

Annex A - Action Plan

Outcomes	Intentions	Rationale	Actions	Delivery mechanism
A. Our transport system and assets are effectively managed and well maintained	1. Continue to deliver our Medium Term Financial Strategy / Transformation Programme (reducing need) 2. Review commissioning approach to key service areas, adopting the corporate model (meeting need)	To enable the efficient management of the network whilst delivering financial savings. Informed by the Transformation Programme, staff survey, MTFS, budget consultations and assessment of current conditions of the network.	a. Support the development of the Authority's new strategic outcomes and develop an updated departmental commissioning strategy, including (as necessary): • Further evidence base development • Refresh of departmental outcomes and priorities • Identification of possible future service reviews and new efficiencies	In-house & Buy
			b. Continue to implement the Network Management Plan (NMP) • Develop a comprehensive approach to network management including a review of existing NMP strategy, policies and actions to align with other key strategies by March 2018 • Develop a revised plan which captures key emerging actions/ projects across the department, providing the necessary policy framework, by March 2018 • Identify the major route network as part the development of the network management approach by March 2018 • Review our approach to management and operation of traffic control as part of the development of the NMP by March 2018 • Take forward any outcomes of the road space booking (road works permitting) review - Undertake scheme consultation by June 2017 - Finalise operational guidance by August 2017 - Go live with road works permitting scheme by October 2017 subject to consultation and approvals	
			c. Take forward outcomes of the Special Education Needs (SEN) and Social Care (SC) review (undertaking consultation as necessary autumn 2017 onwards) • Phase 1 - Implement programme of compliance and contract reviews by March 2018 • Phase 2 – Implement programme of more complex contract and compliance reviews by March 2018 • Phase 3 – Develop a revised approach to delivery by September 2019 • Commission new approach and deliver the Independent Travel Training programme	
			d. Continue to develop the Countywide Accessibility Policy Review (CAPR), taking account of any opportunities emerging from the Buses Bill	
			e. Take forward any outcomes of the on-street parking review • Undertake consultation by December 2017 • Subject to consultation and approvals implement outcomes in 2018	
			f. Deliver a minor traffic and parking management improvement programme by March 2018 to support wider priorities including managing the flow of traffic to maintain access and safety in growth areas	
			g. Ensure that congestion is minimised through effective parking management that is fiscally neutral to the authority	
			h. Undertake specific project reviews in order to assess feasibility of reducing spend or generating income to support service delivery including:	

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			Undertake a review of the planning process and charging (April 2016 – 2020) to ensure it is fiscally neutral to the authority	
			i. Conduct a comprehensive review of highway asset management policy, strategy and procedure in line with national guidance and best practice to include: - Public consultation on the developing highway asset management policy and strategy by March 2017 - A new Highway Asset Management Policy and Strategy by July 2017 - A new Highway Infrastructure Asset Management Plan to replace the Transport Asset Management Plan by July 2017 - A Network Management Plan developed in tandem with the new Highway Asset Management Policy and Strategy - A review of highway asset data collection and storage and the resilient network - Consideration of the way we communicate with the public regarding management of highway assets - Budget management and finance regarding asset management - A review of asset management procedures to begin early/mid 2017 and be completed in line with “Well Maintained Highways” national Code of Practice by late 2018 - Implement plans as necessary to consider resource implications of the review Overall project completion is set for November 2017 in order to meet the anticipated Incentive Fund self-assessment deadline	
	3. Continue to develop a robust evidence base to support the delivery of a new commissioning strategy (meeting need)		a. Use a suite of analytical tools, develop and maintain a robust evidence base to underpin the departments commissioning strategy and decision making: - Continue to maintain the Leicester and Leicestershire Integrated Transport Model (LLITM) and to use it to generate evidence to inform the development of future policy interventions and scheme development, including: - A rebasing of the LLITM 2008 to a new base year of 2014 (by March 2017) to maintain a DfT compliant model able to provide the technical intelligence and evidence required for policy and strategy development, transport planning, infrastructure development and planning and understanding the impacts of economy and growth - Continuing to support the development of a county-wide growth strategy into 2050s and beyond - Provide an evidence and intelligence hub for transport planning and policy, strategy development, development control, scheme appraisal, highway records and asset management to support and enable evidence-led decision making by the Authority in line with the Department's commissioning principles and Target Operating Model (TOM)	
			b. Development of Micro-Simulation models for the county's principal market towns where opportunities arise, in order to assess the impact of proposed developments and ensure that those impacts are suitably mitigated	
			c. Collection, analysis and provision of transport data and intelligence to support economy and growth, infrastructure development and delivery, LTP3, and inform strategy, policy and programme development in relation to the Council's highway network; both within the Department and to our partners	
			d. Develop a data repository to support the process of identifying a new county road hierarchy, as part of the emerging Asset Management Plan and Network Management Plan	

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	4. Continue to maintain our highway assets (preventing need)		a. Deliver and develop a maintenance programme, including supporting the ongoing commissioning process. The programme will include: • Carriageways and footways • Drainage • Bridges and other structures • Safety barriers • Signs and road markings • Public rights of way • Environmental • Winter maintenance • Miscellaneous	
			b. As part of the development of our maintenance programme: • Deliver identified Challenge Fund scheme in 2017/18 (if successful in securing funding from DfT) • Identify future schemes (for 2018/19 onwards) for Challenge Fund bid by September 2017	
			c. Work towards the delivery of the Zouch Bridge replacement, including compulsory purchase procedure by June 2018 (N.B delivery timescales are dependent on the land acquisition processes)	
			d. Ensure that the Council's fleet of vehicles are maintained to the highest standards and that vehicles are renewed appropriately to ensure service delivery is reliable and cost effective	
			e. Develop and strengthen the Council's performance as an O' licence operator. Driver management guidelines to be developed by summer 2017 around licence checks, vehicle checks, driver behaviour and generic advice on reducing the risk of accidents	
	5. Undertake a robust programme of consultation and EHRIAs (meeting need)		a. Continue to develop and deliver, as appropriate, the departmental Equality and Human Rights Impact Assessment Action Plan	
	6. Provide systems and processes to deliver high quality services to customers (meeting need)		a. Develop and improve departmental governance arrangements to ensure compliance • Represent the Department on property issues to ensure effective use of assets • Develop and manage the departmental and group approach to health & safety • Ensure safe and appropriate working environment (facility management) • Ensure effective business continuity arrangements are in place and tested • Ensure compliance with information security and assurance requirements • Ensure compliance with corporate governance requirements	

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			b. Develop and embed the Departmental performance management framework to improve services and manage delivery - Ensure the Department has efficient & effective processes to plan, manage and review the services that it provides - Ensure customer service is developed and managed proactively within the Department - Provision of management information to support service delivery, development and decision making c. Provide high quality, efficient administrative, secretarial and democratic support for the Department - Manage and develop high quality support services d. To ensure effective financial management in order to reduce the departmental operating budget - Optimise spend on running costs to produce savings - Increase income through maximising recovery and fee generation e. To ensure the appropriate processes and systems are in place to support operational delivery, transformation and secure external funding - Continue to develop and support users in the efficient use of Confirm and other departmental systems - Co-ordinate delivery of the department's digital priorities - Develop the department's approach to I&T - Manage the department's QMS/ISO 9001 and ISO 55000 accreditations - Develop and manage a departmental approach to workforce support, learning and development	
B. Local Authority Controlled Waste is managed in accordance with the principles of the waste hierarchy ¹ while delivering cost effectiveness and meeting customer need	1. Continue to deliver our Medium Term Financial Strategy / Transformation Programme (reducing need)	To manage demand on the service, mitigate the risk of escalating costs and ensure continuity of service provision for waste disposal in the future.	a. Undertake the transition to the in-house delivery of the recycling and household waste site service and optimise service delivery	Inhouse, buy & collaborate
			b. Monitor and manage service changes at the recycling and household waste sites	
			c. Complete the procurement of a dry mixed recyclable material capacity contract for materials collected by the Waste Collection Authorities and at the recycling and household waste sites and direct the District Councils to use it from 1 st April 2018 onwards	
			d. Effectively monitor and forecast budgetary expenditure	
	2. Continue to deliver waste infrastructure improvements (reducing need)	Informed by the Transformation Programme, staff survey, research and development, MTFS, budget consultations.	a. Review, and commission where required, waste transfer infrastructure requirements to support future needs and business continuity arrangements	
			b. Assess future need for green waste composting infrastructure post 2020	
	3. Deliver residual (black bag) waste disposal treatment capacity for the medium term (meeting need)		a. Implement the agreed approach to the delivery of cost effective residual (black bag) waste treatment capacity for the medium term	
			b. Continue to develop working relationships and partnerships with neighbouring authorities	

¹ in order of preference to prevent waste, increase reuse, recycling and composting, treat waste and minimise disposal of the remaining material

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	4. Work with partners to reduce waste, divert waste from landfill and optimise levels of recycling and composting in a cost effective way (preventing need)		a. Deliver and evaluate a programme of cost effective initiatives and engagement events to increase recycling and reuse and prevent waste from arising	
			b. Co-ordinate and enhance waste volunteer schemes	
			c. Work with Partners to review the Leicestershire Waste Partnership function and associated deliverables	
			d. Deliver Waste Disposal Authority actions that support the delivery of the Leicestershire Municipal Waste Management Strategy	
	5. Provide systems and processes to deliver high quality services to customers (meeting need)		a. Contribute to departmental processes and initiatives as required to support the delivery of A6 above	
C. Improved satisfaction with the transport system and waste and environmental services amongst both users and residents	1. Incorporate a customer focussed approach throughout service planning and delivery (preventing need)	To improve outcomes for the customer and better reflect their needs. Informed by the findings of our 2015 Customer Focussed Approach Project, National Highways and Transport (NHT) survey and Recycling and Household Waste Survey.	a. Carry out periodic user satisfaction surveys at the recycling and household waste sites	Inhouse & Collaborate
			b. Monitor customer satisfaction with waste and environmental initiatives	
			c. Monitor customer satisfaction with Highways and Transportation services through evidence such as National Highways and Transport Public Satisfaction Survey (NHT)	
	2. Develop partnerships including with communities to deliver joint outcomes (preventing need)	a. Explore opportunities to develop further partnerships to deliver increased reuse in Leicestershire		
		b. Explore opportunities for developing joint working with the district / borough councils, communities and other stakeholders on environmental issues		
D. More consistent, predictable and reliable journey times for the movement of people and goods	1. We will work with districts councils and other parties to plan for and support the future population and economic needs of Leicester and Leicestershire across all transport modes (meeting need)	To ensure appropriate infrastructure is in place to support economic growth. Informed and developed with the Leicester & Leicestershire Enterprise Partnership through the Strategic	a. Continue to work with district councils and other parties to plan for and support the future population and economic needs of Leicester and Leicestershire, including: - To support the development of the Strategic Growth Plan in line with project timescales - To support the development of new Local Plans (and other Development Plan documents), including for the districts of Melton and Harborough, in accordance with districts' timetables - To continue to ensure that the potential transportation impacts of proposed and confirmed major development proposals are properly understood (evidence based), including sustainable urban extensions, across the county and to ensure that appropriate mitigating measures are identified for strategic plan making purposes, in accordance with districts' timetables - To secure appropriate transportation assessments and transportation mitigation through the development management in accordance with the outcomes of the strategic plan making process - To identify gap funding and developer funding opportunities to support and complement future Single Local Growth Fund (SLGF) bids and	Inhouse, in partnership, collaborate and external support as necessary

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		Economic Plan, Enabling Growth Plan and supporting transport studies.	other appropriate funding sources throughout the year b. Develop, for adoption, a Leicester & Leicestershire Strategic Transport Plan in line with project timescales including: - Producing a Leicester and Leicestershire Transport Plan document to inform discussions with central Government over future investment and potential devolution - Developing a transport infrastructure schedule looking to 2050	
	2. Support and deliver key infrastructure improvements to enable planned growth and meet economic needs within the County (meeting need)		a. Continue to work with district councils and other parties to deliver new development and associated infrastructure, including: - To deliver New Lubbethorpe, and associated infrastructure in accordance with developer's timetable - Providing statutory approval, including checks, in accordance with the developers' timetable - To continue to provide support and advice to MIRA and Hinckley and Bosworth Borough Council as appropriate to assist in the expansion of the Enterprise Zone as required - To continue to support applications for and delivery of new Enterprise Zones as appropriate - To support the successful delivery of the East Midlands Gateway Strategic Rail Freight Inter-change, in accordance with the NSIP (Nationally Significant Infrastructure Project) timetable as required, including supporting delivery of Kegworth Bypass scheme b. Work with the Leicester and Leicestershire Enterprise Partnership, North West Leicestershire District Council, East Midlands Airport and other parties to take forward proposals for the East Midlands Enterprise Gateway (EMEG), including: - To provide support and advice as appropriate to the EMEG Partnership as required c. Continue to work with Leicester City Council on the implementation of the Leicester North West Major Transport Project (the 'wedge', which is a Growth Deal 1 project), including: - To support the development of proposals for phase 2 and to undertake public consultations in line with project timescales - To support phase 2 project (i.e. network improvements in the 'Waterside' area) in line with project timescales - To specify and lead a study ('phase 3') to gather evidence and identify potential measures in the Leicester North West 'Outer' area, to be developed and delivered through future funding opportunities (timescales tbc). d. Continue to work with the Leicester and Leicestershire Enterprise Partnership, district councils and other bodies to: - Develop and deliver other Growth Deal 1 transport projects, including: - To deliver improvements to A42 J13 by Summer 2017 - To deliver the J21 SES improvement by Spring/Summer 2017 - To deliver Hinckley Zone 4 first phase priority measures by Nov 2017 - Develop and deliver Growth Deal 3 transport projects including: - Loughborough Growth Area J23 and A512 Improvement Scheme by March 2021 (N.B this scheme is also supported by Growth and Housing Fund see action below.) - Develop and deliver Local Majors Business Case for Melton Mowbray Distributor Road, as part of the Melton Mowbray Transport Strategy by March 2019	

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			- Develop and deliver Growth and Housing Fund Schemes with Highways England including: - To deliver A46/Anstey Lane improvement by March 2019 - To deliver Loughborough Growth Area J23 and A512 Improvement Scheme (NB. This scheme is funded by a combination of single local growth funding, growth and housing fund and developer funding.) - Deliver identified National Productivity Investment Fund (NPIF) schemes by March 2018 and identify possible schemes for future bidding in line with DfT timescales	
			e. To continue to identify and develop a pipeline of transport projects, for future growth deals and other opportunities including: - Deliver outcomes of A511 Growth Corridor (Infrastructure) project (with North West Leicestershire District Council) including preparation of priority scheme for appropriate funding opportunities - To develop Hinckley Zone 4 strategy to inform development by March 2018 - To support the delivery of the LSEP and growth west of Loughborough in line with project to support the Loughborough Growth area, develop an infrastructure package for Loughborough town centre by March 2018. - To develop a Melton Mowbray Transport Strategy (with Melton Borough Council) to agreed stage by Winter 2018/19 - To develop a transport strategy for Market Harborough (with Harborough District Council) by June 2017 and prepare a bid to fund the identified package of proposals in accordance with future growth deal timetables - To develop Desford Crossroads scheme in preparation for future funding opportunities - To support development of a new junction on the M1 (J20a) in line with developer and midlands connect timescales - To assess the feasibility and potential benefits of the A46 Expressway Concept by March 2018 to feed into regional transport strategies such as Midlands Connect and Highways England's Route Investment Strategy - To support the development of LEKNUCKLE rail improvements (with Leicester City, Warwickshire County Council and Coventry City Council) to inform Network Rail scheme development process - To identify and develop further schemes as appropriate including schemes that remove barriers to growth identified as part of emerging local plans	
			f. Continue to work with the Highways England (HE) and other parties as necessary to: - Develop and deliver improvements to the motorway and trunk road network serving Leicester and Leicestershire included within the Road Investment Strategy Period 1, including: - To support, where appropriate, completion of improvements to M1 Junction 19 (M1 J19) in accordance with HE's timetable - To ensure the successful introduction of Smart Motorway schemes on the M1 (junctions 23a-25), in accordance with HE's timetable, and - To ensure successful delivery of the Dodwells to Longshoot scheme (£20-25m) in accordance with HE's timetable	
			g. Deliver a programme of s.106 developer funded improvements - Monitoring contributions received to deliver schemes within the legal and time constraints - Assess the deliverability of future section 106 obligations committed through signed agreements and take appropriate action to reduce	

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	3. Engage with regional and national partners to influence policies/programmes which will have an impact on the County (reducing need)		liabilities to the department a. Actively influence, engage and work with Regional and National bodies to seek to pursue Leicester and Leicestershire's interests through the development of strategic transport projects to support growth and unlock economic potential, including: - Support the Midlands Engine for Growth, including: - Providing input and evidence to support the development and delivery of the Midlands Connect Transport Strategy - To help to secure inward investment into the area, including from Government - To promote and secure delivery of strategic transport infrastructure that also helps to unlock growth opportunities in Leicester and Leicestershire (NB: Such infrastructure is highlighted 'MC' in the actions) - The formation of a sub regional transport body - Use the adopted Leicester and Leicestershire Rail Strategy as a basis to secure improvements to rail services and infrastructure (passenger and rail) to and through Leicester and Leicestershire, including: - To provide input into the refranchising of passenger services, including: - To secure the delivery of new, modern, high speed trains rolling-stock as part of the refranchising of services on the Midland Main Line - Improved connectivity to the West Coast Mainline via Birmingham, New Street; Coventry and Nuneaton - To secure the introduction of a fleet of Bi-mode trains to replace the current fleet by 2020 - To provide input into the development of future programmes for rail infrastructure investment (Control Period 6 and onwards) - To secure the prompt delivery of improvements to Market Harborough station, including track realignment. - To secure delivery at the earliest opportunity of wider improvements to the Midland Main Line, including (MC): - Capacity improvements at and between Wigston South and Syston junctions and at Leicester station - The electrification project - To deliver a programme of level crossing removals across the area's rail network - Continue to work with HS2 Ltd. and other parties to maximise the economic benefits of the HS2 project to Leicester and Leicestershire (and the wider region) and to minimise its adverse environmental impacts, including: - To provide input into the development of the route's Eastern Leg (including the Hybrid Parliamentary Bill) - To secure the provision of 'classic rail' connectivity between the Midland Main Line and HS2 at Toton (to enable the direct running of services via the Midland Main Line and HS2 to cities in northern England) (MC) - To assess the transportation and environmental impacts of the proposals and to identify and secure appropriate mitigating measures (including the Toton Hub) - To ensure that the economic benefits to Leicester and Leicestershire are maximised - To ensure that the construction impacts are minimised - Work with Highways England and other parties as necessary to provide input into the development of future strategic road network investment programmes (Road Invest Period 2 and beyond), including:	

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			- To contribute to identifying a long term solution to the significant congestion and safety problems in and around M1 Junction J21 and M1 Junction 21a (proposed new M1 J20a) (MC) - To contribute to the development of further proposals for improvements to the A5 (MC) - To contribute to the ongoing development of proposals (including along the M69/A46 corridor) to improve strategic transport connectivity between North West England, the Midlands, Southern England and South Wales (MC)	
E. More people walk, cycle and use public transport as part of their daily journeys, including to access key services	1. We will work across the Council and with other partners to promote sustainable travel and identify opportunities to bid for external funding where available (preventing need)	To improve access to key services and public health outcomes Informed by our LSTF programmes in Loughborough and Hinckley.	a. Support existing Wheels to Work programme with revised funding schedule up to March 2018	Inhouse & collaborate
			b. Continue to work with Leicester City Council and commercial local bus operators to improve travel by bus and enhance viability of services including: • Supporting expansion of smart ticketing in 2017/18 • Encouraging promotion of travel by bus, including maximising the potential of smart cards in 2017/18 • Continue supporting the real time passenger information system through ensuring accurate data and compatible systems. • Providing input into the operational guidance relating to the roadworks permitting scheme to ensure the process takes account of local bus services.	
	2. Deliver infrastructure, where appropriate, to support sustainable travel (preventing need)		a. Working in partnership with Leicester City Council deliver £3m Choose How You Move programme over three years to open up opportunities for travel to employment, education and training by active travel which will continue to benefit health, air quality and congestion	
			b. Following trial of Loughborough Town Centre Scheme and assessment of performance, implement identified improvements by March 2018	
F. The natural environment can be accessed easily and efficiently particularly by bike or on foot	1. Continue to work with developers and partners to promote the use of and maintain the Public Rights of Way Network (preventing need)	To meet statutory requirements and support customer well-being.	a. Design programme of public rights of way maintenance in line with statutory requirements	Inhouse & collaborate
G. Effective and integrated public and community transport provision, including targeted and innovative travel solutions which meet the essential transport needs	1. Continue to manage the subsidised public transport network meeting the essential needs of the customer. We will work with partners, in particular operators, to maximise opportunities to support the commercial public	To maintain access to key services To meet statutory requirements and support budget reduction programme	a. Continue to work with communities to seek to facilitate Community Bus Partnerships • 55/56 Melton Borough east Leicestershire villages service to Melton and Grantham • 113 Somerby and Knossington area villages into Melton and Oakham • 129 between Ashby and Loughborough via Osgathorpe, Belton and Shepshed • 7 Measham to Witherley, Atherstone and Fenny Drayton	Inhouse & collaborate
			b. Continue to deliver concessionary travel passes to older and disabled residents	
			c. Continue to manage the Council's supported bus network, community and demand responsive contracts.	

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of Leicestershire residents	transport network (meeting need)			
	2. We will continue to deliver efficient and appropriate transport solutions to support adults receiving social care services to access care (meeting need)		a. Continue to deliver Blue Badges for residents with qualifying disabilities	
			b. Continue to deliver efficient and appropriate transport solutions to supports adults receiving social care services to access care, including risk assessments where appropriate	
	3. We will provide efficient and appropriate transport to school for entitled pupils (meeting need)		a. Provide efficient and appropriate transport to schools for entitled pupils in line with statutory duties and adopted policy, including: - Eligibility checking of transport entitlement - Undertaking contract reviews to ensure continued efficiency - Undertaking a programme of risk assessments where appropriate	
	4. Provide appropriate transport for children in care in partnership with Children & Family Services (meeting need).		a. Provide efficient and appropriate transport solutions to support children in care access required services as requested by CYPS	
	5. Promote independent travel for pupils with SEN (reducing need)		a. Further scoping and analysis of Independent Travel Training Programme to determine future investment options by March 2018	
H. Provide and maintain waste and environmental services and infrastructure which meet the needs of Leicestershire residents	1. Meet the Council's statutory obligations in relation to waste and environment in a cost effective manner (meeting need)	To maintain legal compliance and therefore ensure waste services continue to be available for users.	a. Ensure the efficient and effective delivery of the Waste Disposal Authority function	Inhouse, buy & collaborate
			b. Ensure that our activities as a Waste Disposal Authority are legally compliant	
			c. Take a proactive approach to monitoring and influencing potential changes to legislative requirements and respond to consultation exercises as appropriate	
			d. Deliver the Council's statutory obligation to administer Tree Preservation Orders in accordance with current planning policy	
			e. Ensure that the recycling and household waste sites operate in an efficient and effective manner	
			f. Investigate options for extension of waste and environmental commercial services to generate income	
			g. Ensure that statutory waste and environmental data returns are made in an accurate and timely manner	
	2. Continue to provide		a. Manage and develop systems to support the provision of waste and environmental data submissions and the payment of associated invoices	

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	waste and environmental data submissions as required (meeting need)		b. Complete the Council's greenhouse gas emission reports and publish on the Council's website	
	3. Continue to provide waste and environmental planning advice and technical design and delivery for landscape and forestry schemes (meeting need)		a. Provide landscape and forestry advice within the statutory consultation period	
			b. Respond to planning consultations and provide expert witness statements and give evidence at planning appeals, as and when requested	
			c. Provide landscape design, technical advice and contract preparation / administration for internal and external clients	
	4. Undertake a robust programme of consultation and EHRIAs (meeting need)		a. Undertake actions as required to support the delivery of the departmental Equality and Human Rights Impact Assessment Action Plan	
	5. Review commissioning approach to key service areas (meeting need)		a. Assess options and agree the approach to reviewing the Leicestershire Municipal Waste Management Strategy	
			b. As informed by (a) above, review the Council's commitments and contributions to the delivery of the Leicestershire Municipal Waste Management Strategy	
			c. Review the Council's Environment Strategy including refreshing targets in line with the Council's financial position	
			d. Carry out an audit of the suite of environmental plans and strategies and determine future strategic priorities and how best to co-ordinate the presentation and delivery of these priorities	
I. The number of road casualties is reduced.	1. Address road safety issues as identified (preventing need)	To improve the safety of the highway network Informed by our Annual Road Safety Report.	a. Continue to address areas of concern where casualties are higher than the national average; - Deliver casualty reduction programme in line with adopted new approach by March 2018 - Review and monitor road safety performance to inform casualty reduction programme	Inhouse & buy
			b. Consider future schemes and prepare a bid (based on an evidenced based approach) to DfT for Safer Roads Funding by September 2017	
			c. Continue to commission effective road safety and sustainable education programme that supports meeting casualty reduction and MTFS targets	
			d. Work with Leicester & Leicestershire Road Safety Partnership to procure, purchase and install new digitised cameras to replace existing wet film stock by April 2018	
			e. Campaign to lobby national Government (to change the national safety camera policy) throughout 2017/18 (subject to Cabinet approval)	

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J.	2.		f. Develop and implement a pilot project considering the wider use of safety cameras to address community concerns about road safety.	
K. Maintain, develop, enhance and extend the provision of high quality green spaces and support an enhanced natural environment	1. Continue to develop and contribute to key partnerships and initiatives which support the development of high quality green spaces, rivers, canals and water courses and protect valuable heritage/habitat rich sites across priority areas in Leicestershire (preventing need)	In making Leicestershire a better place - ensure that multifunctional green and blue infrastructure continues to be provided and protected for use by all.	a. Support the delivery of the Charnwood Forest Regional Park Action Plan	Inhouse, buy & collaborate
			b. Deliver the Stepping Stones green infrastructure project	
			c. Support deliverables within the River Soar and Grand Union Canal Partnership Action Plan	
			d. Work with Government and stakeholders to further investigate, and progress as appropriate, the potential to transfer the Ashby Canal restoration project from the Council to a community led organisation	
			e. Facilitate the effective delivery of the Measham Wharf development on the Ashby Canal	
			f. Maintain the Council's Ashby Canal asset and support the delivery of events that promote the Council's ambitions in relation to the restoration of the canal	
			g. Continue to support a range of volunteer schemes to assist in enhancing the natural environment	
L. Minimise the environmental impact of the Council's activities and improve resilience to climate change	1. Continue to support departments to deliver ambitions within the County Council's Environment Strategy (preventing need)	Lead by example in making Leicestershire a better place through optimising resources. Informed by the Annual Environmental Performance Report, MTFS	a. Support and advise departments on maintaining and improving their environmental performance	Inhouse & buy
			b. Monitor and report environmental performance indicators	
			c. Support staff to adopt environmentally responsible behaviour at work	
			d. Co-ordinate and annually review the Council's Climate Change Resilience Risk Register and Action Plan	
	2. Continue to embed and maintain the Council's Environmental Management System and review performance indicators as appropriate (preventing need)		a. Manage and maintain the Environmental Management System in line with the corporately agreed manual	
			b. Support departments in achieving and maintaining ISO14001 certification, where applicable	
	3. Continue to implement outcomes from the Flood Risk Management Strategy (preventing need)		a. Review the Flood Risk Management Strategy by October 2017 and implement outcomes (subject to consultation)	
			b. Develop and deliver a programme of flood alleviation schemes during 2017/18	
M. Contribute to	1. Work with regional /	In making	a. Co-ordinate the delivery of the Carbon Reduction Strategy and Implementation Plan for Leicestershire and deliver appropriate actions	Inhouse,

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reduced carbon emissions derived from Leicestershire	national partners / agencies to facilitate delivery of the Carbon Reduction Strategy (preventing need)	Leicestershire a better place work with partners to mitigate the environmental, health and financial risks associated with increased carbon emissions.	b. Seek innovative projects and sources of funding that support the delivery of the Carbon Reduction Strategy	buy & collaborate
			c. Consider the findings and recommendations of the HNDU district heat network feasibility study and assess opportunities for LCC involvement in the project going forward	
	2. Develop a programme of improvements and spend to save projects that reduce impact on the environment (reduce need)		a. Continue to develop and implement a prioritised programme for the upgrading of all street lighting throughout Leicestershire to LED by March 2017	
			b. Seek to identify further opportunities for spend to save initiatives where appropriate	

Notes

Highways and Transportation Improvements

All of the capital monies available for highway improvements are committed to projects associated with bids for Government funding – both in terms of providing match funding and for undertaking advance design to work schemes up such that suitable business cases can be submitted to attract further funding. Funding of £2.8m has recently been awarded from the Local Authorities Fund in order to develop a detailed business case for the Melton Mowbray Eastern Distributor Road. At the time of writing, decisions are awaited in relation to the Single Local Growth Fund and the Highways England Growth and Housing Fund.

The County Council, in partnership with Leicester City Council, have been successful in securing over £3million revenue funding from the Department for Transport’s Access Fund to further invest in sustainable travel initiatives. The funding is for 3 years beginning in 2017/18 and will see investment in such schemes as personal travel planning, sustainable travel business grants, Wheels to Work and workplace cycle programme in areas in and around north west Leicester and the south west of the Leicester Principal Urban Area.

The department will continue to give priority to the development and delivery of such committed projects, as in most cases the successful awards of funding were dependent on the monies being spent within a certain timescale. This could result in changes to other projects, with some not being delivered within previously agreed timeframes.

This is not without risk, particularly where the department is unable to progress studies and option assessment work to inform future programme development or bids for future funding. We will continue to seek to manage resources to mitigate such risks, so far as is reasonably possible.

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