



Meeting: **Cabinet**

Date/Time: **Monday, 9 May 2016 at 2.00 pm**

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

Contact: **Mr. M. Hand (Tel. 0116 305 6038)**

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

Membership

Mr. N. J. Rushton CC (Chairman)

Mr. R. Blunt CC Mr. B. L. Pain CC
Mr. Dave Houseman MBE, CC Mrs. P. Posnett CC
Mr. J. T. Orson JP CC Mr. J. B. Rhodes CC
Mr. P. C. Osborne CC Mr. E. F. White CC
Mr. I. D. Ould CC

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AGENDA

<u>Item</u>	<u>Report by</u>	
1. Minutes of the meeting held on 19 April 2016.		(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. Progress with the Development of a Melton Mowbray Transport Strategy.	Director of Environment and Transport	(Pages 13 - 24)
5. Leicestershire Minerals and Waste Local Plan.	Chief Executive	(Pages 25 - 176)



6.	Countywide Infrastructure Organisation for the Provision of Voluntary and Community Sector Support.	Chief Executive	(Pages 177 - 220)
7.	0 - 19 Healthy Child Programme Review and Re- Procurement.	Director of Public Health	(Pages 221 - 238)
8.	Better Care Fund Update.	Chief Executive	(Pages 239 - 272)
9.	Enforcement Programme for Underage Sales of Tobacco Products and Aerosol Paint Products 2016/2017.	Chief Executive	(Pages 273 - 282)
10.	Items referred from Overview and Scrutiny.		
11.	Any other items which the Chairman has decided to take as urgent.		
12.	Exclusion of the Press and Public.		
	<i>The public are likely to be excluded during the following item of business in accordance with Section 100(A) of the Local Government Act 1972:-</i>		
13.	Potential Strategic Development Area, Lutterworth East.	Director of Corporate Resources	(Pages 283 - 292)

(Exempt under Paragraphs 3 and 10 of Schedule 12A)

Minutes of a meeting of the Cabinet held at County Hall, Glenfield on Monday, 9 May 2016.

PRESENT

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

Mr. R. Blunt CC	Mr. B. L. Pain CC
Mr. Dave Houseman MBE, CC	Mrs. P. Posnett CC
Mr. J. T. Orson JP CC	Mr. J. B. Rhodes CC
Mr. P. C. Osborne CC	Mr. E. F. White CC
Mr. I. D. Ould CC	

In attendance

Mr. G. A. Hart CC, Mr. P. G. Lewis CC

Mr. R. Shepherd CC, Dr. R. K. A. Feltham CC, Mr. R. Sharp CC, Mr. S. J. Galton CC

418. Minutes of the previous meeting.

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

419. Urgent items.

There were no urgent items for consideration.

420. Declarations of interest.

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

Mr. Rhodes CC and Mrs Posnett CC each declared a personal interest in item no. 4 on the agenda (Development of a Melton Mowbray Transport Strategy) as Leader and Deputy Leader (and Leader elect) of Melton Borough Council respectively. Mrs Posnett CC said she would leave the meeting whilst that item was considered. Mr. Orson CC declared a personal interest in item 4 as a member of Melton Borough Council and also a pecuniary interest as a local landowner. He undertook to leave the meeting whilst that item was considered.

Mr. Rhodes CC and Mrs Posnett CC each declared a personal interest in item no. 6 on the agenda (Countywide Infrastructure Organisation for the Provision of Voluntary and Community Sector Support) as Leader and Deputy Leader (and Leader elect) of Melton Borough Council respectively.

Mr. B. L. Pain CC declared a personal interest leading to bias in item no. 13 on the agenda (Potential Strategic Development Area, Lutterworth East) as the Leader of Harborough District Council and undertook to leave the meeting whilst that item was considered.

421. Progress with the Development of a Melton Mowbray Transport Strategy.

(Mrs. Posnett CC and Mr. Orson CC both left the meeting whilst this item was considered).

The Cabinet considered a report of the Director of Environment and Transport concerning proposals for the development and eventual delivery of a Melton Mowbray Transport Strategy including plans for an outer relief road. A copy of the report, marked '4', is filed with these minutes.

Mr Pain CC welcomed the report and the progress made towards the development of an outer relief road. He said that it was very important that the County Council continued to help develop the County's market towns, especially in the east of the county.

Mr White CC noted the health benefits an outer relief road and wider transport strategy could have on the local population by reducing standing traffic and improving the walking and cycling infrastructure.

RESOLVED:

- (a) That the development of the Melton Mowbray Transport Strategy (MMTS) be continued as outlined in the report, including the prioritisation of a preferred route and business case for the development of the eastern section of an Outer Relief Road (ORR);
- (b) That an MMTS Transport Strategy Fund be established for the purpose of supporting the MMTS including funding already allocated and developer contributions arising from planning permissions granted by Melton Borough Council;
- (c) That the Director of Environment and Transport be authorised to undertake the necessary consultations and negotiations as required to enable the definition of a preferred route for the ORR, which will be subject to further consideration by the Cabinet once the necessary study work has been completed;
- (d) That all appropriate opportunities to secure funding be explored such as submitting a bid via the Leicester and Leicestershire Enterprise Partnership to the Department for Transport for the Large Local Major Scheme Fund;
- (e) That where the MMTS identifies minor works that could provide immediate benefit for the town these will be supported by the Transport Strategy Fund provided that this would not be detrimental to achieving funding for an ORR;
- (f) That further reports be submitted to the Cabinet as the MMTS is developed including the progress of the eastern ORR business case.

(KEY DECISION)

REASON FOR DECISION:

To enable the ongoing delivery of growth in Melton Mowbray, supported by an effective transport strategy, in line with the requirements and timetable of the new Melton Local Plan which includes provision for the delivery of the north and south sections of the ORR, funded by developers.

Developing a Melton Mowbray Transport Strategy will best ensure the necessary coordination of potential future transport investments in the town. It will also provide a robust basis to secure funding from public and private sources.

An MMTS Transport Strategy Fund will allow the money secured from public sources to be added to developer contributions to ensure best use of both, as guided by the Melton Mowbray Transport Strategy.

422. Leicestershire Minerals and Waste Local Plan.

The Cabinet considered a report of the Chief Executive which sought the Cabinet's approval for the Minerals and Waste Local Plan to be recommended to the full Council for publication and public consultation and subsequent submission for examination by the Planning Inspectorate. A copy of the report, marked '5', is filed with these minutes.

The Chief Executive said that the title of Appendix B to the report should have read 'Leicestershire Minerals and Waste Local Plan - *Minerals and Waste Development Scheme*' (not 'Local Development Scheme')

RESOLVED:

- (a) That the revised Minerals and Waste Development Scheme as set out in Appendix B to the report be approved;
- (b) That the County Council be recommended to;
 - (i) Agree that the Leicestershire Minerals and Waste Local Plan (MWLP) – Pre-Submission Document attached as Appendix A to the report be published for consultation as the document to be submitted to the Secretary of State for Communities and Local Government in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and subsequently to be submitted to the Secretary of State;
 - (ii) Authorise the Chief Executive to undertake the statutory publicity and consultation required prior to submission to the Secretary of State and complete the preparation of the documents necessary to accompany the Submission Plan and comply with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012;
 - (iii) Authorise the Head of Planning following consultation with the Cabinet Lead Member to make such minor adjustments to the Pre-Submission Plan or accompanying documents as he considers necessary, including changes considered appropriate in response to the Pre-Submission consultation and issues raised by the Planning Inspector post submission.

(KEY DECISION)

REASON FOR DECISION:

In order to comply with the Planning and Compulsory Purchase Act 2004, and the Town and Country Planning (Local Planning) (England) Regulations 2012, the County Council must prepare a Minerals and Waste Local Plan for submission to the Secretary of State for independent Examination by a Planning Inspector before it can be adopted by the County Council.

Stakeholder consultation has taken place as part of the preparation of the MWLP and the Sustainability Appraisal report required to accompany it but there is a need to undertake a formal consultation prior to the submission of the Plan to the Secretary of State.

423. Countywide Infrastructure Organisation for the Provision of Voluntary and Community Sector Support.

The Cabinet considered a report of the Chief Executive detailing the results of a review concerning a new contract to provide a Countywide Infrastructure Organisation capable of delivering effective and targeted support for the voluntary and community sector in Leicestershire. A copy of the report, marked '6', is filed with these minutes.

Mrs Posnett CC welcomed the in depth review which had helped shape and develop the replacement support service.

RESOLVED:

- (a) That the results of the review of the Countywide Infrastructure Organisation (CIO) contract be noted;
- (b) That the existing funding partners be asked to indicate if they wish to fund a replacement CIO contract and the value of such funding;
- (c) Having regard to the outcome of (b) above, the Chief Executive, in consultation with the Director of Corporate Resources, be authorised to tender and procure a new CIO service for a term of three years with an option to extend the contract for a further 18 months in accordance with proposals set out in paragraphs 28 to 32 of the report.

REASON FOR DECISION:

To support the implementation of the Leicestershire Communities Strategy through continuing effective provision of support to voluntary and community sector (VCS) groups and organisations in the County.

424. 0 - 19 Healthy Child Programme Review and Re- Procurement.

The Cabinet considered a report of the Director of Public Health which detailed the results of a 0-19 Health Needs Assessment and sought approval for the procurement of a new 0-19 Healthy Child Programme which would combine the existing Health Visitor and School Nursing services. A copy of the report, marked '7', is filed with these minutes.

Mr White CC welcomed the new combined services which would continue to focus on prevention and early intervention and enable public health nurses to be placed in the heart of communities which would benefit children of all ages.

Mr Ould CC noted that the new service would prioritise the health of looked after children, children with special educational needs and/ or disabilities, traveller families and children and young people at risk of sexual exploitation.

RESOLVED:

- (a) That the results of the full health needs assessment and service review and the development of a new service model for 0–19 Healthy Child Programme be noted;
- (b) That progression to commence a procurement exercise in line with the proposed Procurement Quality Award criteria be approved;
- (c) That the Director of Public Health in consultation with the Director of Corporate Resources be authorised to award the contracts for the provision of a 0-19 Healthy Child Programme with effect from 1 April 2017.

REASON FOR DECISION:

Following the transfer of commissioning responsibilities for school nursing (April 2013) and health visiting (October 2015), a full health needs assessment has been conducted.

The new model will result in a better integrated and more effective service and contribute towards Medium Term Financial Strategy savings targets of £500,000 per annum from April 2017.

Approval has ensured the timetable for the procurement is met and a new contract can be in place as required by 1 April 2017.

425. Better Care Fund Update.

The Cabinet considered a report of the Chief Executive, which advised that the Health and Wellbeing Board had submitted the Better Care Fund (BCF) Plan to NHS England in line with the national timetable and that the BCF Section 75 Agreement and associated governance arrangements for the pooled budget would continue into 2016/17. A copy of the report, marked '8', is filed with these minutes.

RESOLVED:

- (a) That the submission of the Better Care Fund Plan for 2016/17 be noted;
- (b) That the continuation of the rolling BCF Section 75 Agreement and associated governance arrangements for 2016/17 be noted.

REASON FOR DECISION:

National BCF Guidance required all local areas to refresh BCF plans for 2016/17 with approval from their Health and Wellbeing Board, by May 3 2016.

426. Enforcement Programme for Underage Sales of Tobacco Products and Aerosol Paint Products 2016/2017.

The Cabinet considered a report of the Chief Executive regarding the proposed Enforcement Programmes for underage sales of tobacco products and aerosol paint products for 2016/2017. A copy of the report, marked '9', is filed with these minutes.

RESOLVED:

That the 2016/2017 enforcement programmes for underage sales of tobacco products and aerosol paints, as set out in the appendices to the report, be approved.

REASON FOR DECISION:

To enable the County Council to meet its statutory obligation under Section 5(1) of the Children and Young Persons (Protection from Tobacco) Act 1991 (as amended) and Section 54A of the Anti-Social Behaviour Act 2003.

427. Items referred from Overview and Scrutiny.

There were no items referred from Overview and Scrutiny.

428. Exclusion of the Press and Public.

RESOLVED:

That under Section 100A of the Local Government Act 1972, the public be excluded for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs 5 and 10 of Part 1 of Schedule 12A of the Act specified below and that, in all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

- Potential Strategic Development Area, Lutterworth East

429. Potential Strategic Development Area, Lutterworth East.

(Mr. Pain CC left the meeting whilst this item was considered).

The Cabinet considered an exempt report of the Director of Corporate Resources seeking approval for the continued promotion of a piece of land located to the east of Lutterworth as part of a Strategic Development Area. A copy of the report, marked '13', is filed with these minutes. The report was not for publication by virtue of paragraphs 5 and 10 of Schedule 12(A) of the Local Government Act 1972.

RESOLVED:

- (a) That the County Council owned land at Lutterworth East continues to be promoted as part of the proposed Strategic Development Area for inclusion in the emerging Harborough District Local Plan;
- (b) That discussions continue between the County Council and the other key landowners in the proposed Strategic Development Area in respect of a collaboration agreement to enable the promotion and future development of the whole site;

- (c) That the Director of Corporate Resources be authorised to undertake the necessary work to progress (a) and (b) above, including the procurement of specialist advice on the development of collaboration agreements and the development of Strategic Vision documentation, Transport Assessment Studies and feasibility/viability appraisals;
- (d) That further reports be submitted to the Cabinet as appropriate regarding progress with the matter.

(KEY DECISION)

REASON FOR DECISION:

To further the inclusion of the Strategic Development Area in the emerging Harborough District Local Plan and facilitate cooperation with the other key landowners.

2.00 - 2.36 pm
09 May 2016

CHAIRMAN

**CABINET – 9 MAY 2016****PROGRESS WITH THE DEVELOPMENT OF A
MELTON MOWBRAY TRANSPORT STRATEGY****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. In September 2015 the Cabinet considered a report setting out proposals for the development and eventual delivery of a Melton Mowbray Transport Strategy, including plans for an outer relief road for the town. The purpose of this report is to advise the Cabinet of further transport study work that has since been undertaken and seek agreement to the way forward, including prioritising the development of a preferred route for the eastern part of an Outer Relief Road (ORR) and establishing a Transport Strategy Fund for the MMTS.

Recommendation

2. It is recommended that:
 - (a) The development of the Melton Mowbray Transport Strategy (MMTS) is continued as outlined in the report, including the prioritisation of a preferred route and business case for the development of the eastern section of an Outer Relief Road (ORR);
 - (b) An MMTS Transport Strategy Fund be established for the purpose of supporting the MMTS including funding already allocated and developer contributions arising from planning permissions granted by MBC;
 - (c) The Director of Environment and Transport be authorised to undertake the necessary consultations and negotiations as required to enable the definition of a preferred route for the ORR, which will be subject to further consideration by the Cabinet once the necessary study work has been completed;
 - (d) All appropriate opportunities to secure funding should be explored such as submitting a bid via the Leicester and Leicestershire Enterprise Partnership to the Department for Transport for the Large Local Major Scheme Fund;
 - (e) Where the MMTS identifies minor works that could provide immediate benefit for the town these will be supported by the Transport Strategy Fund provided that this would not be detrimental to achieving funding for an ORR;
 - (f) Further reports are made to the Cabinet on the MMTS including the development of the eastern ORR business case.

Reason for Recommendations

3. The reason for this work is to enable the ongoing delivery of growth in Melton Mowbray, supported by an effective transport strategy, in line with the requirements and timetable of the new Melton Local Plan which includes provision for the delivery of the north and south sections of the ORR, funded by developers.
4. Developing a Melton Mowbray Transport Strategy will best ensure the necessary coordination of potential future transport investments in the town. It will also provide a robust basis to secure funding from public and private sources.
5. An MMTS Transport Strategy Fund would allow the money secured from public sources to be added to developer contributions to ensure best use of both, as guided by the Melton Mowbray Transport Strategy.

Timetable for Decisions (including Scrutiny)

6. Melton Borough Council (MBC) will consider a report at its next full council meeting in June 2016.
7. Continued work to develop a Strategy as soon as possible will assist MBC in its consideration of planning applications for developments in the town and in the preparation of its new Local Plan, minimising the risk of 'unplanned' development.
8. Subject to the Council's approval, preliminary discussions with funders will commence immediately and an initial Large Local Major Schemes fund bid will be submitted in July 2016.
9. Having published the Preferred Options for the Local Plan for consultation in January 2016, MBC is currently working to a timetable which now includes the final "Publication Plan" being published for consultation in November 2016, with the aim of having the plan adopted by the end of 2017. The MMTS and supporting evidence will inform this process.

Policy Framework and Previous Decisions

10. Supporting the economy of Market Towns and rural Leicestershire is a priority of the Leicester and Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan, which was approved by the Cabinet on 5th March 2014.
11. The Enabling Growth Action Plan, approved by the Cabinet on 16th March 2015, identifies supporting the development of employment land in Market Towns as a priority activity for the County Council. It includes a specific action to work with MBC to plan for the future growth of Melton Mowbray.
12. The third Leicestershire Local Transport Plan (LTP3), approved by the County Council in March 2011, contains six strategic transport goals. Goal 1 is to have a transport system that supports a prosperous economy and provides successfully for population growth.
13. The Environment and Transport Interim Commissioning Strategy, approved by the Cabinet on 19th April 2016, contains an action to take forward work to identify and

cost a preferred scheme to address Melton Mowbray's transport problems.

Resource Implications

14. The development of a MMTS was initially estimated to cost in the region of £1.5m. The Cabinet agreed on 11th September 2015 that up to £0.5m would be funded by the County Council; subject to match funding being available. MBC has allocated £0.4m. The LLEP has been approached to support this project and a bid is included within its current pipeline of projects for Local Growth Fund 3. By pooling the funds already allocated together with the developer contributions an MMTS Transport Strategy Fund can be designated.
15. Melton Borough Council approved a planning application for up to 520 houses off Leicester Road on the 21st April 2016 and this development includes a contribution of up to £4.5m towards strategic transport infrastructure, the availability of which is dependent on the progress of the development. The MMTS will ensure the best use of this funding.
16. This means that the MMTS, including development of the eastern ORR business case, can begin immediately using the available funds.
17. In the 2016 budget, the Chancellor announced a Large Local Major Schemes Fund. Funding bids to this must to be submitted through the LLEP. Schemes must be valued in excess of £52m. Initial bids need to be submitted by July 2016. This fund could be a source of both detailed design and construction funding for the ORR.
18. The development and full completion of an ORR would be subject to the availability of necessary funding and would likely take the lifetime of Melton's new Local Plan to deliver (i.e. to 2036) although every effort will be made to bring this forward if possible.
19. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

A copy of this report has been sent to the following members - Mr. J. T. Orson JP CC, Mr. J. B. Rhodes CC, Mrs. P. Posnett CC, and Mr. A. E. Pearson CC

Officer to Contact

Phil Crossland - Director
Environment and Transport
Tel: (0116) 305 7000
Email: phil.crossland@leics.gov.uk

PART B**Background**

20. Melton Borough Council's draft Local Plan suggests a potential level of growth that will significantly increase development levels in the town beyond that which has been delivered in recent years.
21. Despite previous investments in highway improvements, there continue to be some significant traffic problems in the town which are already acting as a constraint on the town's growth.
22. A number of separate, but inter-linked, studies have been undertaken by transport consultants Jacobs, on behalf of the County Council, using the Leicester and Leicestershire Integrated Transport Model (LLITM). The latest report, completed in April 2016, considered in principle the routing for options to the East and West of the town, and the findings of this are summarised below.
23. In summary, the studies confirm the extent to which the town is affected by existing traffic volumes and at peak times a number of main routes into the town are shown to have delays in excess of 3 minutes per mile, an indicator of severe congestion.
24. The studies also highlight that the main problems appear to be centred on a relatively small number of junctions in and around the town centre (shown in the plan attached as Appendix A to this report). These junctions are at crucial points on the network where the main routes into the town converge and where there are limited alternative routes for traffic.
25. It is considered that a Transport Strategy is therefore needed to support the strategic growth of the town and to fulfil the dual aim of facilitating the introduction of an ORR, but also helping the town to temper some of those interim negative impacts through the introduction of more modest transportation measures.
26. As indicated in the previous report to the Cabinet (15th September 2015) the 'do nothing' option is not considered tenable. The town makes an important contribution to the economy of Leicester and Leicestershire and it is an important service centre for those who live in its rural hinterland.
27. The Cabinet agreed that the County Council would work with MBC to develop a Transport Strategy, which would focus initially on identifying a preferred corridor for an ORR. It agreed also that new developments in the vicinity could be supported in the interest of obtaining developer contributions, accepting that these might cause a temporary deterioration in traffic conditions until such time as the scheme was completed.
28. Developer contributions will be provided through section 106 planning agreements linked to planning permissions granted by Melton BC. Accordingly Melton BC will need to be satisfied that the Highway requirements recommended (including financial contributions towards the funding of the ORR) comply with Regulations governing what contributions can be required and the number of them that can be pooled and used for the ORR.

Progress

29. As shown at Appendix B, ORR links to the north and south of the town will be an integral part of any proposed development as set out in the Melton Borough Council's Local Plan and as such these ORR sections have a high likelihood of proceeding without depending on either council or bid funds. Further development of these will be subject to discussions and negotiations between developers and the Local Planning Authority (MBC) with support from the County Council as the Highway Authority as part of the MMTS.
30. Since September 2015, further work has been done by County and Borough Council officers supported by Jacobs consultants which considered broad routing options and a link to the east and the west of the town. Jacobs were engaged to provide expert input to the appraisal process and a full report was prepared in April 2016, the results of which are summarised in paragraphs 30 - 37 below. The draft report is available at www.leicestershire.gov.uk/roads-and-travel/road-maintenance/transport-studies Whilst its content maybe subject to ongoing presentational refinement, it is not anticipated that key findings will alter as a result. Any variance from this will be reported to the Cabinet.

The Options

31. Jacobs prepared a comparison of ORR options to the east and west of the town, which involved an assessment of relative strengths and weaknesses of each option through transport modelling and a government approved Early Assessment and Sifting Tool. (E.A.S.T)
32. It was concluded that both options to the east and west had similar benefits. The western option directly serves employment sites but must cross a river and a railway line. The eastern section, albeit with a lower contribution to economic development, by virtue of being shorter, provides greater transport benefits at lower costs.
33. A summary of the modelling outputs is given below. These represent indicative amounts used for testing options and are not as yet definitive estimates.

	West	East
Construction Cost	£107. m	£83.m
Cost to Traffic Benefits Ratio	0.6 – 1.0	1.1 – 1.9
Annual Economic Benefit *	£109m	£102m

**Economic benefit defined as Gross Value Added. Normally considered over 10 years*

34. Transport models can only estimate based on statistics and algorithms. Local knowledge and discussions with local businesses regarding their expansion requirements, suggests that existing businesses in the west of Melton would still gain significant economic benefit from the east option.
35. More detailed research with businesses will be needed to establish exact employer requirements. Early indications are that the east option enables changes in access patterns to the central area that could help expansion and relocation plans and facilitate a balanced supply of employment sites including valuable 'incubator' units.

36. The eastern ORR has a higher cost benefit ratio. This is not the only factor influencing the chance of bid success but it is one of the first things that scheme funders look for. It is highly unlikely that a scheme with a cost benefit ratio below 1 will be successful in securing funding bids under current Department for Transport guidance. Given this, and considering the overall costs and benefits, it is sensible to make the eastern option the priority to take forward for seeking funding.
37. By focussing MMTS resources on a single corridor to the east, best use of resources can be made. A corridor study can identify the broad route, and this will enable the creation of an outline business case suitable for funding applications.
38. Whilst it is not proposed to pursue the western route at present it is possible that this might be reviewed in the future if, for example, the funding situation changes. The modelling work could then be used to support a business case.
39. The options for allocating resources to highway design will need to balance the requirements for:
 - i. A route sufficiently developed to engage with funding agencies
 - ii. Preliminary surveys to help a scheme become 'shovel ready'
 - iii. Avoiding blight whilst providing reassurance on progress.
40. This will be kept under review in order to take maximum opportunity of every relevant potential funding opportunity as these might arise at short notice. This may require the Director of Environment and Transport to enter into discussions with interested parties and stakeholders.
41. Further study work and detailed modelling needs to be carried out to help support strategic growth across the County and Melton Mowbray is included in this work. The MMTS will continue to use the LLITM transport model and detailed junction analysis to identify future and current problem areas and alongside specialist input, to support town centre management and study how the demands of housing, jobs and growth can be accommodated.
42. For the avoidance of doubt, this report does not determine the line of the ORR or the eastern link. The definition of a preferred route will be subject to, amongst other things, further study work; public consultations and (as required) negotiations with property and land owners; and further consideration by the Cabinet.

Consultation

43. Levels of traffic congestion in the town and the potential traffic impacts of further development have been a long standing issue of concern to local residents.
44. There has previously been a residents' Action Group that opposed development to the north of the town, including in respect of potential traffic impacts. These concerns were particularly expressed during the development of the proposed Melton Core Strategy, which was not progressed to adoption following a public inquiry in 2013.
45. As part of the development of the Melton Mowbray Transport Strategy, public consultation will be undertaken at the appropriate time, including on the Eastern

ORR. It will also be necessary for officers to engage with relevant local landowners.

Equality and Human Rights Implications

46. Proposals are aimed at tackling congestion both now and in the future and helping to provide more reliable journey times. In turn, this will facilitate strategic growth that should help to meet the social and economic needs of Melton Mowbray's current and future residents. No detailed assessment has been done at this early stage but if an ORR scheme were to be taken forward an Equality and Human Rights Impact Assessment will be completed at an appropriate point.

Background Papers

Cabinet - 11 September 2015 Development of a Melton Mowbray Transport Strategy
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4230&Ver=4>

Cabinet – 5 March 2014 Strategic Economic Plan
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3988&Ver=4>

Cabinet – 16 March 2015 Enabling Growth Plan
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4360&Ver=4>

Cabinet – 8 March 2011 Third Local Transport Plan (LPT3) (2011-2026)
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3122&Ver=4>

Cabinet – 16 March 2015 Local Transport Plan Draft Implementation Plan 2015-16
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4360&Ver=4>

Appendices

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|------------|---|--|
| Appendix A | - | Key town centre junctions in Melton Mowbray |
| Appendix B | - | Diagrammatic representation of outer relief road links |