and seeking approval to consult on the future of the service. A copy of the report, marked 'Agenda Item 6', is filed with these minutes.

Mrs Radford CC encouraged people to respond to the consultation, which the Director confirmed would include face-to-face meetings with parents and carers.

#### RESOLVED:

- a) That the issues affecting the sustainability of the Transitional Learning Programme be noted;
- b) That a formal six-week consultation on the future of the Transitions Learning Programme be approved;
- c) That a further report be submitted to the Cabinet in June, presenting the outcome of the consultation alongside recommendations on the future of the Transitions Learning Programme.

#### (KEY DECISION)

#### REASONS FOR DECISION:

The Programme is operating at a deficit of £111,203 in the current financial year, rising to £165,203 in the full academic year.

The site from which the service operates is in poor state of repair and is reaching the end of its usable life.

The consultation will help determine the future of the service by seeking views of service users, parents and carers, special educational needs providers, agencies and partners.

### 321. Children and Family Services Departmental Plan 2024-2026.

The Cabinet considered a report of the Director of Children and Family Services presenting the Children and Family Services Departmental Plan for 2024 to 2026. A copy of the report, marked 'Agenda Item 7', is filed with these minutes.

Mrs Taylor CC commended the Plan which had benefitted from input from young people and their families across the County.

## RESOLVED:

That the Children and Family Services Departmental Plan 2024 to 2026 be approved.

## REASONS FOR DECISION:

The Plan has been developed to fulfil statutory duties and provide a basis for the Children and Family Services' vision, planning, commissioning and delivery of services until 2026. The Plan and associated actions provide a vehicle for the Department to work together on shared priorities, maximise resources and expertise and avoid duplication.

322. Leicestershire's Policy on Admissions to Mainstream Schools: Determination of Admission Arrangements.

The Cabinet considered a report of the Director of Children and Family Services regarding changes to school admission arrangements in Leicestershire and amendments to clarify the School Admissions Policy and procedures from autumn 2025. The report also set out proposed changes to a catchment area and recommended reduced admission numbers for four primary schools. A copy of the report, marked 'Agenda Item 8', is filed with these minutes.

## RESOLVED:

- a) That Leicestershire's Policy on Admissions to Mainstream Schools and associated arrangements and co-ordinated schemes are amended to
  - i) offer five school preferences,
  - ii) include a single tiebreaker criterion, plus distance,
  - iii) remove ambiguity and improve clarity around the process;
- b) That the catchment area of Little Bowden Primary School be expanded with effect for entry from 2025/26 onwards as illustrated in Appendix B to the report;
- c) That the Admissions Number at the following primary schools be reduced with effect from entry in 2025 as follows:
  - i) Foxton Primary School - from 17 to 15 (permanent change),
  - ii) Hallaton C of E Primary School - from 18 to 15 (permanent change),
  - iii) Newbold Verdon Primary School - from 45 to 30 (temporary change),
  - iv) St. Bartholomew's C of E Primary School, Quorn - from 75 to 60 (temporary change).

## REASONS FOR DECISION:

To ensure Leicestershire parents are not disadvantaged when there are more than three schools within a single shared catchment area.

To make it easier for parents to understand how places are allocated and to allow them to gauge the likelihood of success when applying.

To introduce simpler language which will improve understanding of Leicestershire's School Admissions Policy and associated co-ordinated schemes.

To expand the catchment area for Little Bowden Primary School which will improve choice and diversity and will also address increased demand from future housing.

To reduce admission numbers at the four schools to enable compliance with The School Admissions (Infant Class Sizes) (England) Regulations 2012 and protect the schools from an anticipated deficit budget position.

323. Review of the Whole School Approach to Food and Nutrition Programme - Outcome of Engagement and Proposed New Model.

The Cabinet considered a report of the Director of Public Health regarding the outcome of engagement on the proposed delivery model for the Whole School Approach to Food and Nutrition Programme and seeking approval to decommission the existing service and implement a new support model. A copy of the report, marked 'Agenda Item 9', is filed with these minutes.

Mrs Richardson CC said that the new model would help primary schools most in need of support as well as providing an online offer for others.

RESOLVED:

- a) That the feedback from the engagement exercise on the proposed delivery model for the Whole School Approach to Food and Nutrition Programme in Leicestershire primary schools be noted;
- b) That the new model for the Whole School Approach to Food and Nutrition Programme, to include targeted support for schools most in need and a universal offer for all primary schools in the County, be approved.

REASONS FOR DECISION:

The current contract for the provision of the Whole School Approach to Food and Nutrition Programme ends on 31 May 2024.

The Council's Medium Term Financial Strategy 2023/24-2026/27 included a requirement for savings via a review of the Programme.

The new model is based on a review of need, the Council's responsibilities, and the responses to the engagement exercise.

324. Equalities, Diversity and Inclusion Strategy 2024-2028.

The Cabinet considered a report of the Chief Executive seeking approval to consult on the draft Equality, Diversity, and Inclusion Strategy for 2024 to 2028. A copy of the report, marked 'Agenda Item 10', is filed with these minutes.

Mr. Rushton CC agreed with Mrs Posnett CC that the Council was proud of its record for inclusivity and fairness and would welcome suggestions to improve the draft Strategy.

RESOLVED:

- a) That the draft Equality, Diversity, and Inclusion Strategy 2024-2028 be approved for consultation;

- b) That a further report be submitted to the Cabinet in June 2024 regarding the findings of the consultation exercise and presenting the final Strategy for consideration.

(KEY DECISION)

REASONS FOR DECISION:

It is a legal requirement for public bodies such as local authorities to consult residents, service users and staff on key strategies which might affect them. Consultation will strengthen the Strategy by ensuring that diverse views and ideas are incorporated, thereby reinforcing support for its implementation. The consultation will also be an opportunity to hear from a range of people and organisations, particularly those representing people with protected characteristics and minority groups.

325. Response to Harborough District Council's Local Plan - Issues and Options Consultation.

The Cabinet considered a report of the Chief Executive regarding the Council's proposed response to Harborough District Council's New Local Plan Issues and Options Regulation 18 consultation. A copy of the report, marked 'Agenda Item 11', is filed with these minutes.

RESOLVED:

- a) That the County Council's response to Harborough District Council's New Local Plan Issues and Options Regulation 18 consultation, as set out in paragraphs 31 to 68 inclusive and in the appendix to this report be approved;
- b) That the Chief Executive, following consultation with the Cabinet Lead Member, be authorised to make any minor amendments to the consultation response prior to its submission to Harborough District Council by 27 February 2024.

REASONS FOR DECISION:

The response sets out key comments for consideration by Harborough District Council in the early stage of developing its new Local Plan. It seeks to ensure alignment with the outcomes of the County Council's Strategic Plan and the Leicester and Leicestershire Strategic Growth Plan, and to influence the content of the Local Plan in the interests of local communities, including to ensure that the Local Plan provides as robust as possible policy framework for securing the provision of the infrastructure and services required to support its successful delivery.

326. Items referred from Overview and Scrutiny.

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

**CABINET – 26 MARCH 2024****REFRESH OF THE LEICESTERSHIRE COUNTY COUNCIL  
PLANNING OBLIGATIONS POLICY****REPORT OF THE CHIEF EXECUTIVE****PART A****Purpose of the Report**

1. The purpose of the report is to seek the Cabinet's approval to undertake a refresh of the County Council's Planning Obligations Policy including consultation on the proposed changes. A summary of the proposed changes is appended to this report.

**Recommendations**

2. It is recommended that
  - a) The proposed changes to the County Council's Planning Obligations Policy as summarised be supported;
  - b) That consultation is undertaken on the proposed changes to the Planning Obligations Policy;
  - c) That the Chief Executive be authorised to make minor amendments to the proposed changes to the Policy before it is issued for consultation;
  - d) That a further report be submitted to the Cabinet in September 2024.

**Reasons for Recommendations**

3. To accord with national legislation which sets out the mechanism for securing developer contributions from new development. This includes the Community Infrastructure Regulations 2010 (as amended) which set out additional legislation on the use of planning obligations.
4. To ensure that the County Council's approach in securing developer contributions for new developments is based on up-to-date evidence and costings.
5. Consultation on the proposed changes will help inform the revised Policy.

### **Timetable for Decisions (including Scrutiny)**

6. The Scrutiny Commission will consider a report prior to commencement of the consultation exercise at its meeting on 10 April 2024.
7. It is intended that the Cabinet will receive a further report in September 2024 regarding the outcome of the consultation and presenting the revised Policy.
8. The County Council would be asked to approve the final Policy at its meeting on 25 September 2024, as it forms part of the Authority's Policy Framework.

### **Policy Framework and Previous Decisions**

9. The existing Leicestershire County Council Planning Obligations Policy (LPOP) was adopted by the County Council on 10<sup>th</sup> July 2019. The LPOP was prepared in conjunction/consultation with several key stakeholders and partners including the LPAs.
10. The review of the Policy will have implications for all directorates within the Authority and therefore accords with all the Strategic Outcomes referenced in the Leicestershire County Council Strategic Plan 2022-26. For example:
  - a. Clean and Green: Changes to contributions sought towards Sustainable Travel will encourage residents of new developments to travel by methods other than by car.
  - b. Improved Opportunities: Making changes to the way contributions towards Education infrastructure are costed and calculated will help to ensure that there are sufficient pupil places available at the catchment schools, and that those schools are built, extended, or maintained to a high standard to support educational attainment.
  - c. Strong Economy, Transport and Infrastructure: The policy seeks to collect contributions from developers towards creating, or enhancing County Council infrastructure, including Schools, Libraries, Waste Sites and Local and Strategic Highways. Updating the policy ensures robustness in the methodology by which the Authority is able to justify and collect contributions towards this infrastructure, making Leicestershire an attractive place to live and work.
11. A Health in All Policies assessment has been carried out, and the outcome is that the policy will have a positive or neutral impact on all areas referenced in the assessment.

### **Resource Implications**

12. The legal framework for planning obligations provides the means by which the additional impacts and demands on necessary services and infrastructure arising from new development can be funded through the planning process.

These can be provided in the form of financial payments and/or direct infrastructure facilities.

13. It is not proposed that the remit of the Planning Obligations Policy is extended to encompass other service areas not currently requesting developer contributions (more detail is given in Part B of this report below).
14. There are no proposed fundamental changes to the approach to securing the contributions, and as there is no scope to widen the request for developer contributions across the Authority, there are currently no other resource implications.
15. The Director of Corporate Resources and Director of Law and Governance have been consulted on this report.

### **Circulation Under the Local Issues Alert Procedures**

16. None.

### **Officers to Contact**

Julie Thomas, Head of Service - Planning, Historic and Natural Environment  
Chief Executive's Department  
Email: [julie.thomas@leics.gov.uk](mailto:julie.thomas@leics.gov.uk)  
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## **PART B**

### **Background**

17. In preparing local plans, each Local Planning Authority (LPA) will need to address in their plans their approach to planning obligations. Along with the infrastructure schedule that should accompany local plans, they will typically set out policies on how developer contributions and the delivering of infrastructure will be achieved. The revised policy would assist LPAs in developing those approaches and therefore the LPAs should be consulted.
18. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires that Supplementary Planning Documents (SPDs), such as Planning Obligations Policies (or similar) drafted by LPA's must be subject to public consultation prior to their adoption by the local planning authority. The County Council's Planning Obligations Policy is not an SPD, however subject to the Cabinet's approval, a draft policy will be published for public consultation.
19. The purpose of planning is to help achieve sustainable development and support sustainable economic growth. It is important that any development, to be sustainable, needs to be in the right place with sustainable transport links and provide social and community facilities that local communities need that makes an essential and important contribution to their health, social and cultural wellbeing. Developments that fail to meet those needs run the risk of being unsustainable and will fail the needs of the communities that they seek to create. It is essential, therefore, that appropriate contributions are sought from developers that secure sustainable development.
20. Appropriate and sustainable also means financially viable to deliver; the current housing and development market is volatile, with sales low, and prices of materials and labour increasing due to several factors. The County Council must help LPAs maintain a balance between the viability of development sites in conjunction with the needs of the Authority given increases in population and demands on infrastructure.
21. With this uncertainty (and further changes expected arising from the Levelling Up and Regeneration Act), it is not proposed that the remit of the Policy is extended to cover areas of the County Council that do not currently make a request for developer contributions, except to add in a new appendix following the mandatory introduction of Bio-Diversity Net Gain under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

### **Requirement for a Refresh of the Policy**

22. The LPOP was adopted by the County Council in July 2019. It now requires updating in the light of changes to the planning system, particularly the revision of the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (PPG). The NPPF has undergone 2 revisions since 2019, but the LPOP has not yet been updated to reflect those changes.



23. Since the adoption of the LPOP in 2019 there have been several internal changes in practice, either in the calculation of a developer contribution, or in the cost multiplier/s used. Some of these changes have been universally accepted by LPA's and applicants, and some are still subject to scrutiny and justification, either to the LPA, or to a Planning Inspector. This refresh seeks to bring the Policy in line with these changes of practice and uplifts in cost, which will formalise the practice, with a view to making them less complicated and resource intensive to justify.
24. The current Policy allows an uplift in the costs set out therein, however, no uplifts or increases have occurred, except for pupil cost multipliers, which have been updated twice. In some instances, this means that the Authority is not collecting enough money to deliver required infrastructure.
25. This position is worsened reflecting the severity of growing budget pressures across the County Council, and those costs now need to be revised and included in the LPOP.
26. Leicestershire faces major growth over the next 5-10 years, and to meet the challenges and opportunities this presents, the County Council's developer contributions policy needs to be revised to ensure it is 'fit for purpose' to enable it to secure the necessary and proper provision of infrastructure and services needed to support the areas of growth and its local communities.
27. The Policy also needs to be revised in full context of changes in the local and national planning arena, locally in respect of the significant increase in the cost of construction materials since the Coronavirus pandemic, and its impact on the delivery of infrastructure, and nationally, changes being introduced as part of the Department for Levelling Up Housing and Communities' introduction of the Levelling Up and Regeneration Act (LURA) and other mandatory changes, such as the introduction of Bio-Diversity Net Gain under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).
28. The LURA is expected to fundamentally change the way the planning system works but in the main, "root and branch" reform and "simplification" referenced in the Act have not yet materialised, and much of the LURA requires secondary legislation before the implications are fully known.
29. Once more is known about the LURA, and its implications on Developer Contributions (for example through the proposed Infrastructure Levy), then consideration will be given to a further review of the Policy.

### **Proposed Changes to the Policy**

30. In addition to referencing relevant, up to date national and local policies, the Policy sets out departmental changes as highlighted below;
31. Adult Social Care

- a. The proposed policy confirms that the County Council cannot collect financial contributions towards Adult Social Care because the department does not have any capital funded infrastructure. The proposed policy does propose a change in the way that the department is consulted on planning applications with an aim to influence district council decision-making.

### 32. Waste

- a. The existing policy uses a cost multiplier that was calculated in 2015. The proposed policy seeks to update the cost multiplier used to calculate Waste contributions and is benchmarked on a site delivered more recently.
- b. The average contribution sought across the County is proposed to increase from £62.02 per dwelling to £89.15 per dwelling.

### 33. Education

- a. The current policy contains outdated cost multipliers from 2018, some of which have been updated twice since the adoption of the current policy. It is proposed to update those cost multipliers to bring them in line with current requirements.
- b. Further, in line with Department for Education (DfE) guidance, it is proposed to change the methodology used to calculate the surplus or deficit places available in catchment schools, to make the request for contributions more robust, accurate, and relevant.
- c. For Early Years Education, the cost multiplier will also be updated to reflect best practice recommended by the DfE (to match the cost of providing a Primary place), and due to changes in Legislation announced by Central Government on free childcare places, which is expected will increase demand, to reduce the threshold for seeking Early Years contributions from 100 dwellings to 50 dwellings.

### 34. Highways, including Local Highways Infrastructure, Major Programmes, and Sustainable and Active Travel

- a. The current policy references Highways' role as a statutory consultee as the Local Highway Authority, and as such, much of the requests for contributions are sought in line with National Policy. However, some of the costs used to calculate contributions are outdated, and the proposed policy seeks to bring those calculations up to date.
- b. The pending introduction of the new Local Transport Plan (LTP4) proposes transformational changes which shift away from planning for vehicles, and towards planning for people and places, reducing a reliance on private car travel and supports sustainable economic development and regeneration to promote active lifestyles, and

contributions will be sought in line with the requirements set out in LTP4.

- c. This shift will assist the County Council in meeting its Carbon and Public Health targets
- d. Notwithstanding the above, the preference is for developers to deliver Highways infrastructure, either through a planning condition or through a separate Section 278 Agreement.

### 35. Libraries

- a. The current cost multiplier has not been updated since 2017, and the proposal seeks to update that cost multiplier.

### 36. Public Health

- a. Although the County Council cannot directly collect contributions towards Public Health, the Public Health appendix in the policy will be updated to reflect the “Health in All Policies” approach taken by the County Council, in partnership with the district councils.

### 37. Biodiversity Net Gain (BNG)

- a. There may be development sites that are able, or are required, to offset the ecological impact of a development site on County Council infrastructure. This could be via a financial and/or non-financial contribution towards BNG offsetting. In addition, a monitoring fee to monitor development sites in respect of BNG will be required.
- b. However, mandatory BNG is in its infancy and there is little guidance available on how fees should be calculated and charged; the County Council is working with other 2-tier authorities on this, and it is envisaged that by the time the policy is out for consultation, more will be known, or there will be further guidance from the Department for Environment, Food and Rural Affairs (DEFRA).

### 38. Monitoring Fees

- a. Increase the monitoring fee from £300 to £375 per clause, but retain the “or 0.5% of the value of the clause, whichever is greater”, and cap the overall monitoring fee at £20,000.
- b. Allow monitoring fees to be indexed at Retail Price Index (RPI) to reflect any increase in staffing costs.

## **Consultation**

- 39. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires that Supplementary Planning Documents (SPDs), such as Planning Obligations Policies (or similar) drafted by LPA's must be subject to public consultation prior to their adoption by the local planning authority. The

County Council's Planning Obligations Policy is not an SPD, however subject to Cabinet approval, the draft Policy will be published for public consultation.

40. This consultation is proposed to run in May and June 2024, with a view to taking a subsequent paper to the Cabinet setting out the final proposals in September 2024.
41. The County Council will directly notify the district councils and Developers of the consultation, and public communications will be issued and managed through the Communications and Digital Team prior to the start of the consultation period, and half way through.
42. The consultation will be hosted online, for 8 weeks, through the County Council's website. Respondents will be presented with the appendix, and a "Yes / No" question for each section of the appendix asking if the respondent is in support of the updated position, with an opportunity to provide further comments if the answer is "No".
43. Members will be advised when the consultation starts.

### **Equality Implications**

44. Developer Contributions support the County Council's efforts to develop its services to all sectors of the Community. The securing of necessary funding from developer contributions for local infrastructure and services has benefits for all sections of the community and developer contributions seek to mitigate any disadvantages arising from the impacts of new development.
45. An Equalities Impact Screening Assessment has been carried out and concluded that there are no equality implications arising from the recommendations in this report.

### **Human Rights Implications**

46. There are no human rights implications arising from the recommendations in this report

### **Background Papers**

Report to the County Council on 10 July 2019 – "Leicestershire County Council - Leicestershire Planning Obligations Policy"

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=5788>

### **Appendix**

Summary of Proposed Changes to the Leicestershire County Council Planning Obligations Policy

**Summary of Proposed Changes to Planning Obligations Policy**

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## **General Changes Proposed**

1. Update references to outdated national and local policies, including...
  - i. National Planning Policy Framework (NPPF)
  - ii. Regulations 122 and 123 of the Community Infrastructure Regulations 2010 (as amended)
  - iii. Leicestershire County Council's Enabling Growth Plan 2018-2019
  - iv. Leicestershire County Council's Strategic Growth Plan 2018-2022
  - v. The County Council Infrastructure Plan (Sept 2016)
  - vi. Department for Education (DfE) guidance on securing developer contributions
2. To avoid outdated information (i.e., costs, land specifications etc.) being included in the policy, it is proposed to have links to relevant literature / guidance that contain the most recent information, summarised in a table, with this link to be included under section 6. The same section should set out the County Council's expectations on indices to be used to uplift contributions secured in agreements.
3. Each service specific appendix relates to expectations on phased payments (known as triggers). To assist in pro-active and consistent monitoring of development sites, it is proposed to remove individual references to trigger points within each departmental section and include these as part of the Legal section (paragraphs 6.8 and 6.9) and ensure consistency (where possible) on wording of when triggers should be paid and repaid.
4. Under Section 6, insert a paragraph explaining how the County Council will refresh its requests for developer contributions if the application remains undetermined 12 months after the initial consultation response has been sent back, and also upon receipt of an appeal (irrespective of when the last update was) in order to give applicants, and district and borough councils the most up to date position on our requests.
5. Under paragraph 6.3 (Viability) it is proposed to add a preferential order and % of contributions where not all monies are likely to be collected in the event of a viability challenge and add that the County Council may choose to object to an application on the grounds that the development does not contribute towards sustainable development if a reduced contribution either cannot be justified, or if it is not accepted.
6. To factor in an annual uplift of all contribution requests, where required and/or necessary.

## Appendix 1: Adult Social Care and Health

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Adult Social Care	<p><b>Dwelling threshold: 10+</b>  <b>Current S106 Balance: £0</b></p> <p>Can request contributions towards capital expenditure to mitigate the impacts of development on a case-by-case basis.</p>	<p><b>Dwelling threshold: 10+</b></p> <p>To work closer with district and borough councils to deliver extra care and supported living accommodation in line with district and borough councils Affordable Housing requirements.</p> <p>To try to influence the design of major development schemes to ensure that they meet the future needs of the population as residents from the development age.</p>	<p>LCC is no longer able to collect contributions towards capital funded Adult Social Care and has previously struggled to justify how financial contributions comply with relevant planning policy and legislation without having capital infrastructure to spend contributions on.</p> <p>Working closer with district and borough councils to deliver relevant types of accommodation and influence the design of development (i.e., dementia friendly) will help to future proof developments for the aging population, however, these requests are not for LCC infrastructure, and should not be included as a County obligation in a S106, or in the County's consultation response back to LPA's</p>	<p><b>Planning Policy and Legislation</b>            Not being able to justify financial contributions in respect of relevant planning policy and legislation.</p> <p><b>Viability</b>            Delivering extra care and supported living accommodation is more expensive and could come at the cost of other requests for developer contributions.</p> <p><b>Other</b>            Delivering extra care and supported living accommodation may come at the sacrifice of district and borough council's affordable housing targets.</p>

## Appendix 2: Household Waste Recycling Centres and Waste Management

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Waste	<p><b><i>Dwelling threshold: 10+ Contribution threshold: £500+ Current S106 Balance: £837,929</i></b></p> <p>Request contributions towards capital improvements at the nearest HWRC to a development site, based on the proportionate Ha capital cost of new site built pre-2015.</p> <p>Each HWRC seeks a different contribution per dwelling depending upon its size per Ha relative to the cost of that benchmarked HWRC.</p> <p>Where a waste site has capacity to accommodate demand within its “catchment” area, a contribution is not sought.</p>	<p><b><i>Dwelling threshold: 10+</i></b></p> <p>Request contributions towards capital improvements at the nearest HWRC to a development site, based on the proportionate Ha capital cost of new site built more recently.</p> <p>Each HWRC seeks a different contribution per dwelling depending upon its size per Ha relative to the cost of the new build benchmark.</p> <p>Where a waste site has capacity to accommodate demand within its “catchment” area, a contribution is not sought; but an annual review mechanism will be factored in to ensure that we are only collecting contributions for sites where we are able to demonstrate their necessity.</p>	<p>The current costs are based on a site built pre-2015, and the revised costs are more up to date.</p>	<p><b><i>Viability</i></b></p> <p>An increase in cost per dwelling for each site may result in a viability challenge from an applicant and push back from the district and borough councils.</p>



**Table 2: Comparison between 2019 and 2024 Costs per Dwelling per Waste Site**

<b><u>HWRC</u></b>	<b><u>2019 Cost per Dwelling</u></b>	<b><u>2024 Cost per Dwelling</u></b>	<b><u>Change</u></b>
Barwell	£49.53	£72.26	£22.73
Bottesford*	£63.59	£104.68	£41.09
Coalville	£65.38	£80.57	£15.19
Kibworth*	£44.61	£133.29	£88.68
Loughborough*	£84.96	£112.09	£27.13
Lount*	£61.41	£55.60	-£5.81
Lutterworth	£72.74	£98.71	£25.97
Market Harborough	£80.04	£87.77	£7.73
Melton Mowbray	£82.66	£107.93	£25.27
Mountsorrel	£51.67	£67.27	£15.60
Oadby*	£45.92	£70.15	£24.23
Shepshed	£42.71	£80.41	£37.70
Somerby*	£99.20	£102.11	£2.91
Whetstone	£23.87	£75.32	£51.45
<b>Average</b>	<b>£62.02</b>	<b>£89.15</b>	<b>£27.13</b>

*\* These sites do not show a capacity shortfall and therefore requests for contributions will not be sought, but this may change either way in the future if circumstances change.*

### Appendix 3: Education

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
<p>Education</p> <p><i>* For SEND education, the threshold is 100+ dwellings and this is not proposed to change</i></p> <p><i>** Balance includes monies held for Early Years Education</i></p>	<p><b>Dwelling threshold: 10+*</b>  <b>Current S106 Balance: £54,838,642**</b></p> <p>Contributions are based on a calculation which looks at the overall number of pupils from each education sector likely to be generated from a development (pupil yield) multiplied by the average cost per pupil place for each sector based on the costs of extension and rebuild projects taken from the National School Delivery Cost Benchmarking Report (NSDCBR). This is weighed up against the available capacity within the catchment schools nearest the development, and a contribution is sought where there is no capacity within those catchment schools.</p> <p>Where a new school is required, LCC look to work with developers to provide land and either deliver the school, or pay a contribution towards delivering the school, but the policy does not set out a methodology for doing so.</p> <p>Contributions can also be sought towards home to school transport where required, but the policy does not set out a methodology for the costs of provision.</p>	<p><b>Dwelling threshold: 10+*</b></p> <p>Update policy to reflect changed position on calculating school capacity (assuming all schools are at 100% of aggregated capacity), but then re-assess the contribution and delivery solution based on 95% capacity 3 months prior to commencement of development.</p> <p>Update cost multipliers to reflect actual costs to deliver expansions to schools, and land required to do so.</p> <p>Change wording to emphasise LCC's preference is for developers to lead on construction of new schools, subject to LCC specifications.</p> <p>Update home to school transport costs methodology.</p>	<p>Increases in the cost of construction, and the liability of escalating costs being met by LCC.</p> <p>The NSDCBR multipliers are updated regularly but we have concerns that they are not reflecting the current costs.</p> <p>There has been pushback from applicants, and district and borough councils on the approach taken to calculate capacity and contribution requirements for new schools.</p> <p>Updated policy and guidance from the Department for Education which reflects and recommends some of this practice.</p>	<p><b>Service Delivery</b>  Not revising the policy in line with new costs and methodology means that the service may not be able to deliver or appropriately plan to deliver infrastructure etc. in line with demand.</p> <p><b>Viability</b>  An increase in costs and a change in capacity calculation may result in a viability challenge from an applicant and push back from the district and borough councils.</p>

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Early Years Education	<p><b><i>Dwelling threshold: 100+</i></b></p> <p>Contributions are based on 8.5 pupils requiring early years provision per 100 dwellings, multiplied by the same cost multiplier as is used for Primary Education (as recommended by the Department for Education).</p> <p>These contributions are largely to be spent on enhancing early years provision at Primary Schools but could also be spent on building a new facility.</p>	<p><b><i>Dwelling threshold: 50+</i></b></p> <p>Updated yield rates from 8.5 to 12.9 to account for the changes in free childcare legislation and free entitlement for children aged from 9m+</p> <p>Update cost multipliers to reflect current cost of delivery, bringing in line with DfE guidance on matching the Primary Education cost multiplier</p>	<p>Accounting for the changes in free childcare legislation.</p> <p>To better inform applicants and district and borough councils on the costs of delivering Early Years Education.</p>	<p><b><i>Service Delivery and Viability</i></b></p> <p>Upcoming changes to entitlement to free childcare will have an impact on the demand across the sector, which will likely result in an increase in contribution requests as providers have less capacity.</p>

## Appendix 4: Highways and Transportation

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
<p>Local Highway Infrastructure</p> <p><i>* Total balance, including contributions towards major schemes</i></p>	<p><b><i>Dwelling threshold: N/A</i></b>  <b><i>Current S106 Balance: £25,054,035*</i></b></p> <p>The Local Highway Authority (LHA) is a statutory consultee to the planning process.</p> <p>In accordance with National Policy, highway obligations are currently sought towards...</p> <ul style="list-style-type: none"> <li>• Bus stop improvements</li> <li>• Construction traffic routing</li> <li>• Public Rights of Way</li> <li>• Traffic signs and signals</li> <li>• Traffic calming</li> <li>• Traffic Regulation Orders</li> <li>• Tree replacements</li> </ul>	<p>In line with national policy, it is anticipated that a greater focus will be placed on supporting the delivery of growth that maximises sustainable and active travel connectivity and transport options. This is likely to be reflected in a greater proportion and focus on obligations and schemes that furthers this aim.</p> <p>Continue to ensure that the costs of providing this infrastructure is either fully met by the developer or is conditioned to be delivered by the developer in a Section 278 agreement. This will be assessed on a case-by-case basis, dependent upon which is more preferential for the County Council.</p>	<p>The pending introduction of the new Local Transport Plan (LTP4). LTP4 proposes transformational changes which shift away from planning for vehicles, and towards planning for people and places, reducing a reliance on private car travel and supports sustainable economic development and regeneration to promote active lifestyles.</p> <p>This shift will assist the County Council in meeting its Carbon and Public Health targets.</p>	<p><b><i>Service Delivery</i></b>  Not revising the policy in line with new costs and methodology means that the service may not be able to deliver or appropriately plan to deliver infrastructure etc. in line with demand and local and national policy.</p> <p><b><i>Viability</i></b>  An increase in costs and a change in capacity calculation may result in a viability challenge from an applicant and push back from the district and borough councils.</p>

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Major Programmes	The LHA collect, and pool developer contributions from developments where a cumulative impact on the highway from multiple developments means that significant improvements are required.	<p>Continue to ensure the costs of providing this infrastructure is either fully met by the developer or is conditioned to be delivered by the developer in a Section 278 agreement.</p> <p>Ensure the Policy continues to remain relevant to the major schemes linked to sustainable travel and active travel, pending the introduction of LTP4.</p>	<p>To either continue to ensure that the costs are fully met by the developer, or to oblige the developer to deliver this infrastructure via other means, where necessary.</p> <p>The pending introduction of the new Local Transport Plan (LTP4). LTP4 proposes transformational changes which shift away from planning for vehicles, and towards planning for people and places, reducing a reliance on private car travel and supports sustainable economic development and regeneration to promote active lifestyles.</p> <p>This shift will assist the County Council in meeting its Carbon and Public Health targets.</p>	<p><b>Service Delivery</b> Not revising the policy in line with new costs and methodology means that the service may not be able to deliver or appropriately plan to deliver infrastructure etc. in line with demand.</p> <p><b>Viability</b> An increase in costs and a change in capacity calculation may result in a viability challenge from an applicant and push back from the district and borough councils.</p>

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Sustainable and Active Travel Transport	<p>Contributions are currently sought for;</p> <ul style="list-style-type: none"> <li>Travel packs - £52.85 per dwelling</li> <li>Bus passes – Between £360 and £480 per pass, with each dwelling entitled to 2 bus passes.</li> <li>Travel Plan Monitoring fees of either £6,000 (for residential developments) or £11,337.50 (for commercial developments).</li> <li>Bus service contributions – negotiated on a case-by-case basis with the applicant.</li> </ul>	<p>Consider the LHAs position in relation to Sustainable Transport and Active Travel obligations to maximise efficiency and cost effectiveness of obligations that maximise mode shift and positive behaviour change. Further work is required that may include amending how s106 money can be used to promote and encourage sustainable transport and active travel.</p> <p>Travel plan monitoring fees are set to change to be more in line with increased staffing costs.</p> <p>The preference is for developers to provide bus services directly; however, we will work with developers on a case-by-case basis where we feel that this best meets the needs of the bus routes / communities / existing networks in the area.</p>	<p>Cycling and walking strategy, changes to bus services,</p> <p>To continue to ensure that the costs are fully met by the developer, or to oblige the developer to deliver via other means, where necessary.</p>	<p><b><i>Service Delivery</i></b> Not revising the policy in line with new costs and methodology means that the service may not be able to deliver or appropriately plan to deliver infrastructure etc. in line with demand.</p> <p><b><i>Viability</i></b> An increase in costs and a change in delivery method may result in a viability challenge from an applicant and push back from the district and borough councils.</p> <p><b><i>CIL Compliance</i></b> Bus passes and travel packs have often been seen as contentious requests – consultees may use this as an opportunity to question how a sustainable travel voucher makes a development necessary when it can be spent on non-development specific items.</p>

## **Appendix 5: Economic Growth**

- This section will be updated to reflect the changes across the Economic Growth service (now called the Growth Service) to better reflect the relationship between developer contributions and growth.

## Appendix 6: Library Services

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Libraries	<p><b><i>Dwelling threshold 10+</i></b>  <b><i>Current S106 Balance: £670,395</i></b></p> <p>Contributions are based on the assumed occupancy per dwelling, based on the dwelling type and number of bedrooms.</p> <p>This figure is multiplied by the minimum library stock holdings as set out by the Department of Culture, Media and Sport (DCMS) which sets out 1,157 items of stock per 1,000 people in a library catchment area, and then multiplied by the average cost of an item of library stock, which is currently £8.70 (June 2017).</p> <p>The contributions are spent either on library stock (books etc.) or furniture, equipment, or reconfiguring library space (either internal or external).</p>	<p>Increase the cost per item from £8.70 to £11.25 of stock to reflect the increase since June 2017.</p>	<p>To reflect the increase in buying library stock since June 2017.</p>	<p><b><i>Viability</i></b>  An increase in costs may result in a viability challenge from an applicant and push back from the district and borough councils.</p>



## **Appendix 7: Sports and Recreation**

- As the County Council is not directly responsible for delivering Sports and Recreation, and do not request developer contributions for this purpose, there are no fundamental changes to this section, however, this section will be re-written in partnership with Leicestershire and Rutland Sports (now known as Active Together) to reflect any changes in practice, especially in conjunction with updates from Public Health (see appendix 9).

## **Appendix 8: Community Safety**

- As the County Council is not directly responsible for delivering Community Safety, and do not request developer contributions for this purpose (any requests from Leicestershire Police are led by District and Borough Councils), the only change proposed to this section is to link to the County Councils webpage on Community Safety and the Community Safety Strategy 2022-26, subject to any other updates from Public Health (see appendix 9).

## Appendix 9: Public Health

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Public Health	<p>Influencing contributions towards Public Health via the district and borough councils' consultation with the NHS.</p> <p>The policy allows for provision of County led developer contributions towards public health.</p>	<p>To continue to influence developer contributions via the district and borough councils' consultation with the NHS.</p> <p>To influence developer contributions via district and boroughs through health impact assessment reviewing the wider determinants of health, supported by Local Plan policy.</p> <p>To influence the county council's requests for developer contributions to ensure that relevant aspects of public health are considered, which may include financial and non-financial contributions. This may be more prevalent in Highways and Sustainable Transport, factoring in LTP4 (although this will be process led rather than policy driven).</p> <p>This may be led by the number of dwellings proposed, or the location of a development based on health inequality (or both).</p>	<p>LCC is currently unable to seek contributions for capital-funded public health initiatives and may face challenges in substantiating the alignment of financial contributions with relevant planning policies and legislation in the absence of capital assets for deployment of such funds.</p> <p>Enhanced collaboration with district and borough councils as well as the NHS to implement public health interventions and potentially aligning these efforts with the infrastructure needs of the County Council further amplifies the benefits and reinforces partnership working across the County and potential to reduce health inequality in Leicestershire by mitigating risk of harm and amplifying opportunities to improve health.</p>	<p><b>Planning Policy and Legislation</b></p> <p>Not being able to justify financial contributions in respect of relevant planning policy and legislation.</p> <p><b>Viability</b></p> <p>Influencing public health in other County Council requests may increase the contributions required, which could have an impact on viability, however, efforts will be made to reduce this risk and focus on health inequality reduction rather than increasing overall contribution requests.</p>

### Appendix 10: Biodiversity Net Gain (New addition)

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
Ecology (Biodiversity Net Gain)	Contributions are not currently sought towards Biodiversity Net Gain (BNG).	<p>Biodiversity Net Gain is a mandatory introduction to the planning process under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).</p> <p>There may be development sites that are able, or a required to offset the ecological impact of a development site on County Council infrastructure. This could be via a financial and/or non-financial contribution towards BNG offsetting.</p> <p>In addition, a monitoring fee to monitor development sites in respect of BNG will be required.*</p>	To comply with mandatory legislation.	<p><b>Viability</b> BNG becoming mandatory means that it “comes first” in the order of financial contributions. This may have an impact on the viability of schemes, affecting other County Council sought contributions, but because BNG is mandatory, it sits outside of any viability assessment.</p>

\* Whilst BNG is mandatory, very little is known about the full impact, and calculating required contributions towards monitoring and off-setting is at a very early stage. The County Council is working with other 2-tier authority areas to establish consistency in approach, and it is envisaged that by the time the policy is out for consultation, more will be known, or there will be further guidance from the Department for Environment, Food & Rural Affairs (DEFRA).

We are also working on behalf of Leicestershire district councils against a service level agreement. This means that the County Council will be assuming some responsibility for monitoring district development sites' compliance with BNG. There may be a requirement for reciprocal arrangements with partner authorities on Section 106, where land is owned by either Authority, because an Authority cannot enter into a legal agreement with itself. However, part of the additional guidance we are waiting for should include more information on conservation covenants, which are an alternative legal agreement that can secure management of land for BNG.

## Appendix 11: Notification Procedure for Planning Obligations

Service Area	Summary of Current Policy Position	Summary of Revised Policy Position	Reason for Change	Risks
County Council Monitoring Fee	<p><b>Current S106 Balance: £495,514</b></p> <p>Contributions towards monitoring are either £300, or 0.5% of the total value of each obligation, whichever is the greatest. *</p> <p>Contributions are spent on providing the monitoring database and staffing costs.</p>	<p>Increase the cost to £375 or 0.5% of the total value of each obligation, whichever is the greatest.</p> <p>Add in the requirement to index link the contribution.</p> <p>Reserve the right to waive monitoring fees on applications where contributions sought are not necessary (negotiated on a case-by-case basis).*</p> <p>Reserve the right to cap monitoring fees to ensure they are not excessive but reduce the cap to £20,000.*</p>	To reflect the actual effort required to undertake monitoring activities in 2024 and to ensure that future monitoring cost increases are covered. **	<p><b>Viability</b></p> <p>An increase in costs may result in a viability challenge from an applicant and push back from the district and borough councils.</p>

\* Monitoring fees are often the most negotiated contributions; this could be for many reasons, including where the requested contribution does not exceed the value of the monitoring fee, which may also result in the request itself being dropped, or where the applicant opts to pay all contributions in advance.

However, monitoring fees are also the least guided of all developer contribution requests, and there is no clear government (or other) guidance that sets out a formula for calculating or capping monitoring fees like there are with other requests, and it is largely left to the monitoring authority to determine.

\*\* Work has been undertaken to ascertain the effort involved with monitoring development sites, which has been calculated at £620 per obligation, however concerns were raised about the fee being too excessive for smaller sites, and not enough for larger sites, so it was instead agreed to take the middle ground and uplift the current £300 fee to £375 which brings it in line with increases in staffing costs. To maintain that uplift, it is proposed to index the contribution in line with the Retail Price Index (RPI).

Where a larger, more complex development is proposed, for example a sustainable urban extension (SUE), then these tend to require more complex monitoring of parcels of land, multiple developers etc. over a longer period, and there are typically more obligations to monitor, however, to avoid the fee being excessive, a cap of £20,000 should be applied, which more accurately reflects the effort required.

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**CABINET – 26 MARCH 2024****TRANSITION OF LEICESTER AND LEICESTERSHIRE ENTERPRISE  
PARTNERSHIP (LLEP) RESPONSIBILITIES TO UPPER TIER LOCAL  
AUTHORITY CONTROL****REPORT OF THE CHIEF EXECUTIVE****PART A****Purpose of the Report**

1. The purpose of this report is to advise the Cabinet on progress in transferring the responsibilities of the Leicester and Leicestershire Enterprise Partnership (LLEP), a strategic body which has existed since 2011 to drive forward the growth of the Leicester and Leicestershire economy, to the two upper tier local authorities (the County Council and Leicester City Council).

**Recommendations**

2. It is recommended that:
  - a) The progress made in the transition of responsibilities from the LLEP to the Council and Leicester City Council be noted;
  - b) The retention of LLEP Ltd. for a short period beyond 31 March 2024 to enable the existing contractual arrangements regarding Enterprise Zones to be preserved pending new arrangements being finalised be noted;
  - c) The Chief Executive following consultation with the Cabinet Lead Member be authorised to:
    - i. nominate a senior officer to represent the Council on the Board of LLEP Ltd. for the short period beyond 31 March 2024 when it will be retained; and
    - ii. take any operational, governance and regulatory steps that may be required to finalise the transition to the upper tier local authorities.

**Reasons for Recommendation**

3. To ensure that the Cabinet is fully aware of the transition process and the need to retain LLEP Ltd. beyond the transition date of 1 April 2024.

4. The LLEP Ltd., a company limited by guarantee, was established in April 2019. For most activities there can be a seamless transition on 1 April 2024 with the former LLEP Team continuing to deliver activities whilst the new governance, business representation and staffing is put in place. It is considered appropriate, however, for the LLEP Ltd be retained as a legal entity in the short term (ideally only to June/July 2024) with an 'administrative' Board comprising City and County senior officers, and for the City Council to formally remain as the Accountable Body. This will enable the existing contractual and financial arrangements regarding the Enterprise Zones to be preserved pending the finalisation of new arrangements.
5. Delegation to the Chief Executive to nominate an officer to represent the Council on the LLEP Ltd. during the transition period and to finalise the transition to the upper tier authorities will expedite the process.

### **Timetable for Decisions (including Scrutiny)**

6. The Government will cease funding for Local Enterprise Partnerships from 1 April 2024 with responsibilities transferring at that time, in the case of Leicester and Leicestershire, from the LLEP to the two upper tier local authorities (UTLAs).
7. The Scrutiny Commission will receive a report on the LLEP transition at its meeting on 10 April 2024.
8. The arrangements for the transition will also need to be agreed by Leicester City Council through its governance processes.

### **Policy Framework and Previous Decisions**

9. The County Council's Strategic Plan is based on five strategic outcomes which describe the Council's vision for Leicestershire, including:
  - **Strong economy, transport and infrastructure:** *Leicestershire has a productive, inclusive and sustainable economy and infrastructure which meets the demands of a growing population and economy.*
10. Working in partnership with businesses and the stakeholders across the Leicester and Leicestershire functional economic area is essential to achieving this outcome. Since 2011 the main vehicle for this partnership working has been the LLEP and the new arrangements being put in place will be critical to delivering this Strategic Plan outcome.

### **Resource Implications**

11. The County Council has not, in recent years, provided any funding to support the operations of the LLEP. The LLEP has received an annual government core funding allocation which in 2023/24 was £250,000 and delivers a range of programmes which have received additional funding from Government and other sources.



12. In December 2023 the Government indicated that the UTLAs would receive 'up to £240,000' in 2024/25 to deliver the functions previously delivered by the LLEP; and that any future allocations would be subject to future spending reviews. In addition, announcements from Government relating to funding for the 'Business Gateway Growth Hub' and 'Careers Hub' in 2024/25 are expected shortly. It is anticipated that other Government programmes will be delivered in the future by the two UTLAs.
13. Operating reserves of approximately £2.8m are held by Leicester City Council on behalf of the LLEP. These will transfer to the City Council as the future host UTLA and will be used to meet transition costs and also to fund and underwrite priority activity across the sub-region up to March 2026. Priority activities include developing an updated economic growth strategy, skills and apprenticeships programmes, the Business Gateway Growth Hub, and the Careers Hub. This will help to provide stability and confidence for key stakeholders as future funding and the delivery strategy at both a national and local level become clearer. Activity beyond 2026 will be reviewed in the context of the financial and policy position at that time.
14. The LLEP has also operated a Growing Places Fund as a revolving loan fund. This originated as a capital grant from the Government. After approximately £1.8m of spending on priority initiatives as previously approved by the LLEP Board and allowing for outstanding loans, the present balance in hand from loan repayments is approximately £10m. All of the grant conditions were met some time ago and the £10m is held by the City Council and will be held on behalf of the two UTLAs from 1 April 2024. The two UTLAs have indicated that they expect to use the funding to support economic development and prosperity across the sub-region, informed by the planned engagement with businesses and other stakeholders through the Business Board.
15. The LLEP Team has been hosted by Leicester City Council which has also acted as the LLEP's accountable body. It is intended that the City Council will continue to carry out similar roles on behalf of the two UTLAs for the new arrangements. The City Council has undertaken a review of LLEP Team staffing to take account of the transition, the latest funding position, and the priority activities and this will lead to a small reduction in staffing numbers.
16. 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**

17. This report will be circulated to all members.

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## **PART B**

### **Background**

18. In 2010 the Government invited proposals from local areas for the establishment of Local Enterprise Partnerships (LEPs) and in 2011 the Leicester and Leicestershire Enterprise Partnership (LLEP) was established. A joint public/private LLEP Board, with a private sector majority, was established, led by a private sector chair. The County Council was represented on the Board by the Leader or another Cabinet member. In 2018 the Government required that all Local Enterprise Partnerships become incorporated. LLEP Ltd., a company limited by guarantee, was established in April 2019 with a Board of Directors. Mr. Bedford CC is a current Director of LLEP Ltd. representing the County Council.
19. The LLEP has been responsible for setting the sub-regional strategy for economic growth and this has taken a number of forms, including the original Strategic Economic Plan through to the Economic Growth Strategy published in 2021. It has also delivered a wide range of programmes and initiatives to the benefit of the county and sub-regional economies.

### **Transition**

20. In the Spring Budget of March 2023 the Chancellor announced that the Government was 'minded' to withdraw central government core funding for LEPs from April 2024. This decision was confirmed in August 2023. The Government also stated that its funding to LEPs for a number of key functions, namely business representation, strategic economic planning, and the delivery of government programmes where directed, would be transferred to UTLAs where they are not already being delivered by combined authorities or the Greater London Authority. The expectation is that UTLAs work together across a functional economic area. Leicester and Leicestershire has long been considered a functional economic area as the boundaries provide a good approximate fit to key economic geographies such as travel to work areas.
21. The Government has issued guidance which includes the following:
  - Government encourages single upper tier local authorities, or local authorities working together across a prospective devolution deal geography or functional economic area, to create or continue to engage with an Economic Growth Board (or similar) made up of local business leaders and relevant representative bodies to (a) provide the view of local businesses as part of regional decision making and (b) work with local leaders to create a broad economic strategy for the area.

Business representative boards should follow the below guiding principles for ensuring business representation in local decision-making:

- a. Involve business representative organisations, such as a local Chamber of Commerce, the Federation of Small Businesses; or the designated Employer Representative Body (ERB) developing the Local Skills Improvement Plan (LSIP);
  - b. Include a diverse range of businesses related to local economic strengths and priorities. This should include businesses of all sizes and businesses which are geographically diverse, e.g., urban, rural, coastal businesses as appropriate to the local area;
  - c. Ensure a diversity of voices; and
  - d. Have a clear conflict of interest policy.
22. The approach to Governance set out in paragraphs 28 to 31 below has been designed to meet these requirements, with there being a clear mechanism set out for the UTLAs to secure engagement with a Business Board made up of local business leaders and relevant representative bodies.
23. In this context the LLEP Board resolved to work together with the UTLAs to ensure a smooth handover. A LLEP Transition Board was subsequently established with a membership of several private sector LLEP Directors, the LLEP Chief Executive, and senior officers from the Council, Leicester City Council, and a representative of the district councils.
24. The Transition Board has considered a range of issues including priority LLEP activities to be continued under the new arrangements and proposals for governance and business representation.

### **Proposed New Arrangements**

#### **Priority Activities**

25. The Government has indicated that it will provide funding for local economic planning, supporting business representation, and the delivery of government programmes when directed. These requirements have informed the priority activities for the next two years which have been agreed as part of the transition discussions. These are as follows:
- a. Supporting the designated Enterprise Zones, which include sites in the county at MIRA near Hinckley and at Loughborough University Science and Enterprise Park (LUSEP) and Charnwood Campus in Loughborough;
  - b. Skills and apprenticeships, including the work of the Leicester and Leicestershire Careers Hub;
  - c. The Business Gateway Growth Hub;
  - d. Local economic planning; principally through an early update of the Economic Growth Strategy. The Government has indicated that updated economic growth strategies may need to be submitted by October 2024 with further guidance expected in June 2024;
  - e. Supporting business representation through the establishment of a Business Board (see below).

26. It is expected that a number of Government programmes will be added to the list as the Government requests the UTLAs nationally, supported by their business representation boards, to deliver them locally.
27. Most of these activities are already overseen by a number of LLEP sub-boards. These will be integrated into the new arrangements and then reviewed and adjusted in the context of the updated Economic Growth Strategy.

#### Governance, Business Representation and Enterprise Zones

28. The Government has made very explicit its intention that the LLEP's responsibilities are being transferred to the UTLAs and it is therefore considered necessary that the two UTLAs become the key decision-makers within the new arrangements. It is also emphasised that the decision-makers need to be informed and advised by the local business continuity and other key stakeholders.
29. Taking this into account the new governance arrangements will consist of a Business Board, including within its membership representatives from key business bodies, local business representatives selected through a recruitment process, and representatives of key economic development stakeholders including universities, further education colleges, district councils and the voluntary and community sector. The Business Board will be chaired by a private sector business representative. The detailed process for setting up the Business Board is under development.
30. The Business Board will meet bi-monthly and provide advice to the leaders of the two UTLAs, namely the Leicester City Mayor and the Leader of the County Council, to inform their decisions regarding economic development strategy and investment. The two leaders will meet bi-monthly with the Business Board's Chair.
31. The decision-makers and Business Board will be supported by an executive team hosted by the City Council on behalf of the two UTLAs, and the wider partnership. Existing LLEP sub-groups will be integrated into the new arrangements and reviewed as the economic growth strategy is updated and as government requirements for programme delivery and greater clarity on funding emerge.
32. For most activities there can be a seamless transition on 1 April 2024 with the former LLEP Team continuing to deliver activities whilst the new governance, business representation and staffing arrangements are put in place. It is considered appropriate, however, that LLEP Ltd. be retained as a legal entity in the short term (ideally only to June/ July 2024) with an 'administrative' Board comprising City and County senior officers, and for the City Council to formally remain as the Accountable Body. This will enable the existing contractual and financial arrangements regarding the Enterprise Zones to be preserved pending the new arrangements being finalised. LLEP Ltd. is party to the Charnwood and Hinckley and Bosworth Enterprise Zone Business Rates Agreements. The City Council is also party to these and to the subsequent Forward Funding

Agreements, specifically in its capacity as Accountable Body and not in its own right.

33. Keeping LLEP Ltd. as a legal entity is considered appropriate as a short-term measure as there are no investment decisions required in the short term. There are no business cases 'in the pipeline' and as they take time to work through no immediate difficulties should occur.
34. Establishing the new 'administrative board' will require existing LLEP Directors to resign their positions. This course of action was discussed and agreed at a recent LLEP Board meeting, where all directors confirmed their earlier intention to resign on 31 March. When this has happened, the two UTLAs will each appoint a senior officer to the Board. It is recommended that authority for nominating a senior officer to represent the Council be delegated to the Chief Executive.
35. In agreeing future arrangements for management of the Enterprise Zones and the deployment of retained business rates, it will be important that all parties have a clear understanding of the current financial position and forecast business rates growth. It is understood that, as Accountable Body, Leicester City Council is liaising with the billing authorities to ensure this up-to-date information is available. Further information on financial implications will be provided to a future Cabinet meeting to enable a final decision to be made on governance arrangements for Enterprise Zones.
36. The Council is in discussions with the Government regarding a non-mayoral Level 2 devolution deal for Leicester, Leicestershire and Rutland. In the event of a deal being agreed, the new post-LLEP economic development arrangements would become part of the new Combined County Authority.

### Funding

37. The County Council has not in recent years provided any funding to support the operations of the LLEP. The LLEP has received an annual government core funding allocation which in 2023/24 was £250,000 and delivers a range of programmes which have received additional funding.
38. In December 2023 the Government indicated that the UTLAs would receive 'up to £240,000' in 2024/25 and that any future allocations would be subject to future spending reviews. Announcements from Government relating to funding for the 'Business Gateway Growth Hub' and 'Careers Hub' in 2024/25 are expected shortly.
39. Operating reserves of approximately £2.8m are held by Leicester City Council on behalf of the LLEP. These will transfer to the City Council as the future host UTLA and will be used to meet transition costs and also to fund and underwrite priority activity up to March 2026 including developing an updated economic growth strategy, skills and apprenticeships programmes, the Business Gateway Growth Hub, and the Careers Hub. This will help to provide stability and confidence for key stakeholders as future funding and delivery strategy at

national and local level become clearer. Activity beyond 2026 will be reviewed in the context of the financial position at that time.

40. The LLEP has also operated a Growing Places Fund as a revolving loan fund. This originated as a capital grant from the Government. After approximately £1.8m of spending on priority initiatives as previously approved by the LLEP Board, and allowing for outstanding loans, the present balance in hand from loan repayments is approximately £10m. All of the grant conditions were met some time ago and the £10m is held by the City Council and will be held on behalf of the two UTLAs from 1 April 2024. The two UTLAs have indicated they expect to use the funding to support economic development and prosperity across the sub-region, informed by the planned engagement with businesses and other stakeholders through the Business Board.
41. Creating and supporting successful economic development across Leicester and Leicestershire will play an important role in strengthening the economy and also be important to secure funding from Government.

### **Equality Implications**

42. There are no equality implications arising from the recommendations in this report.

### **Human Rights Implications**

43. There are no human rights implications arising from the recommendations in this report.

### **Other Implications and Impact Assessments**

44. There are no health or environmental implications arising from this report.

### **Background Papers**

None.

**CABINET – 26 MARCH 2024****ENVIRONMENT AND TRANSPORT  
2024/25 HIGHWAYS AND TRANSPORTATION  
CAPITAL PROGRAMME AND WORKS PROGRAMME****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 for the Environment and Transport Department's 2024/25 Highways and Transportation Capital Programme and Works Programme, both of which are appended to this report.
2. These Programmes have been developed in accordance with the Medium Term Financial Strategy (MTFS) 2024/25 to 2027/28, as approved by the County Council on 21 February 2024. No additional funding is being sought through this report.

**Recommendations**

3. It is recommended that:
  - a) The Cabinet notes the acute financial context in which the 2024/25 Highways and Transportation Capital Programme and Works Programme have been developed and will be delivered, as set out in Part B of this report;
  - b) The Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme be approved;
  - c) The Director of Environment and Transport be authorised,
    - i) following consultation with the Director of Corporate Resources and the Cabinet Lead Members for Highways and Transportation and Corporate Resources, to prepare and submit bids, as appropriate, to secure external funding for delivery of schemes identified in the Highways and Transportation Capital Programme and Works Programme;

- ii) following consultation with the Director of Corporate Resources, the Director of Law and Governance and the Cabinet Lead Member for Corporate Resources, to enter into such contracts as is necessary to progress schemes in the approved Highways and Transportation Capital Programme and Works Programme to allow early contractor involvement to take place in advance of all external funding required to deliver the scheme being secured, subject to the key principles set out in paragraph 16 of this report; and
- iii) following consultation with the Director of Corporate Resources, the Director of Law and Governance and the Cabinet Lead Member for Corporate Resources, to undertake preparatory work as considered appropriate to develop savings as set out in the Medium Term Financial Strategy and to consider that further savings are implemented in a timely manner.

### **Reason for Recommendations**

- 4. To highlight the challenging financial context in which the two Programmes are being developed and will be delivered.
- 5. To enable the delivery of the Environment and Transport Department's Highways and Transportation Capital Programme and Works Programme for the 2024/25 financial year.
- 6. To enable the delivery of large capital schemes using a collaborative approach, to work with contractors to reduce risk and increase cost certainty. Working in this way will also provide necessary assurance to partners and third-party funders contributing to the cost of delivering the Highways and Transportation Capital Programme.
- 7. To enable early work to be undertaken on the development of new savings to address the worsening financial position.

### **Timetable for Decisions (including Scrutiny)**

- 8. A report was considered by the Highways and Transport Overview and Scrutiny Committee on 7 March 2024. Its comments are included in Part B of this report.
- 9. Subject to the Cabinet's approval, the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme will be published after 26 March 2024.

### **Policy Framework and Previous Decisions**

- 10. The Highways and Transportation Capital Programme and Works Programme are a rolling financial and business plan that are updated annually. The current



Capital Programme and Works Programme were approved by the Cabinet on 24 April 2023.

11. As evidenced by the MTFS report considered by the County Council in February, the Authority's financial position has never been more challenging.
12. The MTFS for 2024-28 projects a gap of £13m in the first year that will need to be balanced by the use of earmarked reserves. There is then a gap of £33m in year two rising to £88m in year four. The gaps in the second, third and fourth years of the MTFS are particularly concerning. To have a realistic chance of closing them, the Council will need to identify mitigations that allow the 2025/26 budget to be balanced without using reserves as this is not a sustainable position. The mitigations include a reinforcement of existing financial control measures and the introduction of new ones to ensure a tight focus on eliminating non-essential spend.
13. The Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme have been developed with reference to the Department's key plans and strategies and aligns with these aims and underpins the Council's Strategic Plan's delivery. These include:
  - a) Leicestershire Local Transport Plan 3 2011 to 2026 – adopted by the County Council in March 2011.
  - b) Highways Asset Management Policy and the Highways Asset Management Strategy – approved by the Cabinet in June 2017 (updated in December 2020 following consultation with the Cabinet Lead Member).
  - c) Highway Infrastructure Asset Management Plan – approved by the Cabinet in September 2017 (updated in October 2019 following consultation with the Cabinet Lead Member and subsequently in March 2023 to ensure that it reflected the Council's latest Strategic Plan outcomes).
  - d) Leicester and Leicestershire Strategic Growth Plan – approved by the Cabinet in November 2018.
  - e) Environment Strategy and Action Plan – approved by the County Council on 8 July 2020.
  - f) Leicester and Leicestershire Strategic Transport Priorities - approved by the Cabinet on 20 November 2020.
  - g) Network Management Policy, Strategy and Plan - approved by the Cabinet on 15 December 2020.
  - h) Cycling and Walking Strategy – approved by the Cabinet on 20 July 2021.

- i) Various area specific strategies, including the Interim Melton Mowbray Transport Strategy and Interim Coalville Transport Strategy, approved by the Cabinet on 20 July 2021 and 17 September 2021 respectively.
  - j) Net Zero Leicestershire Strategy and Action Plan approved by the County Council on 7 December 2022.
14. Leicestershire County Council's Strategic Plan 2022 – 2026 (approved by the County Council in May 2022) outlines the Council's long-term vision for the organisation, as well as for the people and place of Leicestershire. As the effective functioning of Leicestershire's transport system is vital to day-to-day life and supporting the area's future population and economic growth, the Highways and Transportation Capital Programme and Works Programme will, at least partially, contribute to supporting all of the Strategic Plan's five outcomes, in particular the programmes supporting the 'Clean, green future' and 'Strong Economy, Transport and Infrastructure' outcomes, for example, in seeking to improve provision for cyclists and maintaining and improving the highway network to seek to reduce traffic congestion. It must be noted that the outcomes represent long-term aspirations for Leicestershire which may not be achieved in full during the four-year course of the Strategic Plan.
15. The MTFS, agreed by the Council on 21 February 2024, is central to identifying the Council's financial capacity to deliver its vision and strategic priorities, and this requires a balance to be struck between the need to support the delivery of the vision with the need to maintain a sustainable financial position. This balance has become extremely difficult in recent years given the Council's financial position and a need to continue to reduce the net cost base.

### **Resource Implications**

16. The financial challenges associated with project and service delivery are set out within the MTFS. The Highways and Transportation Capital Programme and Works Programme have been developed in line with the principles set out for the overall Council Capital Programme including:
- a) To invest in priority areas of growth, including roads, infrastructure, climate change, including the forward funding of projects.
  - b) To invest in projects that generate a positive revenue return (spend to save).
  - c) To invest in ways which support delivery of essential services.
  - d) Passport the Government capital grants received for key priorities for highways and education to relevant departments.
  - e) To maximise the achievement of capital receipts.
  - f) To maximise other sources of income such as section 106 developer contributions and other external funding agencies.
  - g) To have no or limited prudential borrowing (only if the returns exceed the borrowing costs).
17. The actions outlined in the Highways and Transportation Works Programme will be funded from a variety of sources, including capital and revenue budgets and

current external sources of funding, including, for example, developer contributions. Officers will continue to explore and, as appropriate, pursue any additional sources of external funding should opportunities arise.

18. These are significant amounts of money and represent a continued commitment by the Council to deliver on its strategic objectives, not least to aid economic recovery from the impact of the Covid-19 pandemic and to improve the environment.
19. Based on current evidence, future population growth projections and societal behaviours and expectations, the funding available for this financial year through the Council's own budgets and Government funding allocations, while delivering vital work, are insufficient to meet the current and future needs of the County. For example, it will not be sufficient to provide for all the highways and transport infrastructure and measures that will be needed to meet the requirements of the County's growing population and to fulfil the Council's wider growth agenda. This is evidenced through work underpinning Local Plan development and driven by the growth proposals that those plans include (inclusive of meeting the Government imposed housing number requirements).
20. Similarly, current levels of funding are not sufficient to maintain the present standards of Leicestershire's existing highways assets (namely, the area's roads, cycleways and footways, verges, bridges, signs, and lines). Again, without additional funding from other sources, the condition of the County's roads and other assets will continue to decline.
21. There are also likely to be significant costs to the Council in respect of climate change. This is both in terms of the resources and work required to support efforts to decarbonise travel and transport in the County to the degree necessary to meet net zero commitments/requirements and from the impacts of increased extreme weather events on highway assets.
22. However, given very recent announcements from the Department for Transport (DfT) on increased funding for Council Highways and Transport projects from 2025 onwards, covered elsewhere on this agenda, officers will assess the extent to which the additional funding addresses these challenges.
23. The Highways and Transportation Works Programme is resource intensive, both in staff and financial terms. Its delivery in recent years has been impacted by the Covid-19 pandemic, which has also impacted on the timeframes of important work being undertaken by other bodies, including work by district councils to develop new Local Plans; this creates resource pressures that have the potential to impact on the Programme's delivery. Additionally, like many sectors of the economy, skill shortages and/or the inability to retain the necessary skills, is and will continue to impact on the Programme's delivery. The implications of which are the risk of slippage on programme delivery and cost escalation as market prices increase. Thus, going forward it will be evermore important to ensure that resources are focused on the effective delivery of the approved Programme.

24. 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**

25. This report will be circulated to all Members.

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## **PART B**

### **Background**

26. The Highways and Transportation Capital Programme and Works Programme deliver projects that are key to providing as an effective and efficient transport system as possible to support the needs of Leicestershire's residents and business, now and in the future, and seek to ensure that the Council is in the best possible position to secure third-party funding from the Government and developers. However, before considering their content in some detail, it is important to provide a contextual perspective to understand the limitations on what can be achieved through their delivery.

### **Growth Context**

27. The population of Leicestershire is projected to increase by 23% to 861,000 by 2043. This is higher amongst all age bands in comparison to the East Midlands and England averages. The working age population is projected to increase by 5.3%, whilst the greatest cumulative change is projected to occur in the 65+ age group, accounting for roughly three quarters of growth.
28. It is the increasing population that generates additional demands for travel. If the UK's population continues to increase, so will travel demand (and not just by individuals, but also, for example, through increased travel by businesses to meet the goods and services needs of a growing population). These predicted increases in travel demand, for example, the forecasted prediction of a 30% increase in vehicle kilometres (i.e. total distance travelled) from 2019 to 2041 due to population growth, will continue to present significant challenges. Evidence (including work currently being undertaken to inform the development of the Council's next Local Transport Plan (LTP4)), points to one fundamental conclusion: the Council cannot 'prevent' growth, so unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the County's transportation system can be mitigated in the future. Leicester and Leicestershire will not be unique in this regard, given that levels of transport congestion are already more acute in other parts of the country, especially in the southeast.
29. Significant changes in people's behaviour will be required if the impacts of growth on the County's transportation system (and on carbon levels) are to be lessened significantly; this matter will be addressed in future reports to the Cabinet on the development of the Council's LTP4.

### **Highway Asset Condition Context**

30. The impacts of population growth and the additional travel demands generated alongside the impacts of extreme weather do not just have environmental and economic implications, but just as significantly will affect the condition of the County's highway, footways, and cycleway networks.

31. Therefore, the more traffic and people using the networks, the more 'damage' they will incur. However, it is not only volume of usage that causes 'damage' but also the weight and size of vehicles using the road network. In that regard, there appear to be significant risks that the Government's ban on the sale of Internal Combustion Engine (ICE) cars by 2035 and car manufacturers' responses to electrify their ranges could have difficult implications for the condition of roads, for example:
  - a) The kerb weight of an electric powered Vauxhall Corsa (the best-selling electric 'supermini' in the United Kingdom in 2023) is around 350kg (or over 30%) heavier than an ICE powered model.
  - b) Many manufacturers (notably Ford with its Fiesta and Focus models) are phasing out smaller models in favour of larger and heavier electric powered vehicles, which are financially viable to develop.
32. Thus, electrification is bringing about heavier cars, which will cause more 'damage' to roads; even now data is showing a decline in the condition of highway assets nationally. For example, in September 2021 the UK Roads Liaison Group published a report "The Case for Investing in Highways Maintenance". This comprehensive report outlined many of the issues that are still currently affecting the highway network across England and several highlights from the report are included below to provide an overview of the situation from a national perspective:
  - a) The condition of roads is increasing motorist operating costs;
  - b) For over six years, the RAC has been reporting that motorists believe that the condition of local roads is getting worse;
  - c) Road users state the road surface condition is a top priority/concern;
  - d) DfT data indicates a decline in maintenance undertaken across the local road network, with the minor roads taking the biggest hit;
  - e) DfT data highlights the reduction of strengthening work, with local authorities having to adopt short-term fixes to spread their budget across an ageing asset;
  - f) Recent Annual Local Authority Road Maintenance surveys indicate circa 1% (2,800km) of the local road network degrades into the poor condition category each year; and
  - g) Nearly one in three (31%) of older adults (aged 65+) are prevented from walking more or at all on their local streets because of cracked and uneven pavements (footways). The research found that half of older adults (48%) would walk more if their pavements were well-maintained.
33. In addition to the Roads Liaison Group report, the 2023 National Highways and Transport Network survey results demonstrate a continuing national decline in the public perception of highway maintenance services and network condition.
34. The condition of the County's highway network has been deteriorating at an increasingly rapid rate. This is demonstrated particularly in the rising percentage of the network requiring maintenance to prevent the need for structural intervention (full replacement rather than resurfacing or other treatment). This will be exacerbated with the risks of future climate change

which is expected to bring an increase in winter rainfall and more intense rainfall events in summer, an increase in summer temperatures and a potential increase in wind speed. All of this will lead to more flooding, more storms and more heatwaves, which in turn will impact on the highway network.

35. The under-investment in highway maintenance at a national level has meant that the Council has been unable to manage and slow the decline in the condition of the local highway network. However, the DfT Network North funding, arising from the cancellation of the HS2 project north of Birmingham, would help slow the decline. The Council has been given an indicative road resurfacing allocation from Network North monies of £131m over an 11-year period. This includes an additional £2.258m in 2024/25. In the absence of confirmed annual allocations beyond 2024/25 for this Network North resurfacing funding, the Council has estimated that a potential £31m could be made available over the life of the MTFS.
36. Planned, preventative maintenance activities that include larger-scale repairs, such as carriageway surface dressing, remain effective, but this programme only addresses a small percentage of the network in any given year. As planned, preventative work is unable to keep pace with the rate and scale of network deterioration (a problem presently being exacerbated by the soaring costs of construction materials and fuel), this increases the need for routine and reactive repairs. This is not cost effective in the long run, increases carbon emissions, and generates higher numbers of enquiries and claims. However, in recent years, by necessity there has been a noticeable shift back towards more reactive maintenance due to the need for accelerated interventions and the changing deterioration profile. This is undesirable from a network management perspective where a higher proportion of the underfunded budget is spent on reactive repairs rather than long-term planned maintenance operations.
37. In recognition of the challenges faced in seeking to maintain the County's highway assets, an Asset Risk Management Strategy is being developed. This will codify the Council's approach to the risk-based approach to asset management as laid down in the Code of Practice 'Well-managed highway infrastructure' 2016 and help ensure that funding is invested in the right areas, at the right time to achieve maximum benefit and value. The draft Strategy will be presented to the Highways and Transport Overview and Scrutiny Committee and the Cabinet in due course.

#### Financial context

38. The environmental and economic challenges presented by population growth and the ever-deteriorating condition of the County highway assets, would have been difficult to address even in an ideal financial situation, but even more so in the current climate.
39. A significant difference this year is that the Programmes are being developed in a Network North funding transitional period, which is monies reallocated from HS2 after the abandonment by the Government of all sections of HS2 north of Birmingham.

40. This additional 11-year funding, whilst welcomed, will enable a planned approach to maintaining Council assets but will only really enable the Council to begin to bring the road network up to standard again after many years of underinvestment.
41. The Council's financial position, both in relation to capital and revenue funds, is grave. As the lowest funded county council in England, the Council has a limited capacity to provide capital funding, or forward funding (upfront spend recovered over a period) to support planned growth. However, the Council recognises the benefits that can come from forward funding infrastructure projects to enable new roads to be built and unlock growth in Leicestershire before funding, mainly from section 106 developer contributions, is received.
42. Forward funding presents a significant financial commitment and risk for the Council and an increased reliance on developer contributions through section 106 agreements means that it may take many years for investment to be repaid.
43. At present, the Council can only commit to constructing new infrastructure upon receipt of funds from developers. Whilst the Council will always be mindful of its statutory duty to ensure that highway safety is not compromised, there could be adverse impacts of development, such as congestion, if sufficient developer funding is not secured through the planning process.
44. Therefore, the 2024/25 Highways and Transportation Capital Programme has been developed to fit within the restricted budgets and not the other way around. However, the Programmes will be expanded subject to any new Government announcements being confirmed, such as DfT Network North funding both for resurfacing and for wider local transport improvements delivered under the Local Transport Fund provisions.
45. The construction industry continues to face several challenges nationally which has resulted in a high degree of uncertainty and risk, largely centred around the volatility in prices regarding the construction related activity, linked to inflation. Accordingly, construction inflation has been subject to significantly greater rates of inflation than measured by Consumer Price Index (CPI). Whilst this is not the case at present, with the yearly figure to December 2023 showing a change of 3.5% in comparison to a CPI of 4%, nevertheless prices are still increasing, and construction inflation has had a huge effect on estimated scheme costs.
46. In turn, this has impacted on the value of the Highways and Transportation Capital Programme in real terms, reducing the value of a pound spent.
47. Even prior to impacts of the global Covid-19 pandemic and the war in Ukraine, levels of regular, annual funding from the Government to the Council had been failing to keep pace with the scale of challenges faced.
48. The Government has tried to address this previously by, for example, sporadic short-term funding allocations to deal with problems such as potholes and



flooding, or ad-hoc bidding opportunities. Whilst any additional funding is welcome, ad-hoc, short-term funding injections do not provide the necessary long-term financial commitment to enable either a long-term planned approach to the delivery of comprehensive programmes of improvements (for example, to deliver a Local Cycling and Walking Infrastructure Plan over a possible period of up to 10 years), nor for an asset management-driven maintenance strategy to be optimally followed. Short-term funding allocations increase demand across the industry and can create a scenario where local highway authorities are effectively competing with each other to secure additional resources from a limited supply pool. The new 11-year Network North funding for road resurfacing would address these issues, despite the fact that details of allocations for later years have yet to be announced.

49. The inflationary situation outlined above has only worsened the situation. The Council will continue to seek to obtain agreement from the Government for additional funding to reduce the significant supplementary cost burdens it faces (for example, in respect of the Melton Mowbray Distributor Road North and East sections).
50. Given the context in which the Highways and Transportation Capital Programme and Works Programme have been developed and will be delivered, it is inevitable that there are limitations as to what they expect compared to the scale of challenges. Nevertheless, it is still important that the Council continues to invest available funding in the best way to provide as an effective and efficient highway and transport system as possible for Leicestershire.

## **2024/25 Highways and Transportation Capital and Work Programmes**

### **General Overview**

51. The 2024/25 Highways and Transportation Capital Programme and Works Programme reflect the Highways and Transport service's current duties and the key highway service-related policies, strategies, and plans, as detailed above, whilst also taking account of the Council's future priorities.
52. The Programmes will be updated as necessary to reflect any changes in national or local legislation or policy. These changes will be undertaken by the Director of Environment and Transport, following consultation with the Cabinet Lead Member, as well as with the Director of Corporate Resources, using the existing delegated authority.
53. Furthermore, these Programmes have previously been, and will continue to be, driven by wider strategic agendas, being heavily informed by transport evidence associated with district councils' work to develop Local Plans. The way particular projects support the delivery of growth and achieve net zero requirements and ambitions, is highlighted in the overview of the Programmes, set out in paragraph 57 below and in Appendix B.
54. A range of factors are considered when preparing the Programmes, such as:

- a) Progress with the delivery of prior year Programmes;
  - b) Schemes/projects spanning across multiple financial years (i.e. continued commitment);
  - c) Alignment with policies, strategies, and plans;
  - d) Resource availability;
  - e) Circumstances, for example, needing to adjust in the light of severe weather events;
  - f) Evidence such as performance of, and condition of, highway assets and from work on local plans;
  - g) Funding;
  - h) Seeking to maximise value for money and benefits.
55. The Department's Capital Programme budget totals £207.4m over the four years 2024-28, of which the major part, £205.0m (98.8%), is the Highways and Transportation element (it should be noted that these figures do not include any potential slippage/acceleration). This capital funding comes from several sources such as various Government grants and competitive funding streams, capital receipts, the Council's capital budget and revenue balances, external contributions such as developer contributions, and earmarked funds.

#### The 2024/25 Highway Capital Programme

56. The 2024/25 Highway Capital Programme (attached as Appendix A) sets out a summary of the budget breakdown for each of the highway's capital lines set out in the refreshed MTFS. It also presents figures for the period 2025/26 to 2027/28, although those may be subject to change because of future MTFS refreshes and/or Government funding announcements.
57. The total highway capital programme spend for 2024/25 is £79.26m. Reflecting the need to ensure that monies available, as in previous years, are invested in projects and measures that deliver maximum benefit over the longest possible period, the areas of spend are:

#### Major Schemes

- a) Melton Mowbray Distributor Road - North and East Sections, £39.95m in 2024/25

A key element of the Interim Melton Mowbray Transport Strategy, which supports delivery of the Melton Local Plan. This project will enable the strategic growth of the town, in particular helping to support the delivery of around 4,000 new homes and 30 hectares of employment land. In December 2022, the Cabinet approved to progress to delivery of the scheme and thereby agreed to the Council borrowing additional scheme costs primarily arising from inflationary pressures. In February 2023, the DfT approved the scheme's Full Business Case, triggering the release of the £49.5m Large Local Majors Fund contribution. Work on site has now commenced on the main contract for the scheme and completion is anticipated in late summer 2025.

- b) Zouch Bridge Replacement – Construction and Enabling Works, £9.61m in 2024/25

This will help to address structural issues with this bridge on the A6006. A temporary weight limit has already been imposed to protect the current structure. Main construction work is programmed to be underway from July 2024 and will continue until 2026.

- c) Advance Design / Match Funding, £1.85m in 2024/25

It is perhaps now more important than ever, given the need to support economic growth and to contribute towards net zero, that the Council retains the ability to fund work that enables a pipeline of transport projects to be maintained. This funding will cover, among other things:

- i) Subject to the Cabinet's approval, in advance of receiving the Local Transport Fund grant (part of the Network North money), an increase in staff resource needed to develop the initial two-year Local Transport Fund programme and prepare for delivery from April 2025.
- ii) Ongoing transport strategy development and delivery, including the Interim Melton Mowbray Transport Strategy in full, Interim Coalville Transport Strategy in full, Southeast Leicester Transport Strategy (supporting the delivery of the Oadby and Wigston Local Plan and in particular its key housing allocations), key elements of which include measures to seek to improve provision for sustainable transport modes (with health and carbon benefits).
- iii) Through the Charnwood Growth Fund, ongoing work to develop transport strategies for Loughborough and Shepshed, Soar Valley, and North of Leicester areas to support the delivery of Charnwood Borough Council's emerging Local Plan and address cross-boundary transport impacts and requirements.
- iv) Ongoing development of a programme of Local Cycling and Walking Infrastructure Plans, including for Shepshed, Loughborough and the North of Leicester which will feed into the Charnwood area transport strategies referred to above.
- v) Ongoing work for the next priority Major Road Network corridor, the A6 North between the Leicester Boundary and Kegworth including the A6004/Epinal Way in Loughborough, considering opportunities to improve all modes of travel along this corridor.
- vi) Work to identify measures to support the delivery of the new round of Local Plans.
- vii) Work to identify strategic transport infrastructure requirements for Leicester and Leicestershire out towards 2050.

Any bidding will be carefully considered in light of potential financial risk as well as commitment to the Council.

d) Leicestershire Cycling Walking Improvement Plan, £1.4m in 2024/25

To enable the beginning of the delivery of Local Cycling and Walking Infrastructure Plans on the ground.

e) A511 / A50 Major Road Network – Advance Design Works (section 106), £2.07m in 2024/25

Allocated for ongoing design work for the scheme, which is partly funded by the Government's Major Road Network programme. This is a key element of the Interim Coalville Transport Strategy and is a project essential to enabling ongoing growth in the area, including to support the delivery of 3,500 new homes in Southeast Coalville. Planning approval has been secured for the Bardon Link Road works. The land acquisition process is underway, and a compulsory purchase order was sealed in November 2023. The procurement process is being finalised and a contractor is likely to be appointed mid-2024 to provide Early Contractor Involvement support. Works are due to commence on site in spring 2025.

f) Pan-Regional Transport Model - Previously known as the Leicester and Leicestershire Integrated Transport Model – (Refresh), £297,000 in 2024/25

Computer models used to help predict future scenarios to the County's Road Network. This investment will continue to ensure that the Council has the best tools possible to assess and forecast likely future travel demands and impacts, helping to provide robust evidence to inform future policy and strategy development (including environmental), scheme identification and development and funding bids to the Government.

Minor Schemes / Other

g) County Council Vehicle Replacement Programme, £3.7m in 2024/25

Investment in new vehicles to replace aged vehicles and reduce running costs. It is a 20-year replacement programme.

h) Fleet Services Workshop Oil Distribution System, £54,000 in 2024/25

This is for a replacement oil distribution system for the Fleet Service Workshop in order to meet current health and safety requirements.

i) Property Flood Risk Alleviation, £561,000 in 2024/25

Flood alleviations schemes.

- j) Hinckley Hub (Hawley Road) – National Productivity Investment Fund, £291,000 in 2024/25

Work to ease traffic congestion, improve pedestrian safety and to support cycling within Hinckley.

- k) Safety Schemes, £463,000 in 2024/25

To enable the delivery of road safety schemes where accident levels highlight that they are required.

- l) Externally Funded Schemes (Section 106), £163,000 in 2024/25

This covers developers/section 106 funded schemes.

- m) Melton Depot Replacement, £501,000 in 2024/25

To find an alternative depot site to replace the existing Melton depot for which the lease is due to expire.

- n) Plant renewals, £100,000 in 2024/25

Scheduled plant replacement purchases to fully support operational teams with key equipment.

### Transport Asset Management

- o) Transport Asset Management Programme, £18.24m in 2024/25

Capital maintenance works for highways and transport assets across the County such as roads and footways. Types of maintenance works include surface dressing, resurfacing, bridge repairs, street lighting column replacements, and traffic signal renewals. This programme includes the additional Network North funding for resurfacing in 2024/25.

### The 2024/25 Works Programme

58. The 2024/25 Highways and Transportation Works Programme (attached as Appendix B) contains actions (intervention/work/treatment), some of which are part of longer-term projects that will take place over several years or may be implemented beyond 2024/25. Appendix B provides more information behind the budget lines set out in Appendix A, further highlighting how the work is aligned to the delivery of strategies, supporting growth, and reducing carbon levels. This includes work on the development of the Council's LTP4 and Road Safety Strategy.

### Financial Arrangements

#### Capital Grants

59. Grant funding for the capital programme totals £123m across the 2024-28 programme. Most grants are awarded by Government departments such as the DfT.
60. The main DfT grants have already been announced for 2024/25 and although allocations for later years have not been announced yet, estimates have been included, based on previous years. These include:
- a) Integrated Transport Block - £2.8m p.a. (£11.0m overall).
  - b) Maintenance - £9.9m p.a. (£39.5m overall).
  - c) Transport Infrastructure Investment Fund (including funding for potholes) - £7.9m p.a. (£31.6m overall).
61. Other significant Environment and Transport Department capital grants included are:
- a) Melton Mowbray Distributor Road North and East sections - £5.5m (balance of £49m overall grant awarded in earlier years).
  - b) DfT Network North funding – given annual funding allocations of the road resurfacing element of this funding are still awaited, this is currently estimated in the MTFS at £31m. Allocations for 2023/24 and 2024/25 have been confirmed (£2.3m in each year) with allocations for later years yet to be announced, but these are expected to increase over time. Once funding has been confirmed, the estimated allocation would be refreshed to reflect the latest funding. This is new additional highways maintenance funding announced in October 2023, for 2023/24 and the next 10 years for local road resurfacing and wider maintenance activity on the local highway network. In total, the indications are a minimum uplift of £131m over 11 years (2023/24 to 2033/34). Additionally, late in February 2024, as a further part of the Network North plan, the Government announced the Local Transport Fund for areas not covered by a Combined Authority. The settlement for Leicestershire is circa £238m for the seven-year period 2025 to 2031/32, albeit the substantial bulk of this is likely to be backloaded towards the end of that period. This is capital funding and delivery plans will be progressed when Government guidance and annual allocations are announced, and the Highways and Transport Capital Programme from 2025/26 onwards will be adjusted to reflect this.

### Forward Funding

62. The Council recognises the benefits of forward funding investment in infrastructure projects such as early delivery of infrastructure to unlock growth and minimise impact on communities; reduced disruption by managing a large project rather than smaller ones over several years; roads to be built and unlock growth in Leicestershire before funding, mainly from section 106 developer contributions, is received.
63. Forward funding presents a significant financial commitment and risk for the Council and is undertaken to ensure that:

- a) External funding is maximised, through successful bids.
  - b) The final cost of infrastructure investment is reduced (compared with what it would be if construction was delivered incrementally as and when smaller developments come forward).
  - c) The design is optimised, to the benefit of the local community.
64. There are risks involved in managing and financing a programme of this size and an increased reliance on developer contributions through section 106 agreements means that it may take many years for investment to be repaid.
65. A key determinant in generating sufficient developer contributions is the approach taken by district councils, as the local planning authorities. District councils will set the local planning context against which section 106 agreements will be agreed and ultimately decide on planning permission.
66. The Council's current financial position is grave, both in relation to capital and revenue funds and even with additional funding, the Council will not be able to provide all the infrastructure needed to support growth in Leicestershire. Therefore, the focus must be on maximising developer contributions to support this delivery.
67. At present, the Council can only commit to constructing new infrastructure upon receipt of funds from developers. Whilst the Council will always be mindful of its statutory duty to ensure that highway safety is not compromised, there could be adverse impacts of development, such as congestion, if sufficient developer funding is not secured through the planning process.

#### Future Funding

68. Going forward, the funding position remains uncertain in respect of future levels of Government investment at a national level in major transport projects, and the affordability of such large projects is a major issue for the Council. However, the Government has announced new funding as part of Network North funding. This comes at a time when evidence is showing the forecast pressures on Leicester and Leicestershire's transport system, for example, in terms of increased levels of traffic congestion and delays because of population and economic growth, and the additional travel demand forecast to be generated, are significant.
69. Planning for the needs of the area's future population is likely to create significant additional pressures in terms of requirements for advanced design/development work/scheme business case development, and for potential match funding for transport measures.
70. It will not be possible to meet all these pressures through the current approach of funding advanced design/match funding predominantly through the Highways and Transportation Capital Programme. To progress, the Council will need to maximise funding opportunities, including:

- a) DfT (and other relevant Government departments or bodies) funding, including risk funding;
- b) Developer contributions - need to maximise and de-risk developer contribution before a scheme is submitted and forward funding of developer contributions is limited; and
- c) Business rate contributions (e.g. from the East Midlands Freeport proposal where the Council is acting as Lead Authority).

71. There is a risk of bids to the Government being rejected (if the Council limits local contributions) or if it must save developer contributions before starting works and not forward fund. The expectation is that, at present, the Council can only commit to constructing new infrastructure needed to mitigate the impact of growth upon receipt of funds from developers and not in advance.

### **Consultation**

72. Where appropriate, individual schemes and projects will continue to be subject to further consultation with local Members and the public, and reports will be presented.

### **Comments of the Highways and Transport Overview and Scrutiny Committee**

73. On 7 March 2024, the Committee considered a report of the development of the Environment and Transport Department 2024/25 Highways and Transportation Capital Programme and Works Programme.

74. Arising from discussion, the following points were made:

- a) Members welcomed the recent announcement of Network North funding allocated by the Government. An indicative allocation for the County Council of £238m under the Local Transport Fund element of Network North funding had been announced which would be received over a period of seven years beginning in 2025/26. Members noted that this did not therefore form part of the current Capital Programme now presented for comment.
- b) The annual allocation of the Local Transport Fund had not yet been confirmed. The DfT had indicated that this would be backloaded (i.e. start low and increase year on year). The Director suggested it would, therefore, be a while before substantial funding was received. Full details were awaited, but indications were that the funding could be spent on a wide range of capital works. Further guidance was expected by the end of March.
- c) In response to questions about how the backloading of funding might affect activity in the earlier years, the Director explained that larger projects had a long lead in time due to the level of preparation and planning needed. It would, therefore, be possible to plan these schemes and contracts at appropriate times in line with when funding would be received. This would also become clearer when the annual allocations



had been confirmed.

- d) Low, static levels of funding in recent years had limited the amount of improvement and maintenance works carried out by the Department. Members were pleased to hear that the Network North funding would allow for a more long-term approach to be taken. The Director highlighted, however, that some context was required to manage expectations. The Department's current capital budget for maintenance was £18m for 2024/25, and the additional Network North funding Road Resurfacing funding stream for maintenance would increase this next year by approximately £2.25m. Whilst the funding would be welcome, it would not, therefore, address all the issues currently faced across the County's road network.
- e) The Department was required to develop a two-year delivery plan for the Local Transport Fund by the end of the year. Officers were currently working on this and engagement with Members, Members of Parliament and other stakeholders would take place as appropriate over the coming year. The guidance expected later this month would provide more clarity on what could be included in the plan.
- f) Members welcomed the announcement by the Government of a Local Transport Fund for highways and transport capital improvements. This would be aimed to support more small-scale improvements across the network. The Director reported that if this came to fruition, along with the Road Resurfacing Network North funding, an improved Capital Programme might be possible in future years.
- g) Funding would be set aside to support flood alleviation work. A significant amount of work had been undertaken in response to recent storms, like Storm Henk. However, this was in addition to considerable work still in progress from ongoing section 19 investigations which related to past flooding events. Investigations took time to resolve and would likely result in actions for the various flood risk management authorities including the County Council in its role as the Highway Authority. Some funding would, therefore, be allocated to deliver these.
- h) A Member questioned if funding would be targeted to more hard-wearing, longer-term repairs, noting that a lack of resources had meant more short-term fixes to the road network in recent years. There were concerns that over time this had affected the overall standard of the network which now needed to be addressed. The Director confirmed that this would be the planned approach and a holistic view of assets (highway, drainage and street lighting) would be taken.
- i) Members commented on the deterioration of pavements and the need for some of the new funding to be targeted towards addressing this in future years, as well as roads. It was acknowledged that a lack of resources had meant that minimal maintenance works to pavements and cycleways had been possible for some time. The Network North funding would help to

address this.

- j) A Member questioned how the Department sought to ensure adequate section 106 developer contributions were secured from logistics developments given these would have a greater, long-term impact on roads due to HGVs travelling to and from such sites. It was noted that the highway authority sought to include conditions that monitored the impact of construction phase on the highway. However, there was no mechanism for the Council to seek contributions for future general maintenance which had to be managed by the Council as business as usual within its normal maintenance budget. Members noted that to seek more through the section 106 process would require a change in national policy.
  - k) Members were pleased to hear that the Department was undertaking a review of its approach to pedestrian crossing requests. The conclusions of this review would be shared with Members as appropriate.
75. The Cabinet Lead Member commented that the additional Network North funding and potential Local Transport Fund was to be welcomed. This would be targeted to address local highways issues, which would include pavements and cycleways. There was some risk, however, regarding future years as a change in the Government might result in changes being made to the fund and/or the levels of allocation.

## **Conclusion**

76. This year's Highways and Transportation Capital Programme and Works Programme have been put together in acute financial circumstances. Evidence shows the enormous challenges faced in seeking to provide for population growth, whilst simultaneously seeking to maintain an effective transport system and achieve net zero requirements/ambitions. Furthermore, the condition of the County's road, footway and cycleway networks continues to deteriorate, and more and heavier vehicles will cause further 'damage' to the road network, further exacerbating the problem.
77. The Programmes nonetheless contain important projects that will help to support the area's growth and that seek ultimately to deliver improved facilities across all modes, including for cyclists and pedestrians.
78. The Programmes are of value and importance in delivering on the Council's strategic outcomes, but the nature and contents of both are likely to evolve as and when Network North funding guidance becomes available.
79. It is possible for the Programmes to become multi-year short-, medium- and longer-term in structure and integrated packages focused on geographic areas in light of potential future funding opportunities.
80. The Council's next LTP4 will be structured around a short-, medium- and long-term delivery approach so as:

- a) To account for the delivery of current measures and initiatives included in current policies, strategies, and plans.
  - b) To provide for the work required to plan for, develop the case for and to secure the delivery of strategic transport infrastructure required to support future population and economic growth.
  - c) To enable new ideas/initiatives to be piloted and assessed before possible roll out.
  - d) To allow for the continued development of the evidence-based understanding of 'the world around us' and the impacts that the actions of the Council and other parties may have in addressing the challenges faced in providing for future growth.
81. Future Programmes are also likely to be influenced by key policy decisions yet to be made and the outcome of the general election.
82. Officers will continue work to develop further understanding of the impacts of future growth, which in turn will help to inform the development of future Programmes.

### **Equality Implications**

83. There are no equality implications arising directly from the recommendations in this report. It has not been necessary to undertake a detailed equality assessment on the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme.
84. Equality Impact Assessments will be carried out in relation to work undertaken on individual projects contained within the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme, when appropriate.

### **Human Rights Implications**

85. There are no human rights implications arising from the recommendations in this report.
86. Human Rights Assessments will be carried out in relation to work undertaken on individual projects contained within the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme, when appropriate.

### **Environmental Implications**

87. No detailed environmental assessment has been undertaken on the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme. However, the Council will assess the environmental implications of relevant new policies and schemes at appropriate points during their development, in the light of the awaited publication by the DfT of its Quantified Carbon Reduction guidance.

### **Partnership Working and Associated Issues**

88. Working with key partners, such as Leicester City Council, district councils, DfT, National Highways, Network Rail, developers and Midlands Connect, will continue to be important in seeking to secure additional funding to deliver future transport measures and infrastructure.

### **Risk Assessment**

89. The Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme have been risk assessed as part of a wider risk assessment of the Environment and Transport Department's business planning process.
90. The delivery of both Programmes is supported by the Department's business planning process and risk assessments will be undertaken for individual teams, schemes and initiatives, as appropriate.

### **Background Papers**

Leicestershire County Council's Local Transport Plan 3 (LTP3)

[https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local\\_transport\\_plan.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local_transport_plan.pdf)

Report to the Cabinet 23 June 2017 - Highway Asset Management Policy and Highway Asset Management Strategy

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5120&Ver=4>

Report to the Cabinet 15 September 2017 - Highways Infrastructure Asset Management Plan (HIAMP)

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4863&Ver=4>

Report to the County Council 8 July 2020 - Revised Environment Strategy and Action Plan

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

Report to the County Council on 18 May 2022 – Leicestershire County Council's Strategic Plan 2022 – 2026

<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=134&MId=6482&Ver=4>

Report to the Cabinet on 25 November 2022 – Managing the Risk Relating to the Delivery of Infrastructure to Support Growth

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6751&Ver=4>

Report to the Cabinet on 15 September 2023 – Medium Term Financial Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7078&Ver=4>  
(item 265)

Report to the Cabinet on 9 February 2024 – Medium Term Financial Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?Cld=135&Mld=7503&Ver=4>

### **Appendices**

- Appendix A - Environment and Transport 2024/25 Highways and Transportation Capital Programme
- Appendix B - Environment and Transport 2024/25 Highways and Transportation Works Programme

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Appendix A - 2022/2023 HIGHWAYS and TRANSPORTATION CAPITAL PROGRAMME  
2023/24 - 2025/26 HIGHWAYS and TRANSPORTATION - CAPITAL PROGRAMME (Indicative Budgets)

BUDGETS								FUNDING FOR WHOLE PROJECTS				
Gross cost of Project / Scheme	Project / Scheme	Forecasted Slippage / Acceleration	MTFS Budget 2022/23	Indicative Budget 2023/24	Indicative Budget 2024/25	Indicative Budget 2025/26	Total for MTFS period	Council Funding	Anticipated yearly DFT Funding	Other Specific Grants Funding	External Contribution	Total Funding
	<b>Major Schemes</b>											
£85,270,000	1. Melton Mowbray Distributor Road - North & East Sections	£0	£19,909,000	£29,945,000	£19,745,000	£0	£69,599,000	£0	£0	£0	£0	£0
£37,500,000	2. Melton Mowbray Distributor Road - Southern Section	£0	£1,993,000	£3,684,000	£23,441,000	£5,601,000	£34,719,000	£0	£0	£0	£0	£0
£12,430,000	3. Zouch Bridge Replacement - Construction & Enabling Works	£0	£5,000,000	£5,427,000	£0	£0	£10,427,000	£0	£0	£0	£0	£0
£10,595,000	4. County Council Vehicle Replacement Programme - Fleet Vehicles	£0	£2,995,000	£2,700,000	£2,400,000	£2,500,000	£10,595,000	£0	£0	£0	£0	£0
£12,097,000	5. Advance Design / Match funding	£0	£3,068,000	£3,438,000	£3,233,000	£2,358,000	£12,097,000	£0	£0	£0	£0	£0
£5,430,000	6. A511 / A50 Major Road Network - Advance Design Works	£0	£942,000	£2,429,000	£0	£0	£3,371,000	£0	£0	£0	£0	£0
£10,000,000	7. Melton Depot Replacement	£0	£550,000	£8,127,000	£968,000	£0	£9,645,000	£0	£0	£0	£0	£0
£1,700,000	8. Leicester & Leicestershire Inregrated Transport Model - Refresh	£0	£1,250,000	£450,000	£0	£0	£1,700,000	£0	£0	£0	£0	£0
	<b>Sub-Total - Major Schemes</b>		£35,707,000	£56,200,000	£49,787,000	£10,459,000	£152,153,000	£0	£0	£0	£0	£0
£46,517,000	<b>Transport Asset Management</b>		0	£19,048,000	£14,531,000	£13,127,000	£46,706,000	£0	£0	£0	£0	£0
£2,499,000	9. Capital Schemes and Design	£0	£2,499,000	£0	£0	£0	£2,499,000	£0	£0	£0	£0	£0
£1,081,000	10. Bridges (Structures)	£0	£1,081,000	£0	£0	£0	£1,081,000	£0	£0	£0	£0	£0
£303,000	11. Flood Alleviation Schemes - Environmental works	£0	£303,000	£0	£0	£0	£303,000	£0	£0	£0	£0	£0
£1,730,000	12. Street Lighting	£0	£1,730,000	£0	£0	£0	£1,730,000	£0	£0	£0	£0	£0
£433,000	13. Traffic Signal Renewal	£0	£433,000	£0	£0	£0	£433,000	£0	£0	£0	£0	£0
£3,893,000	14. Preventative Maintenance (Surface Dressing)	£0	£3,956,000	£0	£0	£0	£3,956,000	£0	£0	£0	£0	£0
£8,978,000	15. Restorative (Patching)	£0	£8,978,000	£0	£0	£0	£8,978,000	£0	£0	£0	£0	£0
£21,000	16. Public Rights of Way	£0	£21,000	£0	£0	£0	£21,000	£0	£0	£0	£0	£0
£47,000	17. Network Performance & Reliability	£0	£47,000	£0	£0	£0	£47,000	£0	£0	£0	£0	£0
£5,655,000	18. Hinckley Hub - Hawley Road (National Productivity Investment Fund )	£0	£0	£1,335,000	£0	£0	£1,335,000	£0	£0	£0	£0	£0
£1,100,000	19. Safety Schemes	£0	£300,000	£300,000	£250,000	£250,000	£1,100,000	£0	£0	£0	£0	£0
£770,000	20. Highways Depot Improvements (Subject to business case)	£0	£0	£370,000	£400,000	£0	£770,000	£0	£0	£0	£0	£0
£73,027,000	<b>Sub-total - Transport Asset Management</b>		£19,348,000	£21,053,000	£15,181,000	£13,377,000	£68,959,000	£0	£0	£0	£0	£0
	<b>TOTAL CAPITAL PROGRAMME</b>		£55,055,000	£77,253,000	£64,968,000	£23,836,000	£221,112,000	£0	£0	£0	£0	£0

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Appendix A - 2024/2025 HIGHWAYS and TRANSPORTATION CAPITAL PROGRAMME  
2025/26 - 2027/28 HIGHWAYS and TRANSPORTATION - CAPITAL PROGRAMME (Indicative Budgets)

BUDGETS							FUNDING FOR WHOLE PROJECTS				
Gross cost of Project / Scheme	Project / Scheme	MTFS Budget 2024/25	Indicative Budget 2025/26	Indicative Budget 2026/27	Indicative Budget 2027/28	Total for MTFS period 2024-2028	Council Funding	Anticipated yearly DFT Funding	Other Specific Grants Funding	External Contribution	Total Funding
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
	Major Schemes (1-6)										
£116,110	1. Melton Mowbray Distributor Road - North & East Sections	£39,956	£17,102	£0	£0	£57,058	£48,638		£53,472	£14,000	£116,110
£19,925	2. Zouch Bridge Replacement - Construction & Enabling Works	£9,614	£6,856	£61	£0	£16,531	£19,925				£19,925
£7,980	3. Advance Design / Match funding	£1,855	£2,222	£2,145	£1,758	£7,980		£7,980			£7,980
£4,129	4. Leicestershire Cycling Walking Improvements Plan Delivery	£1,404	£1,404	£854	£467	£4,129		£4,129			£4,129
£9,239	5. A511 / A50 Major Road Network - Advance Design Works	£2,068	£0	£0	£0	£2,068	£3,781		£5,407	£51	£9,239
£1,958	6. Leicester & Leicestershire Inregrated Transport Model - Refresh	£297	£0	£0	£0	£297	£1,958				£1,958
£159,341	Sub Total - Major Schemes	£55,194	£27,584	£3,060	£2,225	£88,063	£74,302	£12,109	£58,879	£14,051	£159,341
	Minor Schemes / Other (7-15)										
£13,600	7. County Council Vehicle Replacement Programme	£3,697	£3,357	£3,110	£3,436	£13,600	£13,600				£13,600
£54	8. Fleet Services Workshop Oil Distribution System	£54	£0	£0	£0	£54	£54				£54
£1,030	9. Property Flood Risk Alleviation	£561	£318	£151	£0	£1,030			£1,030		£1,030
£4,991	10. Hinckley Hub (Hawley Road) - National Productivity Investment Fund	£291	£0	£0	£0	£291	£1,246		£3,475	£270	£4,991
£1,870	11. Safety Schemes	£463	£726	£300	£206	£1,695	£1,870				£1,870
£2,632	12. Externally Funded Schemes	£163	£269	£93	£0	£525				£2,632	£2,632
£9,643	13. Melton Depot - Replacement	£501	£2,080	£6,968	£0	£9,549	£9,643				£9,643
£400	14. Plant Renewals	£100	£100	£100	£100	£400	£400				£400
£400	15. Highways Depot Improvements - subject to business case	£0	£0	£400	£0	£400	£400				£400
£34,620	Sub Total - Minor / Other Schemes	£5,830	£6,850	£11,122	£3,742	£27,544	£27,213	£0	£4,505	£2,902	£34,620
	Transport Asset Management										£0
£44,732	Network North Funding to be allocated (25/26 subject to grant confirmation)	£2,258	£5,000	£10,000	£14,158	£31,416		£44,732			£44,732
£9,592	16. Capital Schemes and Design	£2,565	£2,168	£2,177	£2,177	£9,087	£522	£9,070			£9,592
£2,711	17. Bridges (Structures)	£407	£407	£463	£463	£1,740	£148	£2,563			£2,711
£563	18. Highways Flood Alleviation Schemes - Environmental works	£159	£123	£141	£141	£563	£31	£532			£563
£2,817	19. Street Lighting	£1,031	£835	£835	£835	£3,536	£153	£2,664			£2,817
£1,272	20. Traffic Signal Renewal	£386	£281	£281	£281	£1,228	£69	£1,203			£1,272
£10,947	21. Preventative Maintenance (Surface Dressing)	£3,312	£2,540	£2,540	£2,540	£10,932	£596	£10,351			£10,947
£30,628	22. Restorative (Patching)	£8,030	£7,445	£7,349	£7,739	£30,563	£1,667	£28,961			£30,628
£67	23. Public Rights of Way	£19	£15	£17	£17	£67	£4	£63			£67
£262	24. Network Performance & Reliability	£70	£61	£65	£65	£262		£262			£262
£103,591	Sub Total - Transport Asset Management	£18,237	£18,874	£23,867	£28,415	£89,394	£3,190	£100,401	£0	£0	£103,591
£297,552	TOTAL HIGHWAYS & TRANSPORTATION CAPITAL PROGRAMME	£79,261	£53,308	£38,049	£34,382	£205,001	£104,705	£112,510	£63,384	£16,953	£297,552

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## **Appendix B – 2024/2025 Highways and Transportation Capital Works Programme**

### **Major Schemes (1-6)**

#### **1. Melton Mowbray Distributor Road – North and East Sections**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	Cost Band A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Melton / Melton Mowbray	<b>Melton Mowbray Distributor Road – North and East Sections</b>	Main Works to start on site. The construction is expected to be completed and road open late Summer 2025.	Cost Band A

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**Budget**

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**£39,956,000**

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**2. Zouch Bridge Replacement**  
**– Construction and Enabling Works**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Charnwood	<b>A6006 - Zouch bridge replacement – Construction and Enabling Work</b>	Main construction work is programmed to be underway from July 2024 and will continue into 2026 (subject to completion of tender process).	Cost Band A

**Budget**

**£9,614,000**

### **3. Advanced Design / Match Funding**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Strategic Growth Plan</b>	Development of strategic growth outlines how the Council will deliver future development that will support population change, housing needs and economic growth.	Cost Band B
North West Leicestershire / Coalville	<b>NWL Growth Fund</b>	Development of schemes to support growth of North West Leicestershire under its current and next Local Plan.	Cost Band B
Countywide	<b>Emerging Priorities Fund</b>	Fund to support any new initiatives which may arise from funding opportunities during the year.	Cost Band B
Countywide	<b>Leicestershire Highway Design Guide</b>	A refresh to replace the interim Leicestershire Highways Design Guide (formerly 6C's Design Guide), which is used across the Department, supports developers and facilitates the planning process.	Cost Band D
Charnwood	<b>Charnwood Growth Fund</b>	Develop transport strategies for the Loughborough and Shepshed, Soar Valley and north of Leicester areas to support the future growth of Charnwood, as proposed through the new local plan.	Cost Band C

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b><u>Cost Band</u></b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Strategic Transport Plan</b>	To support any work associated with the Leicester and Leicestershire Strategic Transport Priorities.	Cost Band D
Countywide	<b>Major Road Network (MRN)</b>	To investigate areas for potential work on the A6 / A6004 MRN corridor which can be developed for potential funding bids.	Cost Band C
Countywide	<b>Road Safety Strategy</b>	This document will set out the 'whole-system' approach to road safety, using robust evidence. It will summarise the wide-ranging work that the Council is already undertaking and, where appropriate, it will identify new approaches/areas of focus, and gaps/weaknesses and opportunities.	Cost Band D
Melton / Melton Mowbray	<b>Melton Mowbray Transport Strategy (MMTS)</b>	To identify transport solutions and develop a transport strategy for Melton Mowbray.	Cost Band C
Countywide	<b>Rail Strategy</b>	To continue to promote the priorities of Leicester and Leicestershire Rail Strategy including through working with Midlands Connect.	Cost Band D
Countywide	<b>Highway Asset Surveys</b>	Asset Management data collection surveys.	Cost Band D
Countywide	<b>Asset Management Advance Design</b>	Fund to support any new initiatives which may arise from funding opportunities during the year.	Cost Band C

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Cycling and Walking Strategy</b>	To develop a Cycling and Walking Strategy which will set out the Council's strategic approach to supporting the Government's cycling and walking investment strategy.	Cost Band B
Hinckley and Bosworth / Desford	<b>A47 Desford Crossroads (Majors)</b>	Conversion of staggered signalised crossroads to a conventional roundabout to improve capacity, unlock development, housing, and support delivery of employment.	Cost Band C
Hinckley and Bosworth / Desford	<b>A47 Desford Crossroads (Land Compensation)</b>	Negotiations for land purchases.	Cost Band D
Countywide	<b>South East Leicestershire Transport Strategy (SELTS)</b>	To develop initial evidence base for the strategy and possible initial work for early deliverable.	Cost Band D
Countywide	<b>Electric Vehicle Strategy</b>	To develop an Electric Vehicle Strategy for Leicestershire.	Cost Band C
Countywide	<b>Network Management Plan (NMP)</b>	Implementation of the NMP ensures that Leicestershire's Road network operates safely, enabling road users and those working on the network to undertake their activities safely and efficiently.	Cost Band D
Countywide	<b>LCWIP Delivery</b>	Implementation of a LCWIP scheme.	Cost Band A
<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b>

			<b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Local Transport Plan 4 (LTP4)</b>	Although another three years remain on LTP3, work has already started on LTP4. This plan will take account of new and emerging national and local policies, priorities, and challenges. Not least, the environment (carbon agenda), local authority funding and the long-term impacts of Covid-19 pandemic on transport network.	Cost Band D
Countywide	<b>Market Harborough Transport Strategy</b>	Development/review of the Strategy.	Cost Band D
Countywide	<b>Transforming City Fund (TCF)</b>	Aim to increase productivity and growth in investment in public and sustainable transport by supporting work of Leicester City Council to deliver its TCF projects where they overlap into the County.	Cost Band C
Countywide	<b>Work Programme / Growth Corridor Project</b>	Associated with the delivery of the Leicester and Leicestershire Strategic Growth Plan 2050.	Cost Band D
Countywide	<b>Road Investment Strategy 3 (RIS3)</b>	To support work undertaken by National Highways in the development of RIS3 Pipeline projects on the Strategic Road Network in Leicestershire.	Cost Band D
Countywide	<b>Passenger Transport Policy and Strategy (PTPS)</b>	To manage and maintain passenger transport services that enable the Council to meet its statutory duties, that sets out the policy and strategic objectives and supporting principles that aids road-based passenger transport services.	Cost Band D

**Budget**

**£1,855,000**



#### **4. Leicestershire Cycling Walking Improvements Plan Delivery**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Various</b>	Development of Local Cycling and Walking Infrastructure Plans (LCWIPs) for all Leicestershire Towns and urban areas surrounding Leicester City.	Cost Band A

<b>Budget</b>	<b>£1,404,000</b>
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**5. A511 / A50 Major Road Network - Advance Design**  
**(s106)**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
North West Leicestershire / Hinckley and Bosworth	<b>A511 / A50 Corridor Major Road Network – Advance Design</b>	Detailed design is progressing at all junctions. Planning approval has been secured for the Bardon Link Road works. The land acquisition process is underway and a CPO/SRO was sealed in November 2023. The procurement strategy is being finalised and a Contractor is likely to be appointed mid-2024 to provide ECI support. Works are due to commence on site spring 2025.	Cost Band A
		<b>Budget</b>	<b>£2,068,000</b>

**6. Leicester and Leicestershire Integrated Transport Model (LLITM) - Refresh**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Leicester and Leicestershire Integrated Transport Model (LLITM) Refresh</b>	Computer models used to help predict future scenarios to the County's Road network.	Cost Band B

**Budget**

**£297,000**

## **Minor Schemes/Other (7-14)**

### **7. County Council Vehicle Replacement Programme – Fleet Vehicles**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b><u>Cost Band</u></b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>County Council Vehicle Programme</b>	Vehicle twenty-year replacement programme. To support service delivery for service areas, with cost effective and least carbon, like for like compliant replacement vehicle. All vehicles approved and purchased by Approved in Principle Vehicle Procurement Process (AIPVPP).	Cost Band A

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**Budget**

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**£3,697,000**

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## 8. Fleet Services Workshop Oil Distribution System

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Fleet Service Workshop – Croft LCC Depot LE9 3GE	Fleet Services Workshop Oil Distribution System	<p>This is for a replacement oil distribution system for the Fleet Service Workshop that was condemned by Health and Safety Team, due to an oil leak from the tank situated above the main workshop electrical distribution boards. This was old design that didn't meet current building and construction regulations as well as industry best practice.</p> <p>Management of oil allocation to customers jobs, this will increase cost control and thus reduce revenue cost for these areas.</p> <p>There are high environmental and health &amp; safety risks with current temporary arrangements.</p> <p>The replacement system will resolve these issues.</p>	Cost Band C

**Budget**

**£54,000**

### 9. Property Flood Risk Alleviation

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	Cost Band A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countrywide	Various/Property flood risk alleviation	Flood alleviation.	Cost Band B

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**Budget**

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**£561,000**

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### 10. Hinckley Hub (Hawley Road) – National Productivity Investment Fund

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<u>Cost Band</u> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Hinckley and Bosworth	<b>Hinckley Hub – Hawley Road (National Productivity Investment Fund)</b>	Works to ease traffic congestion, improve pedestrian safety and to support cycling within the town of Hinckley	Cost Band B

<b>Budget</b>	<b>£291,000</b>
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## **11. Safety Schemes**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Various</b>	Safety Schemes.	Cost Band C

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**Budget**

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**£463,000**

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## 12. Externally Funded Schemes

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<u>Cost Band</u> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Various / Externally funded schemes</b>	Section 106 schemes.	Cost Band C

<b>Budget</b>	<b>£163,000</b>
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### 13. Melton Depot replacement

Location / Scheme Name	Intervention / Work / Treatment Description	<u>Cost Band</u> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
<b>Melton / Melton Depot Replacement</b>	To find alternative depot site to replace Melton depot whose lease is due to expire.	Cost Band B

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**Budget**

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**£501,000**

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#### **14. Plant Renewals**

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Owned plant replacement</b>	Scheduled plant replacement purchases to fully support operational teams with key equipment. Plant purchased will align with the Council's HAVS requirements to ensure health and safety.	Cost Band C

<b>Budget</b>	<b>£100,000</b>
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## **Transport Asset Management (15-24)**

### **15. Network North funding to be allocated**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Various</b>	Reactive pothole repairs	Cost Band B
Countywide	<b>Various</b>	Surface dressing	Cost Band B
Countywide	<b>Various</b>	Pre-patching	Cost Band B
Countywide	<b>Various</b>	Resurfacing	Cost Band B
Countywide	<b>Various</b>	Machine lay patching	Cost Band B
Countywide	<b>Various</b>	Slurry seal – pre patching	Cost Band C

**Budget**

**£2,258,000**

## 16. Capital Schemes and Design

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Oadby & Wigston / Oadby	<b>A6 Harborough Road, New Street – Uplands Road</b>	Carriageway Strengthening	Cost band B
Oadby & Wigston / Oadby	<b>A6 Glen Road, Waldron Drive – Hunters Way</b>	Carriageway Strengthening	Cost band B
Hinckley & Bosworth / Hinckley	<b>A47 Normandy Way, Stoke Road, Sword Drive Roundabout</b>	Carriageway Resurfacing	Cost band C
North West Leicestershire / Measham	<b>Ashby Road, Main Street, New Street Junction</b>	Carriageway Strengthening	Cost band C
Harborough / Skeffington	<b>A47 Uppingham Road, Skeffington Glebe Road – Road to Lodge Farm</b>	Carriageway Resurfacing	Cost band B
Hinckley & Bosworth / Markfield	<b>Copt Oak Road, Flying Horse Roundabout – Whitwick Road Crossroads</b>	Carriageway Strengthening	Cost band B
North West Leicestershire / Kegworth	<b>London Road, Market Place, Church Gate</b>	Contribution to Public Realm scheme to extend area of carriageway resurfacing	Cost band C

**Budget**

**£2,565,000**

## 17. Bridges (Structures)

District / Parish	Location / Scheme Name	Intervention / Work / Treatment Description	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Various	<b>Various bridges</b>	Bridge maintenance/strengthening	Cost Band C
Various	<b>Various bridges</b>	Minor maintenance	Cost Band B
Various	<b>Various bridges</b>	Bridge inspections & assessments	Cost Band B
Various	<b>Various bridges</b>	Advanced Design Bridges	Cost Band D

**Budget**

**£407,000**

**18. Flood Alleviation Schemes – Environmental Works**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b><u>Cost Band</u></b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Market Harborough	Welland Park Road	Flood Alleviation	C
Hathern	Derby Road A6/A6006	Flood Alleviation	C
Oadby	Glen Road	Culvert Works	D
Burton on the Wolds	Brookside	Embankment Repairs	D
Medbourne	Hallaton Road	Culvert Repairs	D

**Budget**

**£159,000**

## **19. Street Lighting**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Various Locations</b>	Column replacement	Cost Band A

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**Budget**

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**£1,031,000**

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## 20. Traffic Signal Renewal

District / Parish	Area	Location / Scheme Name	Intervention / Work / Treatment Description	Cost Band A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Melton	Melton	Market Street / Burton Rd	Traffic Signals Renewal	Cost Band D
Melton	Melton	Market Place/Sherrard St	Traffic Signals Renewal	Cost Band D
Hinckley & Bosworth	Hinckley	Leicester Rd/New Bldgs	Traffic Signals Renewal	Cost Band C
Hinckley & Bosworth	Hinckley	London Rd/Forest Rd	Traffic Signals Renewal	Cost Band D
Charnwood	Loughborough	Ashby Rd/Old Ashby Rd	Traffic Signals Renewal	Cost Band D
Charnwood	Loughborough	Shelthorpe Rd/Woodthorpe Rd	Traffic Signals Renewal	Cost Band D
Charnwood	Loughborough	Epinal Way/Ashby Rd Rbt	Traffic Signals Renewal	Cost Band C

**Budget**

**£386,000**

## **21. Preventative Maintenance (Surface Dressing)**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Charnwood	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
Melton	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
Harborough	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
North West Leicestershire	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
Hinckley & Bosworth	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
Blaby	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band B
Oadby & Wigston	<b>Various Roads</b>	Surface Dressing & Pre-Patching	Cost Band C
Charnwood	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D
Melton	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D
Harborough	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band C
North West Leicestershire	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D

Hinckley & Bosworth	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D
Blaby	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D
Oadby & Wigston	<b>Various Roads</b>	Water Re-texturing, Micro-Asphalt	Cost Band D

**Budget**

**£3,312,000**

## **22. Restorative (Patching)**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> A = Over £1m B = £201,000 - £1m C = £51,000 to £200,000 D = £50,000 and below
Countywide	<b>Various Locations</b>	Footway patching	Cost Band A
Countywide	<b>Various Locations</b>	Carriageway patching	Cost Band A
Countywide	<b>Various Locations</b>	Roadmender repairs - planned (repairs of potholes and small patching repairs typically up to 10m <sup>2</sup> in footway and carriageway).	Cost Band A

**Budget**

**£8,030,000**

### **23. Public Rights of Way Maintenance**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Various Locations</b>	PROW Schemes	Cost Band D

<b>Budget</b>	<b>£19,000</b>
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### **24. Network Performance and Reliability**

<b>District / Parish</b>	<b>Location / Scheme Name</b>	<b>Intervention / Work / Treatment Description</b>	<b>Cost Band</b> <b>A = Over £1m</b> <b>B = £201,000 - £1m</b> <b>C = £51,000 to £200,000</b> <b>D = £50,000 and below</b>
Countywide	<b>Various / Network Performance and Reliability</b>	Network Data Collection and Traffic Counter renewals.	Cost Band C

<b>Budget</b>	<b>£70,000</b>
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<b>Total Major Schemes (1-6)</b>	<b>£55,194,000</b>
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<b>Total Minor Schemes/Other (7-14)</b>	<b>£ 5,830,000</b>
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<b>Total Transport Asset Management (15-24)</b>	<b>£18,237,000</b>
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<b>Total Highway Capital Programme Budget (1-24)</b>	<b>£79,261,000</b>
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**CABINET – 26 MARCH 2024****NETWORK NORTH FUNDING AND THE LOCAL TRANSPORT FUND****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to provide the Cabinet with an update on the most recent Network North funding announcements and seek approval to use funding allocated to Advanced Design/Match Funding in the approved Medium Term Financial Strategy (MTFS) to develop a multi-year Local Transport Fund programme, which is required to be submitted to the Department for Transport (DfT) by the end of this calendar year.

**Recommendations**

2. It is recommended that:
  - a) This latest substantial additional funding announced as the Local Transport Fund under the Network North plan be welcomed and noted;
  - b) The Director of Environment and Transport, following consultation with the Cabinet Lead Member, be authorised to carry out relevant consultation and engagement required to support the development of the Local Transport Fund programme;
  - c) The Director of Environment and Transport, in consultation with the Director of Corporate Resources, be authorised to accelerate £1.2m funding currently allocated for 2025/26 to Advanced Design/Match Funding in the approved Medium Term Financial Strategy (MTFS) to fund the development of the Local Transport Fund programme, in line with the principles set out in paragraphs 37-39;
  - d) A further report be submitted to the Cabinet for approval in November 2024, presenting the proposed Local Transport Fund programme covering the 2025/26 and 2026/27 financial years, prior to submission to the Department for Transport.

### **Reasons for Recommendation**

3. Developing the Local Transport Fund programme will require considerable additional staff resource to develop a programme of works to be submitted to the DfT and to undertake the development and technical design ready for delivery, starting in 2025.
4. Delegation to the Directors will allow the programme to be developed in line with the yet to be published DfT guidance.
5. The DfT requires local authorities to demonstrate local political support for the schemes and interventions included in the Local Transport Fund programme alongside section 151 officer sign-off. Authorities in receipt of funding are also required to publish plans for the additional work that is delivered, and to report regularly on delivery progress.

### **Timetable for Decisions (including Scrutiny)**

6. It is intended that reports regarding the content of the Local Transport Fund programme covering the 2025/26 and 2026/27 financial years and setting out the development of future years' programmes will be submitted to the Highways and Transport Overview and Scrutiny Committee and the Cabinet in November 2024.

### **Policy Framework and Previous Decisions**

7. The Highways and Transportation Capital Programme and Works Programme are rolling financial and business plans that are updated annually; the current Capital Programme and Works Programme for 2024/25 are the subject of a separate report for consideration by the Cabinet at this meeting. The Local Transport Fund programme will represent a considerable increase in the size of the Capital Programme from 2025/26 onwards, although it is expected that the bulk of the additional funding will come in the later years of the funding period.
8. The Local Transport Fund programme 2025/26 - 2026/27 will be developed to align with the aims and objectives of the Environment and Transport Department's key plans and strategies which underpin the Council's Strategic Plan delivery. These include:
  - a) Leicestershire Local Transport Plan 3 2011 - 2026 – adopted by the County Council in March 2011 - and the emerging Local Transport Plan 4 2026 - 2040.
  - b) Highways Asset Management Policy and the Highways Asset Management Strategy – approved by the Cabinet in June 2017 (updated in December 2020 following consultation with the Cabinet Lead Member).
  - c) Highway Infrastructure Asset Management Plan – approved by the Cabinet in September 2017 (updated in October 2019 following consultation with the Cabinet Lead Member and subsequently in March



2023 to ensure that it reflected the Council's latest Strategic Plan outcomes).

- d) Leicester and Leicestershire Strategic Growth Plan – approved by the Cabinet in November 2018.
- e) Environment Strategy and Action Plan – approved by the County Council on 8 July 2020.
- f) Leicester and Leicestershire Strategic Transport Priorities - approved by the Cabinet on 20 November 2020.
- g) Network Management Policy, Strategy and Plan - approved by the Cabinet on 15 December 2020.
- h) Cycling and Walking Strategy – approved by the Cabinet on 20 July 2021.
- i) Various area specific strategies, including the Interim Melton Mowbray Transport Strategy and Interim Coalville Transport Strategy, approved by the Cabinet on 20 July 2021 and 17 September 2021 respectively.
- j) Net Zero Leicestershire Strategy and Action Plan approved by the County Council on 7 December 2022.
- k) Leicestershire County Council's Strategic Plan 2022 – 2026 (approved by the County Council in May 2022) outlines the Council's long-term vision for the organisation, as well as for the people and place of Leicestershire. As the effective functioning of Leicestershire's transport system is vital to day-to-day life and supporting the area's future population and economic growth, the Local Transport Fund programme will, at least partially, contribute to supporting all of the Strategic Plan's five outcomes, in particular, the 'Clean, green future' and 'Strong Economy, Transport and Infrastructure' outcomes, for example, in seeking to improve provision for active travel and maintaining and improving the highway network to seek to reduce the impact of traffic. It must be noted that the outcomes represent long-term aspirations for Leicestershire which may not be achieved in full during the four-year course of the Strategic Plan.
- l) The MTFS 2024/25 – 2027/28, approved by the County Council on 21 February 2024, is central to identifying the Council's financial capacity to deliver its vision and strategic priorities, and this requires a balance to be struck between the need to support the delivery of the vision with the need to maintain a sustainable financial position. This balance has become extremely difficult in recent years given the Council's financial position and a need to continue to reduce the net cost base.

### **Resource Implications**

9. Balancing the budget whilst maintaining essential services is a continued challenge for the Council. The MTFS forecasts a balanced budget for next year

only, after assuming the use of earmarked reserves to help meet the currently projected gap. For the following three years, budgets are in deficit. Reserves will need to be set aside to ensure that the Council has sufficient time to formulate and deliver savings and suppress service growth.

10. Against this backdrop, the Environment and Transport Capital Programme 2024/25 - 2027/28 is already one of the largest planned programmes ever to be delivered by the Council. The Network North funding will increase this beyond any existing pipeline and whilst it presents a welcomed and exciting opportunity for investment in local priorities, the funding will have a number of inherent risks as listed below.
11. The Network North funding is made up of three elements:
  - a) Bus funding – Bus Service Improvement Plan (BSIP+) - revenue funding;
  - b) Road Resurfacing Fund for highway maintenance – capital funding; and
  - c) The Local Transport Fund for general highway and transport improvements – capital funding.
12. BSIP+ and resurfacing funding were announced late in 2023. The Local Transport Fund was announced in late February 2024 as the third Network North funding stream. The Local Transport Fund is capital funding with a small percentage of revenue allocated to support delivery of the programme. Developing and delivering the Local Transport Fund programme will be resource intensive, both in staff and financial terms. There will be a need to increase staff resource to develop and manage the programme and put in place additional internal and external delivery teams and contracts. The delivery of a larger Capital Programme will need to build on the existing departmental structure and this will make further revenue savings more challenging. A full assessment of risks will be reported to the Cabinet in the autumn prior to submission of the delivery plan to the DfT.
13. Additionally, like many sectors of the economy, skill shortages and/or the inability to retain the necessary skills, is likely to impact on the delivery of the Local Transport Fund programme and it will be necessary to find innovative ways to develop existing and attract new staff. The implications of these challenges are the risk of delays on programme delivery and cost escalation as market prices increase.
14. In advance of receiving the Local Transport Fund grant, funding allocated in the approved MTFS for Advanced Design/Match Funding can be used to fund the increase in staff resources needed to develop the initial two-year programme and prepare for delivery in the 2025/26 financial year. This will require an advancement of £1.2m of the funding provision made available for 2025/26.
15. 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 will be circulated to all Members.

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## **PART B**

### **Background**

16. Since the announcement of the cancellation of HS2 beyond Birmingham and the reallocation of funds to the Midlands and the North under the umbrella of the Network North plan, there have been a number of funding streams announced with varying degrees of detail. At a regional level, the Government committed to delivering the Midlands Rail Hub by increasing investment to £1.75bn to improve journey times, capacity, and frequency of services across the East and West Midlands.
17. At a local level, highways and transport authorities have also been awarded a number of additional funds. A key principle underpinning the Network North plan has been additionality, meaning that funding awarded as part of Network North should be additional to existing resources to ensure that the benefits are realised within the North and Midlands regions.
18. A summary of these funding sources is set out in the table below.

Table 1: Summary of funding sources

Funding Source	Committed Grant / spend period	Indicative Grant / spend period	Intended use (including capital or revenue)	Average annual Uplift*	Notes
BSIP+	£7.63m 2023/24 to 2024/25	TBC 2025/26 to 2028/29	Revenue bus service support	Average £3.815m per annum	Announced October 2023
Road Resurfacing Fund	£4.516m 2023/24 to 2024/25	£126m 2025/26 to 2033/34	Capital highway asset maintenance	Average £14m per annum but backloaded with only £2.3m confirmed p.a. for the first two years	Announced October 2023
Local Transport Fund	No committed funding to date	£238m 2025/26 to 2031/32	Capital improvements to the transport network	Average £34m per annum but likely to be backloaded	Announced February 2024

### **Bus Service Improvement Plan (BSIP+) and Network North Public Transport Funding**

19. In December 2023, the Cabinet approved the proposed approach to spending BSIP+ and Network North Public Transport funding. This revenue-based grant funding consists of two tranches of £1.79m (the first was received in October 2023, with the second due in July 2024 following the refresh of the Council's

BSIP) and £4.05m of Network North Public Transport funding (this is also due in July 2024 following the BSIP refresh. The amount assumes the maximum allocation is awarded).

20. The focus of this funding is to improve passenger transport by delivering the best overall outcomes in growing long-term patronage, revenues and therefore maintaining bus service levels and providing essential social and economic connectivity for local communities.
21. The approved approach set out in the report considered by the Cabinet in December 2023 included:
  - a) A complete refresh of the BSIP;
  - b) Assisting operators to stabilise and strengthen the commercial network;
  - c) Working with operators through the Council's Enhanced Partnership to review and redesign the passenger transport network (both commercial and supported) across Leicestershire, based around providing more direct, attractive routes by bus and making better use of demand responsive transport models such as the Council's digital demand responsive Fox Connect service; and
  - d) An array of studies/initiatives aimed at encouraging and increasing passenger transport use across Leicestershire such as youth fare discounts, better interchange information, mobility hubs etc.
22. A further four-year funding announcement is anticipated in the near future, and this is expected to be a mix of capital and revenue, which could provide an opportunity to carry out improvement schemes that may not be eligible under the current BSIP+ and Network North Public Transport funding terms. The exact funding profile and mix is not yet known.
23. Given the previous pressure on revenue funding, a number of the activities are entirely additional to the usual level of work undertaken by the Department and the BSIP funding represents a substantial increase in work over the 2024/25 financial year and likely beyond, subject to the confirmation of further funding.

#### Road Resurfacing Fund

24. Under the Network North plan the Council has received an additional £2.258m of funding in 2023/24 from the Road Resurfacing Fund for local highways maintenance, particularly for the resurfacing of carriageways, cycleways, and footways to prevent potholes and other road defects from occurring. It has been confirmed that the Council will receive the same level of funding in 2024/25. This funding is already built into the Capital Programme. The DfT has announced that the total minimum additional funding that the Council will receive over the 11-year period from 2023/24 to 2033/34 will be £131m; however, the amount of money in each of the future years has yet to be announced, although is likely to be backloaded, meaning larger allocations will be provided later in the funding period.

25. This substantial increase in funding will allow long-term maintenance programmes to be carried out on carriageways, cycleways and footways to improve the highway network condition, as well as tackling other asset management priorities, such as keeping local bridges and other highway structures open and safe, and carrying out replacement programmes for drainage assets.
26. The Government expects the entirety of the maintenance funding unlocked from the Network North plan to be truly additional and it is expected that local authorities will not reallocate existing highway maintenance budgets in light of this new funding. If the DfT considers that this funding was not invested in additional highways maintenance activity, and that it did not lead to an overall increase in authorities' highway maintenance expenditure or planned expenditure, it reserves the right to reduce or amend future planned grants to the local authorities – for highways maintenance and/or other funding streams.
27. To ensure that the funding delivers both a transformational change in the condition of local highway networks, and that there is transparency and a degree of public scrutiny over how it is spent, the DfT will also require local authorities in receipt of funding to publish plans for the additional work that is delivered, and to report regularly on delivery progress. The Road Resurfacing Fund usage in Leicestershire for 2023/24 and 2024/25 is shown in the tables below. More detail on how the funding is being spent is appended to this report.

Table 2: Road Resurfacing Fund Programme budget allocations in 2023/24

<b>Transport Asset Management</b>	<b>Budget</b>
Surface dressing	£237,000
Reactive repairs (potholes and defects)	£416,000
Pre-surface dressing patching	£1,605,000
<b>TOTAL</b>	<b>£2,258,000</b>

Table 3: Road Resurfacing Fund Programme budget allocations in 2024/25

<b>Transport Asset Management</b>	<b>Budget</b>
<b>Restorative</b>	<b>£1,158,000</b>
Reactive repairs (potholes and defects) Machine Lay Patching Surface dressing pre-patching	
<b>Preventative</b>	<b>£600,000</b>
Surface Dressing	
<b>Capital Schemes and Design</b>	<b>£500,000</b>
Capital schemes – Resurfacing	
<b>TOTAL</b>	<b>£2,258,000</b>

28. In anticipation of the increased funding from the Road Resurfacing Fund from April 2025, maintenance programmes are being developed for all highway assets to ensure work is delivered as efficiently as possible, taking advantage of cost savings that can be achieved by delivering work in packages around activity type or geographical area. It will also be essential that any maintenance work is delivered in parallel to improvement schemes funded from the Local Transport Fund. Integrated programmes of work will deliver the most benefits for communities whilst achieving best value.
29. Delivery of the Road Resurfacing Fund and Local Transport Fund programmes in parallel will require appropriate resources to design in advance, deliver the works and support delivery with new contracts, suppliers, purchasing and governance. This preparation work needs to start in the 2024/25 financial year. The multi-year funding commitment gives the Council the opportunity to recruit a significant proportion of permanent staff to deliver these works, ensuring the Council obtains value for money from its resources but also is able to support succession planning for its ageing workforce.

#### Local Transport Fund

30. On 26 February 2024, the Government published the Local Transport Fund allocations for 2025 - 2032. This funding is additional to the Integrated Transport Block allocation that Local Transport Authorities currently receive and has been allocated by formula, based on the population, and levelling-up need of each Local Transport Authority area. This additional funding will be predominantly capital but will include a small resource element to ensure Local Transport Authorities can deliver their plans. The Local Transport Fund will be made available from April 2025 and requires local authorities to develop and publish a 2-year delivery plan by the end of 2024 calendar year in advance of the funding becoming available.
31. The funding covers the period from 2025/26 until 2031/32 and has been provided to:
  - a) Drive better connectivity within local towns, suburbs and cities;
  - b) Drive better connectivity between local towns and cities; and
  - c) Improve everyday local journeys for people.
32. The Council has been allocated a total of £238m to cover seven years from 2025, although no annual amounts have been specified to date. However, the DfT has been clear that the funding will be backloaded. In recognition of this, the DfT will require a delivery plan for the first two years of the programme by the end of the 2024 calendar year, with high level plans for the remaining five years. More detailed plans for the later years of the fund will be required before 2027. This will allow the alignment of the Local Transport Plan 4 with that long-term programme. Future allocations may also be dependent on the outcome of the next Spending Review.

33. The DfT has advised that it anticipates that annual allocations for this fund should be published by the end of March 2024, along with guidance to ensure that local authorities can make the most of this funding and be ready to deliver improvements with the Local Transport Fund from April 2025.
34. The Local Transport Fund can be used to fund a wide range of local transport measures and it is for local authorities to determine their transport priorities and identify projects that will deliver on these. The funding is capital so the types of interventions could include:
  - a) Local roads improvements e.g. improved junctions, new roads, congestion measures, better street lighting.
  - b) Active travel infrastructure e.g. cycle facilities, cycle routes, improved footways.
  - c) Transport hubs e.g. refurbished bus or rail stations or new facilities such as toilets, cycle lockers, lifts.
  - d) Accessibility projects e.g. dropped kerbs, footway widening, tactile paving.
  - e) Electric Vehicles charging e.g. additional chargepoint infrastructure for cars and taxis.
  - f) Sustainable drainage schemes e.g. resilience and adaptation measures to combat climate change, incorporating flood management schemes, structural repair.
  - g) Bus infrastructure e.g. bus priority lanes, new Zero Emission Buses and their chargepoints, inclusive bus stops/stations, provision for Real Time Information; however, it does not include bus services as this requires resource funding.
  - h) Highways maintenance (noting that the Local Transport Fund is in addition to the £8.3bn uplift in local highways funding announced as part of the Network North plan).
35. Additionally, the Local Transport Fund can be used to support wider local transport priorities including:
  - a) Helping to meet cost pressures arising from existing transport projects to support the completion of road schemes and other projects, although this will inevitably mean less money for transformative new projects.
  - b) Feasibility studies for future capital highway projects.
  - c) Helping to unlock schemes like railway station enhancements or major works on the strategic road network, but only where these schemes are such a priority locally that they justify using up a large amount of the available funding. The DfT will need to approve all schemes which impact the national networks on a case-by-case basis.

### **Next Steps**

36. The development and delivery of the various programmes arising from the Network North plan will require substantial investment of time and resources. Therefore, it is proposed that the development of the Local Transport Fund programme is undertaken immediately in order to make the best use of the



funding and prepare for 2025 delivery.

37. Advancing the programme development during the 2024/25 financial year is dependent on an acceleration of £1.2m from the 2025/26 Advanced Design/Match Funding MTFS allocation as set out in the 2024-28 MTFS. The Local Transport Funding grant will reimburse this cost when it commences in April 2025.
38. It is proposed to develop the programme, prepare schemes and undertake the necessary engagement and informal consultation with stakeholders, including all local Members of Parliament, between March 2024 and October 2024. This will inform a further report to the Cabinet in autumn 2024 prior to submission of the programme to the DfT (subject to the Cabinet's approval).
39. In order to allow the Director of Environment and Transport to proceed, it is proposed that the following principles will guide the process:
  - a) Alignment with the emerging Local Transport Plan 4 for the first two years.
  - b) Evidence-based assessment of local needs across a number of areas.
  - c) Reflecting the lessons learned from recent Active Travel England and Bus Service Improvement bids and ensuring that all modes are considered in delivering schemes.
  - d) Maximising existing funding sources such as developer funding.
  - e) Consideration of climate adaptation and resilience.
  - f) Realistic delivery to provide transparency for the public (this may mean programmes of smaller interventions delivered over a number of years and limiting the number of 'major' schemes planned).
  - g) Identifying and managing risks associated with a large capital programme delivery.
  - h) Recognition that the programme will build over time with less funding in the first two years.
  - i) Including the consideration of appropriate resources, not just within the Department, but also support services such as finance, procurement etc.
  - j) Commitment to building on and developing the Department's internal staff to deliver the programme, where possible, rather than rely on agency and consultant resource.

### **Consultation**

40. The plan will be consulted on with Members and key stakeholders and will require support from the local Members of Parliament.
41. This plan will be informed by the public consultation on the principles of the Local Transport Plan 4 scheduled for late spring/early summer 2024.
42. Where appropriate, individual schemes and projects will continue to be subject to further consultation with Local Members and the public, and reports will be presented to the appropriate Committees.

## **Conclusion**

43. The Network North funding awarded to the Council represents a real opportunity for a transformational level of investment into the County's highways and transport network, improving outcomes for the residents and businesses of Leicestershire. In order to make the best use of the funding, work is needed immediately to develop a programme for delivery in the financial year 2025/26 onwards. Approval of the programme by the Cabinet will be sought in autumn 2024.

## **Equality Implications**

44. There are no equality implications arising directly from the recommendations in this report.
45. Equality Impact Assessments will be carried out in relation to work undertaken on individual projects and programmes contained within the future Local Transport Fund programme, when appropriate.

## **Human Rights Implications**

46. There are no human rights implications arising directly from the recommendations in this report.
47. Human Rights Assessments will be carried out in relation to work undertaken on individual projects and programmes contained within the future Local Transport Fund programme, when appropriate.

## **Other Implications and Impact Assessments**

48. Whilst there are no implications arising directly from the recommendation in this report, the programme itself will have the potential for both positive and negative impacts across health, equality and environmental issues. Therefore, work will be undertaken with colleagues across the Authority in developing the programme and identified issues reported to the Cabinet.

## **Background Papers**

Medium Term Financial Strategy 2024/25 – 2027/28, Report to the County Council on 21 February 2024:

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MeetingId=7305>  
(item 41a)

Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme, Report to the Highways and Transport Overview and Scrutiny Committee on 7 March 2024:

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1293&MId=7456&Ver=4>  
(item 8)

Improving Passenger Transport Through Bus Service Improvement Plan Plus And Network North Funding, Report to the Cabinet 19 December 2023:

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7081&Ver=4>

(item 304)

Network North Plan, Department for Transport, 2023:

<https://www.gov.uk/government/publications/network-north>

## **Appendix**

Network North Roads Resurfacing Fund delivery plan 2023-2025

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*Made possible by reallocated HS2 funding*

## Network North Road Resurfacing Fund Delivery Plan 2023-2025 – Detailed Appendix

Network North - Patching schemes delivered in 2023-2024

confirm number	Street	Village	District
578297	Main Street	Peatling Parva	Harborough
643040	Hathern Road	Shepshed	Charnwood
644384	Scraptoft Lane	Beeby	Charnwood
644259	Cotes Road	Barrow upon Soar	Charnwood
547753	Mere Lane	Bittersby	Harborough
645109	Pincet Lane	Lutterworth	Harborough
491382	Gumley Rd to Smeeton Rd	Gumley	Harborough
593308	Peatling Parva Road	Bruntingthorpe	Harborough
645287	Tickow Lane	Shepshed	Charnwood
609610	Rothley Road phase 1	Mountsorrel	Charnwood
645447	Rothley Road phase 2	Mountsorrel	Charnwood
642600	Willesley Lane	Ashby	NW Leicestershire
633128	Church Street	Donisthorpe	NW Leicestershire
633669	Melbourne Road	Ibstock	NW Leicestershire
645260	Side Ley	Kegworth	NW Leicestershire
566755	Kimcote Road	Walcote	Harborough
574846	Saddington Road	Shearsby	Harborough
643789	Belton Road	Loughborough	Charnwood
627428	Pickwell Road	Leesthorpe	Melton
549278	Desford Road	Thurlaston	Blaby
626407	East Norton Road	Hallaton	Harborough
545624	Hallaton road	Tugby	Harborough
603230	Gores Lane	Bowden	Harborough
578940	Ravenhurst Road	Braunstone	Blaby
538925	Kilby Road	Fleckney	Harborough
508612	Coplow Lane	Billesdon	Harborough
651001	croxton road	Knipton	Melton
651015	pasture lane	Knipton	Melton
650951	Main Street	Asfordby	Melton
651777	Scraptoft Lane	Beeby	Charnwood
642803	Derby Road	Kegworth	NW Leicestershire

confirm number	Street	Village	District
630524	Loughborough Road	Thringstone	NW Leicestershire
653875	Coventry Road	Sapcote	Blaby
653864	Leicester Road	Glenfield	Blaby
650627	Leicester Road	Groby	Hinckley & Bosworth
650510	Danehill	Ratby	Hinckley & Bosworth
608604	Foston Lane	Foston	Blaby
651817	Groby Road	Glenfield	Blaby
652205	Markfield Road	Groby	Hinckley & Bosworth
616834	Coventry Road	Stoney Stanton	Blaby
614838	Coventry Road	Narborough	Blaby
651049	Kingsway	Braunstone	Blaby
650099	Dodwells Road	Hinckley	Hinckley & Bosworth
649257	Station Road	Glenfield	Blaby
643167	Leicester Road	Kibworth Harcourt	Harborough
644479	Coventry Road	Lutterworth	Harborough

### Budget 2023 - Patching schemes delivered in 2023-2024

confirm number	Street	Village	District
494442	Bondgate	Castle Donington	NW Leicestershire
498128	Gartree Road	Oadby	Oadby & Wigston
498595	South Street	Ashby De La Zouch	NW Leicestershire
540655	Radmoor Road	Loughborough	Charnwood
545197	Chapel Street	Barwell	Hinckley & Bosworth
545451	Deighton Way	Loughborough	Charnwood
546386	Cosby Road	Broughton Astley	Harborough
554927	Ashby Lane	Willoughby Waterleys	Harborough
563005	Great Dalby Road	Ashby Folville	Melton
563726	Brookfield Way	Lutterworth	Harborough
568411	Keyham Lane East	Scraptoft	Harborough
575707	Coalfield Way	Ashby De La Zouch	NW Leicestershire
576822	Swithland Lane	Rothley	Charnwood
578048	Sandringham Drive	Loughborough	Charnwood
578250	Baxter Gate	Loughborough	Charnwood
586081	Dragon Lane	Newbold Verdon	Hinckley & Bosworth
587725	Weaver Road	Earl Shilton	Hinckley & Bosworth
587900	Highcross Road	Claybrooke Magna	Harborough
589913	Welham Road	Thoprpe Langton	Harborough
593507	Fenn Lanes	Sutton Cheney	Hinckley & Bosworth

confirm number	Street	Village	District
594751	Lambert Avenue	Shepshed	Charnwood
594754	Anson Road	Shepshed	Charnwood
595919	Bond Lane	Mountsorrel	Charnwood
598270	Atherstone Road	Loughborough	Charnwood
598360	Gracedieu Road	Loughborough	Charnwood
598625	Northampton Road	Market Harborough	Harborough
601808	Burroughs Road	Ratby	Hinckley & Bosworth
604275	Wellsic Lane	Rothley	Charnwood
605275	Bradgate Road	Newtown Linford	Charnwood
606453	Oakham Road	Leesthorpe	Melton
606806	Derby Road	Loughborough	Charnwood
607026	Shortheath Road	Moira	NW Leicestershire
607776	Little Glen Road	Glen Parva	Blaby
608914	Paddys Lane	Broughton & Old Dalby	Melton
610401	Melbourne Road	Snibston	NW Leicestershire
610485	Westray Drive	Hinckley	Hinckley & Bosworth
611081	Roundabout at junction with Bardon Rd	Coalville	NW Leicestershire
612612	Gynsill Lane	Glenfield	Blaby
612836	Dunton Road	Ashby Magna	Harborough
613255	Ashby Road	Peatling Parva	Harborough
614840	Ratby Lane	Kirby Muxloe	Blaby
615516	Kibworth Road	Wistow	Harborough
615711	Clawson Lane	Holwell	Melton
615791	Main Street	Kilby	Blaby
615959	ST Johns	Enderby	Blaby
616287	Main Street	Asfordby	Melton
618486	A50 Field Head	Newtown Linford	Charnwood
622638	Church Street	Twycross	Hinckley & Bosworth
623008	Gaddesby Lane	Rotherby	Melton
623433	Leicester Road	Oadby	Oadby & Wigston
623608	Church Street	Donisthorpe	NW Leicestershire
623618	Smisby Road	Ashby De La Zouch	NW Leicestershire
629224	Mere Lane	Bittesby	Harborough

### Additional surface dressing programme planned for 2024-2025

Location	Estimated Cost (£)	Area (m2)
Loughborough	£23,145	5,659
Loughborough	£21,534	5,265
Loughborough	£4,233	1,035
Loughborough	£12,908	3,156
Mountsorrel	£14,708	3,596
Quorn	£19,346	4,730
Quorn	£10,376	2,537
Quorn	£13,693	3,348
Quorn	£64,393	15,744
Loughborough	£10,311	2,521
Quorn	£11,853	2,898
Thurcaston	£15,248	3,728
Thurmaston	£24,749	6,051
Wymeswold	£26,012	6,360
Wymeswold	£20,368	4,980
Mountsorrel	£7,534	1,842
Billesdon	£87,362	21,360
Dunton Bassett	£11,043	2,700
Dunton Bassett	£5,890	1,440
Dunton Bassett	£12,270	3,000
Broughton Astley	£14,483	3,541
Dunton Bassett	£16,086	3,933
Ashby Magna	£14,397	3,520
Houghton on the Hill	£27,914	6,825
<b>Total</b>	<b>£489,855</b>	<b>119,769</b>



*Made possible by reallocated HS2 funding*

## Network North Roads Resurfacing Fund – Delivery Plan 2023-2025

### Introduction

On 4<sup>th</sup> October 2023, as part of the **Network North** funding announcement, the Government announced an additional £8.3 billion for local highways maintenance funding over the period 2023/2024 – 2033/2034 for local road resurfacing and wider maintenance activity on the local highway network. This was in addition to the £200 million announced in the Budget in March 2023 and is funded from the cancellation of the northern section of HS2.

The additional funding for Leicestershire is shown in the table below

Current base line allocation per year* (£000)	Budget 23 2023-2024 (£000)	Network North 2023-2024 (£000)	Network North 2024-2025 (£000)	Minimal additional overall uplift between 2023-2024 and 2033-2034 (£000)
17,755	3,156	2,258	2,258	131,939

\*Highway Maintenance Block (HMS) and Pothole Fund

Further information on the announcement can be found here [Network North \(gov.uk\)](https://www.gov.uk/network-north)

Listed below are what works have been carried out on the highway during 2023-2024 and what will be carried out during 2024-2025 as a result of this funding, this is in addition to the works already planned.

### Network North additional programme 2023-2024

Road Maintenance	Cost	Area
Surface Dressing	£237,000	60,000m <sup>2</sup>
Reactive repairs (potholes and defects)	£416,000	N/A
Pre-surface dressing patching	£1,605,000	57,000m <sup>2</sup>
<b>TOTAL</b>	<b>£2,258,000</b>	

### Budget 2023 additional programme 2023-2024

Road Maintenance	Cost	Area
Forest Road, Coalville, NW Leicestershire	£309,000	5,110m <sup>2</sup>
Burroughs Road, Ratby, Hinckley & Bosworth	£66,290	3,678m <sup>2</sup>
Patching	2,781,110	99,000m <sup>2</sup>
<b>TOTAL</b>	<b>£3,156,400</b>	

See Appendix for a list of patching schemes for 2023-2024

## Network North additional programme 2024-2025

Road Maintenance	Budget	Area
Reactive repairs (potholes and defects)	£158,000	N/A
Machine Lay Patching	£500,000	17,000m <sup>2</sup>
Surface Dressing pre-patching	£500,000	17,000m <sup>2</sup>
Surface Dressing	£600,000	153,000m <sup>2</sup>
Resurfacing – Jubilee Drive, Loughborough	£223,000	2,213 m <sup>2</sup>
Resurfacing – Stygate Lane, Pickwell & Somerby	£277,000	5,373 m <sup>2</sup>
<b>TOTAL</b>	<b>£2,258,000</b>	

See Appendix for a list of surface dressing schemes for 2024-2025

## Innovation in the delivery of highway maintenance

**Embracing Innovation** is one of our five key themes in the emerging Local Transport Plan Core Document. Focusing on innovation will enable the County Council to become better at managing and maintaining our highway network by considering new ways of working and innovation which contribute to Carbon Net Zero and ensure transport network resilience across the county. This also includes working collaboratively with neighbouring authorities, infrastructure providers and key stakeholders to identify best practice and joined up working arrangements. We are currently supporting the DfT funded Live Labs 2 as a member of the expert advisory panel for the Centre of Excellence for Decarbonising Roads and benefit from access to benchmarking and best practice through our membership of the Future Highways Research Group also supported by ADEPT.

### We have introduced the following new software to support managing our highway assets

Viasala AI	For recording highway inspections as well as providing asset condition information and network inventory data
Map16	Mapping drainage assets
Our People	Communications application for deskless workers
Intelliops	On board mapping / routing of gritters
WJ Ecodyn	Road markings retro-reflectivity survey to produce an asset management approach to road marking renewal

### We have updated existing software to support providing information to our customers

Confirm updates	A 'middleware solution' has been created to connect Confirm to WJ's (Road Markings) works ordering system this provides real time updates (both ways) on new works, but also allows our Control room to provide real time updates to customers
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	Confirm has also been developed to provide an interactive customer map for Winter gritting routes, Grass Cutting and Street Lighting
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## We are changing the way we deliver our highway schemes to support our Net-Zero targets

Year	Innovation
Ongoing	Adopted the use of low temperature asphalts in both reactive and planned maintenance.
2021 - 2023	Trialled high performance / low carbon road marking options
2021 - present	Trialling rubberised SMA – ongoing monitoring A426 Blaby
2022 - 2023	Trialled insitu bituminous recycling equipment
2023 - 2024	Trialled Thermal Repairs
2023 - present	Trialling several EV <3.5t works vehicles.
2024 - 2025	Trialling solar road studs

## How we use Streetworks legislation and other powers to ensure the benefits of resurfacing works are not undermined

The County Council can protect newly laid roads and footways for a certain amount of time. To do this the Council can serve notice on the utility companies, this is known as a Section 58 notice. This Section 58 notice prevents utilities from digging up roads and footways for a period between 3 to 5 years after the road has been reconstructed or resurfaced. There are some exemptions to the rule such as emergency works.

We will also continue to work proactively and collaboratively with utility companies in identifying long term programmes of work that will facilitate planning of both utility works and highway maintenance activities. Wherever possible work programmes will be changed to accommodate works to minimise the impact of future planned utility works through our membership of the East Midlands Highways and Utilities Committee (HAUC).

## Historic Highway Funding

	<u>2024/25</u>	<u>2023/24</u>	<u>2022/23</u>	<u>2021/22</u>	<u>2020/21</u>	<u>2019/20</u>
Revenue	16,641,311	15,201,587	11,368,871	10,151,293	11,286,529	6,490,811
Capital	18,396,571	27,076,153	19,960,545	19,569,536	22,074,677	15,886,295
<b>Total Funding</b>	<b>35,037,882</b>	<b>42,277,740</b>	<b>31,329,416</b>	<b>29,720,829</b>	<b>33,361,206</b>	<b>22,377,106</b>
<b>Made up of:</b>						
DfT Grant	17,905,000	17,754,600	17,755,000	15,638,000	23,999,000	14,620,423
Budget 2023		3,156,400				
Network North	2,258,000	2,258,000	-	-	-	-
LCC Funding	14,874,882	19,108,740	13,574,416	14,082,829	9,362,206	7,756,683

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**CABINET – 26 MARCH 2024****REVIEW OF THE LIGHTBULB PARTNERSHIP****REPORT OF THE DIRECTOR OF ADULTS AND COMMUNITIES****PART A****Purpose of the Report**

- 1 The purpose of the report is to advise the Cabinet of the review of the Lightbulb Partnership and consultation that has taken place with key partners of the Lightbulb Service and to seek approval for a further extension of the Partnership arrangement which is due to end on 31 March 2024.
- 2 The Lightbulb Service provides an integrated housing offer focused on health and wellbeing outcomes and is operated via a partnership between the County Council and district councils.

**Recommendations**

- 3 It is recommended that:
  - a) The review of the Lightbulb Service and revised draft Business Case for Lightbulb Partnership Arrangements for 2024-26 be noted;
  - b) A further extension of the Partnership arrangement for 12 months from 1 April 2024 be approved.

**Reasons for Recommendation**

- 4 The County Council has a Service Level Agreement (SLA) with Blaby District Council which expires on 31 March 2024. This agreement allows a level of delegation of statutory functions of the Local Authority for assessment and provision of services to Blaby District Council as part of the Lightbulb Service and an integration of housing and social care interventions to increase people's independence and optimise their living environments. For this to continue a variation of contract to extend for a further 12 months needs to be in place from April 2024.
- 5 A review of the current arrangements has been undertaken and identified several service and partnership improvements that could be taken forward in the new agreement. The draft options proposed seek to address the current inconsistency of delivery across the county and make the most of opportunities to include more joint service provision in the way of minor adaptations.

- 6 Alongside the Partnership review an independent review was commissioned by Charnwood Borough Council and recommendations made regarding the future delivery model.
- 7 The Partnership has agreed to request an extension of the current agreement to allow further consideration and test of feasibility for service improvements recommended in the Charnwood review. Scoping of actions needed to transfer the Adaptations Service from the County Council to the Lightbulb Service has begun with the expectation that this will take place in 2024/25.
- 8 Charnwood Borough Council has agreed to contribute towards the total costs over the next 12 months.

#### **Timetable for Decisions (including Scrutiny)**

- 9 The proposed 12 month extension needs to be agreed by each district council.
- 10 If recommendations are agreed by all partners, then transition to the delivery model will commence, if recommendations are not agreed then arrangements for Charnwood Borough Council to exit the Lightbulb Service will be agreed over the next six months.
- 11 An extension for 12 months needs to be in place from 1 April 2024 with a view to a future model and new SLA to be in place for April 2025.

#### **Policy Framework and Previous Decisions**

- 12 In October 2017, the Cabinet agreed the delegation of Adult Social Care functions to be undertaken under the Lightbulb Service pathway to Blaby District Council. The Service was rolled out to all Leicestershire districts in October 2017.
- 13 The County Council's SLA with Blaby District Council expires on 31 March 2024.
- 14 The relevant business case is the Draft Business Case for Lightbulb Partnership Arrangements 2024-2026, attached as Appendix A to this report.
- 15 On 19 December 2023, the Cabinet noted the review of the Lightbulb Service and draft Business Case for Lightbulb Partnership Arrangements for 2024-2026 and approved the 'All in' option. However, it was agreed that a further report be presented to the Cabinet to approve the revised Business Case and alternative options in the event of there being a lack of consensus from the Partnership authorities on the implementation of the 'All in' option.

#### **Resource Implications**

- 16 The County Council's contribution to the Lightbulb Service is £494,000 in 2023/24.

- 17 The transfer of the Adaptations Service from the County Council to the Lightbulb Service will amount to a saving of £300,000 from 2025/26 for the costs of equipment and additional savings if staff costs are also able to transfer.
- 18 In addition to its contribution shown above, the County Council pays a contribution to Blaby District Council for DFG administration staff cover. In 2023/24 this was £25,400.
- 19 The Director of Corporate Resources and Director of Law and Governance have been consulted on the content of this report.

#### **Circulation under the Local Issues Alert Procedure**

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

#### **Officers to Contact**

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## **PART B**

### **Background**

- 21 The Lightbulb Service provides an integrated housing offer focused on health and wellbeing outcomes, such as maximising independence in the home and preventing falls.
- 22 The Service brings together a range of practical housing support into a single service providing a proactive, targeted approach via health and social care professionals. The model allows for early assessment and triage of housing issues. Lightbulb operates a hub and spoke model with a central hub and integrated locality Lightbulb teams in each district council area (excepting Charnwood) offering:
  - Minor Adaptations.
  - Disabled Facilities Grants (DFGs).
  - Wider Housing support needs (warmth, energy, home security).
  - Housing-related health and wellbeing (Assistive Technology), falls prevention).
  - Planning for the future (Housing options).
  - Housing-related Information and Advice.
- 23 The review of the draft Business Case, attached as Appendix A to this report, encompasses the following areas:
  - a) Opportunity to revise the SLAs, to look at any developments in the offer, and/or service efficiencies i.e., consider amalgamating of further services.
  - b) Current financial pressures and cost saving opportunities.
  - c) Opportunity for collective smarter procurement practices such as bulk buying and common supplier list.
  - d) Development of more flexible DFG solutions.
  - e) Sharing good practice and process improvement.
  - f) Opportunities to engage in a consistent single dialogue with social housing providers regarding the delivery of home adaptations in their stock to ensure this offer is better aligned with that for homeowners.
  - g) Continued customer insight work to identify service gaps and deliver countywide improvement.
  - h) Improving the self-service offer for practical housing support.
  - i) Embedding a new Assistive Technology offer as part of the Housing MOT.
  - j) Work towards further prevention work with the existing green homes, assistive technology and safe spaces pilots and integration into business as usual.
  - k) Review of the Business Case with Children and Family Services included.
- 24 For this current Business Case proposal, the demand totals for Housing Support Co-ordinators (HSC) cases, Occupational Therapy (OT) cases and DFGs have been evaluated and adjusted based on average service workload for the last four years of operation alongside the population of over 65's for 2020. Population numbers have been included in this refresh as it was



included in the demand calculations for the original business case. Demand distribution across the districts remains largely unchanged.

- 25 Following the start of the Covid pandemic in March 2020, the demand on the HSC service dropped considerably; there was also a small drop in demand on Technical Officers and an increased demand on OT services. Following the pandemic OT and Technical Officers demand appears to have returned to their pre-pandemic levels.

#### Charnwood Borough Council

- 26 Charnwood Borough Council currently contributes to the Hub element of Lightbulb and manages its locality team internally. The original model was set up with the plan for full Charnwood integration to the model long term.
- 27 This full integration is required to ensure parity across all districts, but currently Charnwood Borough Council residents do not get the same 'Lightbulb' offer. There are often peaks in case work. However Charnwood is unable to share the case work with other locality teams, which results in regular one-off interventions at an additional cost to Charnwood Borough Council or Lightbulb, or both.
- 28 Charnwood Borough Council commissioned an independent review of the Lightbulb Service delivered for Charnwood. The report, attached as Appendix B, acknowledged that there are many great elements of Lightbulb's approach, in particular:
  - The role of the HSC, the Housing MOT and staff being based at a district level undertaking assessments as one individual team.
  - The additional resilience gained through having a larger team and being able to redistribute resources.
  - The benefits of the central hub, providing efficiencies in back functions.
  - The single strategic voice with integrated care system partners.
- 29 However, the report also stated that neither the current services provided by Charnwood Borough Council or Lightbulb provide a service that provides complete client centred support in a full end-to-end process.
- 30 Therefore, the review recommended the consideration of Lightbulb moving to a Housing Improvement Agency model and a building works framework for providers.
- 31 If Charnwood Borough Council chooses not to fully commit or continue to be part of the Lightbulb Service, this will have a significant impact on the Service as a whole, as this will reduce the financial contributions made to the Service by the County Council, because the Adults and Communities Department would need to use a proportion of its contribution to fund an alternative arrangement for the Charnwood area.

### **Options for the Service**

- 32 Based on the data available, it is recommended that the SLAs in place currently are extended for 12 months with a review at the end of six months which will allow further insight into:
- The demand on the County Council OT service following the integration of children and young people's services within the adult OT service.
  - Monitoring the long-term effects of the pandemic on workflow.
  - Gaining a greater understanding of the demand on the OT service following service redesign.
  - Further investigation into the pilot work and their efficiencies on the wider economy.
  - Being able to realise actual savings to adult social care.
- 33 The County Council has agreement from the Partnership that the minor adaptations service currently provided by the County Council be fully integrated into the Lightbulb Service, either on the basis of a transfer of service or the service continuing as is, but being funded and co-ordinated through Lightbulb. The forecast saving to the County Council of £300,000 for equipment costs and further savings if staffing costs are able to be funded.
- 34 If Charnwood Borough Council withdraws from the model, there are several potential options which each have their own cost implications. These are being considered by finance colleagues but would have a significant impact on the current County Council OT arrangements, which would require a separate service model delivery for Charnwood residents. This would increase costs for the County Council and would have to be found from the current contribution to Lightbulb.
- 35 Given the current financial position, any option which does not include cost savings to the County Council is unacceptable.

### **Consultation**

- 36 No formal public consultation is needed in connection with the review. However the views of people who use the services and partner agencies have been gathered as part of the Business Case review and are set out in Appendix A.
- 37 The Adults and Communities Overview and Scrutiny Committee at its meeting on 6 November 2023 welcomed the Lightbulb Service Business Case and supported an 'All in' option as the preferred approach. This involved minor adaptations transferring from the County Council to the core Lightbulb model with a view to Charnwood Borough Council fully adopting the service model. The Committee also asked that the Cabinet make representation to Government seeking a change in the rules to allow for more flexibility in how local authorities could use Disabled Facilities Grant (DFG) monies to better support residents.

## **Conclusions**

- 38 The Lightbulb partnership arrangement is one to be celebrated as a nationally recognised model that brings together housing partners and the Local Authority Adult Social Care OT support to the residents of Leicestershire.
- 39 The current arrangements include the delegation of powers to Blaby District Council as the host for the service on behalf of the County Council's Adults and Communities Department.
- 40 The County Council is the major financial contributor to the service, and in addition provides a team of Occupational Therapists to work alongside the Lightbulb staffing.
- 41 The Lightbulb Service has been running since October 2017 and the SLAs are due to be refreshed and signed in April 2024. This provides an opportunity to review service delivery following further health and social care integration, the introduction of additional grants and a new ways of working post the pandemic.
- 42 Should Charnwood Borough Council choose not to fully commit or continue to be part of the Lightbulb Service, this would have a significant impact on the Service as the County Council would need to use a proportion of its contribution to fund alternative arrangements for Charnwood Borough Council.

## **Equality Implications**

- 43 There are no equality implications arising from the recommendations in this report. The current arrangements have been subject to Equality Impact Assessments and the final Business Case will include a refresh of all appropriate Impact Assessments.

## **Human Rights Implications**

- 44 There are no human rights implications arising from the recommendations in this report.

## **Other Relevant Impact Assessments**

- 45 Lightbulb brings together resources within local Councils and NHS partners to ensure people can get the right level and type of support at the right time to help prevent, delay or reduce the need for on-going support and maximise their independence.
- 46 DFGs are funded through the Better Care Fund and managed within Lightbulb to encourage areas to think strategically about the use of home adaptations and technologies to support people in their own homes and to take a joined up approach to improve outcomes across health, social care and housing.
- 47 Agreement of a revised Business Case and an agreed future funding model is essential if the Partnership is to continue.

**Appendices**

- Appendix A – Draft Business Case for Lightbulb Partnership Arrangements 2024-2026
- Appendix B – Charnwood Council Lightbulb Review

**Background Papers**

Report to the Cabinet: 10 October 2017 – Delegation of Adult Social Care Functions to Blaby District Council (Lightbulb Programme) – Urgent Action by the Chief Executive <https://democracy.leics.gov.uk/ieListDocuments.aspx?Mid=4864> (item 52)

Report to the Adults and Communities Overview and Scrutiny Committee on 6 November 2023 “Lightbulb Service Business Case” and minutes of that meeting – <https://democracy.leics.gov.uk/ieListDocuments.aspx?Cid=1040&Mid=7110&Ver=4>

Report to the Cabinet: 19 December 2023 – Review of the Lightbulb Partnership <https://democracy.leics.gov.uk/ieListDocuments.aspx?Mid=7081>

## **Draft report**

### **Business case for Lightbulb Partnership Arrangements 2024-2026**

#### **Purpose**

The Lightbulb Service provides an integrated housing offer focused on Health and wellbeing outcomes such as maximising independence in the home and preventing falls. The Lightbulb service has been running since October 2017 and the Service Level Agreements are due to be refreshed and signed in April 2024. This provided an opportunity to review service delivery following further health and social care integration, the introduction of additional grants and a new way of working post the pandemic. For more information regarding the background of Lightbulb please see the original business case and the refreshed one at Appendix 1 and 1A.

The purpose of this document is to put forward the case to secure funding for the Lightbulb Service from the 1<sup>st</sup> of April 2024 and to present options for development of the service over the 2 years from April 2024 to April 2026.

#### **Scope**

This business case discusses the following areas

- a. Opportunity to revise the SLA's, opportunity to look at where any developments in offer / efficiencies i.e., consider amalgamating of further services.
- b. Current financial pressures & cost saving opportunities
- c. Opportunity for collective smarter procurement practices such as bulk buying and common supplier list
- d. Development of more flexible DFG solutions
- e. Sharing good practice and process improvement
- f. Opportunities to engage in a consistent single dialogue with social housing providers regarding the delivery of home adaptations in their stock to ensure this offer is better aligned with that for homeowners
- g. Continued customer insight work to identify service gaps and deliver countywide improvement.
- h. Improving the self-service offer for practical housing support
- i. Embedding a new assistive technology offer as part of the Housing MOT
- j. Work towards further prevention work with existing pilots and integration in to BAU
- k. Review of the business case with children's services included

This document is requesting funding for the running of the main Lightbulb service. Although it runs in conjunction with Lightbulb and is mentioned within the business case the Housing Enablement Team is funded separately under its own business case and is therefore not included within the scope of this paper.

#### **Current Model**

The Lightbulb Service brings together a range of practical housing support into a single service providing a proactive, targeted approach via health and social care

professionals. The model allows for early assessment and triage of housing issues. Lightbulb operates a hub and spoke model with a central hub and integrated locality Lightbulb teams in each district council area offering: -

- Minor Adaptations
- DFGs
- Wider Housing support needs (warmth, energy, home security)
- Housing related health and wellbeing (AT, falls prevention)
- Planning for the future (Housing options)
- Housing related I&A

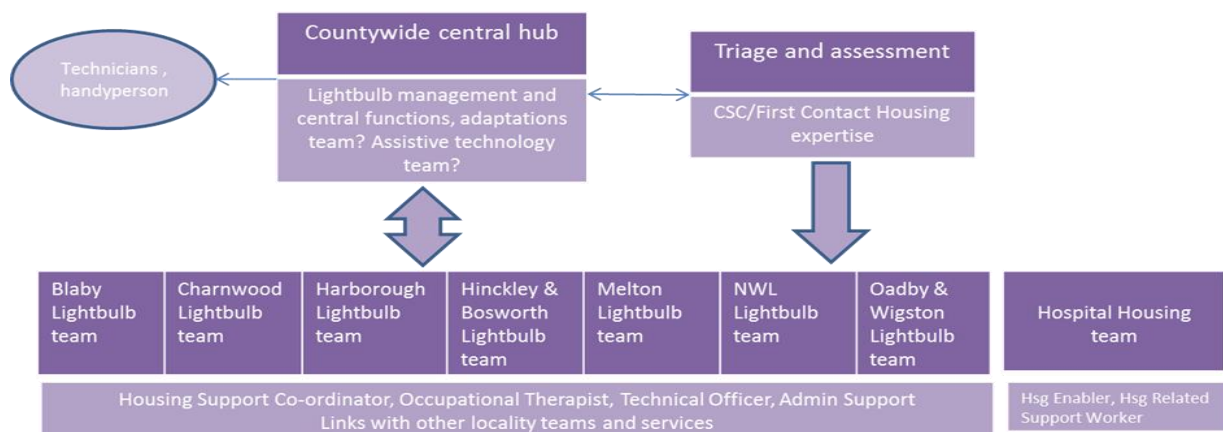
Since the last business case was agreed in 2018 the lightbulb service has continued to expand. This has included the development of a service website offering information, advice, and a pathway for public self-referral. There has also been an increase in the Regulatory Reform Order (RRO) grants on offer.

- Relocation grant
- Supporting individuals grant
- Home support grant
- Equipment grant
- Extended warranty
- Funding gap cover
- Drop curbs grant
- Hospital discharge grant
- Adaptation grant

Lightbulb has also taken over the ESPO framework for ordering equipment (stairlifts etc.). This has provided a large cost saving as it has been absorbed into the lightbulb model without any additional resource. Following provision of equipment by HSCs follow up calls have now been introduced to ensure safety, compliance and confirm use.

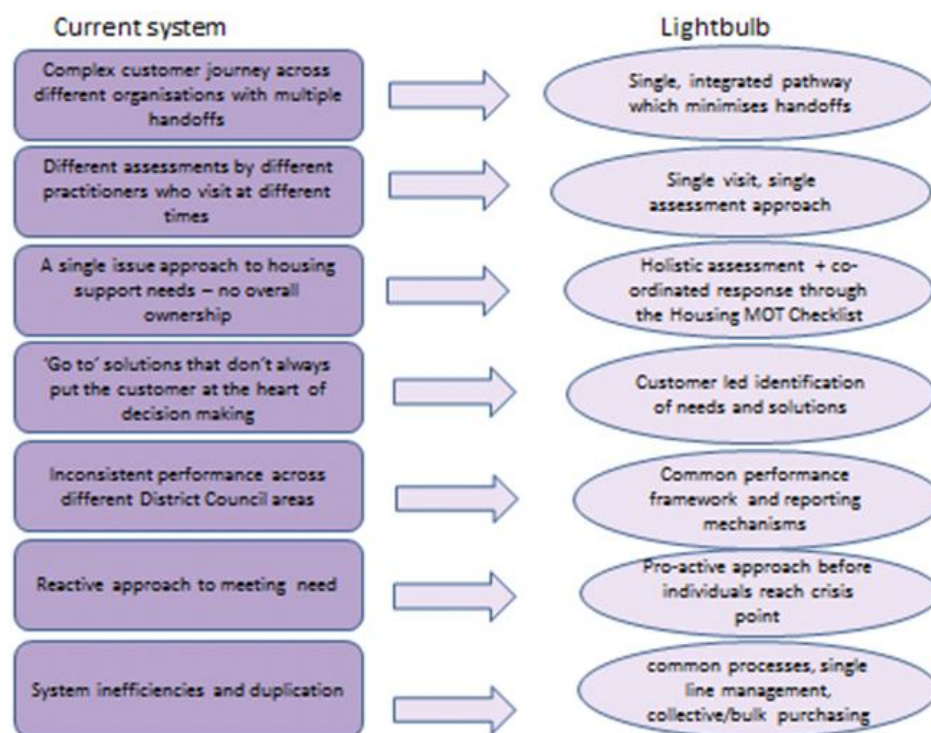
The diagram below shows the existing Lightbulb structure with the Hub and Locality Teams.

Diagram 1: Hub & Locality function – Lightbulb Business case 2016().7)



The diagram below shows the benefits of the existing lightbulb model over the previous model where support was funded and managed across two tiers of eight local authorities.

Diagram 2: Benefits afforded to the new Lightbulb model – Lightbulb business case 2016(0.7)



NB: The diagram is a demonstration from the original business case and so the 'current system' will refer to the pre lightbulb system.

Charnwood currently contribute to the Hub element of Lightbulb and manage their Locality team internally. The original model was set up with the plan for full Charnwood integration to the model long term.

This full integration is required to ensure parity across all districts. Currently Charnwood residents do not get the same 'Lightbulb' offer and there are often peaks in case work however Charnwood are unable to share the load via other locality teams which results in regular one-off interventions at an additional cost to Charnwood or Lightbulb or both.

As Lightbulb expands its preventative arm of works and given that resources are tight the current partial integration of Charnwood cannot continue.

The table overleaf shows the current costs and contribution distribution across the district councils and Leicestershire County Council.

Table 1: Current 22/23 budgeted contributions from partners

	Hub Contribution (£)	Locality Contributions (£)
Blaby District Council	21,618	74,888
Charnwood Borough Council	37,058	0
Harborough District Council	21,617	51,983
Hinckley & Bosworth Borough Council	26,250	82,114
Melton Borough Council	12,353	40,417
North West Leicestershire District Council	21,617	61,138
Oadby & Wigston Borough Council	13,897	38,891
<b>Sub-total District Council Contributions</b>	<b>154,410</b>	<b>349,431</b>
Leicestershire County Council	131,534	362,059 (inc CBC)
<b>Total Budgeted Contributions 2023/24</b>	<b>285,944</b>	<b>711,490</b>

The following table gives further explanation of how the funding supports different processes between the hub and localities.

Table 2: Functions of the Hub &amp; Localities – Lightbulb Business Case 2016 (0.7)

### The Lightbulb offer and what happens where

Contact and triage - Adult Social Care Customer Service Centre and First Contact:	Locality Lightbulb team:	Supported centrally by a countywide hub:
<ul style="list-style-type: none"> <li>Housing expertise based at earliest point of contact (Adult Social Care Customer Service Centre/ First Contact)</li> <li>Housing informed triage, managing out simple cases at this point of contact and before they reach the locality</li> <li>An enhanced self help prevention offer, including housing (through CSC and First Contact)</li> <li>Suitable cases are passed to the locality following triage</li> <li>Links and referrals with other District council teams</li> <li>Hospital Housing team; resolving housing issues to avoid delayed transfers of care</li> </ul>	<ul style="list-style-type: none"> <li>Assessment and ordering minor adaptations and equipment               <ul style="list-style-type: none"> <li>Bathing aids</li> <li>Ramps</li> <li>Grab rails</li> <li>Stair rails</li> <li>Bed chair raisers</li> <li>Perching stools</li> <li>Trolleys</li> </ul> </li> <li>Assessment and delivery of DFGs               <ul style="list-style-type: none"> <li>Trusted Assessor</li> <li>OT</li> <li>Technical work</li> </ul> </li> <li>Assessment and resolution of wider practical housing support needs               <ul style="list-style-type: none"> <li>Warm homes</li> <li>Energy efficiency</li> <li>Handyperson</li> <li>Home security</li> </ul> </li> <li>Housing related health and wellbeing               <ul style="list-style-type: none"> <li>Assistive technology</li> <li>Falls prevention</li> <li>Advice and signposting</li> <li>Accessing local support services</li> </ul> </li> <li>Planning for the future               <ul style="list-style-type: none"> <li>Housing choices and options</li> </ul> </li> <li>Advice, information, signposting               <ul style="list-style-type: none"> <li>LAC</li> <li>First Contact</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Overall management of the Lightbulb pathway (Lightbulb Service Manager)               <ul style="list-style-type: none"> <li>Strategic oversight and management of locality hubs</li> <li>Links with wider prevention offer</li> <li>Proactive targeting/offer to health</li> </ul> </li> <li>Countywide operational management of locality teams (Senior HCS x2)               <ul style="list-style-type: none"> <li>Resilience planning, staff cover</li> <li>Line management of HSCs (matrix management arrangements)</li> <li>Clinical supervision of trusted assessor function</li> </ul> </li> <li>Performance management               <ul style="list-style-type: none"> <li>Gathering and analysis of agreed datasets</li> <li>Production of reports for local accountability</li> </ul> </li> <li>Lightbulb development               <ul style="list-style-type: none"> <li>Single supplier lists</li> <li>Countywide SLA for RSLs</li> <li>Cost effective solutions (eg modular ramping)</li> </ul> </li> <li>Admin and processing of minor adaptations works</li> <li>Management of handyperson service</li> <li>management of any externalised contracts/supplier lists etc</li> <li>Warm homes specialism?</li> <li>Assistive technology?</li> </ul>
Customer focused, preventative solutions		



## **Demand & Performance**

### **Demand:**

The Lightbulb service and associated financial contribution model has previously been predicated on partners paying a percentage of the costs according to the demand in workload and over 65 population statistics for each locality. Each locality's proportion of the overall share of the demand across Leicestershire is then used to calculate both their overall contribution and the proportion from that, would be used to fund services within the central hub.

It is important to note that the percentage figures are only approximate and will be adjusted annually based on the same formula and that these are used for financial contributions and not to determine levels of required staffing.

For this business case the demand totals for HSC cases, OT cases, DFGs have been evaluated and adjusted based on average service workload for the last 4 years of operation alongside the population of over 65's for 2020. Population numbers have been included in this refresh as it was included in the demand calculations for the original business case. The original business case stated that to make a true comparison this data should also be used in any refresh.

65+ Population levels are also a good indication as to which localities may show future increases in workload for adaptations, particularly minor ones delivered by HSC's. As these types of adaptations are not means tested, demand is more likely to increase based on the population and not necessarily those eligible for Adult Social Care services in general.

The table below is the calculated demand per area based on current data and includes a predicted demand which is set to increase over the next 5 years.

(%)	18/19 demand	19/20 demand	April 19 - March 23	Predicted demand April 29
Blaby	13	14	14	14
CBC	26	24	23	22
Harb	10	17	14	14
HBBC	18	17	17	17
Melton	9	8	8	8
NWL	15	14	14	15
OWBC	9	9	9	7

*Table 3: Comparison of demand calculations for each district*

Demand distribution across the districts remains unchanged from the distribution calculated in the November 2018 Business Case refresh.

Predicted demand distribution for 2030 has been calculated using the predicted increase in the 65+ population to adjust demand figures by the same percentage increase. This prediction is showing a potential shift of demand away from Oadby and Wigston towards Harborough and North West Leicestershire. However, these amounts are only small and do not suggest requirement for major shift of resources.

Following the start of lockdown restrictions and the Covid pandemic in March 2020 there was a significant impact on the demand levels for the HSC service. As shown in chart 1 the demand on the HSC service dropped considerably. There was also a small drop in demand on Technical Officers and an increased demand on Occupational Therapy.

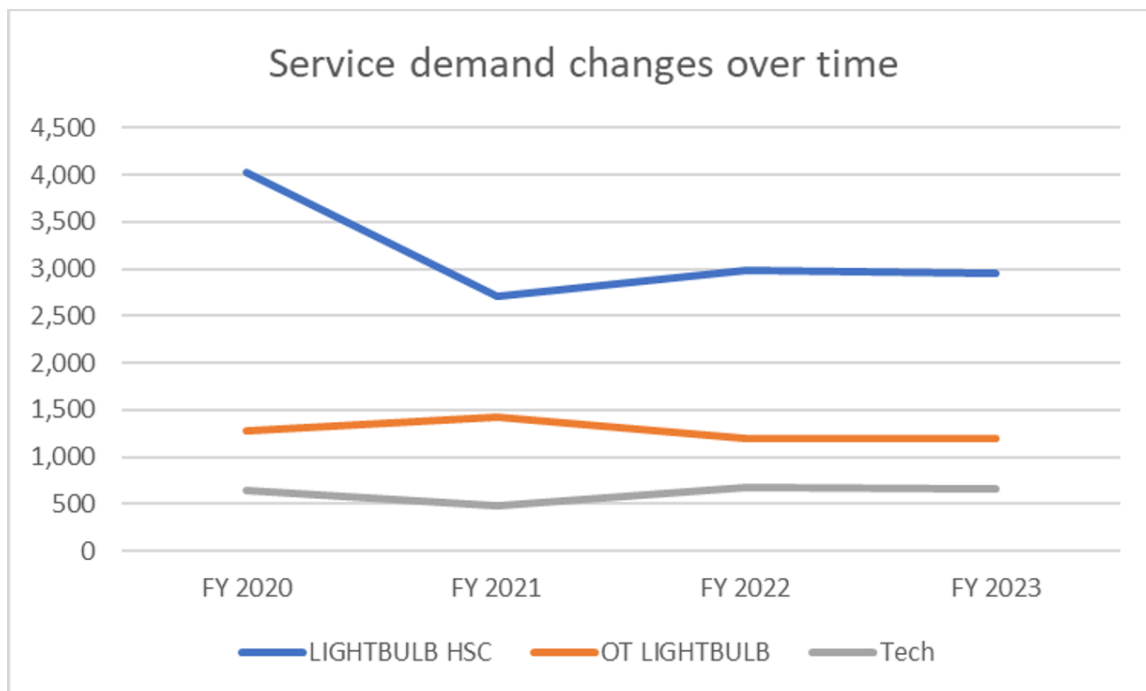


Chart 1: Service demand over time

These demand changes are not unexpected. OT cases are more complex and likely to be more urgent and considered a higher priority by those requesting it in terms of their ability to complete daily tasks and the impact on their quality of life. They are therefore likely to have been requested with the same frequency despite impact of the pandemic. HSC cases are less complex and may be more preventative in nature. During the pandemic when people were nervous about allowing others into their homes, they would be less likely to pursue preventative or non-urgent interventions.

Following the pandemic OT and Technical Officers new demand appears to have returned to their pre-pandemic levels. HSC demand has started to rise again however the increase is slow and has not returned to pre-pandemic levels.

### Performance:

The chart below shows the cases started per month from Lightbulbs start to current time. The trend shows that all cases for HSC and OT have increased since the original business case. Cases dipped during the pandemic as industry came to a halt

and then start to steadily increase again and are close to the 19/20 figures pre pandemic.

As mentioned, cases are now more complex, post health complications from the pandemic and there are more people who had no interaction with the NHS or ASC being referred to services.

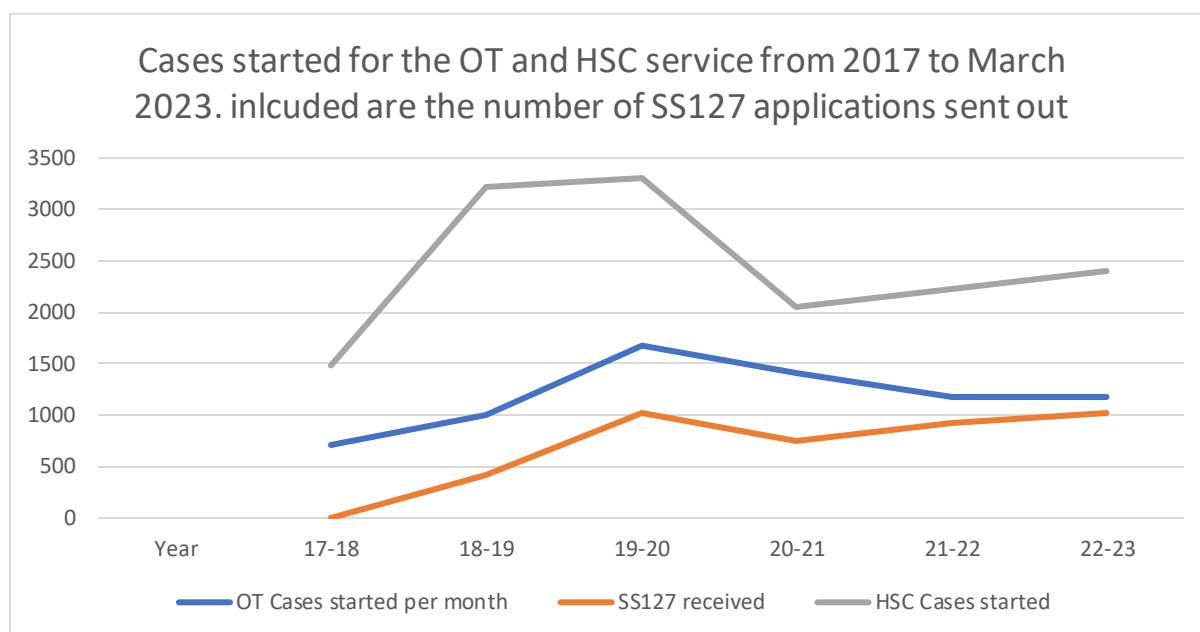


Chart 2: Representation of the cases started by OT and HSC, included is the number of referrals sent over to Technical Officers. NB: This doesn't include the open cases already on the Officers case load.

The table below shows that the total cases started between OT & HSC has increased by over a third. Case work averages out at a roughly 70% HSC cases and 30% OT case split.

Growth rate year on year shows the year before the pandemic and 2 years after Lightbulb goes live, growth for OT cases increases by 69%. During 20-21 and 21-22 the growth rate decreases year on year as expected with this data anomaly. 22-23 data shows a steady increase again slightly higher for HSC case work.

Overall growth rate from 22/23 figures to that of 17-18 shows overall growth of 41% for both HSC and OT. This is broadly in line with the predicted growth estimated for 2029 staffing levels with the aging population.

Since 17-18 the staffing levels have remained at the same level with an introduction of a hub manager to support flow of all the additional works taken on outside the scope of the last business case.

	OT Cases started per month	SS127 received	HSC Cases started	Total cases	OT as % overall	HSC as % Overall	HSC growth rate calculation	OT growth rate calculation	Overall case growth rate	OT growth rate compared to 2017	HSC growth rate compared to 2017	Overall growth rate compared to 2017
Year												
17-18	710	0	1483	2193	32%	68%						
18-19	992	411	3225	4217	24%	76%	54%	40%	117%	40%	117%	92%
19-20	1676	1012	3306	4982	34%	66%	2%	69%	3%	97%	57%	66%
20-21	1418	755	2046	3464	41%	59%	-62%	-15%	-38%	42%	17%	26%
21-22	1167	929	2218	3385	34%	66%	8%	-18%	8%	32%	36%	34%
22-23	1177	1021	2404	3581	33%	67%	8%	1%	8%	40%	42%	41%

Table 4: Demand percentages year on year for OT's and HSC's demonstrating growth rates as well as comparisons of growth from 2017 for both.

#### DFG completion times:

- Naturally the increase in referrals (SS127s) from HSC or OT will affect the number of DFG cases.
- This has had a knock-on effect on the end-to-end delivery times along with a few other reasons, see chart below: -

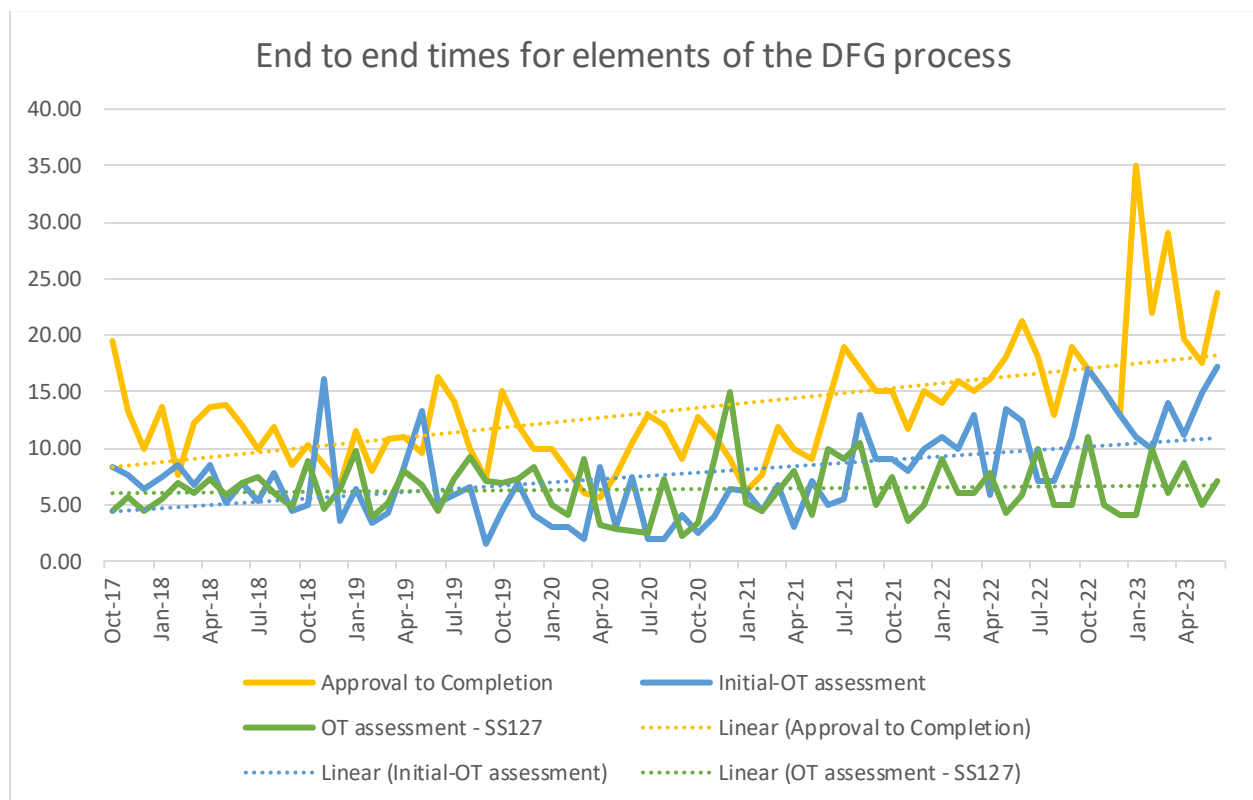


Chart 3: Breakdown of end-to-end times over the years for the DFG

The Governance group set a KPI of 20 weeks for approval of a DFG application to completion of works which is monitored quarterly. Since the pandemic we have seen several reasons for this being breached, such as: -

- Wait lists for contractors – or over stretched contractors
- Reduction in availability of materials
- Increased complexity of cases

Post pandemic and Brexit has not only affected the DFG completion times but also the processing of applications as demonstrated by the blue and green lines. This is monitored regularly by internal management and mitigations applied including: -

- Application of alternative grants through the RRO to support
- Escalation process to deal with urgent referrals which was not needed originally as community services only dealt with routine cases.

It is worth noting that Lightbulb has links with Foundations, the national body who provides advice on the DFG. This is the trend nationally not just locally.

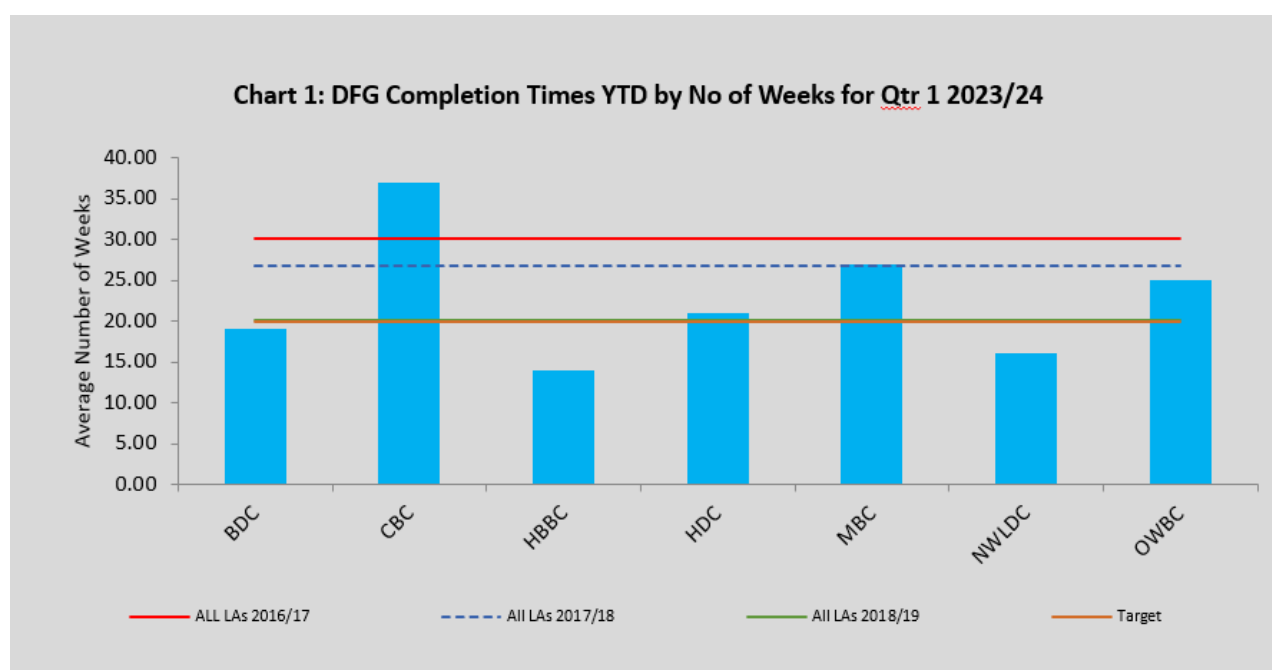


Chart 4: Taken from the Quater1 dashboard for DFG 22-23

## **Proposal**

The initial scope when the review began was to look at a 5-year plan. The demand data has not moved that significantly from the initial calculations however what was evident is that there are several factors affecting the demand calculations which need to be explored in more detail: -

- **Impact of the pandemic:** Following the pandemic demand into the lightbulb service dropped considerably and HSC staff were redeployed to assist with hospital discharges. Demand has now started to rise again but the rise is

slow, and it is difficult to predict if/when demand will return to pre-pandemic levels. Whilst the reduced demand means that the required staffing levels have been calculated lower than in the previous business case these staff levels are currently being required to reduce long waiting lists which built up during the pandemic whilst staff were redeployed. If demand does return to pre-pandemic levels, then equally the previous staffing levels will still be required. A further 2 years with the existing staffing levels will allow for removal of the waiting lists that have built up. It will also allow further modelling to predict the rate of demand increase following the pandemic and the “return to normal”

- **Existing Pilots:** There are currently multiple pilots being run by Lightbulb which will be evaluated within in the next 2 years and either added into business as usual or stopped. At the end of the 2-year period there will be a clearer picture of what additional services are going to be included long term within the Lightbulb service and what requirements that has for funding and staff levels
- **Integration of Minor Adaptations:** A proposal is being put forward by Leicestershire County Council for the minor adaptations service to be integrated into the Lightbulb model. The outcome of this proposal is not yet known so it is difficult to make a long-term plan for what the integration of this service might look like. If it is agreed, then within the next 2 years plans can be made for the transfer of the service and once implemented careful monitoring of performance can help to shape recommendations for future structure and processes.
- **Recent changes to Occupational Therapy Processes:** As of April 2023, there has been a change in the allocation of cases to ASC occupational Therapists (OTs). Prior to this any housing related referrals requiring OT inputs were sent directly to Lightbulb OTs for assessment and completion. The new process focuses on reablement and ensuring low-cost interventions have been trialled before escalating to the more expensive resource. Under this process referrals for residents who have not received ASC before are allocated to the Reablement OT team who will provide interventions and support to try and resolve issues through a reablement approach before moving on to DFGs if necessary. This has helped to reduce the long waiting lists which have built up throughout the pandemic. The change has however, not been in place long enough to analyse the impact on demand and capacity in the Lightbulb OT team once the waiting lists have been cleared.
- **Gathering the voice of the person:** Whilst there is Quantitative data to demonstrate demand and workflow on the service there is currently little data to reflect the voice of the person. It is recommended that during the next 2 years a review of performance data monitoring is completed including work to incorporate the voice of the person. This will allow better insight into the achievements and gaps within the service allowing for better modelling of a long-term plan.
- **Changes to governance within the districts following local elections –** work has started to provide training on the Lightbulb partnership / service in

induction events. Likely will raise more questions at cabinet / committee meetings.

- **Charnwood BC** – are carrying out an independent review of the Lightbulb arm with a view to come up with an options paper for their future. Outcome of this has not been determined yet.

**Based on the data available it is recommended that the service level agreements in place are extended for 2 years (in total 5) with a review at the end of year 2, which will allow further insight into the following: -**

1. The demand on the OT service now Children's cases are being processed.
2. To monitor the long-term effects of the pandemic on workflow
3. Gain a greater understanding of the demand on the OT service following service redesign.
4. Further investigation into the pilot work and their efficiencies on the wider economy.
5. Be able to realise actual savings to ASC

All options presented in this paper would include a phased programme of works to get to the 2-year mark review point.

Thereafter the further insight will allow options to be put forward for

1. Cost effective processes and integrations
2. Intelligence from the pilot work to be incorporated into business as usual or stopped.
3. Review of the staffing requirements against predicted demand.

## **Options**

### **Option 1: Continue baseline model**

**Description:** Lightbulb service continues in its current structure for a year (April 2024 – March 2025) as is and continues to gather data on the pilots and integrate them into the service from 2025 onwards. If the proposal for integration of minor adaptations is approved, plans will be made to integrate Minor adaptations to the Lightbulb model from April 2026. Charnwood would withdraw from the model, as going forward BDC unable to sustain the current part in, part out model.

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> <li>Model has been tested during the pandemic and works well</li> <li>Able to deliver core statutory services well</li> <li>Model supports the workflow from integration of health and social care services</li> <li>Proven excellent service for partners and customers in the past five years including a pandemic</li> <li>Nationally recognised as best practice model</li> </ul>	<ul style="list-style-type: none"> <li>Currently at capacity in terms of innovation work</li> <li>Not a fully integrated model – goes against ethos to have variance in levels of offer across districts</li> </ul>	<ul style="list-style-type: none"> <li>To save money and work more efficiently with preventative work</li> <li>To look at development of the preventative work via pilots to provide intelligence about the future of Leicestershire's provisions</li> <li>To support health inequalities work – data gathering will help with this work</li> <li>Long term savings to ASC</li> <li>If minors are with Lightbulb - CBC interactions have to be with BDC - possible contract</li> </ul>	<ul style="list-style-type: none"> <li>Lack of investment</li> </ul>

Table 5: SWOT analysis of Option 1

Table 6: Assumptions and dependencies summary

**Costs:**

Assumptions	Dependencies & Interfaces
<ul style="list-style-type: none"> <li>Excluded the costs of CBC being in the full model.</li> <li>ASC &amp; Blaby would have to negotiate individual contracts with CBC.</li> <li>More work on the minor adaptations service to get to a point of integration of service.</li> <li>Consideration to be made to delivery of palliative equipment, ceiling track hoists and legacy maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>Agreement via all partners to continue to contribute and no other partner wants to host the service.</li> <li>All partners have budgeted for the standard uplift in salaries and pay increase.</li> <li>Will require some work on TUPE arrangements and update of Service level agreements</li> </ul>

Actual figures are still being confirmed with finance however under this option, the costs taken to run Lightbulb for this year (23/24) could be taken as a baseline (Table 1). These costs will increase due to inflation, pay grade increases, pension etc, actual increase to be confirmed before taking business case to cabinet.

If Charnwood withdraw from the model, there are several potential options which each have their own cost implications. These are being looked at by finance: -

**Option 1:** LCC ASC reduce funding and set up their own contracts and agreements with Charnwood.

**Option 2:** Funding from ASC remains at current level and alternative contracts are arranged between Blaby and Charnwood. If this option is taken forward Charnwood contract charges might cover the gap in budget left by their withdrawal meaning that increased contributions from other partners are not needed.

**Risks:**

Risk	Impact	Rag status	Mitigation
System not being able to absorb the cost implications of Charnwood drop out	Unable to fund running of existing model – restructure and reduced offer	High	Will have to be a phased approach, supported by the 2-year review model
Unable to get approval through Councils in time	SLAs expire and are service funding ceases	High	Legal to look at rolling forward existing contracts to bridge gap

Table 7: associated risk summary for Option 1



### **Option 2: Lightbulb Service incorporates Minor adaptations service.**

Description: Minor Adaptations is transferred from LCC into the Core Lightbulb model. Charnwood withdraw from service model. This would have to be a phased approach over 2024- 2026.

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> <li>•Model has been tested during the pandemic and works well</li> <li>•Able to deliver core statutory services well</li> <li>•Model supports the workflow from integration of health and social care services</li> <li>•Have already successfully adsorbed the equipment contract</li> <li>•Good for customers to have all adaptations under one roof</li> </ul>	<ul style="list-style-type: none"> <li>•Currently at capacity</li> </ul>	<ul style="list-style-type: none"> <li>•To save money and work more efficiently with preventative work</li> <li>•To make savings for ASC with integration of minors into main Lightbulb service</li> </ul>	<ul style="list-style-type: none"> <li>•Lack of investment</li> <li>•No access to existing contracts LCC has procured</li> <li>•Charnwood residents having no alternative model.</li> </ul>

Table 8: SWOT analysis of Option 2

Assumptions	Dependencies & Interfaces
<ul style="list-style-type: none"> <li>• Excluded the costs of CBC being in the full model</li> <li>• ASC &amp; Blaby would have to negotiate individual contracts with CBC</li> <li>• Explore the use of DFG to pay for capital for minor adaptations, delivery is adsorbed into the existing model – savings to ASC.</li> <li>• Potential for workflow to move but not staff.</li> <li>• Need a full review of the palliative equipment, Ceiling track hoists and legacy maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Agreement via all partners to continue to contribute and no other partner wants to host the service.</li> <li>• All partners have budgeted for the standard uplift in salaries and pay increase.</li> <li>• LCC will need to consider redeployment of team.</li> <li>• Consideration of how Blaby distribute works.</li> </ul>

Table 9: Summary of assumptions and dependencies for option 2

### **Costs:**

Actual figures are still being confirmed with finance however under this option, the costs taken to run Lightbulb for this year (23/24) could be taken as a baseline. These

costs will increase due to inflation, pay grade increases, pension etc, actual increase to be confirmed before taking business case to cabinet.

Transfer of the minor adaptations service into the Lightbulb model could be partially funded through the additional DFG money however this would only fund the equipment required to deliver the service. If funding is required to provide additional staffing resource this will have to be funded separately.

Risk	Impact	Rag status	Mitigation
System not being able to absorb the cost implications of Charnwood drop out	Unable to fund running of existing model – restructure and reduced offer	High	CBC adsorb the costs for contract renegotiation
Unable to get approval through Councils in time	SLAs expire and are service funding ceases	High	Advice needed from legal on temporary extensions
Minor Adaptations is not able to be absorbed without increase cost to Lightbulb	Lightbulb will need to request additional funding from partners for transfer to proceed	Medium	Need time to investigate fully – supported by phased approach

Table 10: summary risk table for option 2

### Option 3: All in

Description: Minor adaptations service is transferred in from LCC to the core Lightbulb model. Charnwood fully adopt service model. This would be a phased approach between April 2024-April 2026

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> <li>•Model has been tested during the pandemic and works well</li> <li>•Able to deliver core statutory services well</li> <li>•Model supports the workflow from integration of health and social care services</li> <li>•Proven excellent service for partners and customers in the past five years including a pandemic</li> <li>•Nationally recognised as best practice model</li> </ul>	<ul style="list-style-type: none"> <li>•Currently at capacity within Lightbulb model</li> </ul>	<ul style="list-style-type: none"> <li>•To save money and work more efficiently with preventative work</li> <li>•To look at development of the preventative work via pilots to provide intelligence about the future of Leicestershire's provisions</li> <li>•To support health inequalities work – data gathering will help with this work</li> <li>•Long term savings to ASC</li> <li>•Consistent for customer</li> </ul>	<ul style="list-style-type: none"> <li>•Lack of investment</li> <li>•Backlog of work</li> <li>•TUPE costs</li> </ul>

Table 11: SWOT analysis of option 3

Assumptions	Dependencies & Interfaces
<ul style="list-style-type: none"> <li>• Charnwood will be phased into the existing model to prevent surge in backlog of cases.</li> <li>• Within the 2-year period existing pilots will also be reviewed to confirm if transferring to BAU</li> <li>• Need a full review of the palliative equipment, Ceiling track hoists and legacy maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• TUPE implications and possible backlog of work from Charnwood</li> <li>• Consideration of the LCC model and would it involve TUPE or adsorption into the existing model delivered in a different way.</li> </ul>

Table 12: assumptions and dependencies for option3

- **Costs:**

Actual figures are still being confirmed with finance however under this option, the costs taken to run Lightbulb for this year (23/24) could be taken as a baseline. These costs will increase due to inflation, pay grade increases, pension etc, actual increase to be confirmed before taking business case to cabinet.

Transfer of the minor adaptations service into the Lightbulb model could be partially funded through the additional DFG money however this would only fund the equipment required to deliver the service. If funding is required to provide additional staffing resource this will have to be funded separately.

Transfer of the CBC Lightbulb Localities will come with TUPE costs and resettlement of staff.

Risk	Impact	Rag status	Mitigation
Backlog of work from Charnwood	Affects KPIs in terms of delivery and wait times	Medium	Phased approach to help clear back log gradually
Minor adaptations and Charnwood integration are not completed within 2 years	Affects ability to review and put forward business case in 2026	Low	Once plans approved a clear time plan for the phased introduction will be produced

Table 13: Risk summary for Option 3

#### Implementation plan:

To Implement the agreed option, there are a few processes that will need to run alongside BAU for Lightbulb. One will be to look at the data requirements to inform the review at 2 years. The other is the integration of services. This has been broadly mapped in the 2 charts below as a start point and can be modified by the presiding oversight officer(s).

## 1. Data to inform future requirements.

Task - Data Capture	Apr-24	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
1. Establish aims & strategy for data mining												
2. Recruit / find capacity for research												
3. Start work with performance teams to collect data												
4. Review the data collected and what its showing												
5. Report to Governance group												
6. Decide what more is need												
7. Implement any changes and monitor												
8. Finalise plan with stakeholders for following year												

Chart 1: GANT chart for implantation of data capture and review year 1

## 2. Integration of services

Task - Integration of Services	Qtr1 23/24	Qtr2 23/24	Qtr3 23/24	Qtr 4 23/24	Qtr1 24/25	Qtr2 23/24	Qtr3 23/24	Qtr 4 23/24
1. Review of existing services to get baseline of								
2. Review LB services for capacity								
3. Review of internal systems and requirements								
4. Review HR requirements staffing								
5. Begin transfer process								
6. Review of process and check on further requirements								
7. Full implementation								
8. Review of integration								

### Recommendation:

The preferred option by Blaby is Option 3.

By virtue of paragraph(s) 1, 3, 10 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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**CABINET – 26 MARCH 2024****COUNTY COUNCIL PERFORMANCE AND EXPENDITURE  
BENCHMARKING - UPDATE****REPORT OF THE CHIEF EXECUTIVE****PART A****Purpose of the Report**

1. The purpose of this report is to present to the Cabinet the County Council's overall performance and expenditure benchmarking position and progress, following receipt of more recent, end of year comparative performance data for 2022/23 and in year 2023/24 data.

**Recommendations**

2. The Cabinet is recommended to: -
  - (a) Note the outcome of the Performance and Expenditure Benchmarking for 2022/23 and that the Council continues to be one of the highest performing Counties, despite remaining the lowest funded;
  - (b) Note that recent Office for Local Government (Oflog) identified metrics have been added to the benchmarking model and that these will continue to be incorporated where possible;
  - (c) Note the data and update on some of the recent in year improvements and ongoing areas of performance improvement work.

**Reasons for Recommendation**

3. It is best practice in performance management, implicit in the current Sector-Led approach to local authority performance and part of the Council's Internal Governance Framework, to maintain an overview of overall progress, performance and cost effectiveness and to benchmark performance against comparable authorities.
4. The Council continues to maintain a close focus on performance and performance data in terms of outcomes, expenditure, cost effectiveness and service delivery. This draws heavily on and is informed by key metrics set out

in government statutory returns, regulatory frameworks such as those of Oflog (Office for Local Government), the Care Quality Commission and Ofsted and Office for National Statistics (ONS) data.

5. The benchmarking model will continue to be developed to incorporate metrics as they are identified, particularly in relation to the range of new Oflog metrics which are expected to be available over the next few months.
6. Areas of lower comparative performance continue to be a key focus for service improvement in departmental service and commissioning plans and associated transformation projects.
7. The County Council is poorly funded in comparison with other local authorities, with marked differences from some similar authorities and this, until addressed, will continue to affect delivery, performance, risks, and Council Tax levels.

### **Timetable for Decisions (including Scrutiny)**

8. The Council's Overview and Scrutiny Committees receive regular reports on performance and progress. A range of reports were presented to the Overview and Scrutiny Committee meetings in March 2024, with the latest data available at quarter 3 2023/24.
9. The Cabinet will receive a full Annual Performance Report in the autumn when end of year 2023/24 performance data will be available to ensure continued oversight of performance and progress on key performance issues.

### **Policy Framework and Previous Decisions**

10. The Performance Benchmarking approach feeds into the Annual Performance Compendium analysis, which forms part of the County Council's Policy Framework. The information outlined in the report provides performance data which will help the Council and its partners to ensure services continue to meet standards, provide value for money, and that outcomes are being achieved for local people.
11. The five priority outcome themes in the Council's Strategic Plan, approved by the County Council in May 2022, encompass a number of supporting outcomes. Together they form the overall Single Outcomes Framework which sets priorities for the Authority and enables more effective deployment and targeting of resources. The Council's Performance Framework includes an assessment of progress in relation to the Outcomes Framework and related metrics as well as other key metrics for regulatory agencies.
12. The most recent full Annual Performance Report and related performance issues was considered by the Cabinet on 24 November 2023 and the County Council on 6 December 2024.



**Resource Implications**

13. The report has no direct resource implications. However benchmarking and relevant comparative performance data continue to inform service planning, improvement and budget setting decisions as appropriate.

**Circulation under the Local Issues Alert Procedure**

14. None.

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## **PART B**

### **Background**

15. Following the receipt of all end of year performance data and comparative cost information, work has been carried out to compare Leicestershire's overall performance and spend position with 31 other County local authority areas. Eight unitary counties have been included in the county comparator group (Cornwall, Durham, Herefordshire, Northumberland, Shropshire, Wiltshire, Dorset and Buckinghamshire). The latest available performance indicator data has been used, and for most metrics this is end of year 2022/23 data.
16. The comparative analysis uses 257 outcome/performance indicators and 9 revenue outturn expenditure indicators, drawing on Strategic Plan priorities, inspectorate focused data, ONS and statutory returns. The data has all been obtained from nationally published sources.
17. This is a similar group of indicators to that used last year. The main changes are set out in the following table.

<b>Theme</b>	<b>Comment</b>
Special Educational Needs and Disabilities (SEND)	Addition of 5 attainment indicators that were previously unavailable due to pandemic restrictions.
School Quality & Access	Addition of 3 attainment indicators that were previously unavailable due to pandemic restrictions. Addition of 2 indicators covering primary absence and exclusions.
Corporate	Addition of 5 indicators published by Oflog covering financial management and Ombudsman complaints.

18. The overall summary analysis of the data confirms previous narrative from the Annual Report 2023 that Leicestershire continues to be a high performing and efficient Council. Achieving 3<sup>rd</sup> place for core performance, 6<sup>th</sup> for broader outcomes performance and the lowest funded county. Previous analysis by consultancy Impower named the County Council as the most productive authority based on outcome value per pound spent. Figure 1 shows Leicestershire's overall performance ranks for the last 12 years.

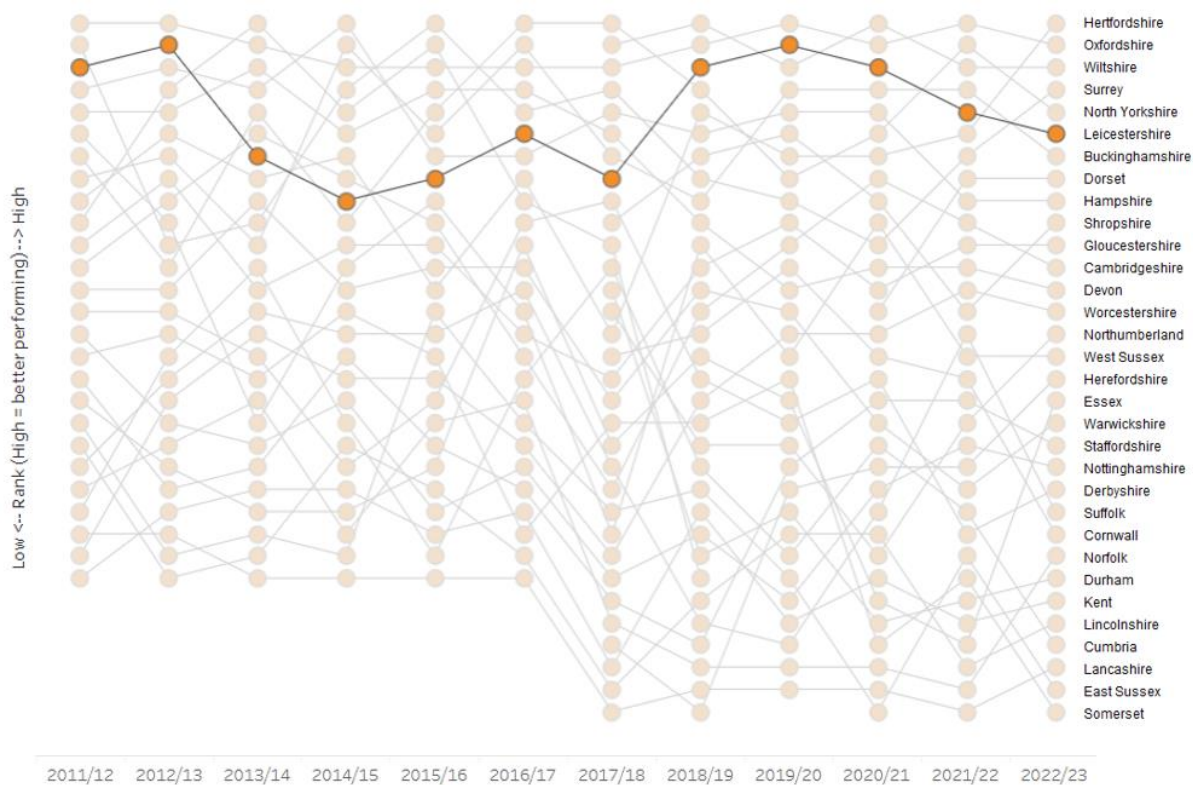

















Chart 1 – Leicestershire's overall ranks (last 12 years)

19. The table below shows relative net expenditure per head compared to performance for Leicestershire and other counties across a range of service theme areas. The previous year's performance rank is shown in brackets. Overall, the year 2022/23 saw some positive progress including an improvement in Core Performance rank to 3<sup>rd</sup>, some theme rank improvements, as well as ongoing impacts from the Covid-19 pandemic on areas such as health and social care, increased crime levels and associated pressures impacting some service outcome areas.

Theme/Service (sparkline shows 7 years ranks where available)	Performance (rank of 32)	Expenditure (rank of 32)	Comments
Core Performance (council services) 	3 (7) ↑	32/32	<ul style="list-style-type: none"> <li>Change in performance rank from 7<sup>th</sup> to 3<sup>rd</sup>.</li> <li>Previously ranked most efficient by Impower and continued lowest County spend per head.</li> </ul>

Theme/Service (sparkline shows 7 years ranks where available)	Performance (rank of 32)	Expenditure (rank of 32)	Comments
Overall Outcomes 	6 (5) ↓	32/32	<ul style="list-style-type: none"> <li>Change in performance rank from 5<sup>th</sup> to 6<sup>th</sup>.</li> <li>Lowest County net spend per head.</li> <li>Impact of covid pandemic in some areas such as health and worsened crime position.</li> </ul>
Corporate - finance and complaints	6	n/a	<ul style="list-style-type: none"> <li>New theme covering financial management (Oflog) and complaints.</li> </ul>
Adult Social Care – Delivery 	2 (6) ↑	29/32	<ul style="list-style-type: none"> <li>Strong performance and 4<sup>th</sup> lowest net spend per head.</li> </ul>
Adult Social Care – Perception 	31 (32) ↑	29/32	<ul style="list-style-type: none"> <li>There has been an improvement in the survey results compared to the previous year, however a number of survey perception indicators remain lower quartile and this remains an area of focus for the service.</li> </ul>
Health – Child 	10 (7) ↓	22/32	<ul style="list-style-type: none"> <li>Slightly lower performance rank than last year. Covid impact.</li> <li>Drop in quartile position for good level of development at age 2.5 and age 5 (eligible for free school meals)</li> </ul>
Health – Adult 	14 (10) ↓	22/32	<ul style="list-style-type: none"> <li>Slightly lower performance rank than last year. Likely covid impact.</li> <li>Drop in quartile positions includes self-reported wellbeing. Performance relatively lower on physical activity and air pollution.</li> </ul>
Children's Social Care 	9 (11) ↑	26/32	<ul style="list-style-type: none"> <li>Slightly higher performance rank than last year.</li> <li>Generally good Ofsted rating in service inspection and that improvements are being evidenced in practice.</li> </ul>

Theme/Service (sparkline shows 7 years ranks where available)	Performance (rank of 32)	Expenditure (rank of 32)	Comments
SEND 	12 (13) ↑	18/32	<ul style="list-style-type: none"> <li>Similar performance rank to last year.</li> <li>Significant performance improvement work progressing.</li> </ul>
Transport & Highways 	2 (5) ↑	20/32	<ul style="list-style-type: none"> <li>Second highest ranked county (after Durham).</li> <li>Generally strong performance position including on road maintenance.</li> </ul>
Environment & Waste 	15 (22) ↑	23/32	<ul style="list-style-type: none"> <li>Higher performance rank than last year. Progress on a range of environmental issues including tree planting and biodiversity work.</li> <li>Performance has been relatively lower on % of waste landfilled but improvement starting to feed through.</li> </ul>
Economy 	9 (9)	n/a	<ul style="list-style-type: none"> <li>Performance is relatively good and significant economic work underway including implementing the new Freeport, enterprise zones and plans for an effective LLEP service transition.</li> </ul>
School Quality & Access 	4 (4)	27/32	<ul style="list-style-type: none"> <li>Some positive recent improvements in educational attainment following the significant moves to all through 11-16/19 education in Leicestershire. Performance focus on 'A' level results and secondary schools rated good or outstanding.</li> </ul>
Police & Crime 	21 (11) ↓	n/a	<ul style="list-style-type: none"> <li>10 place lower ranking than last year.</li> <li>All indicators dropped in relative terms.</li> <li>Performance is bottom quartile for vehicle crime, theft, public order and residential burglary.</li> </ul>

Theme/Service (sparkline shows 7 years ranks where available)	Performance (rank of 32)	Expenditure (rank of 32)	Comments
Housing 	2 (7) 	n/a	<ul style="list-style-type: none"> <li>Higher performance rank than last year.</li> </ul>

20. Looking across 257 indicators for which quartile data is available for Leicestershire, 37 (14%) fall within the lower quartile compared to other counties and continue to be the focus of targeted service improvement activity.
21. Looking back at last year's benchmarking exercise, 5 bottom quartile indicators have shown a significant improvement in performance. These indicators are set out in the table below.

Theme	Indicators
Children's Social Care	<ul style="list-style-type: none"> <li>% of children who became the subject of a plan for a second or subsequent time</li> </ul>
Adult Social Care - Perception	<ul style="list-style-type: none"> <li>% of service users who have control over their daily life</li> </ul>
Environment & Waste	<ul style="list-style-type: none"> <li>Electric Vehicle charging devices per 100,000 population</li> </ul>
School Quality & Access	<ul style="list-style-type: none"> <li>% of offers made to applicants of first preference (secondary)</li> </ul>
Economy	<ul style="list-style-type: none"> <li>% 5-year Survival of New Enterprises</li> </ul>

### **Performance Update at Quarter 3 2023/24**

22. Work continues by Oflog to develop the new Oflog metrics and approach. The [Oflog Data Explorer](#) includes indicators relating to adult social care; waste management; roads; complaints; finance; planning (district level); and skills (mayoral combined authority level). Theme areas due to be added next are children's social care; homelessness and rough sleeping; public health; and youth justice and accommodation.
23. A summary of performance issues as at quarter 3 2023/24 has been reported to the following Overview and Scrutiny committees:
- Adults and Communities (22 January)

- Environment and Climate Change (11 March)
- Children and Families (5 March)
- Highways and Transport (7 March)
- Health (6 March)

### ***Summary of Main Changes***

24. The table below summarises some of the key in year data point changes.

<b>Outcome</b>	<b>Issue</b>
Strong Economy, Transport & Infrastructure	Satisfaction with the condition of roads and overall satisfaction with transport and highway services: the Council remains amongst the highest rated for these indicators, though some have seen some minor decline since 2022.
	Use of local bus services and park & ride services continues to recover and is around three quarters of pre-pandemic levels.
	Road casualties are lower than the pre-pandemic numbers although numbers killed or seriously injured on the roads are higher than pre-pandemic.
Clean and Green	The % of waste sent to landfill continues to improve.
Safe and Well	Total reported crime shows a further year on year increase with significant increases in acquisitive crime levels.
	The percentage of child protection cases reviewed within timescales has improved.
Improved Opportunities	The % of pupils achieving the expected standard at key stage 2 was the same as in 2022, however, it remains below pre-pandemic levels.

### **Consultation**

25. A range of surveys and consultation arrangements are used to inform some of the metrics used in the benchmarking and in monitoring service performance and improvement.

### **Conclusion**

26. The Council continues to have a high comparative performance ranking as well as being the lowest funded county. Benchmarking has identified a number of targeted improvement issues which are being picked up in Department service planning. Given the Council's low funding/spend and strong overall outcomes, overall cost effectiveness continues to compare well with other counties.

### **Equality Implications**

27. There are no equality implications arising directly from this report. The Benchmarking, Annual Report and Performance Compendium incorporate the

progress of the County Council against key equalities outcomes and indicators.

### **Human Rights Implications**

28. There are no human rights implications arising directly from this report.

### **Other Implications and Impact Assessments**

29. The benchmarking includes a range of indicators showing progress on outcomes related to health and wellbeing, crime and disorder and environmental issues. A range of the metrics/outcomes require effective collaborative partnership working to ensure good performance and progress.

### **Background Papers**

Report to the Cabinet – 24 November 2023 - Annual Delivery Report and Performance Compendium 2023

<https://democracy.leics.gov.uk/documents/s179822/Report%20to%20Cabinet-%20APR%20Nov%2023v2.pdf>

Leicestershire County Council Strategic Plan 2022-26

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

Local Government Association: LG Inform Benchmarking System

<https://lginform.local.gov.uk/>

CIPFA/Institute for Government Performance Tracker 2023 -

<https://www.instituteforgovernment.org.uk/publication/performance-tracker-2023/cross-service-analysis>

Oflog Data Explorer - <https://oflog.data.gov.uk/>



**CABINET – 26 MARCH 2024****DATES OF COUNCIL MEETINGS 2024/25 AND 2025/26****REPORT OF THE CHIEF EXECUTIVE****Purpose of the Report**

1. The purpose of this report is to ask the Cabinet to recommend the County Council at its meeting on 15 May 2024 agrees dates for Council meetings for the next two municipal years.

**Recommendation**

2. That the County Council be recommended to hold meetings on the following dates during the next two municipal years:-

Wednesday 3 July 2024  
Wednesday 25 September 2024  
Wednesday 4 December 2024  
Wednesday 19 February 2025 (to consider the budget)  
Wednesday 14 May 2025 (Annual meeting).  
Wednesday 2 July 2025  
Wednesday 24 September 2025  
Wednesday 3 December 2025  
Wednesday 18 February 2026 (to consider the budget)  
Wednesday 13 May 2026 (Annual meeting).

**Reason for Recommendation**

3. To comply with the Local Government Act 1972 and the County Council's Standing Orders.

**Timetable for Decisions (including Scrutiny)**

4. Subject to agreement by the Cabinet, the County Council will be asked to agree the dates on 15 May 2024.

**Background**

5. Standing Order 1(2) requires that in addition to the Annual Meeting of the Council and any meetings convened by the Chairman or members of the Council, meetings of the Council for the transaction of general business shall be held on such days as may be determined by the Council on the

recommendation of the Cabinet. Dates for the 2025/26 municipal year have been included in order to provide members with advance notice of future meetings.

### **Equality Implications**

6. There are no equality implications arising from this report.

### **Human Rights Implications**

7. There are no human rights implications arising from this report.

### **Background Papers**

8. None.

### **Circulation under the Local Issues Alert Procedure**

9. None.

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By virtue of paragraph(s) 3, 10 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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