



TO COUNCILLOR:

Mrs R H Adams
N Alam
L A Bentley
G A Boulter
J W Boyce
Mrs L M Bradley
F S Broadley
D M Carter
M H Charlesworth

M L Darr
R F Eaton
Mrs L Eaton JP (Mayor)
D A Gamble
F S Ghattoraya
Mrs S Z Haq
Miss P V Joshi
J Kaufman
Mrs L Kaufman (Deputy Mayor)

Miss A Kaur
C D Kozlowski
Mrs H E Loydall
K J Loydall
D W Loydall
Mrs S B Morris
R E R Morris
Dr I K Ridley

Dear Sir or Madam

I hereby **SUMMON** you to attend a meeting of the **FULL COUNCIL** to be held **BY REMOTE VIDEO CONFERENCE (SEE INSTRUCTIONS BELOW)** on **TUESDAY, 30 MARCH 2021** at **7.00 PM** for the transaction of the business set out in the Agenda below.

Yours faithfully

Council Offices
Wigston
22 March 2021

Mrs Anne E Court
Chief Executive



SPECIAL NOTE:

This remote meeting is convened and held in accordance with section 78 of the Coronavirus Act 2020 and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 to which Part 4, Section 1A of the Council's Constitution (Remote Meeting Procedure Rules) will apply. This meeting is open to the press and public to observe by streaming the meeting's live proceedings. Instructions regarding the access arrangements for this meeting are below.

ITEM NO.

AGENDA

PAGE NO'S

① Remote Video Conference | Instructions

This meeting will take place as a remote video conference.

Meeting Participants:

Zoom Video Conferencing Webinar

Cont'd

A webinar invitation will be sent by e-mail to all Members, Officers and Guests.

Press & Public Access:

YouTube Live Stream

A direct link to the live stream of the meeting's proceedings on the Council's YouTube Channel is below.

https://youtu.be/vy_UJfJYsS0

Remote Meeting Procedure Rules:

A summary of the Remote Meeting Procedures Rules to be adopted for the meeting is attached for reference.

5 - 6

1. Calling to Order of the Meeting

The meeting of the Council will be called to order to receive Her Worship The Mayor and Deputy Mayor.

2. Apologies for Absence

To receive apologies for absence from Members to determine the quorum of the meeting in accordance with Rule 7 of Part 4 of the Constitution.

3. Declarations of Interest

Members are reminded that any declaration of interest should be made having regard to the Members' Code of Conduct. In particular, Members must make clear the nature of the interest and whether it is 'pecuniary' or 'non-pecuniary'.

4. Minutes of the Previous Meeting

7 - 14

To read, confirm and sign the minutes of the previous meeting in accordance with Rule 19 of Part 4 of the Constitution.

a. Personal Statement

Councillor M H Charlesworth (Deputy Leader of the Council)

5. Action List Arising from the Previous Meeting

There was no Action List arising from the previous meeting.

6. Motions on Notice

To consider any Motions on Notice in accordance with Rule 14 of Part 4 of the Constitution.

7. Petitions, Deputations and Questions

To receive any Petitions, Deputations and, or, to answer any Questions by Members or the Public in accordance with Rule(s) 11, 12, 13 and 10 of Part 4 of the Constitution and the Petitions Procedure Rules respectively.

8. Mayor's Announcements

To receive any announcements from the Mayor in accordance with Rule 2 of Part 4 of the Constitution.

a. List of Official Mayoral / Deputy Mayoral Engagements

All civic engagements undertaken by the Mayor and Deputy Mayor have been suspended during the coronavirus (COVID-19) pandemic.

9. Leader's Statement

To receive any statement from the Leader of the Council in accordance with Article 2.9.2(ii) of Part 2 of the Constitution.

10. Corporate Plan (2019-2024) - 2021/22 Update	To Follow
Report of the Chief Executive / Head of Paid Service	
11. Review of Health and Safety (2019-21)	15 - 28
Report of the Health and Safety Officer	
12. Scheme of Members' Allowances (2021/22)	29 - 40
Report of the Head of Law & Democracy / Monitoring Officer	
13. Approval of Public Space Protection Order (Regulation of Dogs) 2021	41 - 69
Report of the Regulatory Services Manager	
14. Adoption of Public Realm Strategy Supplementary Planning Document (2021)	70 - 207
Report of the Planning Policy Manager	
15. Leicester & Leicestershire Statement of Common Ground Relating to Housing and Employment Land Needs (March 2021)	208 - 248
Report of the Head of Built Environment Report of the Planning Policy Manager	
16. Proposed Car Park Strategy (2021-2026)	249 - 262
Report of the Corporate Asset Manager	
17. Exclusion of the Press and Public	
The press and public are likely to be excluded from the remainder of the meeting in accordance with Section 100(A)(4) of the Local Government Act 1972 (Exempt Information) during consideration of the item(s) below on the grounds that it involves the likely disclosure of exempt information, as defined in the respective paragraph(s) 1 and 3 of Part 1 of Schedule 12A of the Act and, in all the circumstances, the public interest in maintaining the exempt item(s) outweighs the public interest in disclosing the information.	
18. Proposed Commercial Car Park Charges (Exempt)	263 - 282
Exempt Report of the Corporate Asset Manager	

For more information, please contact:

Democratic Services

Oadby and Wigston Borough Council
Council Offices
Station Road, Wigston
Leicestershire
LE18 2DR

t: (0116) 257 2775

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**You can access all available public meeting documents
and audio-visual live streams and recordings electronically on:**



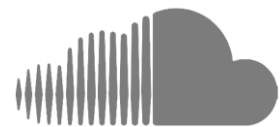
Our website **oadby-wigston.gov.uk** under
'Your Council' and
**'Meeting Dates,
Agendas & Minutes'**



Your smart **iPad**,
Android or
Windows tablet
device with the
'Modern.Gov' app



Our **YouTube** Channel
ow.ly/FYQW50zDNkc
or smart device with the
'YouTube' app
(facilitated by **'Zoom'**)



Our audio platform
**soundcloud.com/
oadbywigstonbc** or
smart device with the
'SoundCloud' app

**MINUTES OF THE MEETING OF THE FULL COUNCIL HELD BY REMOTE VIDEO
CONFERENCE THURSDAY, 18 FEBRUARY 2021 COMMENCING AT 6.00 PM**

PRESENT (BY REMOTE LINK)

Mrs L Eaton JP Mayor
Mrs L Kaufman Deputy Mayor



COUNCILLORS

Mrs R H Adams
N Alam
L A Bentley
G A Boulter
J W Boyce Leader of the Council
Mrs L M Broadley
F S Broadley
D M Carter
M H Charlesworth Deputy Leader of the Council
M L Darr
R F Eaton
D A Gamble
F S Ghattoraya Deputy Leader of the Opposition
Mrs S Z Haq
Miss P V Joshi Leader of the Opposition
J Kaufman
Miss A Kaur
C D Kozlowski
K J Loydall
D W Loydall
Mrs S B Morris
Dr I K Ridley

OFFICERS IN ATTENDANCE (BY REMOTE LINK)

S J Ball Trainee Solicitor (acting as the Democratic Services Officer)
C Campbell Head of Finance / Deputy Section 151 Officer
Mrs A E Court Chief Executive / Head of Paid Service
Mrs P Fisher Head of Customer Service & Transformation
D M Gill Head of Law & Democracy / Monitoring Officer
Ms V Hewitt People Manager
S Hinds Deputy Chief Executive / Section 151 Officer
A Thorpe Head of Built Environment
S Tucker Democratic & Electoral Services Manager / Deputy Monitoring Officer

37. CALLING TO ORDER OF THE MEETING

The meeting of the Council was called to order to receive Her Worship The Mayor and Deputy Mayor.

A minute's silence was observed in memory of both the late former Councillor Jim Allen who passed away on 21 January 2021, and the late former Officer Jez Crooks who passed away on 16 January 2021.

38. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Mrs H E Loydall and R E R Morris.

39. DECLARATIONS OF INTEREST

None.

40. MINUTES OF THE PREVIOUS MEETING

By affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

The minutes of the previous meeting held on 15 December 2020 be taken as read, confirmed and signed.

41. ACTION LIST ARISING FROM THE PREVIOUS MEETING

There was no Action list arising from previous meeting held on 15 December 2020.

42. MOTIONS ON NOTICE

None.

43. PETITIONS, DEPUTATIONS AND QUESTIONS

None.

44. MAYOR'S ANNOUNCEMENTS

44a. LIST OF OFFICIAL MAYORAL / DEPUTY MAYORAL ENGAGEMENTS

By affirmation of the meeting, it was:

UNANIMOUSLY RESOLVED THAT:

The continued suspension of all civic engagements undertaken by the Mayor and Deputy Mayor due to the coronavirus (COVID-19) pandemic be noted.

In accordance with Rule 6.3 of Part 4 of the Constitution, the Mayor moved for the order of business to be altered and taken in the order as reflected in the minutes.

By affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

The order of business be altered and taken accordingly.

45. COUNCIL TAX SETTING (2021/22)

The Council gave consideration to the report (as set out at pages 10 - 15 of the agenda reports pack) which asked it set and approve the amount of Council Tax for the Borough of Oadby and Wigston for 2021/22 in accordance with section 30(2) of the Local Government

Finance Act 1992 as amended by the Localism Act 2011.

It was moved by the Leader of the Council and seconded by Councillor D A Gamble that the recommendations be put to the vote en bloc and

UNANIMOUSLY RESOLVED THAT:

- A. It be noted that under powers delegated to the Chief Finance Officer, the Council has calculated the amount of 17,558.7 as its Council Tax base for the financial year 2021/22 in accordance with the Local Authorities (Calculation of Council Tax Base) (England) Regulations 2012.**
- B. It be noted that the Council Tax requirement for the Council's own purposes for 2021/22 is £4,117,515.**
- C. The following amounts be calculated by the Council for the year 2021/22 in accordance with sections 30 to 36 of the Local Government Finance Act 1992 (as amended):**
- (i) £34,464,259 being the aggregate of the amounts which the Council estimates for the items set out in section 31A(2) of the Act.**
- (ii) £30,346,744 being the aggregate of the amounts which the Council estimates for the items set out in section 31A(3) of the Act.**
- (iii) £4,117,515 being the amount by which the aggregate at C(i) above exceeds the aggregate at C(ii) above, calculated by the Council, in accordance with section 31 A (4) of the Act, as its Council Tax Requirement for the year.**
- (iv) £234.50 being the amount at C(iii) divided by the amount at A above, calculated by the Council, in accordance with section 3 B of the Act, as the basic amount of its Council Tax for the year.**
- (v) Valuation Bands**

Oadby and Wigston Borough Council Base Element of the 2021/22 Council Tax			
A	B	C	D
£	£	£	£
156.33	182.39	208.44	234.50
E	F	G	H
£	£	£	£
286.61	338.72	390.83	469.00

Being the amounts given by multiplying the amount at C(iv) above by the

number which, in the proportion set out in section 5(1) of the Act, is applicable to dwellings listed in a particular valuation band divided by the number which in that proportion is applicable to dwellings listed in valuation Band D, calculated by the Council, in accordance with section 36(1) of the Act, as the amount to be taken into account for the year in respect of categories of dwellings listed in different valuation bands.

- D. It is noted that for the year 2021/22, the Police and Crime Commissioner for Leicester/shire, and the Leicester/shire and Rutland Combined Fire Authority have stated the following amounts in precepts issued to the Council, in accordance with section 40 of the Local Government Finance Act 1992, for each of the categories shown below and that Leicestershire County Council have indicated that their provisional precept will be confirmed on 17 February 2021.

Precepting Authorities - Valuation Bands

Leicestershire County Council			
A	B	C	D
£	£	£	£
940.52	1,097.28	1,254.03	1,410.78
E	F	G	H
£	£	£	£
1,724.29	2,037.80	2,351.30	2,821.56

Police and Crime Commissioner for Leicester and Leicestershire			
A	B	C	D
£	£	£	£
165.49	193.07	220.65	248.23
E	F	G	H
£	£	£	£
303.39	358.55	413.72	496.46

Leicester, Leicestershire and Rutland Combined Fire Authority			
A	B	C	D
£	£	£	£

46.19	53.89	61.59	69.29
E	F	G	H
£	£	£	£
84.69	100.09	115.48	138.58

- E. That having calculated the aggregate in each case of the amounts at C(v) and D above, the Council, in accordance with section 30(2) of the Local Government Finance Act 1992, set the following amounts as the amounts of Council Tax for the year 2021/22 for each of the categories of dwellings shown below.**

Valuation Bands

Total Council Tax Payable by - Oadby and Wigston Borough Council Residents			
A	B	C	D
£	£	£	£
1,308.53	1,526.63	1,744.71	1,962.80
E	F	G	H
£	£	£	£
2,398.98	2,835.16	3,271.33	3,925.60

In accordance with Rule 18.3.2 of Part 4 of the Constitution, as required by Regulation 4 and Part 3 of Schedule 2 of the Local Authorities (Standing Orders) (England) Regulations 2001 (as amended), the names of the Members who casted a vote for the motion or against the motion or who abstained from voting were recorded as follows:

Votes For (24)	Votes Against (0)	Abstentions (0)
Mrs R H Adams		
N Alam		
L A Bentley		
G A Boulter		
J W Boyce		
Mrs L M Broadley		
F S Broadley		
D M Carter		
M H Charlesworth		
M L Darr		
R F Eaton		

Mrs L Eaton JP		
D A Gamble		
F S Ghattoraya		
Mrs S Z Haq		
Miss P V Joshi		
J Kaufman		
Mrs L Kaufman		
Miss A Kaur		
C D Kozlowski		
K J Loydall		
D W Loydall		
Mrs S B Morris		
Dr I K Ridley		

46. BUDGET AND MEDIUM-TERM FINANCIAL STRATEGY (2021/22)

The Council gave consideration to the report and appendices (as set out at pages 16 - 66 of the agenda reports pack) which asked it to approve the projected General Fund base budget position for 2021/22 based upon the Local Government Finance Settlement and consider the Capital Programme for 2021/22 (excluding carry forwards from 2020/21).

The report was commended by the Chair of the Policy, Finance and Development Committee, Councillor D A Gamble, and with reference to a presentation which provided Members with a number of headline budget statistics (as set out at slide 1). A written copy of the Chair's statement and the presentation is filed with these minutes.

It was moved by Councillor D A Gamble and seconded by Councillor Dr I K Ridley that the recommendations, as amended as proposed by Councillor Mrs S B Morris and seconded by Councillor Mrs L M Broadley, be put to the vote en bloc and

RESOLVED THAT:

- A. The Budget and Medium-Term Financial Strategy for 2021/2022 (as set out in the report and at Appendix 1) be approved;**
- B. Council approves the levels of reserves (as set out at paragraph 5 of the report);**
- C. The Capital Programme (as set out at Appendix 2) be approved;**
- D. The Housing Revenue Account estimates for 2021/22 (as set out at Appendix 3) be approved;**
- E. The Scale of Fees & Charges for 2021/22 (as set out at Appendix 4) be approved;**
- F. Consultations be held involving all staff, inviting participation in shaping the future of the Council, through putting ideas forward on income**

generation and providing services differently and cost effectively;

- G. A report on the details of the proposed commercial charging regime for the Council's car parks and review of the refuse and recycling service be bought back to the next or subsequent meeting of the Full Council for consideration, approval or otherwise before any actions or decisions in relation to same are taken or implemented; and**
- H. A report in relation to staff long-term sickness be bought back to the next or subsequent meeting of either the Policy, Finance and Development Committee or the People Committee.**

Votes For	21
Votes Against	0
Abstentions	3

47. PAY POLICY STATEMENT (2021/22)

The Council gave consideration to the report and appendices (as set out at pages 67 - 77 of the agenda reports pack) which asked it to approve the Council's Pay Policy Statement and its continued commitment to paying the Real Living Wage for 2021/22.

It was moved by Councillor Mrs L M Broadley, seconded by Councillor K J Loydall and

UNANIMOUSLY RESOLVED THAT:

- A. The Pay Policy Statement for 2021/22 (as set out in Appendix 1) be approved; and**
- B. The continued commitment to paying the Real Living Wage for 2021/22 be approved.**

48. LEADER'S STATEMENT

The Leader of the Council presented a Statement outlining his recent work, the administration's plans, an overview of recent decisions taken since the previous meeting of the Council and an overview of the decisions likely to be taken in the future.

This included his summation of the current commentary surrounding the future of local government financial settlement, the need for income generation and cost controls, on service delivery, on staff resources, on the Customer Service Centre and the recent Customer Service Excellence Award, on future sustainability initiatives, on assets to generate income, on growth and development, on private/public sector opportunities and on the impact of the coronavirus (COVID-19) pandemic.

A written copy of the Leader's Statement is filed with these minutes.

THE MEETING CLOSED AT 7.41 PM



Chair

Tuesday, 30 March 2021

*Printed and published by Democratic Services, Oadby and Wigston Borough Council,
Council Offices, Station Road, Wigston, Leicestershire, LE18 2DR*



Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title: **Review of Health and Safety (2019-21)**

Report Author(s): **Paul Evans (Health and Safety Officer)**

Purpose of Report:	The purpose of this report is to approve the Health and Safety Report for the two years 2019/20 and 2020/21 and approve the revised Health and Safety Policy and Statement.
Report Summary:	The Health and Safety Report (as set out at Appendix 1) is a summary of the Council's health and safety performance during the period 2019 - 2021. It provides information on accidents, risks and key activities. The Health and Safety Policy and Statement (as set out at Appendix 2) has had no changes to the document approved last financial year.
Recommendation(s):	A. That the Health and Safety Report for 2019-21 (as set out in Appendix 1) be approved; and B. That the Health and Safety Policy and Statement for March 2021 (as set out in Appendix 2) be approved.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Anne Court (Chief Executive / Head of Paid Service) (0116) 257 2602 anne.court1@oadby-wigston.gov.uk</p> <p>David Gill (Head of Law & Democracy / Monitoring Officer) david.gill@oadby-wigston.gov.uk 0116 2572626</p> <p>Margaret Kind (Corporate Asset Manager) (0116) 257 2832 margaret.kind@oadby-wigston.gov.uk</p> <p>Paul Evans (Health and Safety Officer) (0116) 257 2608 paul.evans@oadby-wigston.gov.uk</p>
Corporate Objectives:	Building, Protecting and Empowering Communities (CO1) Growing the Borough Economically (CO2) Providing Excellent Services (CO3)
Vision and Values:	"A Stronger Borough Together" (Vision) Accountability (V1)
Report Implications:-	
Legal:	The implications are as set out in the report.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Reputation Damage (CR4) Regulatory Governance (CR6)

Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable.
Human Rights:	There are no implications arising from this report.
Health and Safety:	This report discusses the health and safety at the Council for 2019/21.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None.
Background Papers:	<ul style="list-style-type: none"> • Report entitled 'Annual Review of Health and Safety 2018/19' to Policy Finance and Development Committee on 11 June 2019 • Health and Safety at Work etc. Act 1974 • Managing for Health and Safety (HSG65)
Appendices:	<ol style="list-style-type: none"> 1. Health and Safety Annual Report (2019-21) 2. Health and Safety Policy Statement (March 2021)

1. Background

- 1.1 Attached to this report at **Appendix 1**, is the Council's Health and Safety Report which provides a summary of the Council's health and safety performance during the year April 2019 – early March 2021.
- 1.2 As in previous years, the Report is structured in such a way as to reflect Health and Safety Executive guidance. It summarises the Council's health and safety policies, procedures and activities which have taken place over the last two years. The report covers two years as Covid had an impact on reporting the first year's statistics
- 1.3 The Health and Safety Policy and Statement is also attached at **Appendix 2** for approval. There are no significant amendments from the Statement that agreed in 2018/19. The Statement will be re-signed if approved.

2. Information

- 2.1 At the meeting of the Policy, Finance and Development Committee on the 1 May 2018, the report on health and safety stated that the policy and statement will be reviewed annually and also a report was presented on the performance for the previous year.
- 2.2 At that meeting members requested that this Plan incorporate additional information on comparing previous years on accidents, accident locations and near misses. Statistics on accidents at Parklands Leisure Centre & Wigston Pool and Fitness Centre were to be reported to the Service Delivery Committee by the Head of Community & Wellbeing.
- 2.3 Managing corporate risk is a key issue for all organisations in the public, private and voluntary sectors. Risks can take on many forms and organisations need to have systems in place to manage those risks. One key risk area is the health and safety of the Council's employees, of its contractors, service users and Members of the public, who may be

affected by its activities.

Effective management of health and safety risks will help the Council to:

- maximise the well-being and productivity of our employees;
- maintain the well-being of contractors, service users and Members of the public;
- stop people getting injured, ill or killed by the work they do for the Council;
- prevent damage to the Council's reputation in the eyes of service users, suppliers, other stakeholders and the wider community and public realm; and
- avoid damaging effects on certain financial areas.

2.3 This report includes appropriate health and safety information on the Council's activities and performance. This demonstrates to our stakeholder's the Council's commitment to effective health and safety risk management and performance monitoring, to support our desire to continuously improve.

OADBY & WIGSTON BOROUGH COUNCIL



Oadby & Wigston
BOROUGH COUNCIL

HEALTH AND SAFETY ANNUAL REPORT 2019 TO 2021

Produced by Paul Evans

Health and Safety Officer

March 2021

1. Introduction and Overview

The Council recognises that health and safety are management responsibilities that rank equally with professional and service responsibilities.

The purpose of the Council's health and safety policy is to provide a framework around which a safe and healthy working environment can be maintained by good working practices concerning health and safety of the employees, public (including visitors to our premises), members and contractors within the Council.

Whilst legislation exists to enforce good standards of health and safety, all employees, the public (including visitors to our premises), members and contractors, should recognise their responsibility and actively ensure that all health and safety policies are adhered to.

This is the fourth health and safety report and covers the two year period from April 2019 to March 2021.

2. Corporate Governance

Elected Members of the Council shall ensure that suitable resources are made available and take necessary strategic direction to discharge the Council's health and safety responsibilities and monitor, via reports, the overall performance of the Council's health and safety management systems.

Chief Executive (CE) will take overall responsibility for health & safety across the Council and lead in setting corporate policy and direction.

Senior Leadership Team (SLT) who is responsible for the management of risks at a corporate level.

Heads of Service are responsible for managing the risks created by their service area's activities. In particular they should ensure that work related hazards are identified and risk assessments are undertaken and that these are communicated to all relevant parties, monitored and updated.

Managers, Team Leaders and other Supervisory Staff have day-to-day responsibility for managing health and safety of the people under their control.

Employees will take reasonable care of their own health and safety and that of others affected by their acts or omissions.

Health and Safety Officer (H&SO) will be responsible for the distribution of information for effective management systems on health and safety matters.

3. Statistical Information

Regulatory Interventions: There have been no regulatory intervention from the Health and Safety Executive. There have been no interventions by the Leicestershire Fire & Rescue Service.

Auditing Activity: The Council's Internal Auditor, CW Audit has carried out an audit on aspects of health & safety of the refuse service in autumn 2020. The audits carried out by the Health and Safety Officer are given in detail in section 6.

Accident Statistics: The two tables below show the number of accidents at each council location and 'elsewhere' for 2018/19 and 2019/21. Accidents categorised as 'elsewhere' are normally staff from the depot that have accidents on site whilst collecting refuse/ recycling; undertaking grounds maintenance / street cleansing works or office based staff carrying out site based inspections.

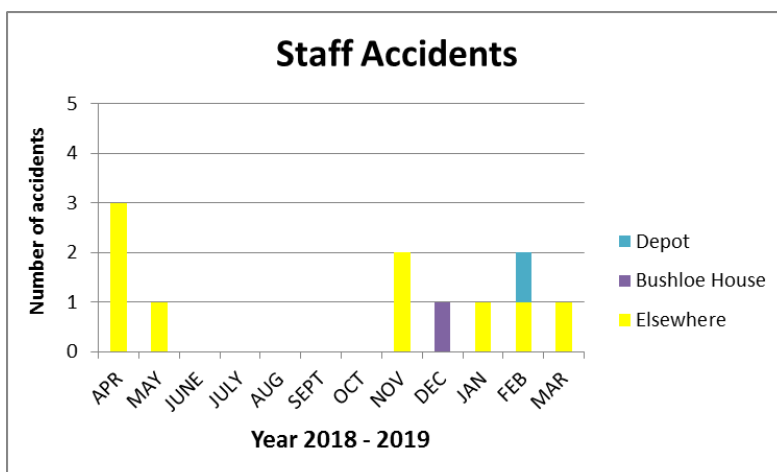


Table 1: Staff Accidents via location 2018/19

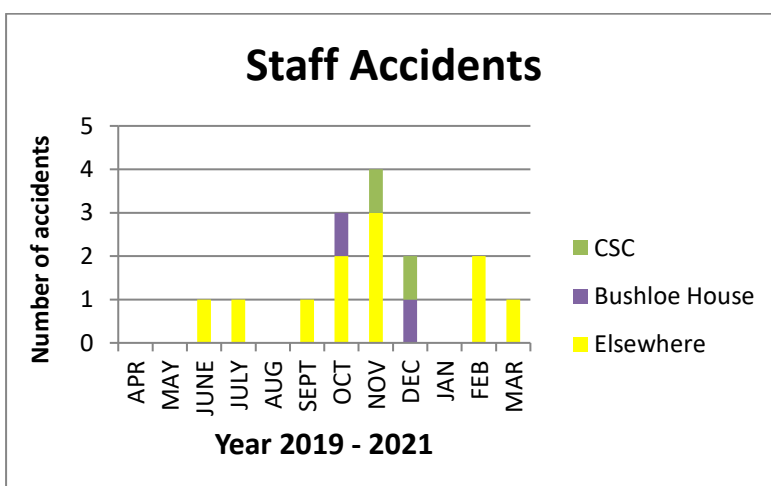


Table 2: Staff Accidents via location 2019/21 (two year period)

In 2019/21 the accidents at:

- **Bushloe House** were 'slips, trips and falls' with no serious injuries in 2019/20
- **Customer Service Centre** was a 'slip, trip and fall' and defective Christmas decorations in 2019/20
- **'Elsewhere'** consisted of staff from Bushloe House carrying out inspections in the Borough and the remainder were staff from the operations team carrying out waste management or grounds maintenance work. Bushloe House staff were involved in three minor accidents in 2019/20 and a fall

resulting in a fracture in 2020/21; wooden splinter in a hand and a defective chute at one of the flat areas. There was also three accidents to the operations team in each of the years 2019/20 and 2020/21 being musculoskeletal disorders; traffic accident; cuts due to hedge works and a 'slip, trip and fall'.

For comparison purposes, in 2018/19 the majority of accidents were due to the use of plastic sacks for waste collections.

Accident investigations into the above resulted in:

- Signs to be installed at Bushloe House informing staff about the use of handrails
- Staff to be informed at toolbox talks about using the correct PPE
- The Housing Team was requested to review the location and repair of 1100 litre wheeled bins in various locations

Near Misses

One near miss was reported in 2019/21. This resulted in works at Bushloe House that would remove the probability of the incident reoccurring. Staff are informed of the importance of reporting incidents, especially by information contained within the Learning Pool health and safety module.

Accidents (RIDDOR)

There was one reportable accident to the HSE in 2019/21.

4. Partnerships

The Leicester, Leicestershire and Rutland Safety Advisers Group has not met for some time, but dialogue is undertaken via normal communication routes. It is intended to resume in 2021/22.

5. Joint Consultation

The health, safety and maintenance sub group met a number of times in 2019/20 and reports into the Health and Wellbeing Group. No meetings have been held in 2020/21. When held, the meetings cover all aspects of health and safety and also maintenance issues that have a link to safety. Fire evacuation, lone working and first aid are some of the areas that have been discussed and worked on previously.

6. Key Activities 2019/21

The Health and Safety Review and Policy for 2018/19 was submitted to the Policy, Finance and Development Committee in 11 June 2019 and approved.

The non-exhaustive list below shows a number of areas that the Health and Safety Officer has been involved in the two year period 2019/21. Some of the areas are similar to previous years as they of a reoccurring nature:

- Fire evacuations via drills.
- Fire Warden training.
- Reviewing the depot handbook.
- Accident investigations undertaken at the depot .
- Monitoring the customer alert system.
- Anaphylaxis first aid, first aid and mental health training.
- Display Screen Assessments are now carried out by managers on an annual basis. A small number of in-depth work station assessments have been carried with staff who have individual areas of concern.
- Risk assessment analysis on staff who are working from home due to COVID.
- Introduction of lone worker equipment to high risk members of staff
- Risk assessments of polling stations and other venues due to COVID.

COVID-19

COVID risk assessments of both Bushloe House and the Depot were carried out in accordance with Government Guidelines and have been updated whenever the guidelines have changed. No one at either premise has caught COVID-19 whilst being at work.

7. Risks

The high level risks associated with the council's business are shown in the table 3 below, along with a brief description. The wheeled bin system has now been embedded and has considerably reduced accidents associated with the previous use of refuse sacks.

Risks that are 'above the line' will be worked on over the year, i.e.

- Risk assessment training via the Learning Pool module and training sessions.
- To have adequate accident investigations that are carried out by supervisory staff or the H&SO and to ensure that appropriate changes are made to protocols to reduce accident reoccurrence.
- To ensure that the high risk land holdings are inspected on a regular basis
- To work on any changes to workplaces and protocols due to COVID.

(Continued overleaf)

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A	Very High				
B	High				
C	Significant		6, 8	5, 7, 9	
D	Low		3, 4		
E	Very Low			1	2
F	Almost Impossible				
		Negligible	Marginal	Critical	Catastrophic
		1	2	3	4

Table 3: High Level Risk table

IMPACT

Risk No.	Description
1	First Aid – ensuring numbers and competencies are up to date
2	Fire Risk assessments are updated and evacuation procedures are regular
3	Health and Safety Policy (and report) updated
4	Awareness training on health and safety carried on annually (and Inductions)
5	Risk Assessment training
6	To ensure the lone worker system is monitored
7	Accident Investigations are undertaken
8	Council land holdings – inspections are regularly carried out
9	Bushloe House and Depot is COVID secure as far as practicable

8. Action Plan 2021/22

The main focus in 2020/21 was to be in a small number of discrete areas, such as the monitoring of the lone working system and re-inspection of the council land holdings. However, the impact of COVID in early March 2020 and later disrupted the planned work. This will be picked up again in 2021/22 together with any health and safety implications in the workplaces because of COVID and operational areas at the depot.

9. Conclusion

The role of health and safety at both senior leadership team and by all officers is increasing in importance and in profile. The dissemination of information by the health and wellbeing groups and especially the Intranet is assisting in this process.

OADBY & WIGSTON BOROUGH COUNCIL



Oadby & Wigston
BOROUGH COUNCIL

Health and Safety Policy and Statement March 2021

Policy Version Number:

Policy Author: Paul Evans

Committee Approval:

TU Approval:

Unison:

GMB:

EIA:

Date of Policy Review: March 2021

Contents

- General Statement of Health and Safety Policy
- Introduction
- Roles and Responsibilities
- Risk Assessments
- Personal Protective Equipment
- Monitoring and Review

General Statement of Health and Safety Policy

The Council recognises that good health and safety management supports the delivery of our services to the people of Oadby & Wigston. The Council is committed to providing and maintaining a healthy and safe working environment for all its employees, and in ensuring that their work does not adversely affect the health and safety of other people such as service users, visitors, volunteers and contractors.

In order to achieve this aim the Council has the following key objectives:

- as a minimum, to comply with requirements of relevant legislation;
- to identify hazards (the potential for harm), assess risks (the likelihood of that harm being realised) and manage those risks from our premises and works;
- to provide suitable induction training for all new employees, visitors, volunteers, members and contractors;
- to ensure that employees (and others as appropriate) are adequately informed of the identified risks and where appropriate receive instruction, training and supervision;
- to consult with employees on health and safety matters;
- to provide and maintain safe and healthy premises and work equipment;
- to provide a safe working environment;
- to ensure that employees are competent to do their tasks, providing training and personal protective equipment where necessary;
- to ensure that contractors are competent to manage the health and safety aspects of their work;
- to maintain appropriate health and safety management systems and arrangements;
- to monitor and review the effectiveness of the safety management systems and arrangements and where appropriate implement improvements.

Anne Court
Chief Executive

Councillor John Boyce
Leader of the Council

Date:

Date:

Introduction

The Council recognises that health and safety are management responsibilities that rank equally with professional and service responsibilities.

The purpose of this policy is to provide a framework around which a safe and healthy working environment can be maintained by good working practices concerning health and safety of the employees, public (including visitors to our premises), volunteers, members and contractors within the Council.

Whilst legislation exists to enforce good standards of health and safety, all employees, the public (including visitors to our premises), members and contractors, should recognise their responsibility and actively ensure that all health and safety policies are adhered to.

Roles and Responsibilities

Elected Members of the Council shall ensure that suitable resources are made available and take necessary strategic direction to discharge the Council's health and safety responsibilities and monitor, via reports, the overall performance of the Council's health and safety management systems.

Chief Executive Officer (CEO) will take overall responsibility for health & safety across the Council and lead in setting corporate policy and direction.

Senior Leadership Team (SLT) which is responsible for the management of risks at a corporate level. They should ensure that:

- robust health and safety management systems, arrangements and procedures exist in each service area that are aligned to the corporate health and safety policy and any subordinate policies or procedures that affect the entire council
- ensuring appropriate consultation with staff on health and safety matters takes place with assistance from the Health and Safety Officer
- their managers are competent in health and safety management techniques
- they are involved in the investigation of major accidents or incidents of corporate significance

Heads of Service are responsible for managing the risks created by their service area's activities. In particular they should ensure that:

- SLT are supported in meeting their health and safety responsibilities and show clear leadership and commitment to health and safety, in order to promote a positive health and safety culture
- adequate resources are available to manage risks
- work related hazards are identified and risk assessments are undertaken and that these are communicated to all relevant parties, monitored and updated
- health and safety documentation is produced for risks specific to their service areas
- When procuring contractors and suppliers ensure that suitable risk assessments and method statements are provided prior to work commencing

Managers, Team Leaders and other Supervisory Staff have day-to-day responsibility for managing health and safety of the people, activities, sites, plant, and materials under their control or who organise work for others.

- Ensure that risk assessments have been undertaken and reviewed on a regular basis, controls are implemented and they are communicated to relevant persons
- Provide suitable personal protective equipment or other control measures identified in the risk assessments
- Ensure staff under their control cooperate with measure provided for their health and safety
- Consult with staff on health and safety matters
- Ensure that facilities, plant, tools and equipment are safe and all records are maintained
- Monitor health and safety performance
- Investigate all accidents/incidents/ 'near-misses', record findings and review
- Ensure that training is identified and arranged

Employees will take reasonable care of their own health and safety and that of others affected by their acts or omissions. Any breaches of health and safety arrangements will be subject to the Council's formal employment procedures. In particular all employees will:

- Co-operate with the council's management to enable risks to be controlled and achieve compliance with legislation
- Keep all tools, plant, equipment and protective clothing issued for personal use in good condition and utilise it in conjunction with other safety controls in accordance with the information, instruction and training provided and to not intentionally misuse it
- Report to a manager or the Health and Safety Officer any health and safety problem which they cannot deal with themselves or any limitation they consider to be in the health and safety policy
- Report to a manager any accident, near miss or incident

Health and Safety Officer (H&SO) will be responsible for the distribution of information for effective management systems on health and safety matters. This professional role is essentially advisory. The Health and Safety Officer will also be responsible for monitoring and reviewing the arrangements for the management of corporate health, safety and welfare matters as follows:

- To support SLT, managers, team leaders and supervisory staff to meet their health and safety responsibilities
- To review, monitor and take action in relation to health and safety performance and to effectively audit systems in order to ensure that health and safety management arrangements are in operation.
- To ensure accident and incident reporting procedures are maintained and internal investigations are undertaken
- To liaise with enforcement agencies on the council's behalf
- To advise on relevant changes in legislation
- Facilitate the Health, Safety and Maintenance sub-group

Risk Assessments

The Council's policy is to ensure that all significant tasks, jobs and operations within the Council's undertaking are subject to suitable and sufficient risk assessment. The risk assessments must be a thorough, careful and systematic evaluation of work tasks, situations or premises which identify all significant hazards and associated risks so that suitable precautions can exist and consideration be given to implementation of further measures to reduce the hazards to the lowest practicable level. The Council accepts this is a fundamental risk management process within the Authority.

All members of staff must play their part in the implementation of risk assessment by adhering to the procedures in place to ensure the protection of all persons affected by the Council's undertakings. Additionally, employees must report any significant changes in their work methods or equipment that may alter the status of any existing risk assessments to their Manager.

Personal Protective Equipment (PPE)

- Systems of work shall be selected which avoid the use of PPE wherever reasonably practicable. PPE shall be regarded as the last resort to protect against risks to Health and Safety.
- PPE shall be supplied free of charge to all employees. Service areas are responsible for obtaining and paying for PPE required by their staff, to include any storage and maintenance required.
- Heads of Service must identify the need for any PPE in a suitable and sufficient risk assessment. The risk assessment should identify:
 - that the equipment is appropriate to risk and working conditions;
 - that it does not increase risks or place any unreasonable demands on the user's health and ability to work safely;
 - it adjusts/fits properly;
 - compatibility of different items of PPE used together.
- Staff and volunteers must be properly informed and trained in the use of PPE.
- All PPE must be maintained and stored properly in accordance with supplier's instructions.
- Staff must follow instructions on when/how to use PPE if the need has been identified.
- Staff must treat PPE supplied to them with care and report defects immediately.

Monitoring and Review

This policy will be subject to a periodic review.



Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title: **Scheme of Members' Allowances (2021/22)**

Report Author(s): **David Gill (Head of Law & Democracy / Monitoring Officer)**

Purpose of Report:	To consider and adopt a Members' Allowance Scheme for the financial year 2021/22.
Report Summary:	The report sets out the considerations and recommendations of the Independent Remuneration Panel (IRP).
Recommendation(s):	That Council adopts the Scheme of Members' Allowances for 2021/22 as recommended by the Independent Remuneration Panel and set out in paragraph 1 of their report.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	David Gill (Head of Law & Democracy / Monitoring Officer) david.gill@oadby-wigston.gov.uk (0116) 257 2626 Steven Tucker (Democratic & Electoral Services Manager) steven.tucker@oadby-wigston.gov.uk (0116) 257 2605
Corporate Objectives:	Providing Excellent Services (CO3)
Vision and Values:	Accountability (V1)
Report Implications:-	
Legal:	The implications are as set out at in the introduction to Appendix 1.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Political Dynamics (CR3) Reputation Damage (CR4) Regulatory Governance (CR6)
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	As the author, the report is satisfactory.

Consultees:	None.
Background Papers:	Local Authorities' (Members' Allowances) (England) Regulations 2003
Appendices:	1. Report of the Independent Remuneration Panel and Proposed Scheme of Members' Allowances for 2021/2022

1. Information

- 1.1 This report asks Council to consider and adopt a Members' Allowance Scheme for 2021/2022 ("the Scheme") under the Local Authorities' (Members' Allowances) (England) Regulations 2003 ("the 2003 Regulations") based on the recommendations of the Independent Remuneration Panel (IRP).
- 1.2 The Council is required to have regard to the views of the IRP as expressed in their report each year before reaching a decision on what level of allowances is appropriate.
- 1.3 A copy of the report of the IRP is attached at **Appendix 1** for consideration.

**Members' Allowances Review for
Oadby and Wigston Borough Council
Report of the Independent Remuneration Panel**

March 2021

SUMMARY OF RECOMMENDATIONS

The Panel makes the following **RECOMMENDATIONS**:

- 1.
- 1.1 The Council approves that the basic allowance remains at a level of £4,750 per annum.
- 1.2 Special Responsibility Allowances (SRA) be agreed as set out in Column 2 of the Table below: and
- 1.3 That the current attendance allowances currently detailed in Schedule 1 of the current Members Allowance scheme be discontinued.

Table of Special Responsibility Allowance Payments

Special Responsibility	SRA (£)
Leader of the Council	10,000
Deputy Leader of the Council * halved where shared	2,500*
Leader of the Opposition Group # pro rata based on the total membership of groups where applicable	2,500#
Chairman of Policy, Finance & Development, Service Delivery, Development Control Committee, and Mayor	3,500
Committee Vice Chairman and Deputy Mayor	1,000
Chairman of Licensing & Regulatory Committee	2,500
Generic Task Group (pro rata if the Group disbands), and Forum Chairman	1,000

- 1.4 The Members Allowance Scheme included at Schedule 1 to this report be adopted, to be effective for the period from 11 May 2021 to 9 May 2022.
- 1.5 The Guidance for Use of Delegated Power by the Chief Executive in respect of Members' Conferences, Seminars and Meetings, attached at Schedule 2 be adopted as part of the Scheme.

2. INTRODUCTION

- 2.1 The Local Authorities (Members' Allowances) (England) Regulations 2001, requires Local Authorities to establish and maintain an Independent Remuneration Panel (IRP). The Local Authorities (Members' Allowances) (England) Regulations 2003, placed additional responsibilities on the role of the Panel.

2.2 The purpose of the Panel is to make recommendations to the Authority about allowances to be paid to Elected Members. The Panel has a duty, each year, to advise the Authority on its scheme and the amounts to be paid. The Council must have regard to this advice.

3. MEMBERSHIP OF THE PANEL

3.1 The Panel comprises of the following individuals;-

Mr Laurie Faulkner - retired Head of Business Development and Magistrate

Mr David Wood - Self Employed Local Resident

Mr John Whiting - Local Resident and retired Tax Inspector and Magistrate

4. PROCESS OF REVIEW

4.1 The Panel has addressed the requirements of the Regulations in drawing up the recommendations for the Council's 2021/22 scheme. The Panel's work, like much else has been affected by the impacts of the Covid19 pandemic which has caused difficulties in communicating but the Panel have been able to meet remotely on a number of occasions, both independently and with officers.

4.2 The Panel has previously assessed Members Allowances on the basis of the Council's current decision making structure and a comparison with a cluster of similar authorities.

4.3 Since the last report of the Panel in 2020 a number of the authorities that formed part of the 'comparison cluster' have either ceased to exist following local authority reorganisation or adopted Cabinet structures so they are no longer directly comparable. As a result the Panel, with assistance from officers, has had to identify a new cluster.

4.4 Inclusion within the cluster was based on three factors:

- a) The authority had a similar population to OWBC
- b) The authority had a similar number of councillors to OWBC; and
- c) The authority had a similar governance structure to OWBC.

4.5 The membership and allowance details of the new cluster is set out below:

(Continued overleaf)

Authority	Population	Number of Councillors	Basic Allowance
Craven District Council	56,832	30	£4,690
Maldon District Council	63,975	31	£5,286
Ribble Valley Borough Council	60,057	40	£3,716
Richmondshire District Council	53,244	24	£3,083
Ryedale District Council	54,920	24	£3,958
West Devon Borough Council	55,528	31	£4,580
Average (excluding OWBC)	57,426	30	£4,219
Oadby and Wigston Borough Council	57,056	26	£4,750
OWBC/Average (excluding OWBC)	99%	87%	113%

4.6 Having reviewed the various Members Allowance Schemes the Panel propose that the Basic allowance remains at £4,750 which is the highest in the cluster and further propose to rationalise the scheme by:

- 1) Introducing a simplified scheme of Special Responsibility Allowances as set out below:

Special Responsibility	SRA (£)
Leader of the Council	10,000
Deputy Leader of the Council * halved where shared	2,500*
Leader of the Opposition Group # pro rata based on the total membership of groups where applicable	2,500#
Chairman of Policy, Finance & Development, Service Delivery, Development Control Committee, and Mayor	3,500
Committee Vice Chairman and Deputy Mayor	1,000
Chairman of Licensing & Regulatory Committee	2,500
Generic Task Group (pro rata if the Group disbands), and Forum Chairman	1,000

4.7 The simplified scheme of special responsibility allowances will result in a reduction in allowance for the vice chairman of the Policy, Finance & Development, Service Delivery and Development Control Committees from £1,150 to £1,000 but will rationalise allowance levels (giving a total of four SRAs).

- 4.8 The Panel also noted that £1,000 is still greater than the SRA for vice-chairman at most of the comparator authorities, one of which only pays an allowance if the vice chairman has to chair a meeting.
- 4.9 We also propose the removal of the hourly attendance allowances which we believe should be covered by the basic allowance (and Special Responsibility allowance where appropriate).
- 4.10 We noted when undertaking our research of the comparator councils that none of those councils has an hourly attendance rate as part of their scheme of allowances.
- 4.11 In the longer term the Panel intend to undertake a more detailed comparison of other SRA's across the cluster of similar authorities, including those for the Deputy Leader, Deputy Mayor and vice chairman roles, in consultation with members.

OADBY AND WIGSTON BOROUGH COUNCIL
SCHEME OF MEMBERS' ALLOWANCES – 202021/22

Oadby and Wigston Borough Council, in exercise of the powers conferred by the Local Authorities' (Members' Allowances) (England) Regulations 2003, hereby makes the following scheme:-

1. This scheme may be cited as the Oadby and Wigston Borough Council Members' Allowances Scheme and shall have effect for the period from 15 May 2021 to 14 May 2022.

2. In this scheme,

"Councillor" means a member of the Oadby and Wigston Borough Council who is a Councillor

"Year" means the period ending with 14 May 2020.

Basic Allowance

3.1 Subject to paragraph 6, a Basic Allowance of **£4,750** shall be paid to each Councillor.

3.2 Members' allowances are not intended to compensate for loss of earnings, nor are they to recompense for the total number of hours councillors spend on their duties, bearing in mind the voluntary element of service in fulfilling the role of a local councillor, as recognised in government guidance. Councillors are not paid employees of the Council and their allowances should not be treated as salary.

Special Responsibility Allowances

4.1 A Special Responsibility Allowance shall be paid to those Councillor (in addition to the Basic Allowance) who hold the special responsibilities in relation to the Authority that are specified in Paragraph 12 of this Scheme.

4.2 Subject to paragraph 6, the amount of each such allowance shall be the amount specified against that special responsibility in that Schedule.

4.3 Councillors be permitted to claim no more than two Special Responsibility allowances. Where it appears to a Councillor that this policy has brought about an inequitable situation, that person may appeal to have the matter reviewed, to the independent Adjudication Panel (see paragraph 6 (7) post).

4.4 The Chief Executive, in consultation with the Leader of the Council and having regard to the guidance provided at Schedule 2 below, be authorised to approve the attendance of Councillors at appropriate events where they would be representing the Council and to make payment of any other relevant travel and

subsistence expenses covered by the Scheme for the relevant period of absence from home, providing that authority for attendance is given by the Chief Executive in advance of the event taking place.

Claiming of Allowances

5. A Councillor may by notice in writing given to the Head of Law and Democracy to claim any part of his or her entitlement to an allowance under this Scheme.

Part-Year Entitlements

- 6.1 The provisions of this paragraph shall have effect to regulate the entitlements of a Councillor to Basic and Special Responsibility Allowances to a Special Responsibility Allowance where, in the course of the year, this Scheme is amended or that Councillor becomes, or ceases to be, a Councillor or accepts or relinquishes a Special Responsibility in respect of which a Special Responsibility Allowance is payable.
- 6.2 If an amendment to this Scheme changes the amount to which a Councillor is entitled by way of a Basic Allowance or a Special Responsibility Allowance to a Special Responsibility Allowance, then in relation to each of the periods
 - (a) beginning with the year and ending with the day before that on which the first amendment in that year takes effect, or
 - (b) beginning with the day on which an amendment takes effect and ending with the day before that on which the next amendment takes effect, or (if none) with the year, the entitlement to such an allowance shall be to the payment of such part of the amount of the allowance under this Scheme as it has effect during the relevant period as bears to the whole the same proportion as the number of the days in the period bears to the number of days in the year.
- 6.3 Where the term of office of a Councillor begins or ends otherwise than at the beginning or end of a year, the entitlement of that Councillor to a Basic Allowance shall be to the payment to such part of the Basic Allowance as bears to the whole the same proportion as the number of days during which his or her term of office subsists bears to the number of days in that year.
- 6.4 Where this Scheme is amended as mentioned in sub-paragraph (2) above, and the term of office of a Councillor does not subsist throughout the period mentioned in sub-paragraph (2)(a) above, the entitlement of any such Councillor to a Basic Allowance shall be to the payment of such part of the Basic Allowance referable to each such period (ascertained in accordance with that sub-paragraph) as bears to the whole the same proportion as the number of days which his or her term of office as a Councillor subsists bears to the number of days in that period.
- 6.5 Where a Councillor has during part of, but not throughout, a year special responsibilities as entitle him or her to a Special Responsibility Allowance, that Councillor's entitlement shall be to the payment of such part of that allowance as bears to the whole the same proportion as the number of days during which he or she has such special responsibilities bears to the number of days in that year.

- 6.6 Where this Scheme is amended as mentioned in sub-paragraph (2) above, and a Councillor has during part, but does not have throughout the whole, of any period mentioned in sub-paragraph (2)(a) of that paragraph any such special responsibilities as entitle him or her to a Special Responsibility Allowance, that Councillor's or Independent Person's entitlement shall be to the payment of such part of the allowance referable to each such period (ascertained in accordance with that sub-paragraph) as bears to the whole the same proportion as the number of days in that period during which he or she has such special responsibilities bears to the number of days in that period.
- 6.7 A meeting of an Adjudication Panel comprising the Chief Executive, a member of the Independent Remuneration Panel and a senior Councillor, be called to consider and decide upon any issue of uncertainty or ambiguity that might arise in interpretation of the Scheme.

Travelling and Subsistence Allowances

7. Councillors may claim Travelling and Subsistence Allowances in respect of the following categories of meetings, subject to them being held outside the Borough, at the rates prescribed in Schedule 2 to this Scheme.
- Conferences and meetings where attendance is authorised by the Council, a Committee or by the Chief Executive
 - Outside Bodies to which the Councillor has been appointed by the Council, a Committee or by the Chief Executive

Note: Councillors may not claim Travelling and Subsistence Allowances in respect of any meetings held inside the Borough. Allowance for such expenses is reflected in the basic allowance.

Childcare and Dependant Carers' Allowance

8. Childcare and Dependent Carers' Allowances be paid for the actual receipted cost incurred to a Councillor, providing this does not exceed £10 per hour. The Allowances to cover attendance at any meeting of the Council for which the Councillor is a member or for attendance at any meeting of an outside body for which the Councillor is attending that meeting as a representative of the Council.

Claims

9. Claims for the payment of Travelling and Subsistence Allowances under this Scheme must be made on the official forms provided within two months of the date on which the meeting took place. These forms are available from Democratic Services.

Payments

- 10.1 Payments shall be made in respect of Basic and Special Responsibility Allowances, subject to paragraph 6(2), in instalments of one-twelfth of the amount specified in this Scheme direct into Councillor's bank/building society account on the 25th day of each month or as close thereto as is possible.
- 10.2 Where a payment of one-twelfth of the amount specified in this scheme in respect of basic allowance or a special responsibility allowance would result in a Councillor

receiving more than the amount to which, by virtue of paragraph 6, he or she is entitled, the payment shall be restricted to such amount as will ensure that no more is paid than the amount to which he or she is entitled.

Updating

11. This Scheme shall be updated on 15 May in line with the level of the Retail Price Index in any year when there is no independent review.

Special Responsibility Allowances

12. A Special Responsibility Allowance at the amount specified below may be paid per annum to those Councillors who have the special responsibilities in relation to the Council as specified below:-

Special Responsibility	SRA (£)
Leader of the Council	10,000
Deputy Leader of the Council * halved where shared	2,500*
Leader of the Opposition Group # pro rata based on the total membership of groups where applicable	2,500#
Chairman of Policy, Finance & Development, Service Delivery, Development Control Committee, and Mayor	3,500
Committee Vice Chairman and Deputy Mayor	1,000
Chairman of Licensing & Regulatory Committee	2,500
Generic Task Group (pro rata if the Group disbands), and Forum Chairman	1,000

Travelling and Subsistence Allowances

A. Travelling

1. Motor Car – 50.5p per mile regardless of engine size *

Motor Car Passengers - 3.0p per mile for the first passenger and 2.0p per mile for the second and subsequent passengers up to 4 (to whom a travelling allowance would otherwise be payable)
2. Motor Cycle - 26p per mile
3. Bicycle - 10p per mile
4. Toll, ferry and parking fees (including overnight garaging) – actual cost on production of a receipt
5. Taxis - actual fare (plus reasonable gratuity) either in case of urgency or where no public transport is reasonably available
6. Public Transport - second class or any available cheap day fare unless there are exceptional circumstances approved by the Chief Finance Officer for first class fare.

* Mileage rate for Council officers.

B. Subsistence

1. Absence not involving absence overnight – up to the following limits on production of a receipt

(a) Breakfast (leaving home before 7.30am) £ 6.50

(b) Lunch (absent between 12 noon and 2pm) £ 8.00

(c) Tea * (arriving home after 5.30pm) £ 6.00

(d) Evening Meal *(arriving home after 8.30pm) £12.00

* only one of these may be claimed

2. Absence overnight covering continuous period of 24 hours – reasonable cost of accommodation and meals on production of a receipt

3. Main meals on trains (i.e. breakfast, lunch or dinner) – reasonable cost (inc. VAT) on production of a receipt (in lieu of the subsistence allowance for the appropriate meal period)

**GUIDANCE FOR USE OF DELEGATED POWERS BY CHIEF EXECUTIVE IN
RESPECT OF MEMBERS CONFERENCES/SEMINARS/MEETINGS**

Introduction

1. Under the Scheme of Delegation, the Chief Executive has been granted delegated authority, in consultation with the Leader of the Council, to approve attendance by Members at conferences, seminars or meetings which have not previously been approved by the Council.

2. In exercising his/her delegation the Chief Executive must have regard to these guidelines.

Guidelines

3. The Chief Executive must ensure that there is sufficient budgetary provision taking into account:-

a) The financial provision required for the support and development needs of all Members for the financial year in question.

b) The cost and quality of the seminar/conference/meeting where applicable.

4. The Chief Executive must ensure that:-

a) The meeting/conference/seminar is relevant to the Member's role and responsibilities at the Council, (i.e. by virtue of membership of a Committee, Sub Committee, Task Group, Panel or Outside Body) or, his/her position as Chairman or Vice-Chairman of a Committee, Sub- Committee, Task Group, Panel or Outside Body, OR

b) Attendance would be beneficial to the Council or non-attendance would be prejudicial to the Council or its standing in the wider community, OR

c) The conference/seminar/meeting provides necessary or relevant training or education to the Member in his/her capacity as a Borough Councillor.



Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title: **Approval of Public Space Protection Order
(Regulation of Dogs) 2021**

Report Author(s): **Tony Cawthorne (Regulatory Services Manager)**

Purpose of Report:	The PSPO was formally brought into force on 24 September 2018 for a period of three years and is required to be renewed to allow for the control and regulation of dogs across the Borough.
Report Summary:	<p>The bylaws in relation to Dogs (Fouling of Land) Act 1996 and byelaws made by the Council of the Borough and Oadby and Wigston under section 164 of the Public Health Act 1875, sections 12 and 15 of the Open Spaces Act 1906 and section 15 of the Open Spaces Act 1906 with respect to public walks / pleasure grounds / open spaces were revoked by the Anti-Social, Police and Crime Act 2014.</p> <p>It was resolved at Full Council on 22 February 2018 to enact the PSPO across the whole Borough. The PSPO was formally brought into force on 24 September 2018 for a period of three years.</p> <p>Prior to the expected expiry of the PSPO, a 10 weeks consultation to review the PSPO was undertaken to ensure the reasons for the PSPO are still valid and the report recommends that the PSPO is extended for a further three years under section 60(2) of the Anti-Social Behaviour, Crime and Policing Act 2014 and other enabling powers.</p> <p>The PSPO has been reviewed by the Licensing and Regulatory Committee on 11 March 2021 and was recommended unanimously.</p>
Recommendation(s):	On the recommendation of the Licensing and Regulatory Committee as resolved at its meeting on 11 March 2021, that the Public Space Protection Order (Regulation of Dogs) 2021 (as set out at Appendix 2 to this report) be approved.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>David Gill (Head of Law and Democracy / Monitoring Officer) (0116) 257 2626 david.gill@oadby-wigston.gov.uk</p> <p>Tony Cawthorne (Regulatory Services Manager) (0116) 257 2670 tony.cawthorne@oadby-wigston.gov.uk</p>
Corporate Objectives:	Building, Protecting and Empowering Communities (CO1) Providing Excellent Services (CO3)
Vision and Values:	"A Stronger Borough Together" (Vision) Accountability (V1) Respect (V2) Teamwork (V3) Customer Focus (V5)

Report Implications:-	
Legal:	In accordance with Section 60 of Anti-Social Behaviour, Crime and Policing Act 2014, a PSPO cannot have effect for more than three years, unless extended under section 60(2) of the same 2014 Act. This section permits a local authority to extend a PSPO where it is satisfied on reasonable grounds that doing so is necessary to prevent an occurrence or recurrence of the activities identified in the PSPO.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Key Supplier / Partnership Failure (CR2) Reputation Damage (CR4) Regulatory Governance (CR6)
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable.
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	<ul style="list-style-type: none"> • Leicestershire Police • Animal Care Services • Dogs Trust • Kennel Club • General Public
Background Papers:	<ul style="list-style-type: none"> • Report entitled 'Proposed Public Space Protection Order (Regulation of Dogs in the Borough)' to Full Council on 22 February 2018 • Report entitled 'Review of Public Space Protection Order (Regulation of Dogs) 2021' to Licensing and Regulatory Committee on 11 March 2020
Appendices:	<ol style="list-style-type: none"> 1. Response from The Kennel Club 2. Proposed Public Space Protection Order (Regulation of Dogs) 2021

1. Background

- 1.1 The Oadby and Wigston's Dogs (Fouling of Land) Act Designation Order 2004 ("the 2004 Order") and its various Byelaws for the Regulation of Dogs (1995) ("the 1995 Byelaws") were superseded by the enactment of a Public Space Protection Order (PSPO) for the Regulations of Dogs made under sections 59 - 75 of the Anti-Social Behaviour, Crime and Police Act 2014.
- 1.2 It was resolved at Full Council on 22 February 2018 following consultation with residents, Police and other interested parties to enact the PSPO across the whole Borough. The PSPO was formally brought into force on 24 September 2018 for a period of three years. New

designated signage was procured and erected in the designated areas across the Borough to highlight the key regulatory issues.

- 1.3 The PSPO under the Anti-Social Behaviour, Crime and Police Act 2014 must be renewed every three years to ensure the issue is still relevant and controls are still required.
- 1.4 The consultation identified areas and the order included maps of the designated areas to be controlled. This included a whole Borough requirement was required that Dog fouling of land, Dogs on leads by direction and Means to pick up was enforced.
- 1.5 Without the PSPO, there would be no controls over the responsible ownership of dogs within the Borough.
- 1.6 At the meeting of the Licensing and Regulatory Committee on 11 March 2021, the Committee reviewed the PSPO and recommended it for approval by Full Council.

2. Consultation

- 2.1 The Council undertook a 10 weeks consultation through social media and direct contact with relevant authorities and interested parties.
- 2.2 It has been advised by the Police that signage for the exclusion of dogs has been removed from Willow Park. A survey will be undertaken by the Council Dog Warden Contractor as part of their duties to ensure the correct signage is in place and maintained at all times.
- 2.3 Only two responses to the consultation were received:
 - 2.3.1. The Police were formally consulted through the Commander for the South Leicester Neighbourhood Policing Area who addressed the issue with the Chief Constable for Police and the Police and Crime Commissioner for Leicestershire. No adverse comments were received back on the Council's PSPO draft proposals and it was advised that officers were aware of the order.
 - 2.3.2. The Kennel Club response in support of the order in promoting responsible dog ownership as set out at **Appendix 1** to this report.

3. Content of the PSPO

- 3.1 **Fouling** - meaning it shall be an offence if a dog defecates at any time on land to which the public has access to, without it being removed;
- 3.2 **Dogs on leads by direction** - meaning it shall be an offence to fail to comply with a direction given by an Officer of the Council to place a dog on a lead;
- 3.3 **Keeping of dogs in leads** – meaning it shall be an offence to not keep a dog on a lead in certain designated areas (primarily in public open spaces);
- 3.4 **Exclusion of dogs** – it shall be an offence to allow a dog to enter or remain on certain designated areas (primarily enclosed play or sports areas); and
- 3.5 **Means to pick up** – it shall be an offence if a person in control of a dog does not have the suitable means to be able to clean up after it.

4. Enforcement of the PSPO

- 4.1 The enforcement of the PSPO has been undertaken by Animal Care Services Limited (formerly College Garth Limited).
- 4.2 Inspections of the areas covered by the PSPO have been undertaken for 15 hrs per week by Animal Care Services, which has resulted in engagement with residents and visitors to the Borough and promoted responsible dog ownership.
- 4.3 One enforcement Fixed Penalty Notice has been served for breach of the order for a dog being in a children's play area and the offender refusing to remove the dog.
- 4.4 The Council is required to put signage at all areas designated in the PSPO and to enforce the Order through actions by Authorised Officers. The Council's Dog Warden contractor has been duly authorised. Body cameras and CCTV have also been purchased to efficiently enforce the PSPO.
- 4.5 Where it established that an offence has taken place, the PSPO is enforced through the provision of a Fixed Penalty Notices (FPN) issued by Authorised Officers of £100.00 to be paid within 14 days reduced to £70.00 if paid within 7 days.

5. Extension to the PSPO

- 5.1. It is proposed that the PSPO be extended for a further three years as in accordance with section 60(2) of the Anti-Social Behaviour, Crime and Policing Act 2014 and other enabling powers. A copy of the proposed PSPO is as set out at **Appendix 2** to this report.



Kennel Club Response to Oadby and Wigston Borough Council Public Spaces Protection Order Consultation

Submitted on 14 January 2021 by: The Kennel Club, Clarges Street, Piccadilly, London W1J 8AB, email: kcdog@thekennelclub.org.uk

The Kennel Club is the largest organisation in the UK devoted to dog health, welfare and training, whose main objective is to ensure that dogs live healthy, happy lives with responsible owners. As part of its External Affairs activities, The Kennel Club runs KC Dog, which was established to monitor and keep dog owners up to date about dog related issues, including Public Spaces Protection Orders (PSPOs) being introduced across the country.

As a general principle, we would like to highlight the importance for all PSPOs to be necessary and proportionate responses to problems caused by dogs and irresponsible owners. It is also important that authorities balance the interests of dog owners with the interests of other access users.

Response to proposed measures

Dog fouling

The Kennel Club strongly promotes responsible dog ownership, and believes that dog owners should always pick up after their dogs wherever they are, including fields and woods in the wider countryside, and especially where farm animals graze to reduce the risk of passing Neospora and Sarcocystosis to cattle and sheep respectively.

We would like to take this opportunity to encourage the local authority to employ further proactive measures to help promote responsible dog ownership throughout the local area in addition to introducing Orders in this respect.

These proactive measures can include: increasing the number of bins available for dog owners to use; communicating to local dog owners that bagged dog faeces can be disposed of in normal litter bins; running responsible ownership and training events; or using poster campaigns to encourage dog owners to pick up after their dog.

Exclusions

The Kennel Club does not typically oppose Orders to exclude dogs from playgrounds or enclosed recreational grounds, such as skate parks or tennis courts, as long as alternative provisions are made for dog walkers in the vicinity. Children and dogs should be able to socialise together quite safely under adult supervision, with having a child in the home the biggest predictor for a family owning a dog.

Leads

We can support reasonable 'dogs on lead' Orders which can, when used in a proportionate and evidence-based way, include areas such as cemeteries, picnic areas, or on pavements in proximity to cars and other road traffic.

Dogs on lead by direction

The Kennel Club strongly welcomes 'dogs on lead by direction' Orders. These allow responsible dog owners to exercise their dogs off lead without restriction providing their dogs

are under control, whilst simultaneously giving the local authority powers to restrict dogs not under control.

We recommend that the authorised officer enforcing the Order is familiar with dog behaviour in order to determine whether restraint is necessary. There exists the possibility that a dog, through no fault of its own, could be considered a 'nuisance' or 'annoyance' to someone who simply does not like dogs.

We encourage local authorities to make use of more flexible and targeted measures at their disposal, including Acceptable Behavioural Contracts and Community Protection Notices. Kennel Club Good Citizen Training Clubs and our accredited trainers can assist owners whose dogs run out of control due to them not having the ability to train a reliable recall.

Means to pick up

Whilst we support proactive efforts on behalf of local authorities to encourage responsible dog ownership, measures to require owners to pick up after their dogs must be fair and proportionate. We would not like to see responsible dog owners penalised unfairly.

The Kennel Club has concerns regarding the proposal to introduce an offence of not having the means to pick up. Responsible owners will usually have dog waste bags or other means to clear up after their pets. However, if dog owners are approached at the end of a walk they may have already used the bags that they have taken out or given a spare bag to someone who has run out, for example. Such behaviour is encouraged by Green Dog Walker schemes.

It is also plausible that such proposals could, in certain circumstances, perversely incentivise dog walkers to not pick up after their dog. Dog walkers could be made to decide between using their final waste bag and risk being caught without means to pick up, or risk not picking up in order to have a means to pick up should they be stopped later on their walk. It is reasonable to assume a proportion of dog walkers would choose the second option if they believed this was the least likely route to being caught, especially if the penalty for not picking up was the same as not being in possession of a means to pick up. Local authorities may wish to consider introducing a clause which provides an exemption for those who have run out of bags but are able to prove that they were in possession of and made use of these during their walk.

It is essential that an effective communication campaign is launched in the local area to ensure that people are aware of the plans and have an excess supply of dog waste bags with them. Additionally, appropriate signage should be erected to inform that those who are not familiar with the local rules are not unfairly caught out.

The most effective spot checks that the local authority could carry out are those which catch offenders in the act of not picking up, rather than guessing behaviours on the basis of what dog owners are or are not carrying with them. For example, in the absence of waste bags, owners trying to flout the measures could theoretically point to any number of items on their person that they intend to use. This gives rise to concerns about the ease with which local authorities could successfully enforce this law when trying to define whether or not dog owners have a means of picking up.

Alternatively, an irresponsible owner looking to avoid a fine could simply tie one bag to their dog's lead or collar but not actually use it.

Cornwall Council considered introducing a similar means to pick up measure, but subsequently decided against doing so as they deemed it to be disproportionate and

concluded that the requirement would be ‘toothless’, as it would be highly unlikely to be enforceable in a magistrates court.

If the Council proceeds to introduce such a measure, it is essential it provides greater clarity to dog walkers on how to comply with the Order.

Appropriate signage

It is important to note that in relation to PSPOs, The Anti-social Behaviour, Crime and Policing Act 2014 (Publication of Public Spaces Protection Orders) Regulations 2014 makes it a legal requirement for local authorities to –

“cause to be erected on or adjacent to the public place to which the order relates such notice (or notices) as it considers sufficient to draw the attention of any member of the public using that place to -

- (i) the fact that the order has been made, extended or varied (as the case may be); and
- (ii) the effect of that order being made, extended or varied (as the case may be).”

Regarding dog access restrictions, such as a ‘Dogs on Lead’ Order, on-site signage should clearly state where such restrictions begin and end. This can be achieved with signs that say on one side, for example, ‘You are entering [type of area]’ and ‘You are leaving [type of area]’ on the reverse.

While all dog walkers should be aware of their requirement to pick up after their dog, signage must be erected for the PSPO to be compliant with the legislation.

Assistance dogs

The Kennel Club welcomes the exemptions proposed in this Order for assistance dogs. We urge the Council to review the Equality and Human Rights Commission’s guidance for businesses and service providers when providing any exemptions for those who rely on assistance dogs. The guidance can be viewed here:

<https://www.equalityhumanrights.com/sites/default/files/assistance-dogs-a-guide-for-all-businesses.pdf>

However, we would suggest further consideration of the wording contained within the Order, specifically with reference to ‘prescribed charity’. While a proportion of assistance dogs relied upon by disabled people are trained by charities, many are not. A number of reputable assistance dog providers are members of Assistance Dogs UK. This umbrella group currently has eight member organisations, which can be viewed here:

<http://www.assistancedogs.org.uk/>. It is important to note that the membership of Assistance Dogs UK is not a definitive list of all UK assistance dog organisations and may change during the currency of the PSPO. It also does not provide for owner trained assistance dogs.

We would therefore encourage the Council to allow for some flexibility when considering whether a disabled person’s dog is acting as an assistance dog. The Council could consider adopting the definitions of assistance dogs used by Mole Valley District Council, which can be found here:

https://www.molevalley.gov.uk/media/pdf/1/b/83072_-_Completed_PSPO.pdf

or that of Northumberland County Council:

“(4) The term “Assistance Dog” shall mean a dog which has been trained to assist a person with a disability.

(5) The expression “disability” shall have the meaning prescribed in section 6 of the Equality Act 2010 or as may be defined in any subsequent amendment or re-enactment of that legislation”.

The Anti-Social Behaviour, Crime and Policing Act 2014 ss. 59-75

PUBLIC SPACE PROTECTION ORDER (REGULATION OF DOGS IN THE BOROUGH OF OADBY AND WIGSTON) 2021

The Borough Council of Oadby and Wigston (hereafter "the Authority") hereby makes the following Public Space Protection Order (hereafter "the Order") under ss. 59-75 of the Anti-Social Behaviour, Crime and Police Act 2014 (hereafter "the Act").

This Order may be cited as 'The Public Space Protection Order (Regulation of Dogs in the Borough of Oadby and Wigston) 2021' and shall come into force on the [] day of [] 20 [] and remain in force for a period of three years.

1. Dog fouling of land

If within the administrative area of the Authority as detailed in Schedule 1 below, a dog defecates at any time on land which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission and a person who is in charge of the dog at the time fails to remove the faeces from the land forthwith, that person shall be guilty of an offence unless:

- (a) that person has reasonable excuse for failing to do so; or
- (b) the owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

2. Dogs on leads by direction

2.1. A person in charge of a dog shall be guilty of an offence if, at any time, within the administrative area of the Authority as detailed in Schedule 1 below, that person does not comply with a direction given to him by an authorised officer of the Authority to put and keep the dog on a lead unless:

- (a) that person has reasonable excuse for failing to do so; or
- (b) The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

2.2. An authorised officer may only give a direction under this Order if such restraint is reasonably necessary to prevent a nuisance or behaviour by the dog that is likely to cause annoyance or disturbance to any other person, or to a bird or another animal.

3. Keeping of dogs on leads

A person in charge of a dog shall be guilty of an offence if, at any time, on land detailed in Schedule 2 below, that person does not keep the dog on a lead unless:

- (a) that person has reasonable excuse for failing to do so; or
- (b) The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

4. Exclusion of dogs

A person in charge of a dog shall be guilty of an offence if, at any time, that person

takes the dog onto, or permits the dog to enter or to remain on, any land detailed in Schedule 3 below unless:

- (a) that person has reasonable excuse for failing to do so; or
- (b) The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

5. Means to pick up

5.1. A person in charge of a dog shall be guilty of an offence if, at any time, within the administrative area of the Authority as detailed in Schedule 1 below, that person does not have with him an appropriate means to pick up dog faeces deposited by that dog unless:

- (a) that person has reasonable excuse for failing to do so; or
- (b) The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

5.2. The obligation is complied with if, after a request from an authorised officer, the person in charge of the dog produces an appropriate means to pick up the dog faeces.

6. Exemptions

Nothing in this order shall apply to a person who:

- (a) is registered as a blind person in a register compiled under section 29 of the National Assistance Act 1948, or "severely sight impaired", or "sight impaired" under the Care Act 2014; or
- (b) has a disability which affects his mobility, manual dexterity, physical coordination, or ability to lift, carry, or otherwise move everyday objects, in respect of a dog trained by a "prescribed charity" and upon which he relies for assistance.

7. General Points

For the purpose of this Order:

- (a) A person who habitually has a dog in his possession shall be taken to be in charge of the dog at any time unless at that time some other person is in charge of the dog;
- (b) Placing the faeces in a receptacle on the land which is provided for the purpose, or for the disposal of waste, shall be sufficient removal from the land;
- (c) Being unaware of the defecation whether by reason of not being in the vicinity or otherwise or not having a device for or other suitable means of removing the faeces shall not be a reasonable excuse for failing to remove the faeces;
- (d) "An authorised officer of the Authority" means an employee, partnership agency or contractor of Oadby and Wigston Borough Council who is authorised in writing by the Authority for the purposes of giving directions under the Order.
- (e) Unless the context otherwise requires, words in the singular shall include the plural

and in the plural shall include the singular.

(f) Unless the context otherwise requires, a reference to one gender shall include a reference to the other genders.

(g) Each of the following is a "prescribed charity" -

- (i) Dogs for the Disabled (registered charity number 700454);
- (ii) Support Dogs Limited (registered charity number 1088281);
- (iii) Canine Partners for Independence (registered charity number 803680);
- (iv) Hearing Dogs for Deaf People (registered charity number 293358); and
- (v) The Guide Dogs for the Blind Association (registered charity number 209617).

8. Penalty

8.1. A person who is guilty of an offence under this Order shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale.

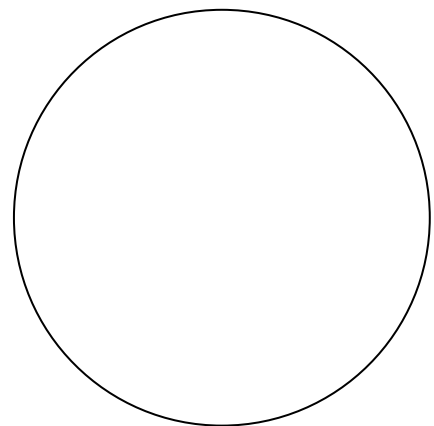
8.2. A Fixed Penalty Notice of £100.00 will be issued to offenders to be paid within 14 days (reduced to £70.00 if paid within 7 days) which would discharge any liability to conviction for an offence under section 67(1) of the Act.

The above Order was adopted by the Full Council at a meeting held on the [] day of [] 20 [].

In witness thereof the Common Seal of the Borough Council of Oadby and Wigston was hereunto affixed on [] day of [] 20 [].

.....

Mayor
Her Worship Councillor Mrs Lynda Eaton JP



.....

Chief Executive
Mrs Anne E Court

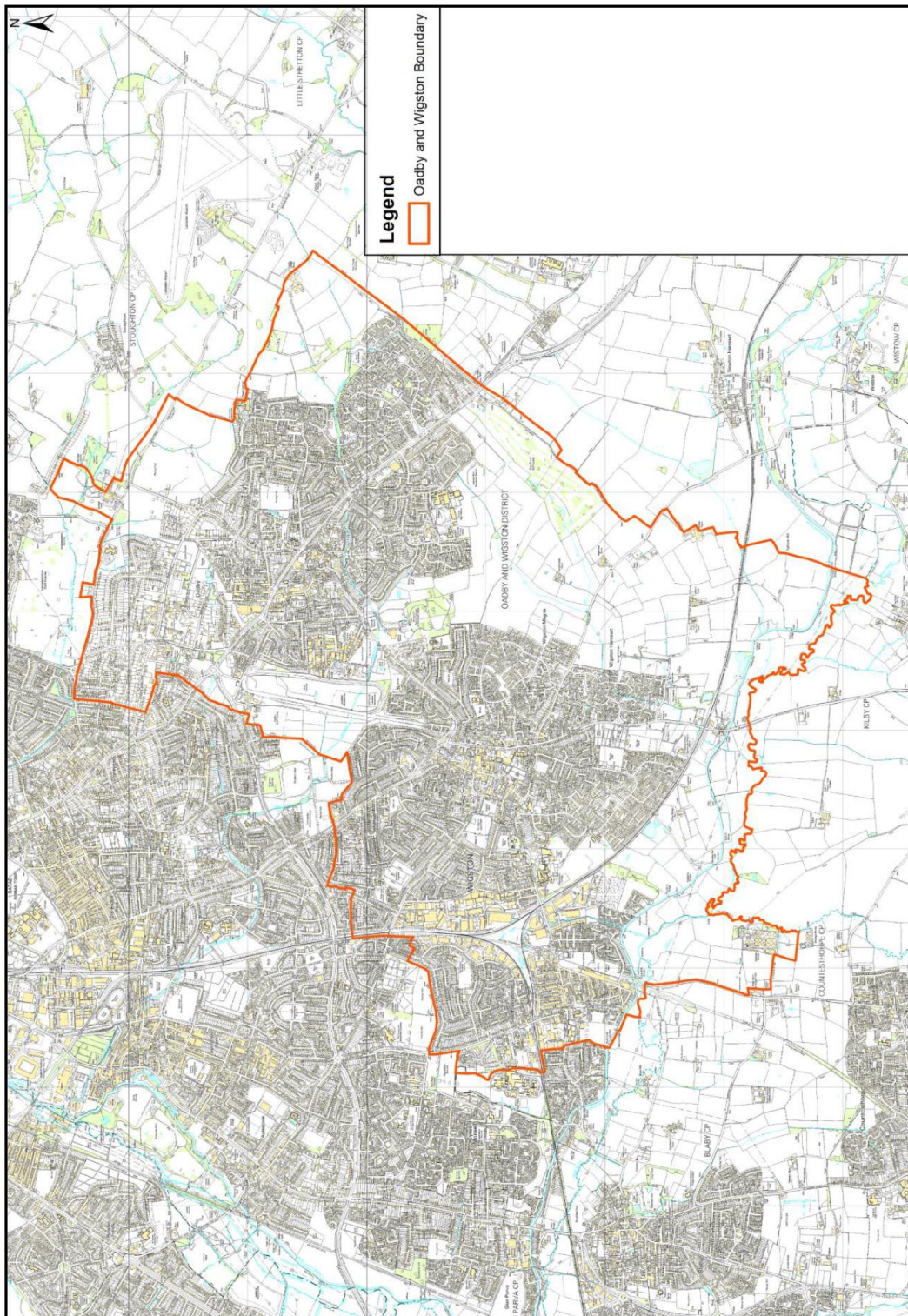
Seal No: _____

Schedule One

Dog fouling of land Dogs on leads by direction Means to pick up

This Order applies to the administrative area of the Authority edged-red below:

Map No. 1



Schedule Two

Keeping of dogs on leads

This Order applies to all the land described below:

Map No.	Location	Area	Description of Land
2	St Peter's Churchyard, Wigston Road, LE2 SQE	Oadby	Churchyard
3	5 - 15 London Road, LE2 5DL	Oadby	Blind Garden
4	Oadby Cemetery, Wigston Road, LE2 5QB	Oadby	Cemetery
5	Wigston Road Allotments, Wigston Road, LE2 SJE	Oadby	Allotments
6	Brabazon Road Allotments, Brabazon Road, LE2 5HE	Oadby	Allotments
7	Brocks Hill Country Park, Natural Play Area, Washbrook Lane, LE2 SJJ	Oadby	Park
8	All Saints Churchyard, Moat Street, LE18 2GD	Wigston	Churchyard
9	St. Wistan's Church, Church Nook, LE18 3RA	Wigston	Churchyard
10	Wigston Cemetery, Welford Road, LE18 35N	Wigston	Cemetery
11	Aylestone Lane Allotments, Aylestone Lane, LE18 1FX	Wigston	Allotments
12	Manchester Gardens Allotments, Blunts Lane, LE18 2HA	Wigston	Allotments

Schedule Three

Exclusion of dogs

This Order applies to all the land described below:

Map No.	Location	Area	Description of Land
7	Brocks Hill Country Park Small Play Area and Amphitheatre, Washbrook Lane, LE2 SJJ	Oadby	Play Area
13	Ellis Park Bowls Green, Ellis Park, Brabazon Road, LE2 5HG	Oadby	Bowls Green
13	Tennis Courts, Ellis Park, Brabazon Road, LE2 5HG	Oadby	Tennis Courts
13	Play Area, Ellis Park, Brabazon Road, LE2 5HG	Oadby	Play Area
14	Illife Avenue Park, LE2 5LS	Oadby	Play Area
15	Morwood Play Area, London Road, LE2 5DL	Oadby	Play Area
16	Rosemead Park, Rosemead Drive, LE2 5SD	Oadby	Play Area
17	Uplands Playing Field, Uplands Road, LE2 4NS	Oadby	Play Area
18	Coombe Park, Coombe Rise, LE2 5TT	Oadby	Play Area
19	Fox Hollow, LE2 4QY	Oadby	Play Area
20	Hill Field Park, Florence Wragg Way, LE2 4UU	Oadby	Play Area
21	Blaby Road Park, LE18 4PA	South Wigston	Play Area
22	South Wigston Bowls Green, Blaby Road Park, LE18 4PA	South Wigston	Bowls Green
22	Multi Use Games area, Blaby Road Park, LE18 4PA	South Wigston	Multi Use Games Area
22	Skate Park, Blaby Road Park, LE18 4PA	South Wigston	Skate Park

23	William Gunning Park, Gloucester Crescent, LE18 4YE	South Wigston	Play Area
24	Wigston Bowls Green, Peace Memorial Park, Long Street, LE18 2AN	Wigston	Bowls Green
25	Tennis Courts, Peace Memorial Park, Long Street, LE18 2AN	Wigston	Tennis Court
26	Tennis Courts, Willow Park, Aylestone Lane, LE18 1AB	Wigston	Tennis Court
26	Skate Park, Willow Park, Aylestone Lane, LE18 1AB	Wigston	Skate Park
26	Willow Park, Aylestone Lane, LE18 1AB	Wigston	Play Area
27	Meadows Park, Meadow Way, LE18 3QZ	Wigston	Play Area
28	Wigston Fields Community Centre, Carlton Drive, LE18 1DE	Wigston	Play Area
29	Hayes Park, Thirlmere Road, LE18 3RS	Wigston	Play Area
30	Attenborough Close, LE18 3PR	Wigston	Play Area
31	Two Steeples Square, LE18 1DL	Wigston	Play Area
32	Horsewell Lane Park, Horesewll Lane, LE18 2HR	Wigston	Play Area

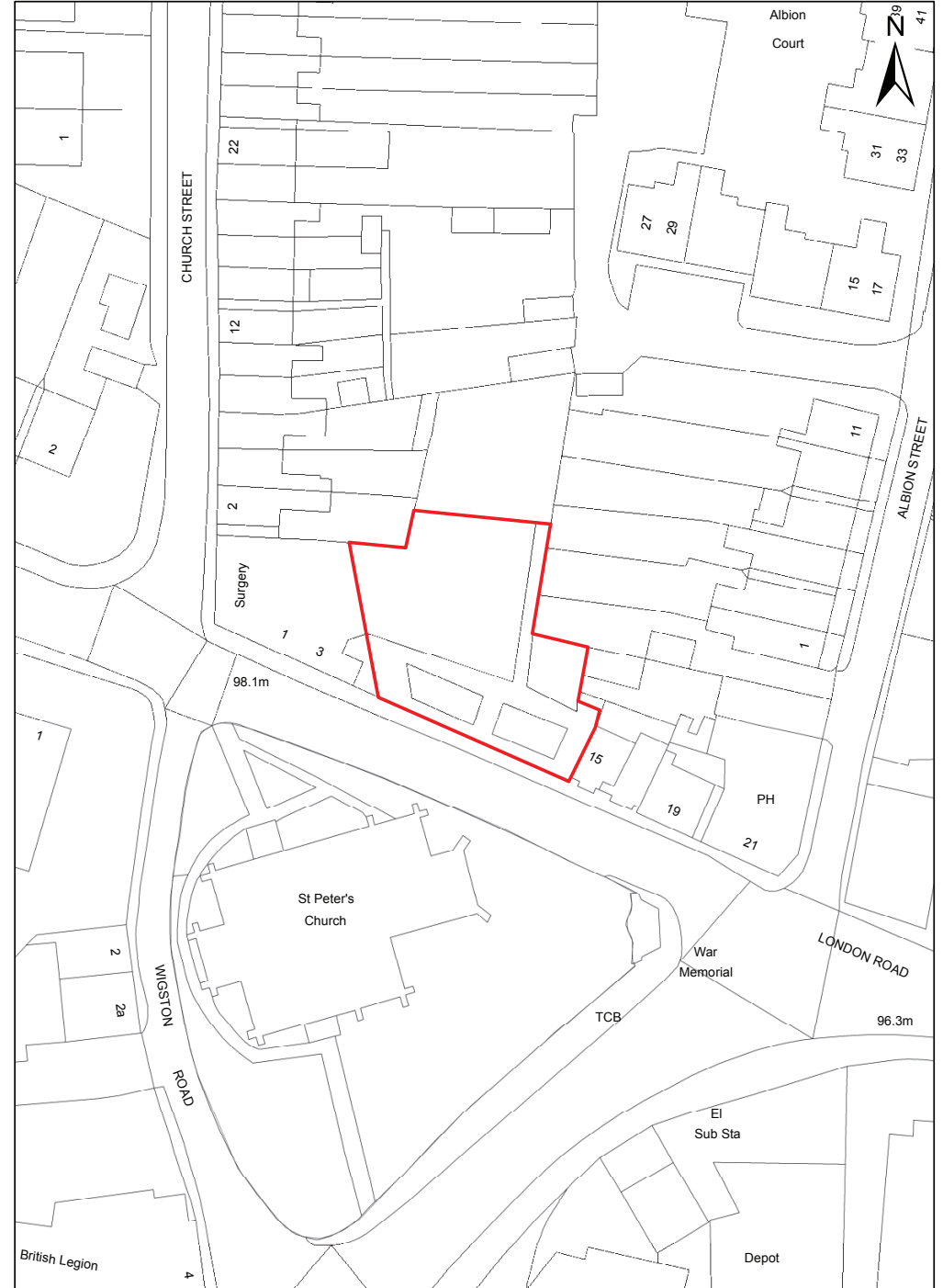
Map 2 St Peters Churchyard, Wigston Road, Oadby



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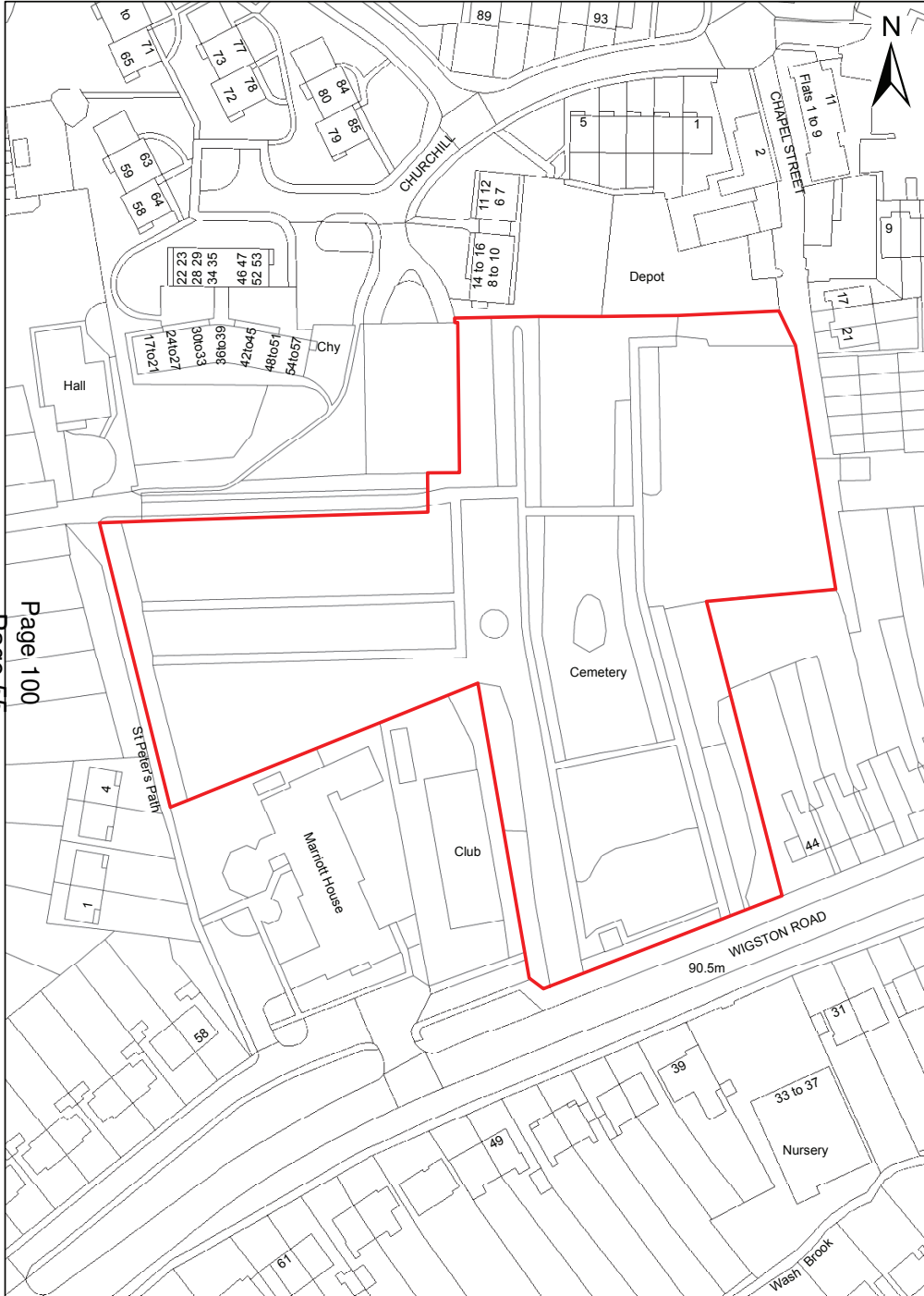
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Map 3 5 to 15 London Road, Oadby



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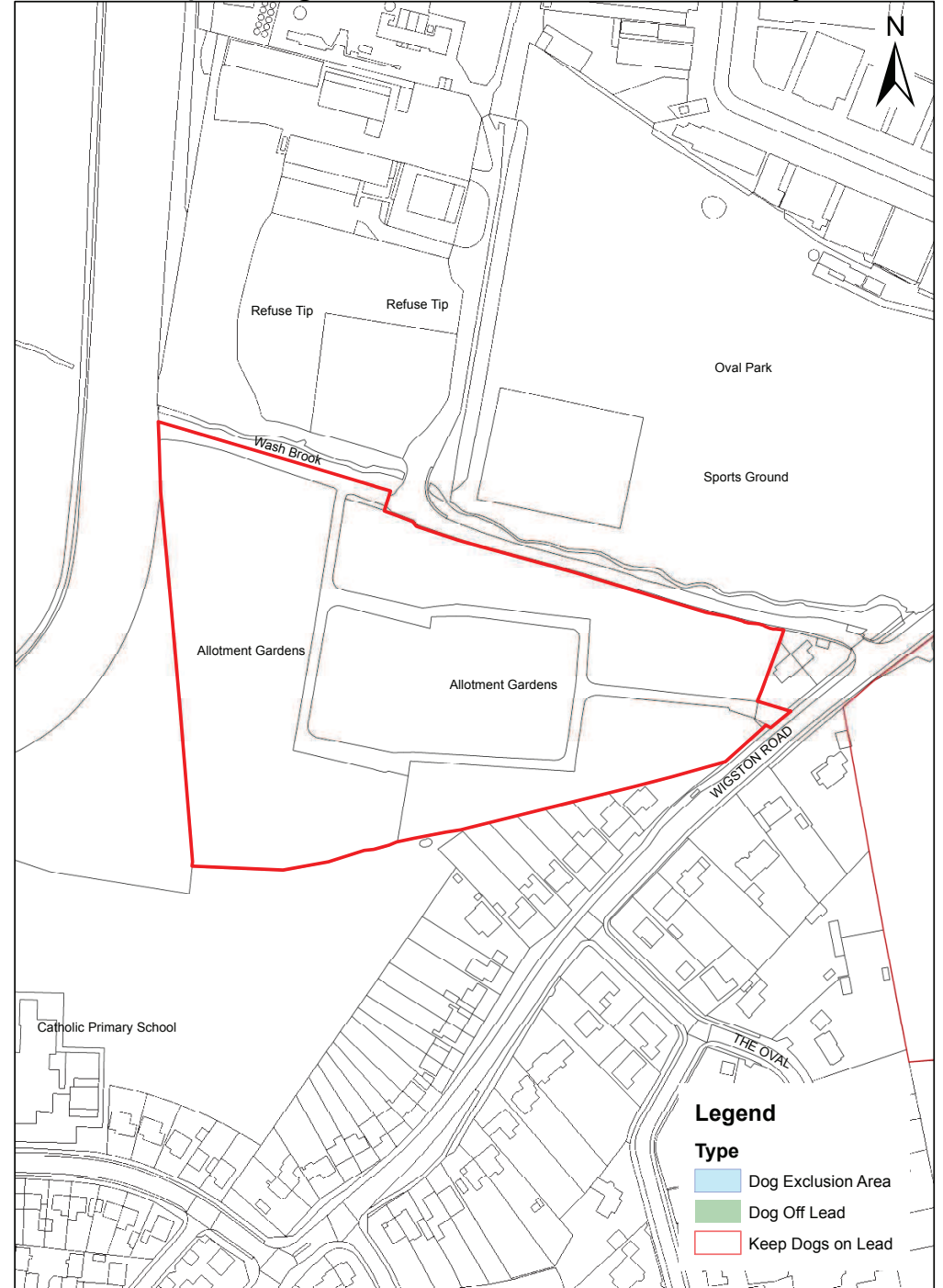
Map 4 Oadby Cemetery, Wigston Road, Oadby



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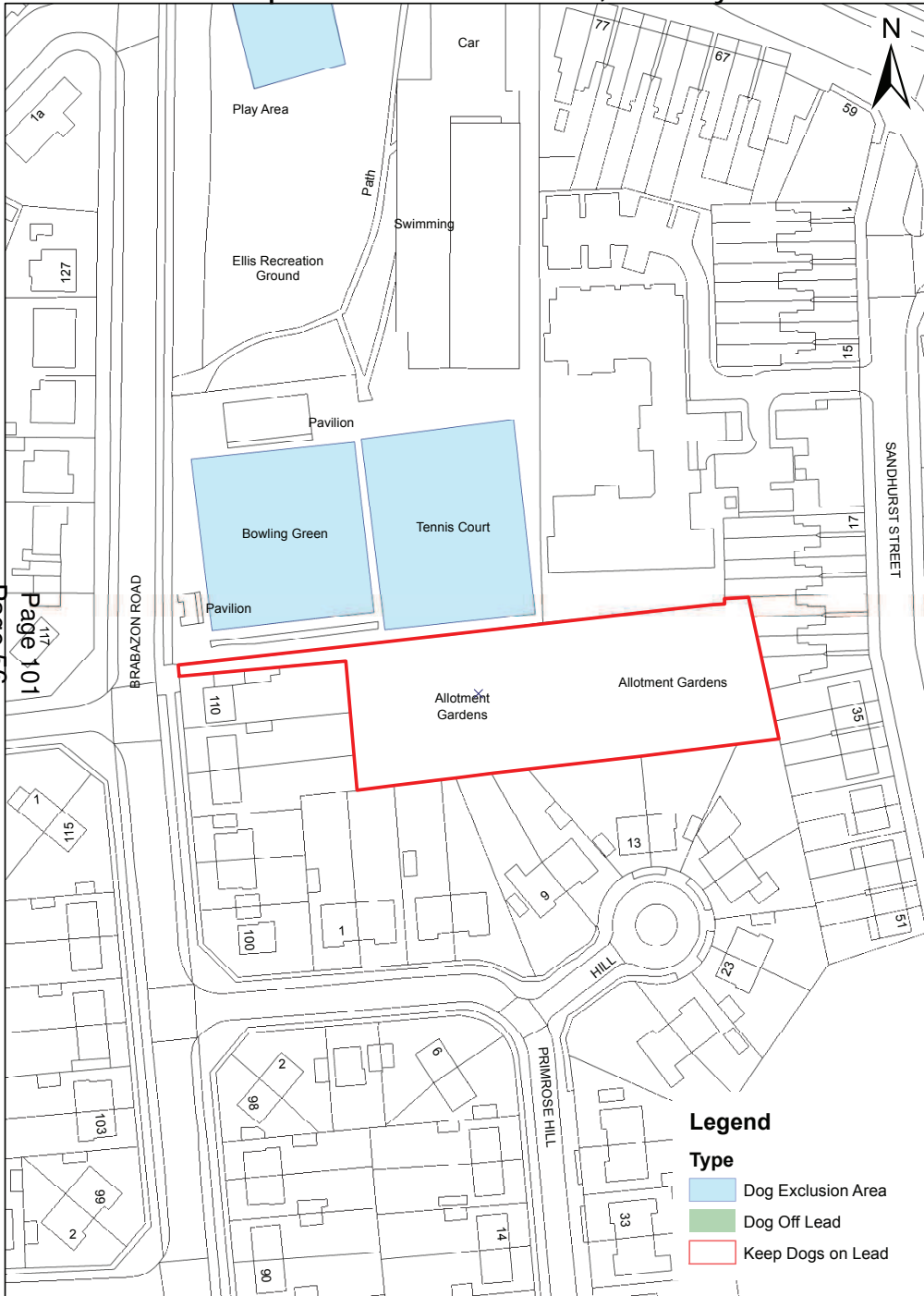
Map 5 Wigston Road Allotments, Oadby



- Legend**
- Type**
- Dog Exclusion Area
 - Dog Off Lead
 - Keep Dogs on Lead

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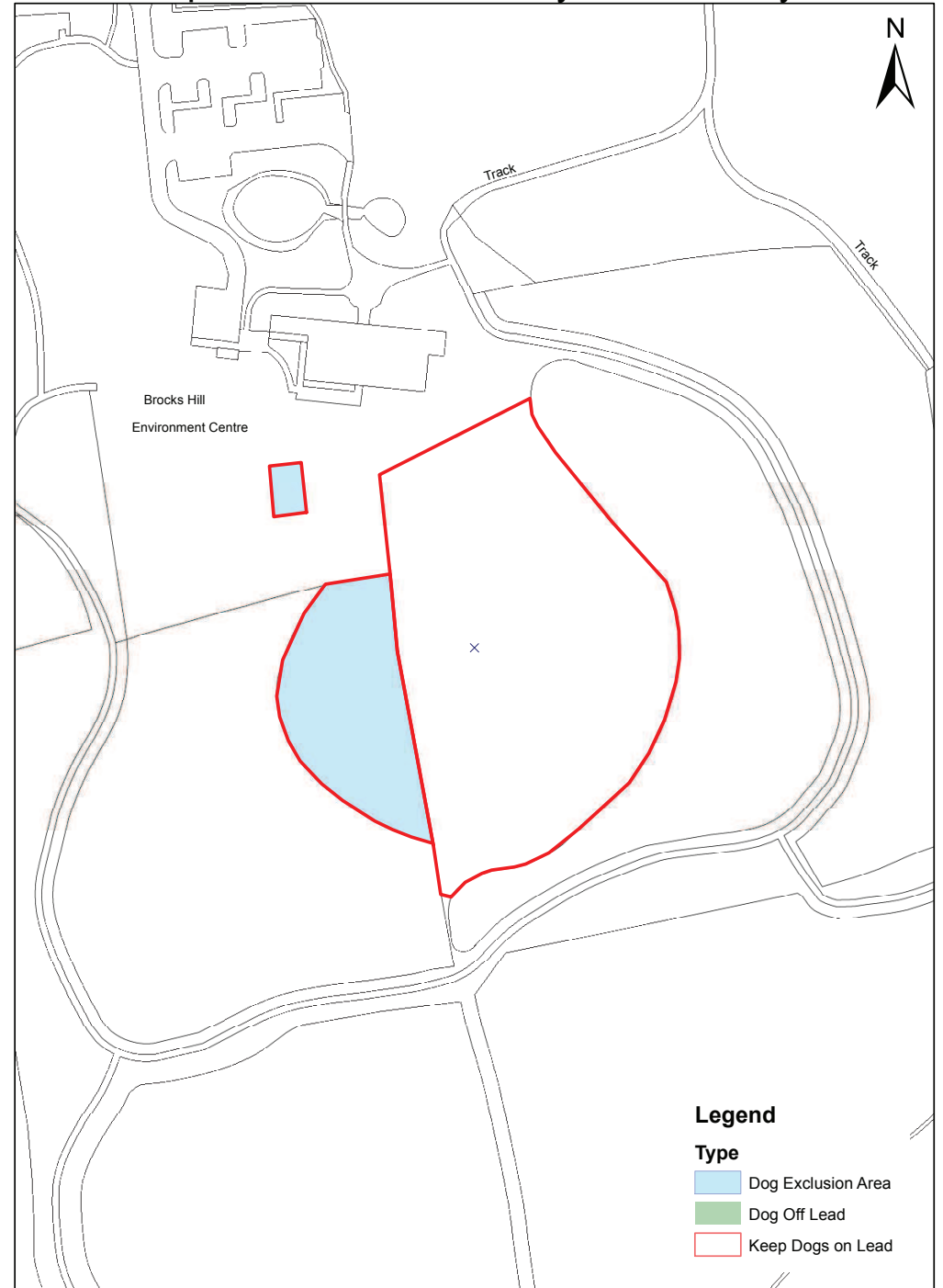
Map 6 Brabazon Road, Oadby



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Map 7 Brocks Hill Country Park, Oadby



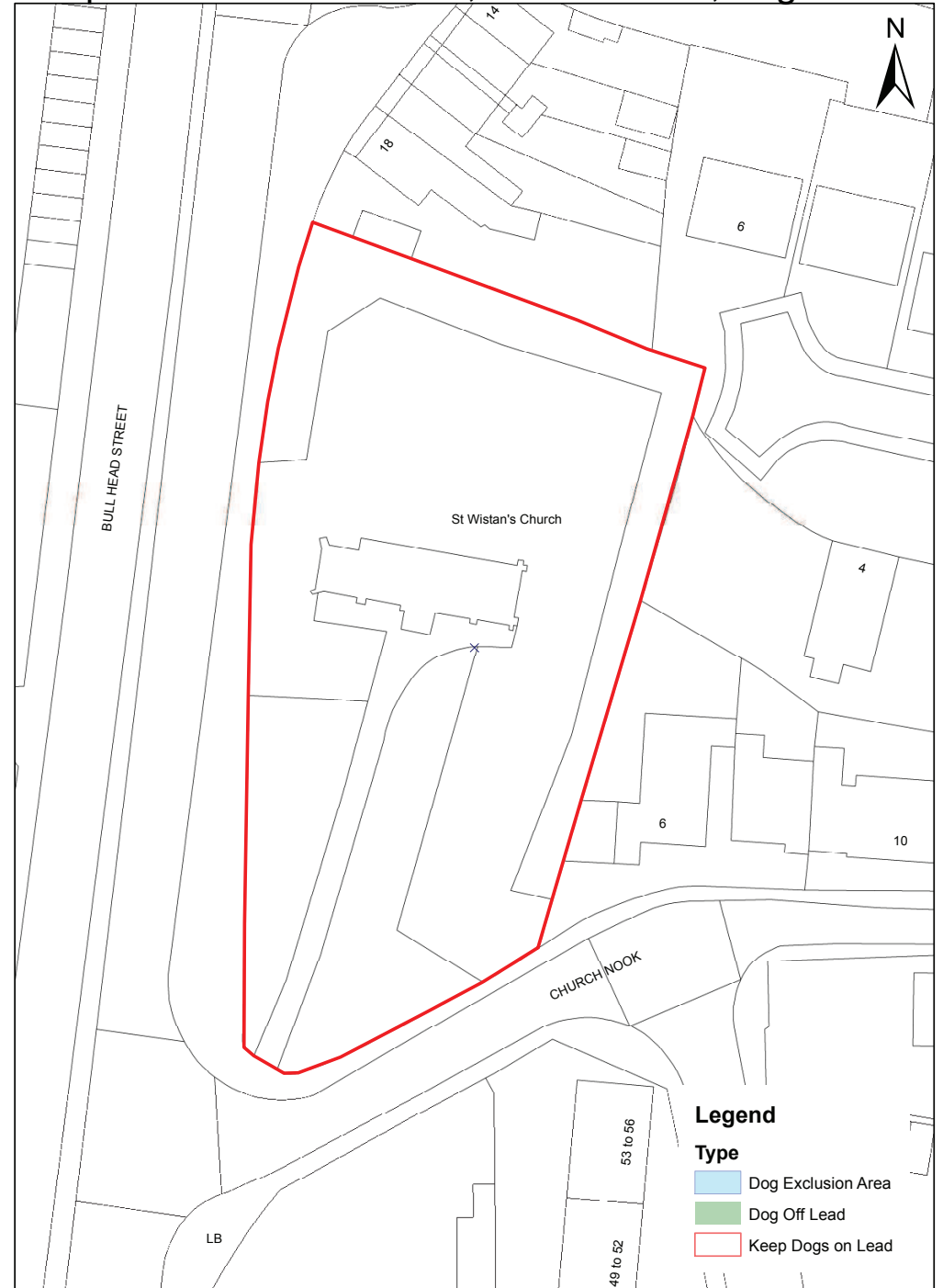
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Map 8 All Saints Church Yard, Moat Street, Wigston

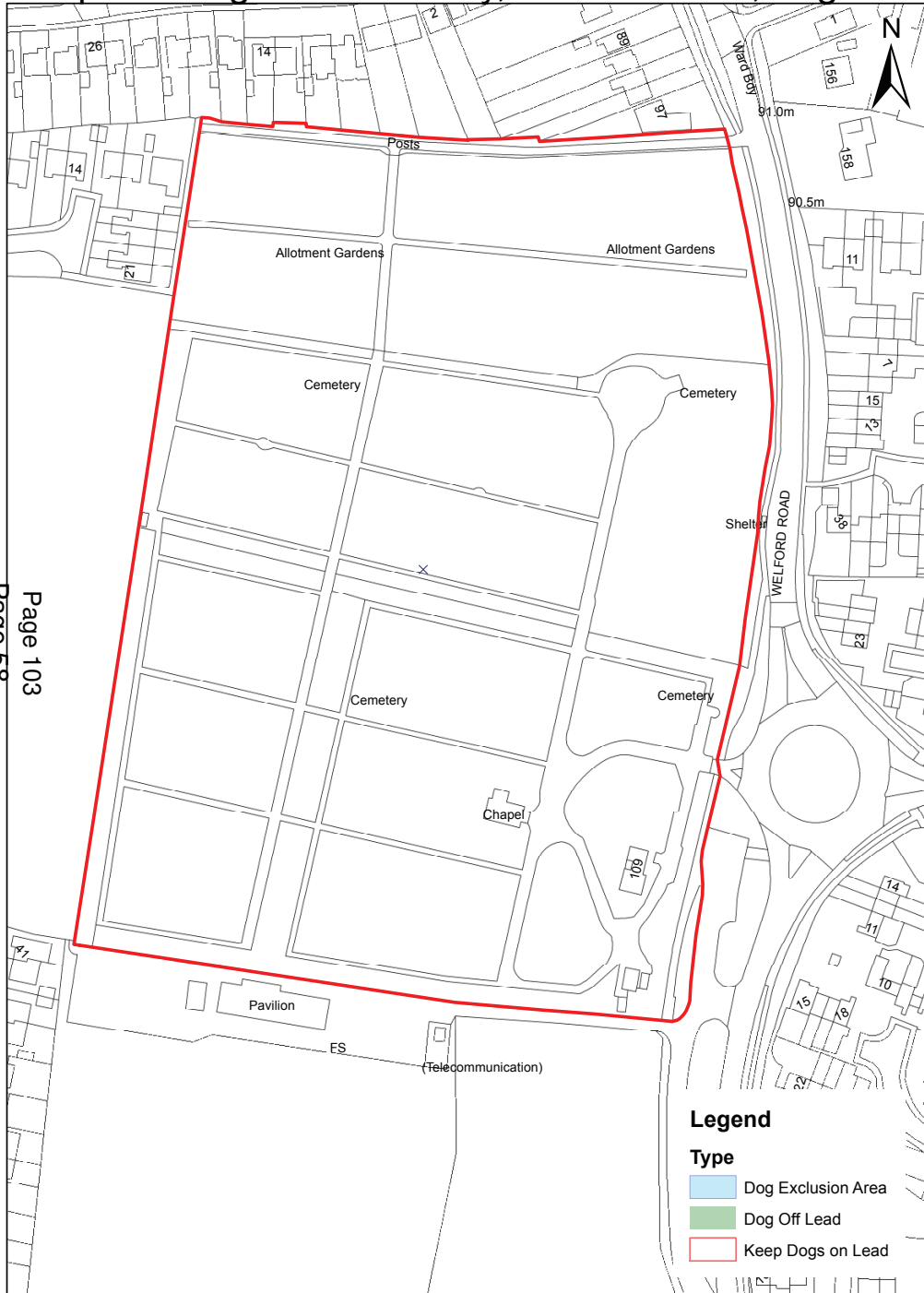


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Map 9 St Wistan Church, Church Nook, Wigston



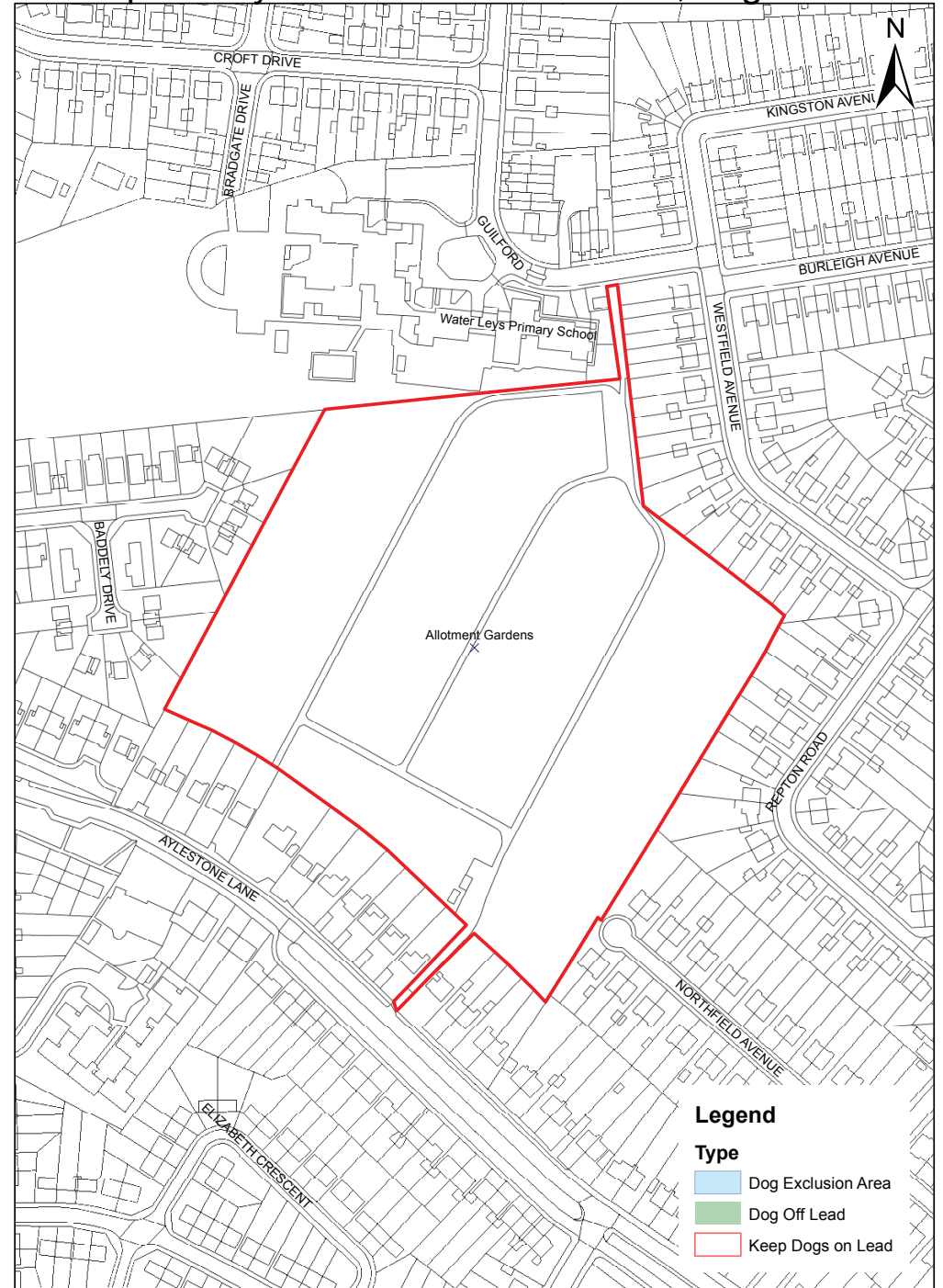
Map 10 Wigston Cemetery, Welford Road, Wigston



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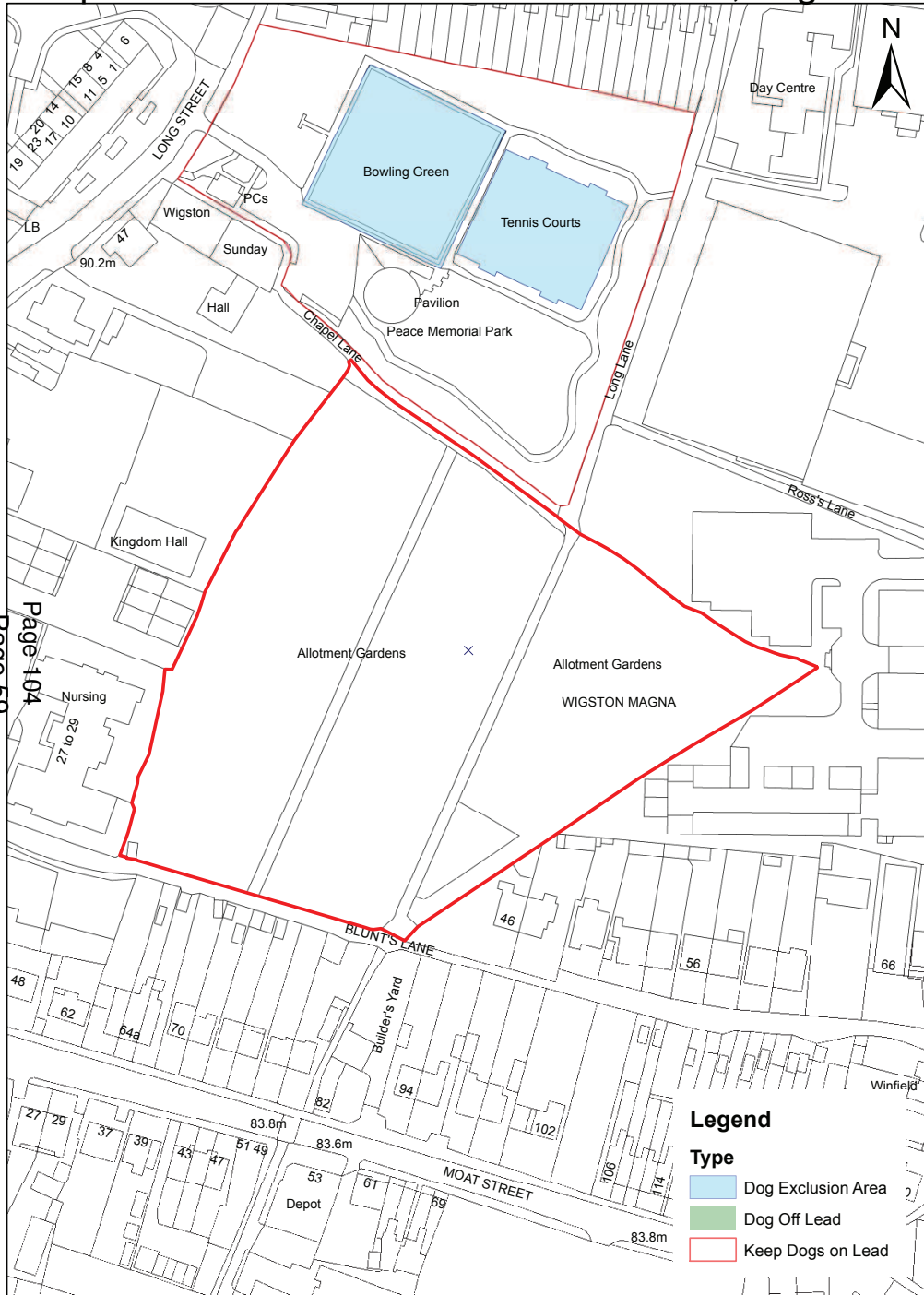
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Map 11 Aylestone Lane Allotments, Wigston



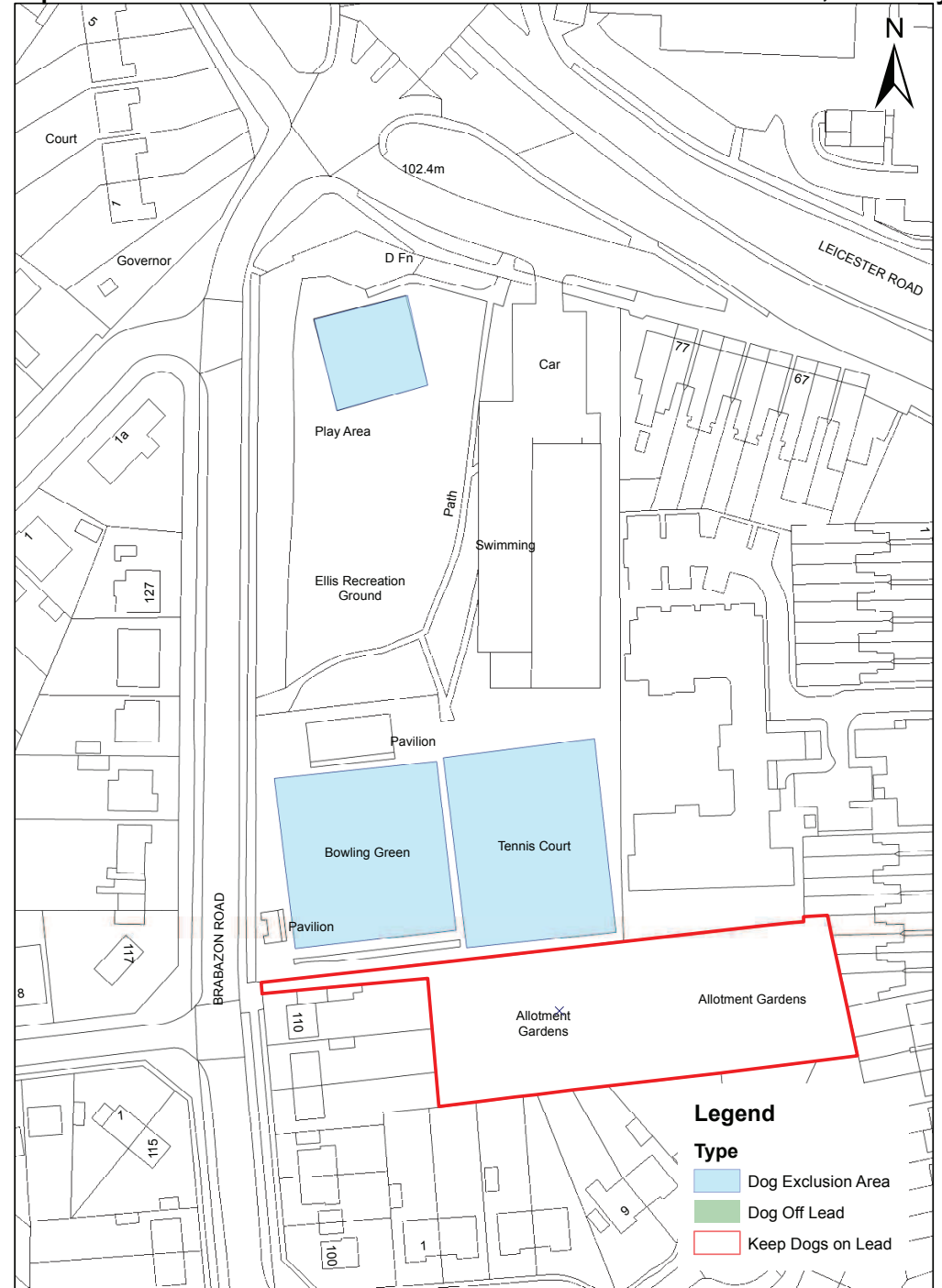
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Map 12 Manchester Gardens Allotments, Wigston



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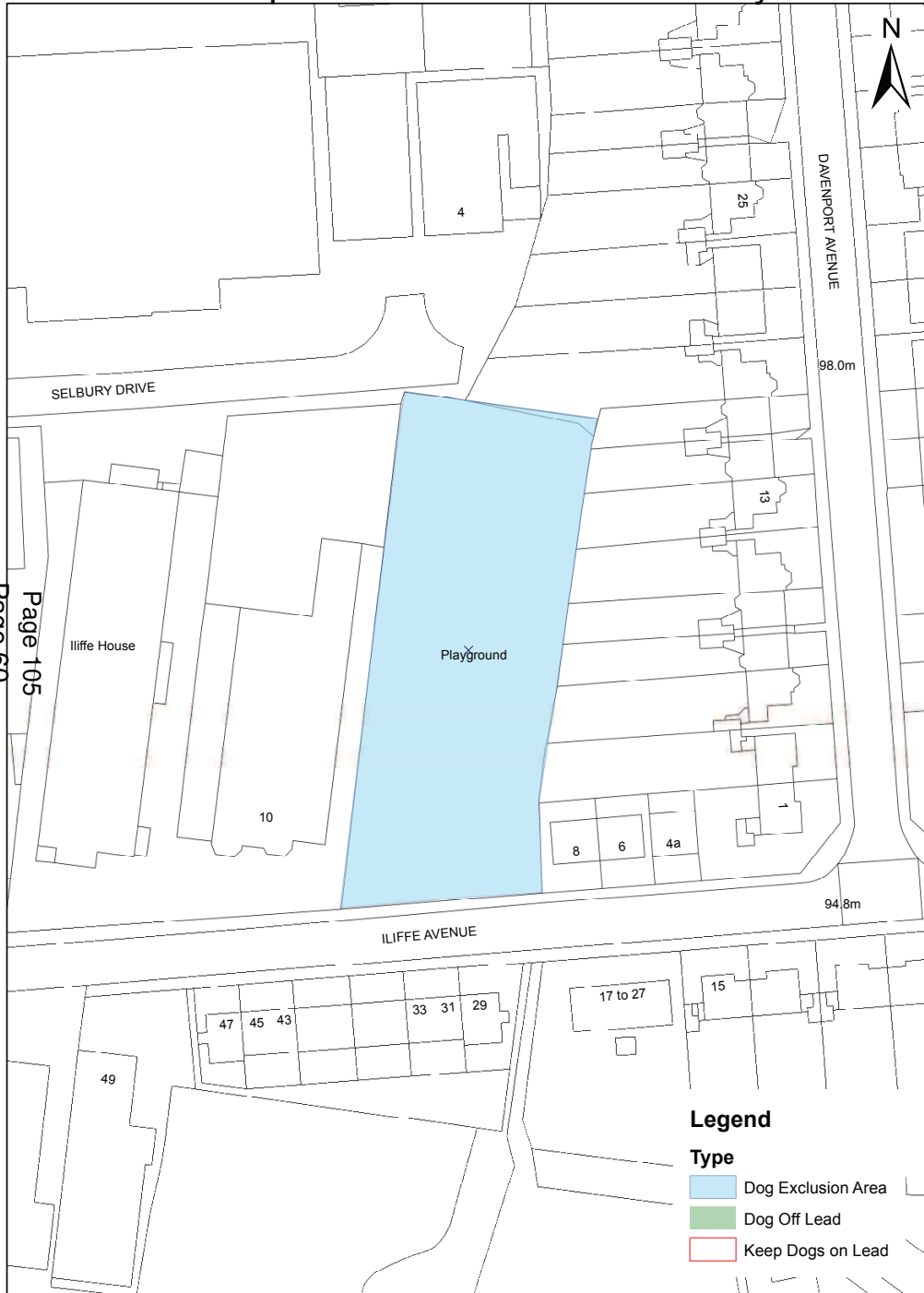
Map 13 Ellis Park Bowls Green and Tennis Court, Oadby



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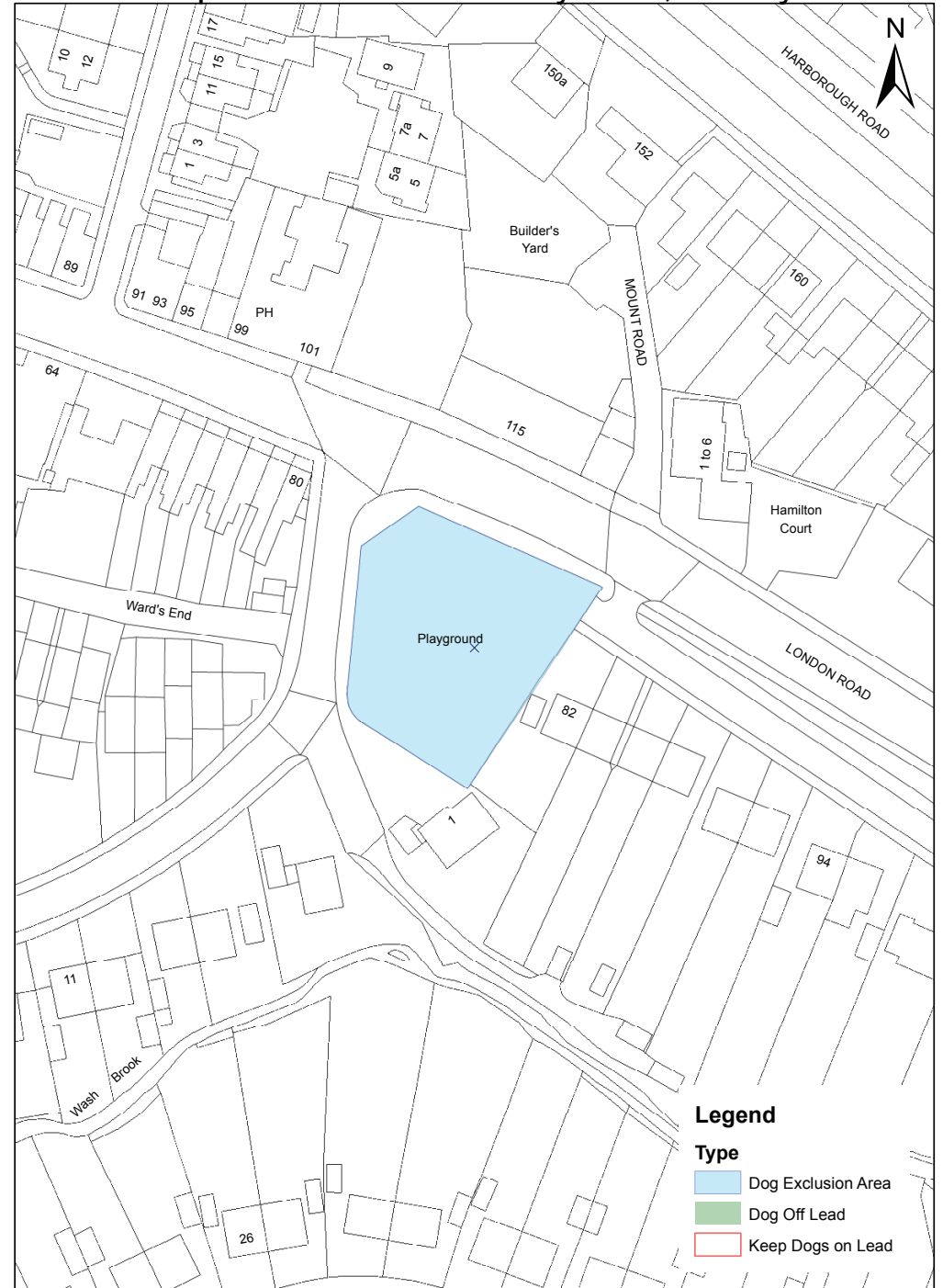
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Map 14 Illife Avenue Park Oadby



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Map 15 Morwood Play Area, Oadby

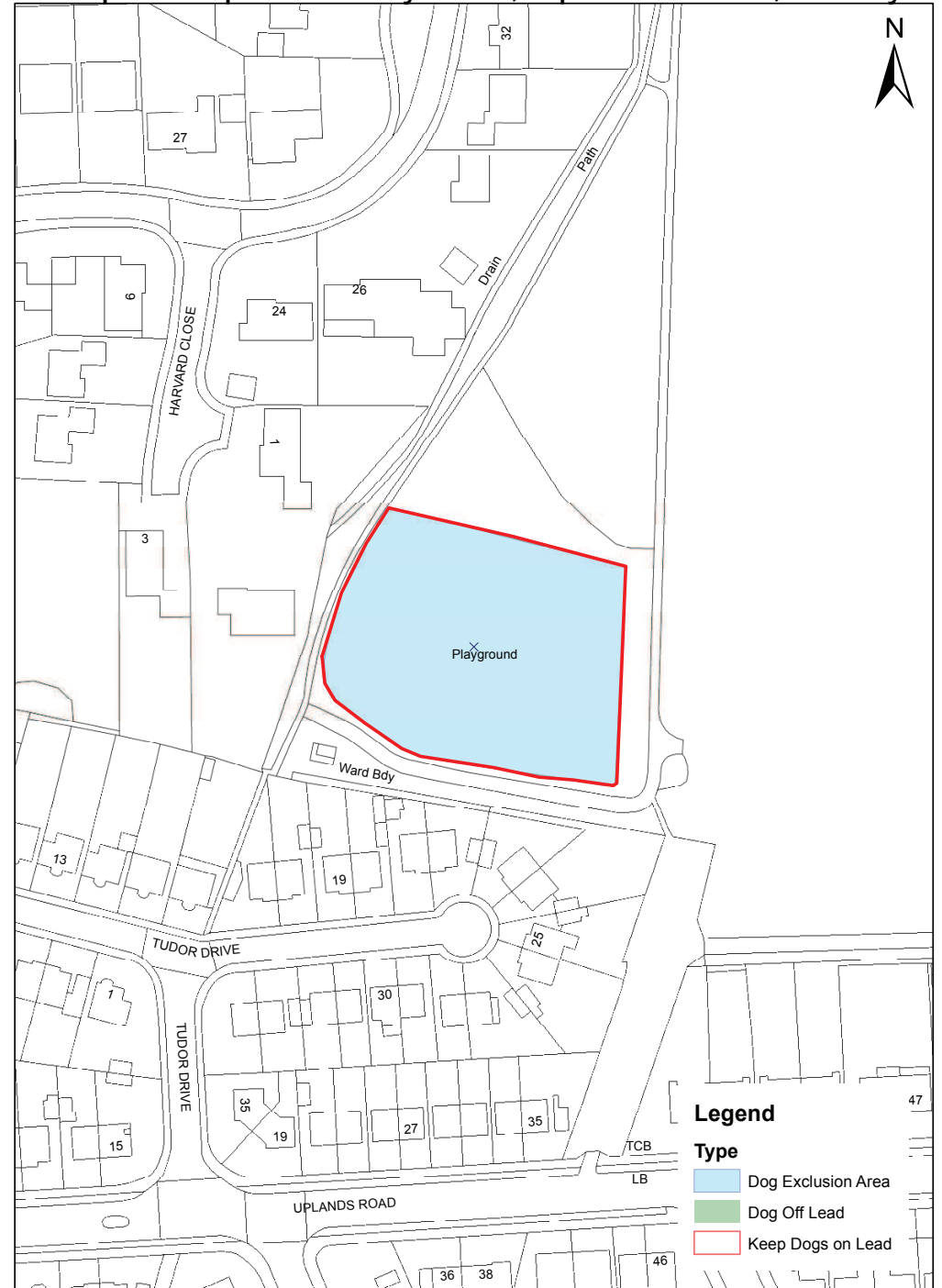


Map 16 Rosemead Park, Rosemead Drive, Oadby



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Map 17 Uplands Play Area, Uplands Road, Oadby



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Map 18 Coombe Park, Coombe Rise, Oadby

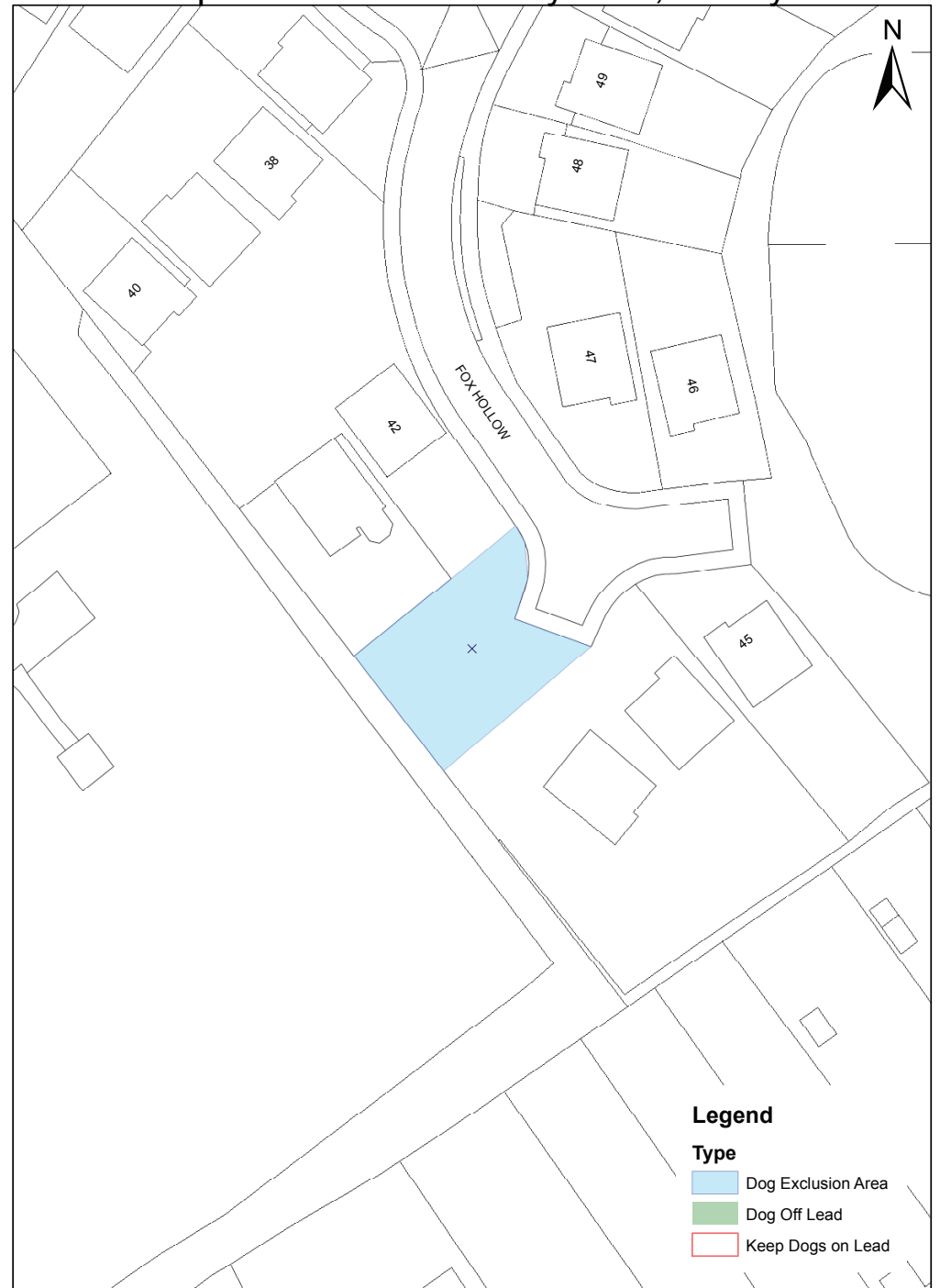


Legend

Type

- Dog Exclusion Area
- Dog Off Lead
- Keep Dogs on Lead

Map 19 Fox Hollow Play Area, Oadby

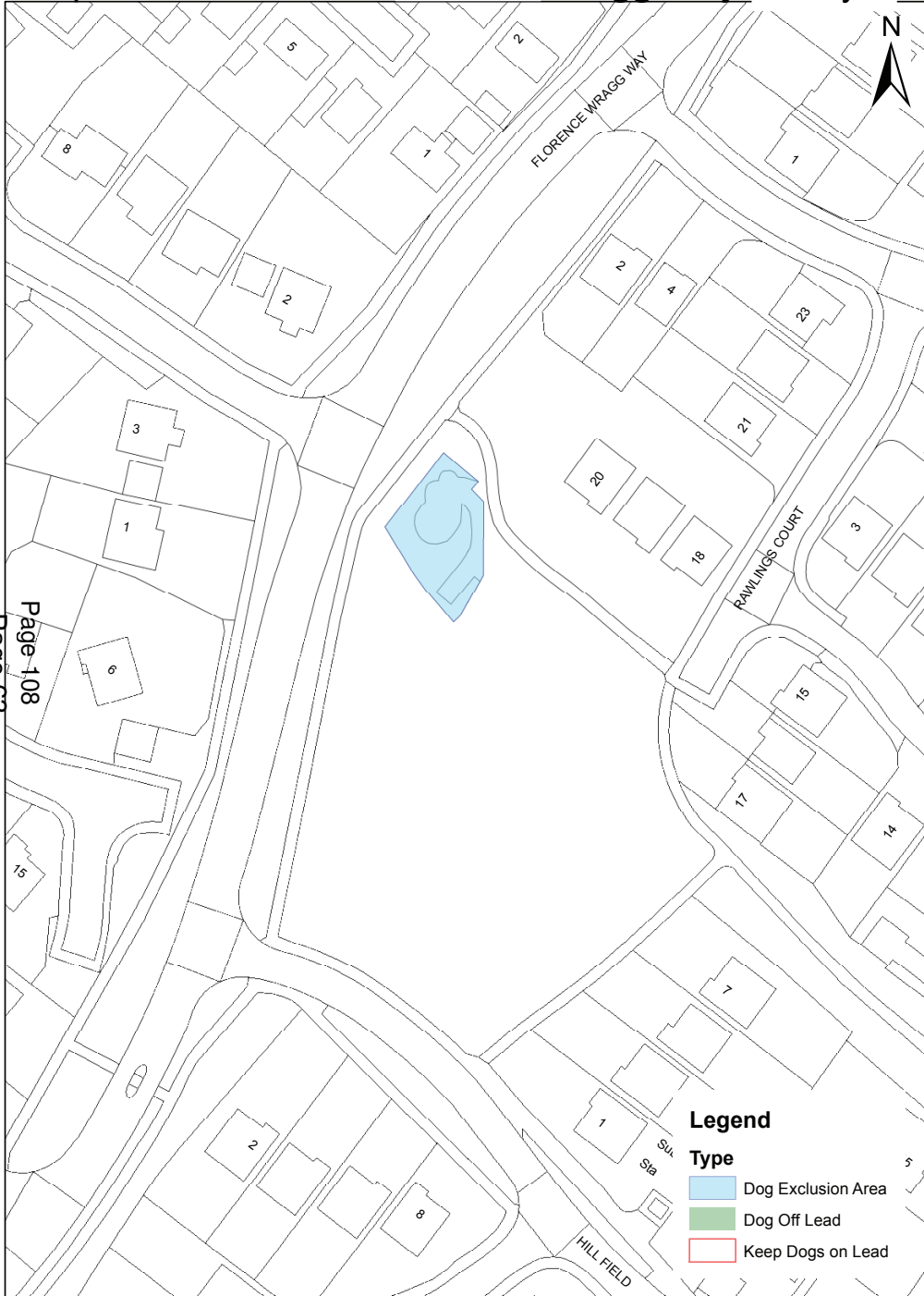


Legend

Type

- Dog Exclusion Area
- Dog Off Lead
- Keep Dogs on Lead

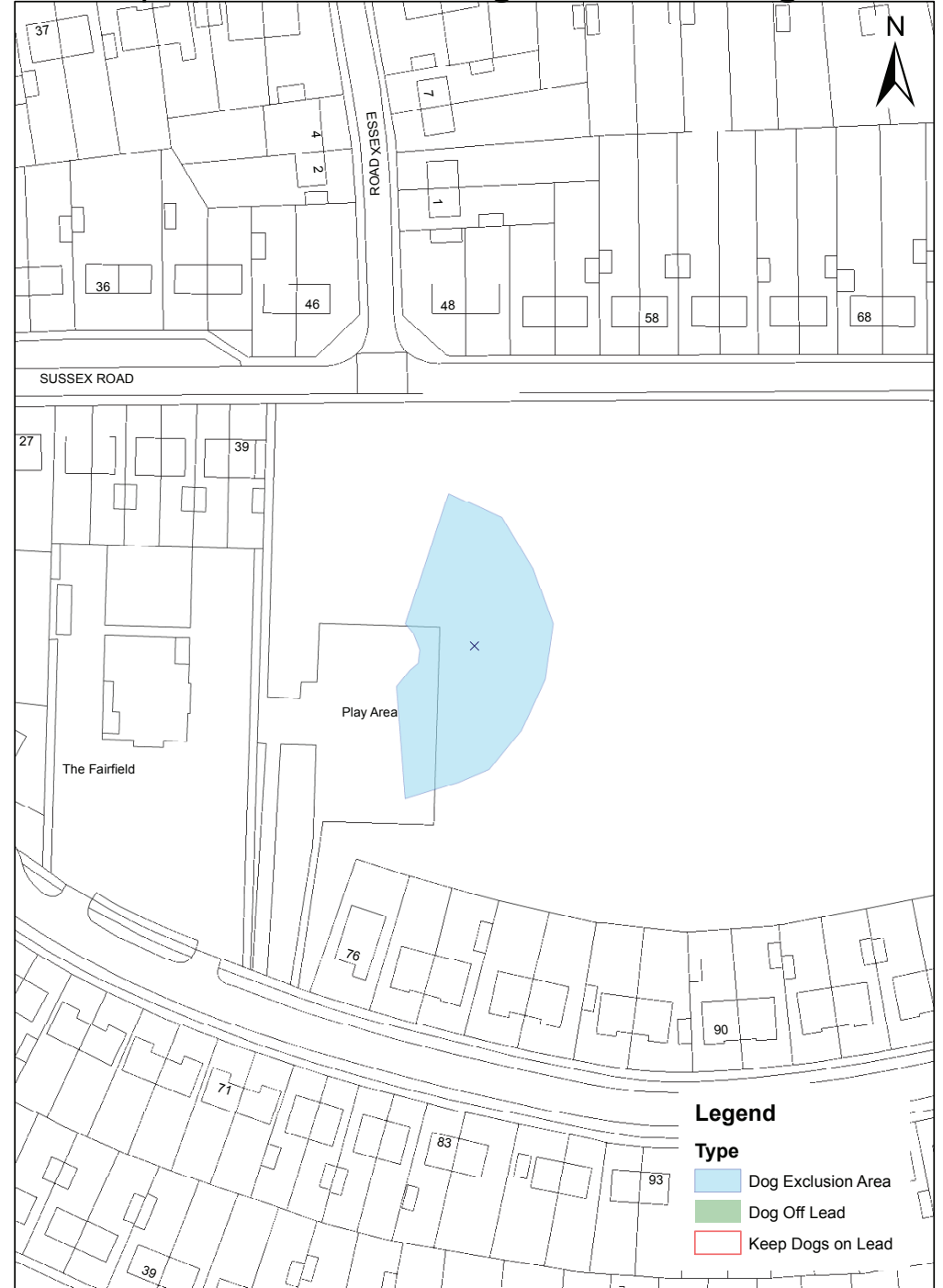
Map 20 Hill Field Park Florence Wragg Way, Oadby



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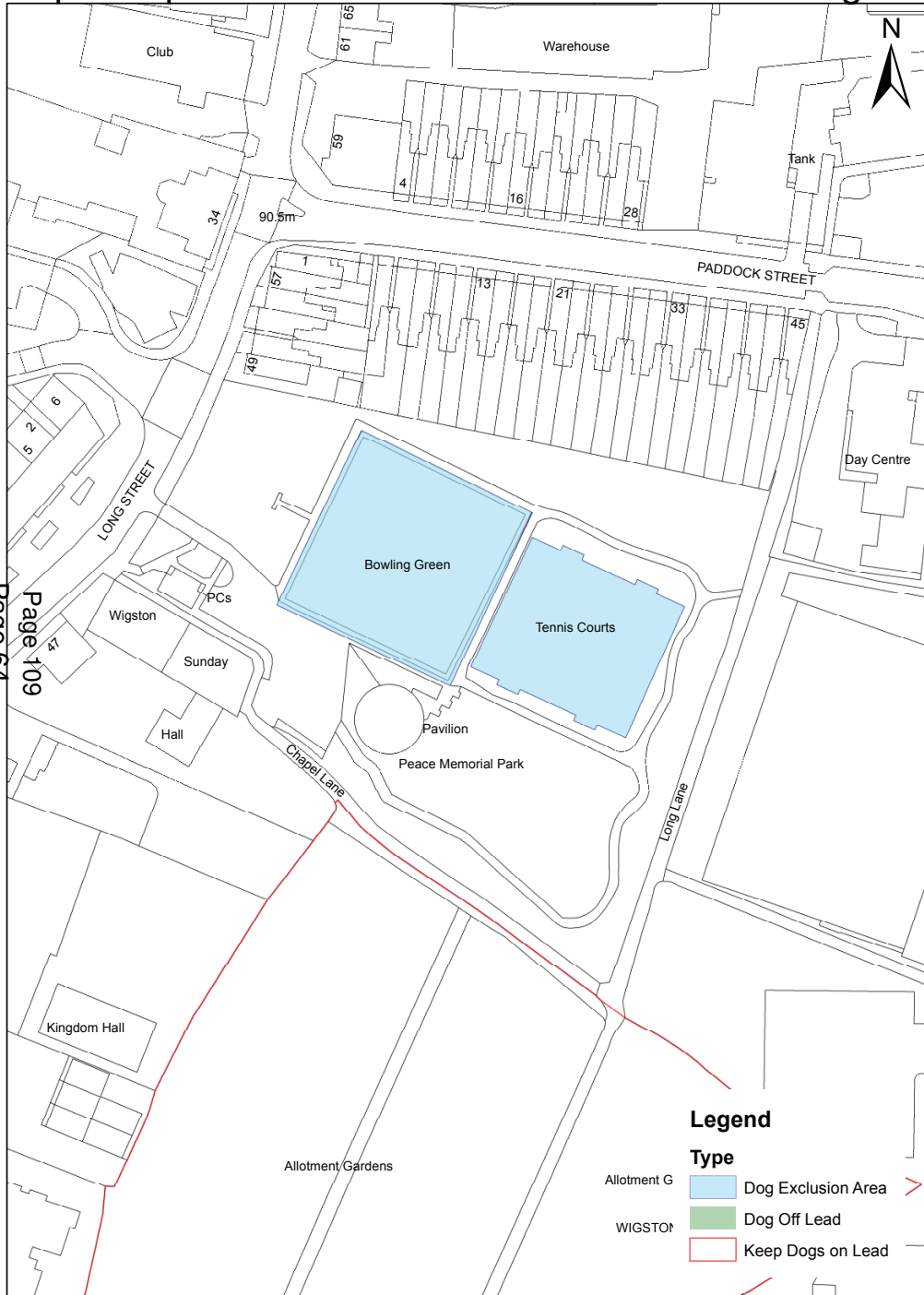
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Map 23 William Gunning Park, South Wigston



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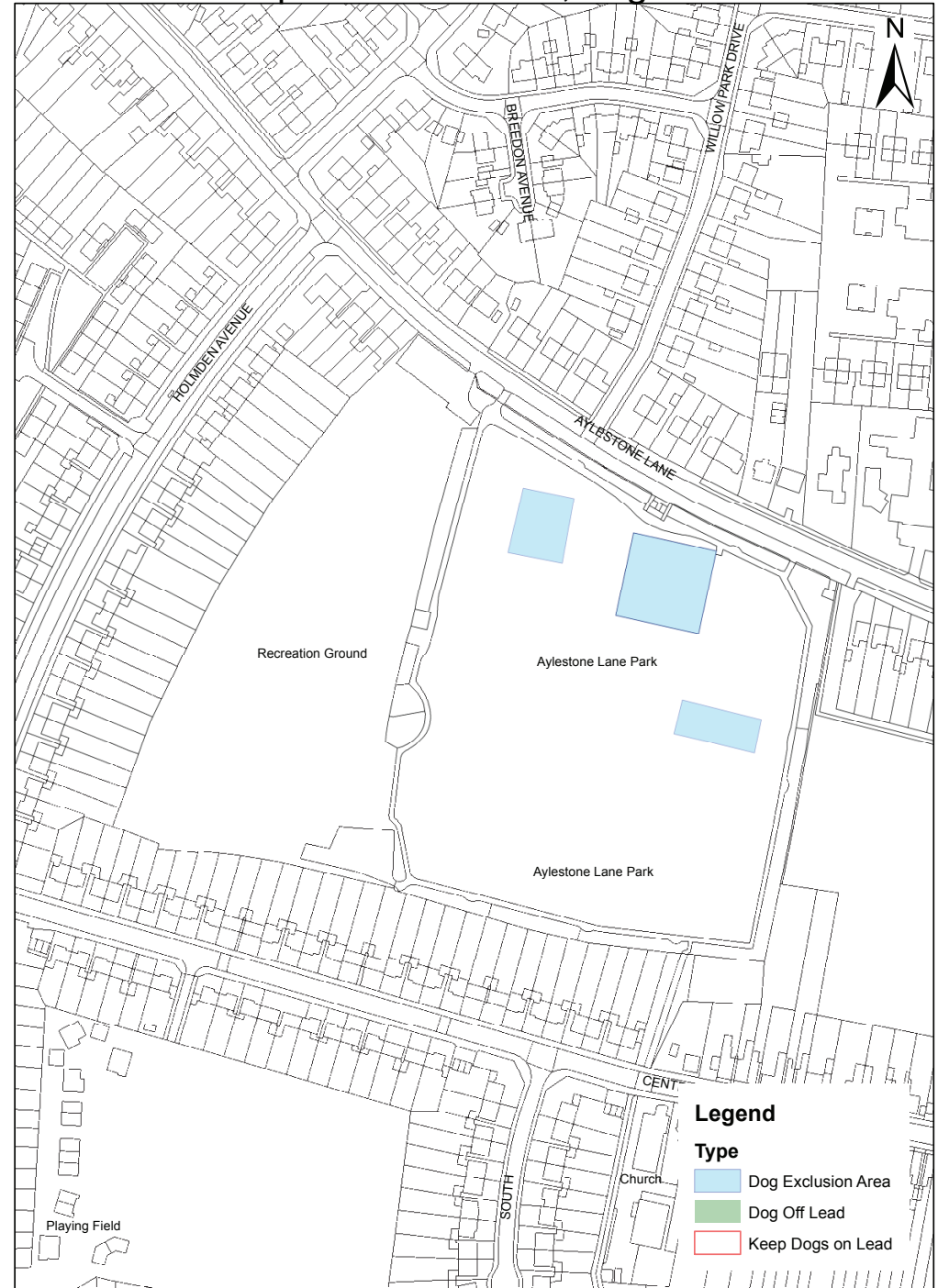
Map 24 Sports Facilities Peace Memorial Park Wigston



1:1,000

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Map 26 Willow Park, Wigston



1:2,000

Map 27 Meadows Play Area, Wigston

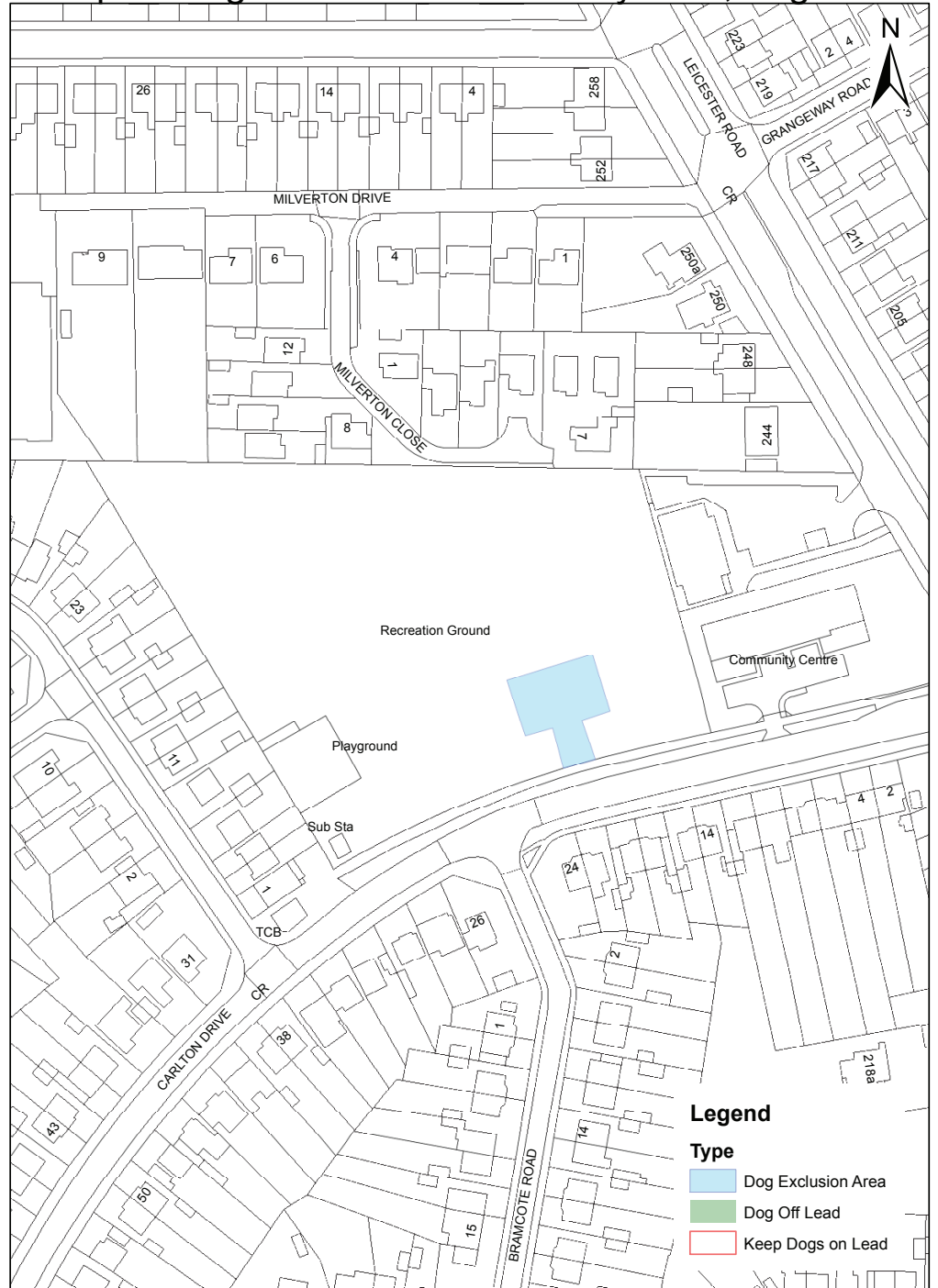


~ Page 110 ~
~ Page 65 ~

- Legend**
- | Type | Description |
|--------------------------------------|--------------------|
| ■ | Dog Exclusion Area |
| ■ | Dog Off Lead |
| ■ | Keep Dogs on Lead |

1:1,250

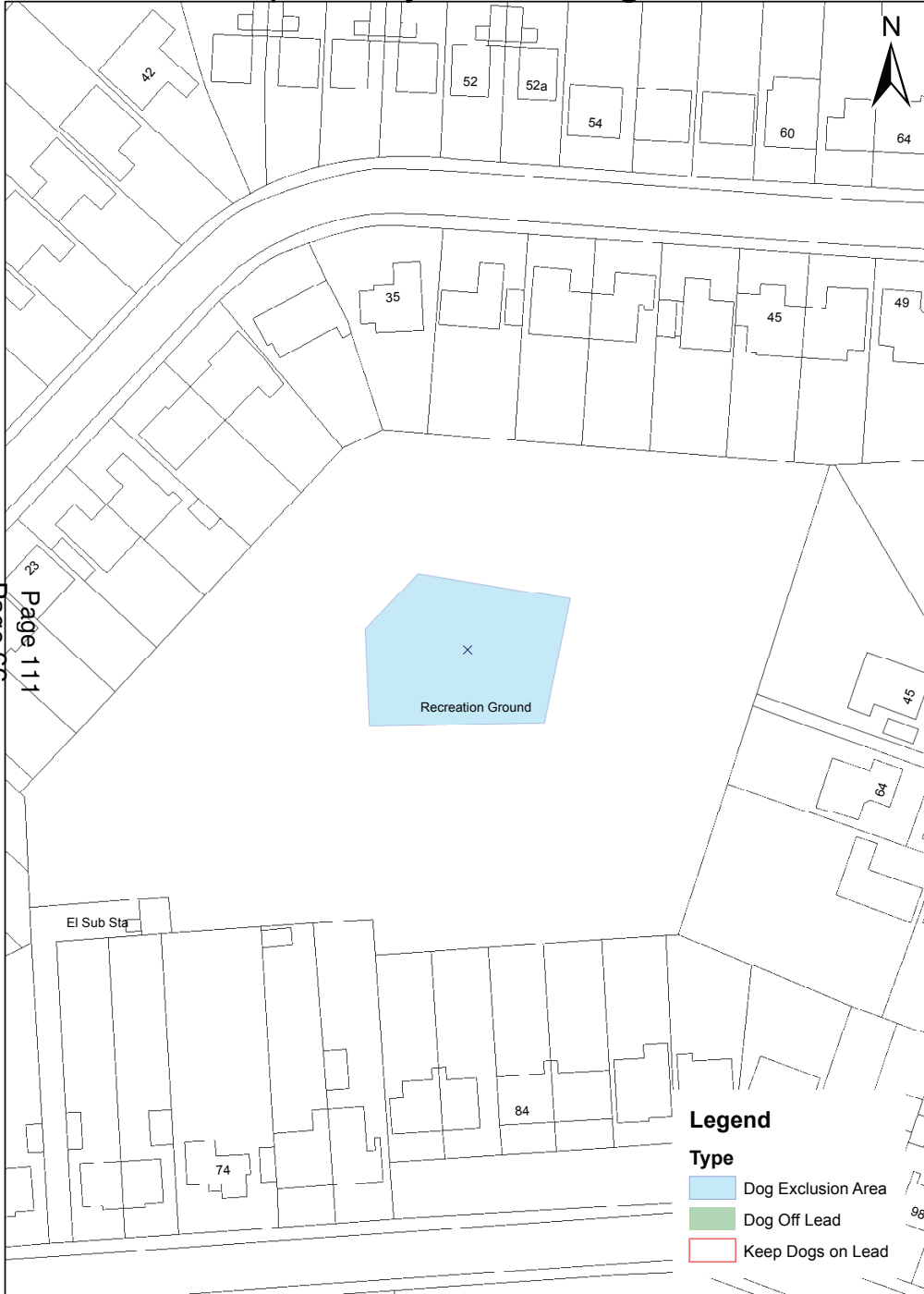
Map 28 Wigston Fields Community Park, Wigston



- Legend**
- | Type | Description |
|--------------------------------------|--------------------|
| ■ | Dog Exclusion Area |
| ■ | Dog Off Lead |
| ■ | Keep Dogs on Lead |

1:1,250

Map 29 Hayes Park, Wigston



~ Page 66 ~

Legend

- Type**
- Dog Exclusion Area
 - Dog Off Lead
 - Keep Dogs on Lead

1:750

Map 30 Attenborough Close, Wigston

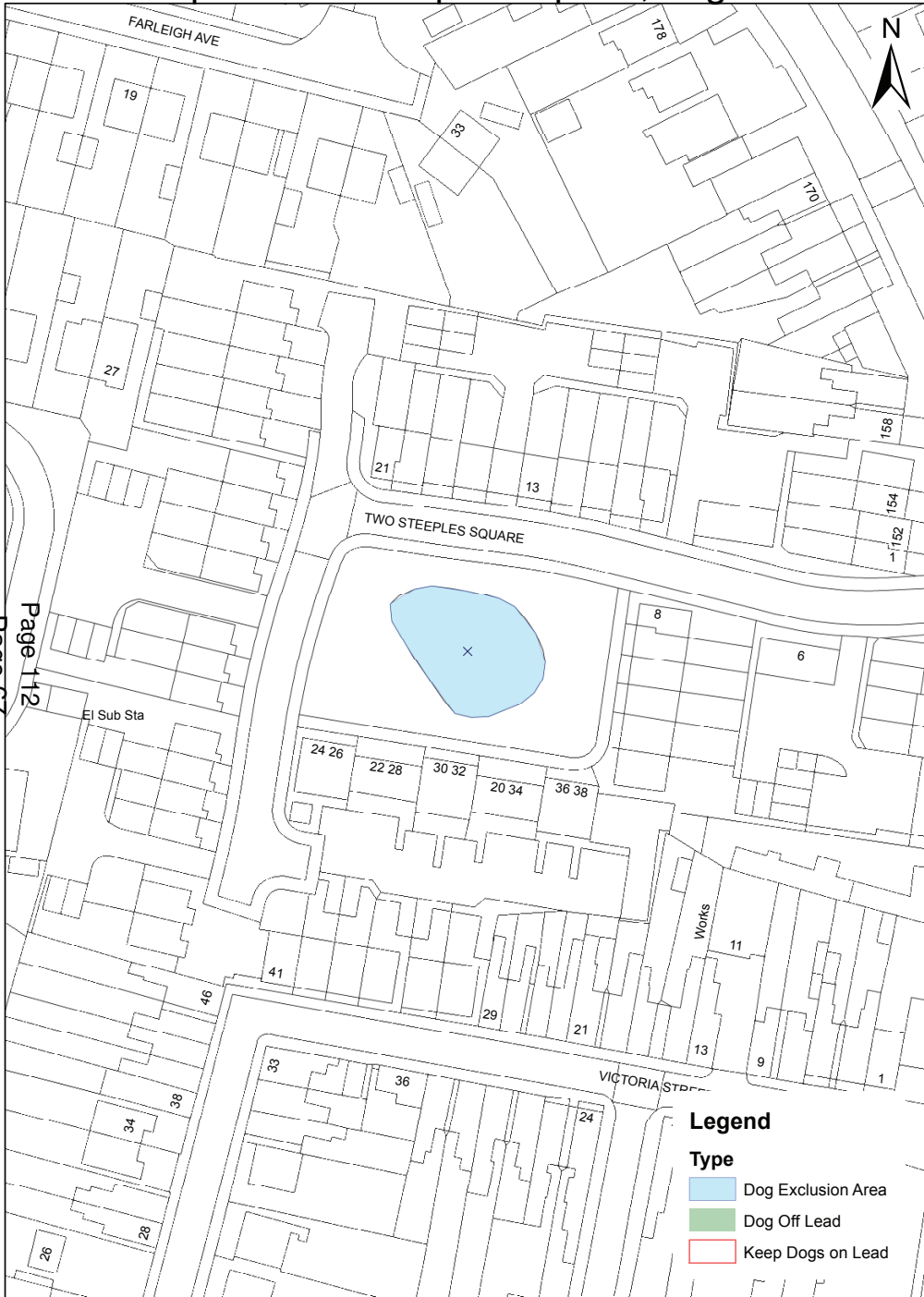


Legend

- Type**
- Dog Exclusion Area
 - Dog Off Lead
 - Keep Dogs on Lead

1:600

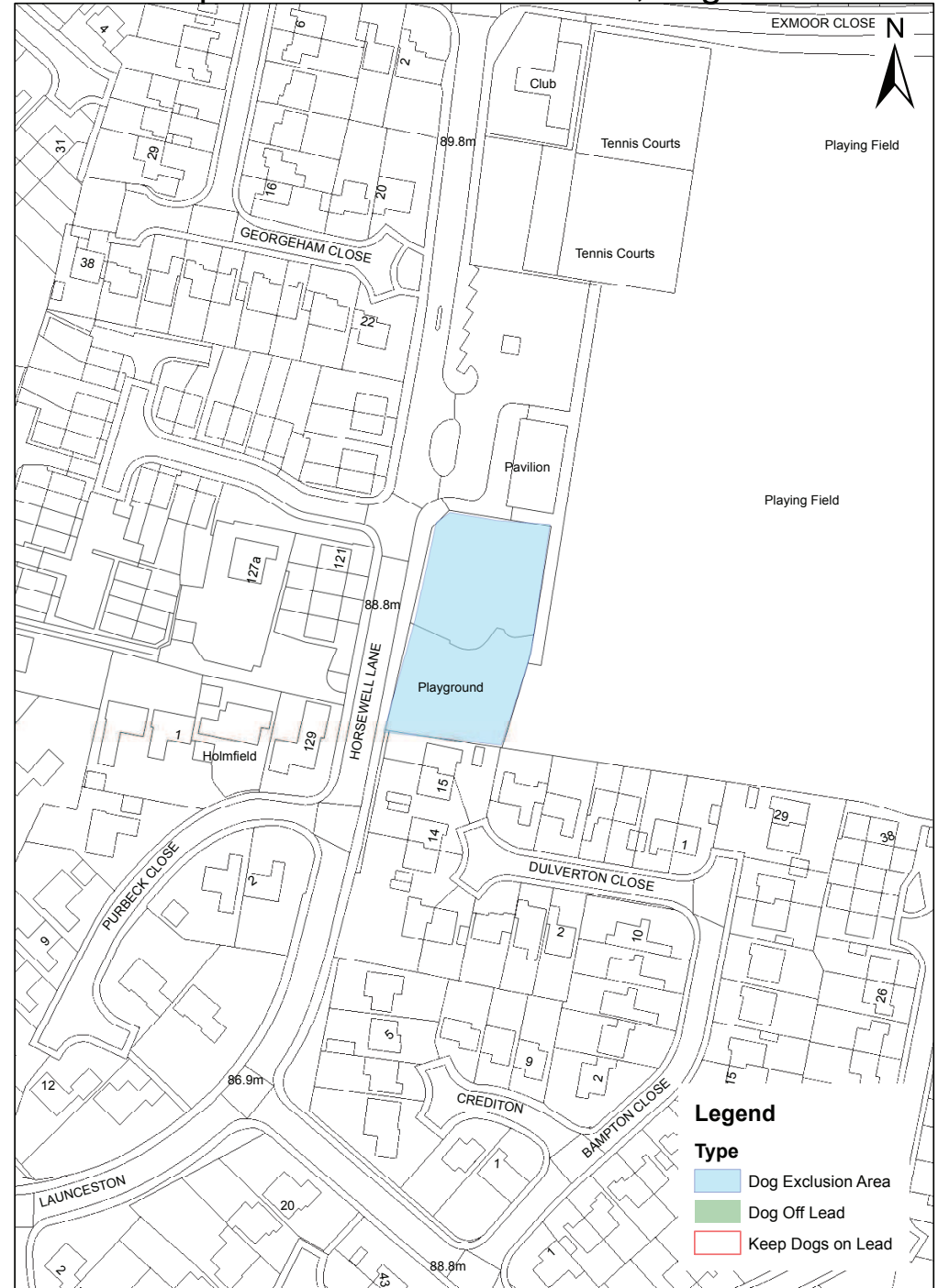
Map 31 Two Steeples Square, Wigston



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~ Page 67 ~

1:750

Map 32 Horsewell Lane Park, Wigston



1:1,250

Agenda Item 14



Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title:

**Adoption of Public Realm Strategy
Supplementary Planning Document (2021)**

Report Author(s):

Jamie Carr (Planning Policy Manager)

Purpose of Report:	This report is seeking Member approval to adopt the Public Realm Strategy Supplementary Planning Document (SPD).
Report Summary:	<p>On 23 September 2020, a report was taken to Place Shaping Working Group (to which all Members were invited) to introduce the revised Public Realm Strategy SPD to Members. In addition to introducing the draft document, Members were asked for their initial feedback and comment.</p> <p>Comments were received by the Planning Policy team from Members prior to the Member consultation deadline of the 9 October 2020 and all comments received were taken account of within the redrafting of the consultation draft.</p> <p>On Tuesday 15 December 2020 a report was taken to Full Council to seek Member approval on the draft Public Realm Strategy Supplementary Planning Document (SPD) for public consultation. Members approved the document for consultation.</p> <p>At Midday on Friday 18 December 2020 the 8 week public consultation period commenced. The consultation closed at Midday Friday 12 February 2020. A good number of comments were received and the draft SPD has been amended accordingly.</p> <p>All comments received during the consultation and subsequent amendments to the SPD are set out within the attached 'Statement of Consultation 2021'.</p>
Recommendation(s):	That the Public Realm Strategy Supplementary Planning Document (as set out at Appendix 1) be adopted.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Adrian Thorpe (Head of Built Environment) (0116) 257 2645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Jamie Carr (Planning Policy Manager) (0116) 257 2652 jamie.carr@oadby-wigston.gov.uk</p>
Corporate Objectives:	<p>Building, Protecting and Empowering Communities (CO1) Growing the Borough Economically (CO2) Providing Excellent Services (CO3)</p>
Vision and Values:	<p>"A Stronger Borough Together" (Vision) Accountability (V1)</p>

	Teamwork (V3) Innovation (V4) Customer Focus (V5)
Report Implications:-	
Legal:	There are no implications arising from this report.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Effective Utilisation of Assets / Buildings (CR5) Regulatory Governance (CR6) Economy / Regeneration (CR9)
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None.
Background Papers:	None.
Appendices:	1. Public Realm Strategy SPD (2021) 2. Statement of Consultation (2021)

1. Introduction

- 1.1 Supplementary Planning Document's (SPD's) are documents which add further detail to the policies set out within the Council's adopted Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design or changes of use. SPD's do not form part of the Council's development plan, however they are a material consideration in the planning decision making process. They are equally important documents for both the proposer of development and the decision maker (in this case the Council).
- 1.2 The Public Realm Strategy Supplementary Planning Document (SPD) Consultation Document is an update to the existing Public Realm Strategy SPD that was adopted by the Council in September 2012.
- 1.3 The SPD takes account of updated local planning policy set out in the Council's adopted Local Plan (2019), updated evidence base underpinning the Local Plan and national planning policy and guidance set out in the National Planning Policy Framework and the National Planning Practice Guidance.
- 1.4 The SPD is a planning policy document that focuses on 'all things' public realm within the

Borough of Oadby and Wigston. The document seeks to supplement the related policies set out within the Council's adopted Local Plan, as well as offering advice and guidance to any prospective development proposal that has an impact on public realm, as to how the requirements of the Local Plan can be met. Alongside the Local Plan, this SPD will help the Council approach all planning decisions in a positive, consistent and robust way.

- 1.5 In addition, the SPD seeks to help deliver the vision and objectives of the Council's Local Plan and Corporate Plan as well as its Economic Development objectives. The Council is committed to achieving these objectives and seeks to actively encourage development proposals that improve existing and / or create new areas of high quality public realm.
- 1.6 It is important to note that the intention of the SPD is to supplement the Council's adopted policy position. The SPD is not adding any additional local planning policy requirements; it is seeking to provide guidance for applicants as to how they can provide high quality areas of public realm that contribute towards improving the Borough's communities health, wellbeing and everyday life.
- 1.7 On 23 September 2020, a report was taken to Place Shaping Working Group (to which all Members were invited) to introduce the revised Public Realm Strategy SPD Members. In addition to introducing the draft document, Members were asked for their initial feedback and comment. Comments were received by the Planning Policy team from Members prior to the Member consultation deadline of the 9 October 2020 and all comments received were taken account of within the redrafting of the consultation draft.
- 1.8 On Tuesday 15 December 2020 a report was taken to Full Council to seek Member approval on the draft Public Realm Strategy Supplementary Planning Document (SPD) for public consultation. Members approved the document for consultation.
- 1.9 At Midday on Friday 18 December 2020 the 8 week public consultation period commenced. The consultation closed at Midday Friday 12 February 2020. During the consultation. A good number of comments were received and the draft SPD has been amended accordingly.
- 1.10 In cooperation with the Council's communications team and in line with the Council's Statement of Community Involvement, notice of the consultation was;
 - sent to every Council Member;
 - sent to every statutory consultee;
 - sent to every stakeholder on the Council's Local Plan database;
 - advertised on the Council's website;
 - advertised on the Council's social media outlets; and
 - sent to the Council's Citizen Panel.
- 1.11 All comments received during the consultation and subsequent amendments to the SPD are set out within the attached 'Statement of Consultation 2021'.

2. Summary of Comments Received

- 2.1 During the consultation a total of 16 persons / bodies submitted representations to the Council relating to the Public Realm Strategy SPD. Representations were received from;
 - 6 Local residents
 - Severn Trent
 - The Rotary Club of Oadby Launde
 - Sport England
 - Oadby Civic Society
 - The Environment Agency
 - Wigston Civic Society

- Natural England
- The Rotary Club of Oadby
- Historic England
- Leicestershire County Council (one response but many departments)

2.2 Of the persons / bodies that submitted representations, nine did not suggest any changes to the Public Realm Strategy SPD as drafted, although of the nine, some standing advice was given that should be taken account of during the planning application process. It should be noted, that the vast majority (if not all) of the representations outlined support for the document and what the Council was trying to achieve with the SPD.

2.3 A summary of the comments received relevant to the SPD are outlined below. However a full set out comments received is set out within **Appendix 2** (Statement of Consultation 2021).

- The Council should be commended on its forward thinking with the content of the SPD, with particular support for the objectives and principles set out within the document.
- Public spaces should be places that people engage with one another and should be capable of a variety of activities.
- As much tree and shrub planting as possible should be installed in the borough's town and district centres.
- All public spaces should be accessible for all.
- If possible, the Borough Council needs a strategy for preventing parking on grass verges and the provision of street planters. Parking on pavements and grass verges should not be permitted. Maintenance of grass verges needs to improve.
- Development of the public realm should look to incorporate measures that can improve flood resilience at source and reduce the potential for surface water flooding, for example SUD's (Sustainable Urban Drainage Systems), permeable surfacing, tree pits and rain gardens.
- The priority should be to protect and enhance green spaces.
- All pavements and cycle ways should be adequate in size and quality and more crossing points should be created on the busier roads.
- A number of potential new public realm areas / footpaths / walking routes / cycleway / connections were suggested.
- A number of improvements to existing public realm areas / footpaths / walking routes / cycleway / connections were suggested.
- Sculptures and public art can be controversial.
- More trees should be planted throughout the Borough area.
- Reservations about the use of shared spaces.
- Peaceful and high quality green spaces and walking routes should be created to improve communities' health and wellbeing.
- East Street car park in Oadby needs to be refurbished.
- Reference should be made to Sport England's new strategy – Uniting the Movement.
- Urban green spaces should provide multifunctional benefits.
- High quality urban green spaces are recognised as one of the most effective tools for managing environmental risks such as flooding and heat waves.
- The SPD has the ability to enhance the character and local distinctiveness of the

surrounding natural and built environment.

- Where appropriate, species of trees should be used that grow to heights above that of the nearby buildings.
- Pedestrians need to feel safe and relaxed when out and about. Pedestrians shouldn't be made to feel 'second class'.
- There should be an increase in more informal pockets of planting throughout the Borough area.
- An Action Plan should follow adoption of the SPD that sets out potential projects and how they will be funded from both a capital and maintenance view point.
- Street audits should be regularly undertaken throughout the Borough area.
- Local signage for pedestrians and cyclists should be improved.
- Agreed that street clutter should be reduced and that signage audits are essential.
- If 'non-standard' street furniture is used within schemes, appropriate maintenance sums should be sought.
- Care needs to be taken with the language used within the SPD as the Borough Council is not the local highway authority.
- The concept of Home Zones is to be removed from the Leicestershire Highway Design Guide, therefore its reference in this SPD should also.
- Additional reference needs to be made to Utility Companies carrying out works in the public realm.
- Reference needs to be made to the 'Specification for the Reinstatement of Openings in Highways, Fourth Edition'.
- Bell Street in Wigston and The Parade in Oadby are referenced as examples of high quality. It should be stated in the SPD that public realm schemes adjacent to these, should be of similar quality and should complement.
- There should be less modular paving used in public realm schemes...asphalt should be used wherever possible.
- It is suggested that the vision should include support for long term maintenance.
- Public realm should retain natural features wherever possible and should consider opportunities for connecting existing and proposed habitats to the wider area.
- The user hierarchy set out in the SPD giving the pedestrian priority is to be commended.
- There should be a section within the SPD that mentions maintenance.
- Assets should be easy to maintain and replace, not bespoke expensive 'gold plated' designs.
- Consideration must be given to long term maintenance with limited budgets. Also materials that are likely to become a trip hazard should not be used.
- It is suggested that permeable materials should not be used as they crack and expand due to freeze thaw.
- Utility reinstatement work is not the responsibility of the local highway authority, it is the responsibility of the company undertaking the works. Reinstatements should be in accordance with the Specification for the Reinstatement of Openings in Highways.
- Whilst the use of high quality design and materials is welcomed, it is important to consider long term maintenance.

- Lighting should be functional and not bespoke.
- Public art can be pose a road safety hazard / distraction.
- The implementation of grass verges should be a priority.
- Reference to long term maintenance is welcomed in the document.
- If the highways authority agree to adopt a 'non-standard' material a commuted sum would be required.

2.4 Where appropriate, amendments were made to the Public Realm Strategy SPD in response to the comments received. A summary of the amendments are set out below, however a fuller set of amendments are illustrated within the attached 'Statement of Consultation 2021'.

3. Summary of Amendments Made

3.1 Taking account of the comments received during the public consultation, amendments have been made to the SPD document. It should be noted that a number of the main topic / issues illustrated in the summary above, are already considered within the SPD document and therefore it was considered that no amendments were needed stemming from these.

3.2 However, there were a number of minor wording amendments along with some more significant changes. The more significant changes are summarised below.

- Reference to utility companies has been made in the bullet points under paragraph 4.1.
- An additional paragraph has been added (5.20) to make reference to Sport England's new strategy 'Uniting the Movement'.
- An additional paragraph has been added (5.21) to make reference to the public realm works that have been achieved since the first Public Realm Strategy was published.
- Paragraph 7.7 has been reworded to remove reference to the local highways authority being responsible for utility reinstatements. The paragraph now suggests that reinstatement works will be managed appropriately.
- Reference to Mere Walk being a green pathway has been made in the bullet points under paragraph 8.59.
- Reference to 'Home Zones' has been removed throughout the SPD. Where relevant this has been amended to 'Shared Spaces'.
- Paragraph 9.11 has been reworded to add clarity in what it is suggesting; also to make reference to improving flood resilience where possible.
- Wigston Northern Periphery Key Principles bullet 1 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Wigston Northern Periphery Key Principles bullet 3, Wigston Core Key Principles bullet 1, and Wigston Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along Bell Street'.
- Additional wording has been added to the Surfacing section (at bullet 3) of Table 1 and the Street Furniture section and Surfacing section of Table 2 to suggest that materials etc should require minimal or no maintenance.
- Oadby Northern Periphery Key Principles bullet 1, and Oadby Core Key Principles bullet 2 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Oadby Northern Periphery Key Principles

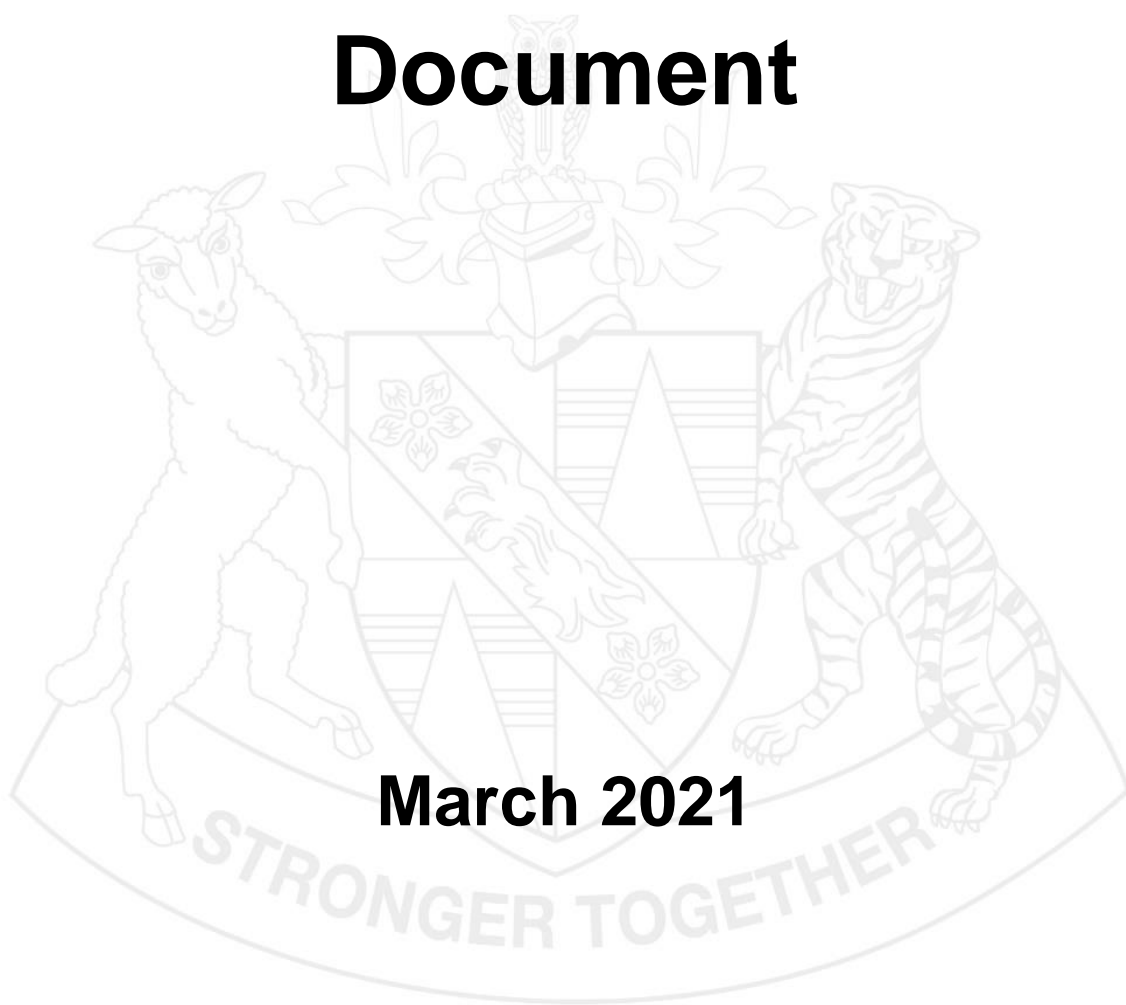
bullet 3, Oadby Core Key Principles bullet 1, and Oadby Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along The Parade'.

- 'where safe to do so' has been added to South Wigston Northern Periphery Key Principles bullet 3 and South Wigston Southern Periphery Key Principles bullet 3.
- Paragraph 12.2 has been amended to suggest the need for any proposed discharge of surface water to be in accordance with Severn Trent's drainage hierarchy.
- Paragraph 12.4 has been reworded to mention that all reinstatement works should be in conformity with the Specification for the Reinstatement of Openings in Highways.
- An additional bullet (4) has been added to Surfacing Materials Key Principles to state – 'As far as possible, proposals should incorporate the use of permeable surfacing and flood source control'.
- An additional sentence has been added to bullet 1 of Public Art Key Principles stating that 'Public art should be sited as to not pose a road safety distraction'.
- 'or open space' has been added into bullet 11 of the Parks and Open Spaces Key Principles.
- Bullet 8 of the Trees and Planting Key Principles has been reworded to be specific to tree and planting schemes and make reference to reducing the risk of flooding.
- Paragraph 12.48 has been reworded to suggest that the measures can improve character and appearance and that the measures will only be put in place should their benefit outweigh any detrimental impact of their provision.
- Two new bullets (7 and 8) have been added to Wider Borough Public Realm Key Principles – '7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible' and 'Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats'.
- Bullet 3 of the Shared Spaces Key Principles has been amended to suggest that shared spaces will only be supported where relevant and safe to do so.

4. Conclusion

- 4.1 The Public Realm Strategy Supplementary Planning Document has been amended to take account of comments received during the public consultation. All of the amendments made have benefitted the document as they seek to make the guidance contained within the document simpler and more effective.
- 4.2 It is recommended that the Public Realm Strategy Supplementary Planning Document as currently drafted is adopted by Members. Upon adoption, the SPD document will supersede the existing Public Realm Strategy SPD that was published in September 2012.

Public Realm Strategy Supplementary Planning Document



March 2021



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1. Introduction

- 1.1 The Public Realm Strategy Supplementary Planning Document is a planning guidance document that focuses on public realm and public spaces within the Borough of Oadby and Wigston. The document will supplement current planning policies contained within the Councils Local Plan and provide greater guidance for any development affecting the Borough's public realm.
- 1.2 The Borough of Oadby and Wigston is compact, urban in nature and adjoins the southern boundary of Leicester City. As set out in the Local Plan, the town centre of Wigston and the two district centres of Oadby and South Wigston are fundamental to the aspirations, improvements and development of the entire Borough. Allied to this must be an improvement in the quality of the Borough's public realm. The Borough Council must develop a vision for its streets and spaces of the three centres, to improve, not only their image, but to establish a better position for potential investment.
- 1.3 The following Supplementary Planning Document has been broken down into specific areas; an introduction to public realm and policy influences, then onto specific issues relating to existing public realm within the town and district centres (and their direct surroundings) and the vision for the Borough, and then finally looking at design principles, use of materials in key areas, and monitoring and maintenance.
- 1.4 With the Borough being diverse in so many ways, a single Borough-wide approach to Public Realm would be inappropriate and too generic. Standard public realm design principles and use of materials for the entire Borough would stifle the rich diversity and heritage, restrict unique identity and curb innovative design. Although the main focus of this document is the town and district centres of the Borough, this document will seek to improve public realm across the whole Borough of Oadby and Wigston. Well-designed public realm will make best use of the opportunities available for improving the character and quality of an area, the way that it functions and will seek to meet the demands of the wider community.

2. Defining Public Realm

- 2.1 The Borough's streets and public spaces are a public service that is available for use 24 hours a day, 7 days a week, all year round. With this demand comes a need for public spaces that are of high quality, designed to be efficient and are flexible for different user's needs. Research has proven that the establishment of high quality urban design and public realm can not only regenerate areas, but also improve the health and well-being of those who use it, improve the environmental sustainability of the area and help to create a sense of place.
- 2.2 For the purpose of this document 'Public Realm' can be defined as the following:



Peace Memorial Park in Wigston

'Public spaces between buildings and structures, or alongside side watercourses, that are of the built and/or natural environment, that are open and accessed for free by the public'

- 2.3 Public spaces included in the above definition would include – streets, pavements and relevant highway, public squares, pedestrian green spaces (such as Burtons Corner towards the north of The Parade in Oadby and the Pocket Park in Bell Street, Wigston), urban parks (a good example being Peace Memorial Park in Wigston), and other pedestrian networks, such as canal towpaths and the Historical Lanes in Wigston that connect north to south and east to west.
- 2.4 The document however goes further than just highlighting the spaces, and looks in detail at the sort of items that would be used within the defined spaces. Examples of these items are; seating, bollarding or railings, litter bins, bus stops, and lighting (which would all come under the generic term of street furniture), signage and markings (both vehicular and pedestrian), public art and planting.

3. Aim of the Public Realm Strategy

- 3.1 Well designed public spaces support a wide variety of activities and encourage social interaction, to promote health, well-being and social and civic inclusion. The Borough's town, district and local centres are a focus for 'civic pride', and are places where the community interacts on a daily basis. They are also places where businesses serve the population. Improvement to public realm in each of the centres (and their direct surroundings), paralleled with cleaner and safer streets, will encourage increased use and impact positively upon the local economy.
- 3.2 The parks and green spaces of the Borough provide refuge from the predominant urban environment and help to mitigate climate change and increase bio-diversity. High quality, green open spaces designed to be inclusive for all users provide amenity value, support a range of activities and help to support an active life for everyone.
- 3.3 The key aim of this Public Realm Strategy is to add value, advice and guidance to the relevant policies in the Local Plan and the implementation of development schemes in the town and district centres, other regeneration areas, and the wider Borough. It also sets out best practice and new standards and style. It seeks to give guidance as to how the streets can be reclaimed by pedestrians and bring the environmental standards up to a level commensurate with the status afforded the Borough by the Local Plan. Improvements to the public realm of the Borough will create a sense of pride, local distinctiveness and a positive identity that generates social and economic confidence.
- 3.4 This public realm strategy has been prepared to provide guidance for any public realm improvement / redevelopment scheme that occurs within the Borough of Oadby and Wigston.
- 3.5 This document provides a strategic basis for environmental enhancements and sets out the improvements which are necessary to transform the Borough's public realm. All development of and improvements to the Borough's public Realm should aim to achieve a net-gain in biodiversity.
- 3.6 The Public Realm Strategy will be a formally adopted Supplementary Planning Document. To this end, the Public Realm Strategy will apply to any development where there is public access or where development is likely to have an impact on the public realm.

4. Who is the Public Realm Strategy for?

4.1 The Public Realm Strategy will provide advice and guidance for the following:

Those proposing new development

- The relevant departments of Oadby and Wigston Borough Council and Leicestershire County Council that are proposing public realm improvements, design, landscape design, and engineering works (for example, street scene, traffic management, highways, and maintenance);
- Oadby and Wigston Borough Council departments whose decisions have an impact on the public realm, for example, through licensing of uses, advertising, and other consents;
- Other public sector bodies proposing new developments;
- Developers proposing new development, planners, transport planners, urban and landscape designers, architects, transport engineers, waste management, utility companies and public realm management professionals.

Those with an interest in new development

- Citizens of the Borough with an interest in the planning and design issues;
- Local amenity groups and other stakeholders, for example Friends of the Peace Memorial Park;
- Statutory Consultees, for example the Environment Agency, Police, etc;
- National, countywide and local public sector bodies funding or partnering public realm projects, for example Leicestershire County Council; and
- Council planning and economic development officers with responsibilities in development control, Section 106 agreements, policy, urban design, landscape design, and engineering (street scene, traffic management, highways, and maintenance).

5. Policy principles supporting the Public Realm Strategy

National Policy and Guidance

- 5.1 National Planning Policy Framework. The government's National Planning Policy Framework (NPPF) states that, *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.'*
- 5.2 Additionally the NPPF states that *'to provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.'*
- 5.3 Planning Practice Guidance, Design states that *'well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage.'*
- 5.4 National Design Guide (2019) sets out the principles for good design which *'involves careful attention to other important components of places. These include:*
- *the context for places and buildings;*
 - *hard and soft landscape;*
 - *technical infrastructure – transport, utilities, services such as drainage; and*
 - *social infrastructure – social, commercial, leisure uses and activities.'*
- 5.5 The National Design Guide goes on to state that *'a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:*
- *the layout (or masterplan);*
 - *the form and scale of buildings;*
 - *their appearance;*
 - *landscape;*
 - *materials; and*
 - *their detailing.'*
- 5.6 All new public realm developments will need to consider these components to help shape the character of a place.

Local Policy and Guidance

- 5.7 Local Plan (2019). The Council's Local Plan is very positive towards the creation of high quality spaces that are well connected and encourage the use of sustainable modes of transport, such as cycling, walking and public transport. In particular, the following Local Plan policies are applicable;
- Policy 5, Improving Health and Wellbeing.
 - Policy 6, High Quality Design and Materials;
 - Policy 10, Public Realm;

- Policy 26, Sustainable Transport and Initiatives;
- Policy 44, Landscape and Character.

- 5.8 These policies prescribe that all development that affects public spaces and connections, is to be of high quality design that is in keeping with the local landscape and character, that promotes vitality and maximise economic potential.
- 5.9 Additionally, Policy 10, Public Realm requires that *‘all proposals for large scale development and / or refurbishment and / or regeneration must incorporate high quality public realm on-site and / or contribute towards public realm improvements off-site. All proposals that propose new public realm or impact upon the existing public realm must ensure that the pedestrian is prioritised over other modes of transport and that materials and design are of the highest standards.’*
- 5.10 Developer Contributions Supplementary Planning Document (2019) states that *‘Public realm relates to both the publicly and privately owned spaces between buildings and structures that are part of the built and / or natural environment that are open and freely accessed by the public’*. The document outlines the situations in which Developer Contributions will be sought towards funding the creation and / or enhancement of public realm within the Borough.
- 5.11 The document details that the *‘scale of the contributions sought will reflect the character and scope of the works required and will therefore be negotiated on a case-by-case basis’*. The document also outlines that for any developments situated within the town or district centre boundaries within the Borough, *‘contributions sought for Open Space, Sport and Recreation Facilities (incorporating Green Infrastructure) will be directed towards relevant, CIL compliant Public Realm schemes’*.
- 5.12 Environment Strategy and Action Plan (2020) sets out how the Council will contribute towards reducing carbon emissions both in terms of actions that it can take as an organisation in its own right and in terms of the Council role in influencing local residents and businesses and encouraging a partnership approach involving a range of stakeholders.
- 5.13 Oadby and Wigston Borough Council Tree Strategy (2019) highlights how trees are an integral part of connecting commerce, recreation and public health. They have a positive impact on the landscape, enhance the built environment and increase biodiversity. The document sets out how the council will look after its own trees, how it will deal with protected trees and how it will consider trees and development. This guidance also includes information on the maintenance and preservation of hedgerows.

Countywide Guidance

- 5.14 The Leicestershire Highways Design Guide (2018) covers the design of highways and transportation infrastructure for new developments in areas for which Leicestershire County Council is the highway authority. The guidance provides a flexible approach *‘to help design development layouts that provide safe and free movement for all road users, including cars, lorries, pedestrians, cyclists and public transport.’* The document also *‘recognises that roads have a wider role to play in creating a sense of place and community as opposed to simply having a functional transport role.’*

Best Practice Guidance

- 5.15 Manual for Streets (2007 and 2010). In 2007 and 2010, the Department for Communities and Local Government (now the Ministry for Housing, Communities and Local Government) and the Department for Transport published the ‘Manual for Streets’ and ‘Manual for Streets 2’ respectively. The documents suggest that streets are the arteries of communities, with a community’s success depending on how well it is connected to local services and the

wider world. The aim of the documents are to assist in the creation of streets that meet the needs of all users in a well-connected network, by embodying the principles of inclusive design. It suggests that people should be at the heart of the design process and *'streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of transport is encouraged'*.

- 5.16 Active Design (2015). In 2015 Sport England produced 'Active Design'. This was to encourage the design of high quality flexible streets that support and sustain a broader variety of users and community activities and increase the attraction of cycling and walking. Streets should be about more than just vehicular through routes or highways dominated by traffic. Efforts should be made to prioritise the role of streets 'as places' and above those of just movement corridors. The greater the concentration of mixed uses, (homes, shops, employment, leisure and education etc), the greater the attraction for pedestrian movements which can be encouraged and promoted and this can help to improve health and air quality.
- 5.17 Streets for All (2018). Produced by Historic England provides guidance on the design of public realm located within or near historic assets to help with the conservation and enhancement of the historic environment. It is widely accepted that a sensitive approach, such as in relation to the positioning of lights or signs within a conservation area, can significantly improve the experience of residents and visitors. Too much clutter, such as a multitude of road markings or large flashing screens, can create impressions which severely damage historic landscapes.
- 5.18 The guide acknowledges that the public realm must evolve to accommodate modern needs and maintain safety and accessibility for all. It considers how modern public realm needs can be successfully integrated with traditional appearance and character.
- 5.19 The Right Bin in the Right Place (2020). Produced by Wrap, this is a guide for councils and sets out a recommended approach to 'binrastructure', with regard to the design, number and location of public litter bins and other items of street furniture designed to capture litter. The guide recommends that regular cleansing and high quality binrastructure can lead to reductions in litter, suggesting that litter on the ground can act as a beacon for further littering.
- 5.20 Uniting the Movement (2021). Sport England produced a 10-year vision to transform lives and communities through sport and physical activity. Sport England believes and advocates that sport and physical activity has a big role to play in improving the physical and mental health of the nation, supporting the economy, reconnecting communities and rebuilding a stronger society for all. Sport England seeks to be a catalyst for change and join forces on 5 issues which includes connecting communities, connecting with Health and Wellbeing and Active Environments.
- 5.21 Acknowledgement is made of the work that has already been undertaken to the Borough's public realm, since the publication of the Council's first Public Realm Strategy SPD. Improvement schemes include; complete public realm improvement works to Bell Street in Wigston and The Parade in Oadby; public information and heritage boards throughout the Borough; heritage trails; and, public art works.

6. Setting the Scene – A Brief History

- 6.1 Initially, the Borough consisted of two distinct settlements - Oadby and Wigston. Oadby, a large village by the 1860s, established itself around agriculture. It expanded rapidly in the late 1800's and early 1900's as wealthy Leicester City businessmen, mainly factory owners in the shoe and stocking industry, built large family houses immediately to the north west of the village in close proximity to Leicester City.



An historic photograph of London Road, Oadby.

These houses still remain as fine examples of the Arts and Crafts movement, with many now in the ownership of the University of Leicester which established its Oadby Campus after the Second World War.

- 6.2 Wigston, originally two settlements, was amalgamated into Wigston Magna in 1529. The two settlements were linked by a series of 'Lanes' which still remain today. The canal and railway brought further growth to what had been a predominantly agricultural community, resulting in further development to meet industrial and housing needs.
- 6.3 South Wigston, a new town developed in the late nineteenth century (by Orson Wright) follows the tradition of setting up 'model' towns by Victorian philanthropists. Unlike other 'model' towns of the time though, it was not just intended to house workers of the local brickyard. Other commercial premises, particularly associated with the clothing industry were established right from the start. The railway was key to this development.

- 6.4 During the 1960's and 70's significant change took place within the Borough of Oadby and Wigston. Both Wigston and Oadby centres saw major redevelopment, with the majority of their heritage and historical buildings lost, whereas, South Wigston's centre has remained relatively unchanged, and has kept its historical character.



An historic photograph of Leicester Road, Wigston.

6.5 During 2007, improvement to South Wigston's core public realm was completed. Paving, kerb stones and tree surrounds were improved, as well as some street furniture, including bollards, seating, litter bins, railings and cycle racking. The vision of improving the public realm within South Wigston along Blaby Road, was to create a more uniform and consistent palette of materials that reflected the existing historical character of the locale. Within the 13 years since these works were carried out, the public realm has slowly dated and would benefit from regeneration works.

6.6 Throughout the centres of Oadby and Wigston, public realm improvements have taken place also. In 2014, Bell Street in Wigston and The Parade in Oadby were updated with new, high quality public realm schemes. The works were carried out through a joint partnership between Oadby and Wigston Borough Council and Leicestershire County Council with the works partly funded through European Regional



An historic photograph of Blaby Road in South Wigston

Development Fund monies. Further works to bring Leicester Road in Wigston and Leicester Road / London Road in Oadby to the same standard, would be beneficial.

7. Overview of current issues and challenges with the Borough's Public Realm

Clear and Cohesive Design Principles

- 7.1 When street furniture is due to be replaced due to wear, damage, or end of life, the Borough Council will ensure that replacement items help to create a unique Borough identity and reflect the high quality design principles.
- 7.2 Currently, the quality of the Boroughs public realm is mixed. A fair amount of it lacks consistency and contributes to a poor visual appearance of the streetscape in general. However, parts of the public realm in the centres of Oadby on The Parade and Wigston on Bell Street have been relatively recently redeveloped and are of high quality. Where the redevelopment work has been carried out, this has added formality and uniformity to the centre's surfacing and street furniture.
- 7.3 The public realm redevelopment that took place within South Wigston in 2007 was intended to formalise and uniform the centre's streets and street furniture. The main shopping street of Blaby Road, post development, does have a relatively consistent palette and use of materials, however more could be done to reduce street clutter and the over reliance of bollarding and railings to restrict and direct pedestrian flow. Additionally, after more than a decade in situ, the areas public realm would benefit from further regeneration / refurbishment to bring it back up to the standard achieved in back in 2007.
- 7.4 For the majority of the public realm outside the redevelopment works in each of the centres, the surfacing lacks a coherent structure and comprises a palette of many different materials that have little cohesion. Ad hoc public realm surfacing improvement, utilities reinstatement or replacement, patch repairs, and cluttering of signage and road markings add to a lack of consistency and contribute to a poor visual appearance of the streetscape in general. This public realm would greatly benefit from being redeveloped to the same high and consistent standard as the areas that have already been completed. Where future works are completed, in addition to considering the urban form and whether improvements can be made to increase active travel, consideration should also be given to consulting the local community that use the spaces.
- 7.5 Having clear and cohesive principles for the choice of materials, design, quality and location of street furniture, signage and planting, with a clear hierarchy of public squares, streets and green spaces and their coordination with higher level strategies, plays an important role in raising the quality of the Borough's streetscape and encouraging people to use them. Additionally, where appropriate, softer, more natural forms of landscaping should be used when normally they wouldn't be such as the 'grid system' or 'grasscrete' deployed for the over-flow car park at Parklands / Brocks Hill should be considered. This form of (normally hard) landscaping is sustainable, promoting natural drainage and biodiversity, whilst giving the area open and undeveloped feel.

Loss of Heritage and Local Distinctiveness

- 7.6 The wider Borough, town and district centres and Conservation Areas are in danger of losing their distinct character and charm as a result of informal use of materials that do not have a particular historical association with the area. Public realm design

and initiatives need to take account of the locale and its heritage or 'local' designs, in order to negate any further loss of heritage, local distinctiveness and/or character.

- 7.7 A particular issue, especially within areas that still have original paving materials, is utility reinstatement. As shown, within the 'Street Audit' section, the required due care and attention to detail has not always been taken when reinstating or matching original materials after utility works. The standard of all reinstatement works will be managed appropriately.
- 7.8 According to 'Streets for All' (Historic England), having a clear identity for streets that have a historical or distinctive character that helps to identify the significance of the street and adds value through public realm, can have a significant influence on inward investment and sense of place. It is suggested that commerce and industry, particularly in the growing knowledge based sectors, are greatly influenced by cultural and historical signals radiated by streets and a place's public realm. The borough has nine historic urban Conservation Areas, the majority of which would benefit from on-going improvements to their public realm which are in keeping with the historic context of the area.

Usage

- 7.9 The Borough of Oadby and Wigston is a place where people from all cultural backgrounds can meet, work, interact, shop and entertain themselves. However, other than in a few spots around the wider Borough and the recently redeveloped, The Parade in Oadby centre and Bell Street in Wigston centre, generally, the public environment does not encourage people to pause and enjoy the streets, heritage, public spaces or facilities. The wider public realm in most locations is not currently conducive to more casual behaviours, for example, extension of nightlife to streets or the encouragement of outdoor cafes or restaurants. The primary purpose of the Borough's streets is as conduits rather than places to be.
- 7.10 The Local Plan seeks to increase, the usage of the Borough's streets, especially within the main centres. Streets and public spaces need to encourage a multitude of users and usages; encourage greater footfall and dwell time, leading to increased economic spend and inward investment.

User Conflict

- 7.11 There are great demands on public realm. Public realm is part of a 24 hour cycle, with joggers and walkers in the early morning, to shoppers at lunchtime, to bar and restaurant customers in the evening. All public realm needs flexibility to facilitate use by a wide variety of user groups. In general, public realm in the Borough is not as flexible as it should be and does not allow for the full range of users.
- 7.12 Current Government guidance, suggests that the pedestrian should be the number one user of streets and public realm, followed by cyclists and that the motorised vehicle should not be comparable in terms of prioritisation. All users of the Borough's public realm should be able to move around freely and safely and not feel threatened or 'at risk' from unauthorised pedal or motor vehicles. Any area that is designed to be shared by pedestrians, cyclists and mobility scooters will need to ensure that it is of sufficient quality and character (for example width), so that there will be no conflict between any of the users. The key is to ensure all users of a space are doing so in harmony. Changing the behaviour of our streets is a challenging proposition, but any improvements made are a step closer to the overall vision of attractive, walkable streets.

Movement and Connections

- 7.13 Freedom of movement is paramount if a public realm is to be successful. People need to be able to get from one place to another, as efficiently as possible. Many factors play a role in ease of movement, including, how connected a place is, how cluttered a place is and what materials have been used to implement a public realm scheme.
- 7.14 As explained in more detail later on in Section Ten, 'connections' refer to much more than physical connections, they can be visual, interpersonal, cultural and environmental. The majority of the physical connections within the Borough, more specifically the main centres are relatively good, however improvements should still be sought to ensure that the public realm continues to improve.
- 7.15 In terms of street clutter, a useful premise is 'less is more', for example, if there is no clear public benefit for the item, then it should not be placed upon the street or within the public realm. An abundance of road markings or pedestrian signage can not only cause confusion and compromise safety but is aesthetically displeasing and in the main unnecessary.

Crime, Safety and Integration

- 7.16 Safety and security are an essential element of successful places and spaces, and the overall sustainable community's agenda. Well designed and positive places are attractive environments and are places free from crime and the fear of crime, and contribute to public quality of life. Use of the correct materials, and appropriate public realm design within the Borough can help reduce crime, the fear of crime and create a greater sense of place. Furthermore, improvement of public realm, whether it be through 'Target Hardening' or 'Place Making', can dramatically reduce anti-social behaviour on streets and other public spaces. As well as target hardening and place making it is important that any public realm design takes into account natural surveillance and does not integrate enclosed spaces, or blind spots that could be susceptible to anti-social behaviour. In general, the Borough's public realm is reasonably open, however improvements could be made, whether it be through replacement of street furniture or improved lighting schemes. The Borough has recently invested in Domehawk CCTV to help reduce crime and increase safety for users in certain areas of the Borough. This was an upgrade project which supplemented the existing CCTV units with new units that take advantage of improvements in CCTV technology and connectivity. There are plans to further expand the CCTV network in the Borough based upon the demonstrated benefits of the existing units, with the expansion being rolled out in partnership with key agencies

Economic Impact

- 7.17 Evidence illustrates that there are direct links between the quality of public realm and economic performance. Poor quality public realm and the perception of poor quality public realm can have a dramatic impact on footfalls, visitors, and shopper 'stay' times. Improvements to the Borough's public realm, especially that located in town and district centres, can have an effect on increased consumer spend and inward investment.
- 7.18 First impressions count and can have a significant effect on the vitality of an area. All public realm should entice the user in, prolong the length of stay and add to the 'experience', to make the user want to come back again and again.

- 7.19 A useful example of how a public realm scheme can have a dramatic impact upon perceptions and footfall is Corby centre redevelopment, which since completion has documented significant increases in shopper numbers and inward investment. More information regarding best practice examples can be found later within this document.

Environment

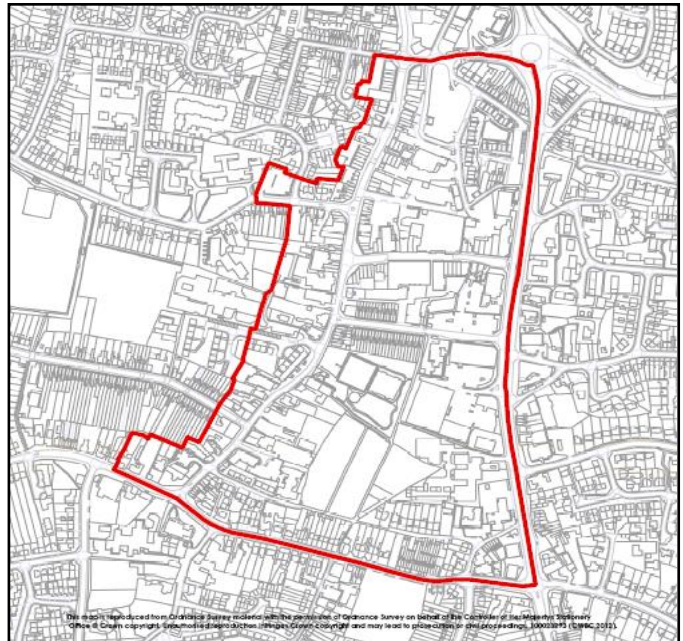
- 7.20 The benefits of protecting and enhancing the natural environment have become more important with the effects of Climate Change and the loss of Biodiversity. To help improve the natural environment the Council will aim to achieve a net-gain for biodiversity through all public realm improvements across the Borough.

8. Streetscape Audit

- 8.1 An important part of this Public Realm Strategy is the streetscape audits undertaken for each of the three main centres. The audits are a baseline from which the strategy itself stems. The audits review the streetscape as a 'whole' and consider the overall condition of the existing public realm.
- 8.2 Specific audits for each town and district centres of Wigston, Oadby and South Wigston respectively were undertaken.

Wigston

- 8.3 For the purpose of the public realm audit, the Wigston centre has been broken down into three character areas; the Northern periphery; the Town core; and the Southern periphery. Note – the 'centre' refers to a boundary that has been drawn up around Wigston for the purpose of this Public Realm Supplementary Planning Document and does not necessarily reflect adopted or official town centre boundaries.

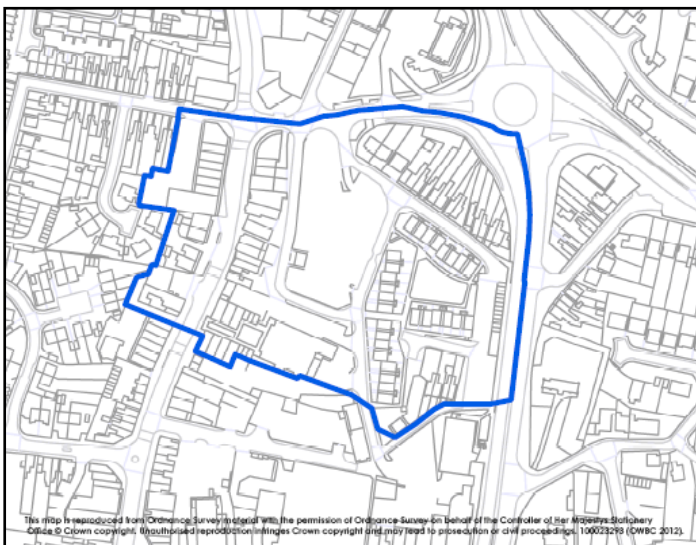


A map of Wigston Centre for the purposes of this Public Realm Strategy

Wigston Northern Periphery

- 8.4 The Northern Periphery of Wigston, as identified for the purpose of this document, is made up of a mix of retail, commercial and office space uses. The majority of its public realm is dated with relatively narrow pedestrian paving, restricting the use of street furniture, specifically seating.

- 8.5 The Northern Periphery has a mix of uses, and is not solely retail. Betting shops, banking establishments, car sales and public houses, are just a few of the different uses that are associated with the northern end of Wigston centre. A large proportion of the area is also designated public car parking (Junction Road). This area provides a very poor impression of the town centre to visitors and directions to the town centre could be confusing if you were unfamiliar with the area. Enhancements to these car parks need to be considered to soften/improve their appearance through the use of planting, possibly the use of green walls on boundaries



A map of the Northern Periphery of Wigston for the purposes of this Public Realm Strategy.

to screen the rear of premises. Appropriate navigation signage would also improve the area.

8.6 Currently the northern end of Leicester Road's public realm, in general, is of poor quality and lacks a consistent palette or use of materials. Utility reinstatement is also particularly obvious. Much of the pavements in this area are privately owned and therefore owner's approval would have to be sought if a comprehensive public realm scheme was planned for the area.

8.7 'Street clutter' is not such an issue within the northern periphery, however there is a lack of public seating. This lack of provision may well be down to the pavements being of a relatively narrow width, although could be due to a number of other reasons, such as lack of demand for seating in this area, or highway/pedestrian access restrictions.



The Arcade in Wigston

8.8 Pedestrian alleyways that connect the Leicester Road section of the northern area to the Junction Road public car park are relatively narrow, and lack illumination during hours of darkness.

8.9 The Arcade shopping area located off Leicester Road in the northern area is a pedestrian only environment with a number of retail units, ranging from national multiples to local retailers. Within The Arcade the surface paving is relatively consistent in material and palette, but is in a poor condition. Redevelopment works that improve the quality and design of the surface materials should be sought. Additionally, recent safety works to the canopy have left exposed concrete and are unattractive and detract significantly from the area. Work to fully remove or repair the canopy to a high standard should be sought. The Arcade area is privately owned and therefore owner approval would have to be sought should a comprehensive public scheme be planned for the area. Links should be developed to connect The Arcade to Long Lane to encourage pedestrian access to the town centre.

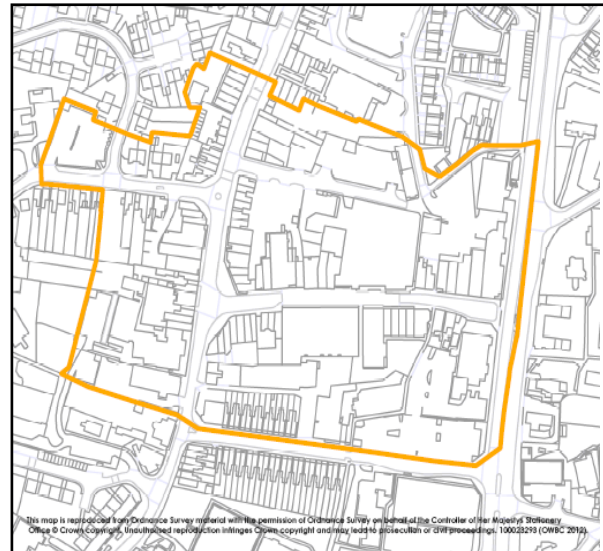


Poor paving and reinstatement, Leicester Road.

Wigston Core

8.10 The Town Core is the most important shopping destination within Wigston, and includes the retail dominated areas of Bell Street, and Leicester Road.

8.11 Leicester Road is predominately retail in its use, however unlike Bell Street and The Arcade, is motor vehicle dominated, with the highway dividing either side in two. With only two traffic light controlled pedestrian crossings and two major road junctions without such crossings, Leicester Road is not perceived as being the most pedestrian friendly of shopping destinations. Crossing from one side of the pavement to the other, especially at peak traffic periods, is not the easiest.



A map of the Core of Wigston for the purposes of this Public Realm Strategy.

8.12 With Leicester Road being vehicular dominated; there are few defined areas for sitting and relaxing, whether this is by design or need. Seating, cycle parking and litter bins are currently concentrated on the wide expanse of paving situated on the corner of Leicester Road and Bell Street, creating a busy and cluttered space which although has been improved recently, still has some scope for further improvements. Raised platforms have been added near the junction with Aylestone Lane to slow the traffic and are often mistaken by pedestrians for crossing points.

8.13 The key shopping destinations in this area, in general, have an abundance of signage and street clutter.

8.14 Bell Street is the main shopping destination within Wigston, with over 30 units, and national chains, such as Sainsbury's, Boots and Specsavers. Being Wigston's primary shopping street, most of Bell Street has a relatively high footfall and pedestrian flow. The majority of the street has been pedestrianised, with just a short section adjoining Long Street / Leicester Road being open to vehicular use. Overall the width is good, with minimum distances at pinch points around 11 metres. Other than the far western end, adjacent to Long Street / Leicester Road, Bell Street is paved in small blocks, grey and black in colour. Street furniture of benches, bins, granite tree planters and decorative granite cubes is placed regularly along Bell Street to provide a high quality public realm.



Street Clutter within the Core Area of Wigston.



The consistent, high quality Public Realm, Bell Street.

8.15 Bell Street is pedestrianised in nature and no vehicles are allowed to access the street (with some exceptions). The western end or the Bell Street / Long Street / Leicester Road junction has been improved but may well benefit from being pedestrianised in accordance with the remainder of Bell Street.

8.16 The eastern end of Bell Street is a cul-de-sac and has no vehicular access onto or off Bull Head Street. The addition of the Pocket Park adds greenery to the otherwise urban space and encourages an increase in dwell times and use.

8.17 The area along Frederick Street connects the Northern Periphery and Wigston Core. The area currently has an urban backwater feel which could benefit from some reinvigoration, through the use of street art, planting and removing barriers (for example studs could be used to define ownership boundaries e.g. between Frederick Street car park and Wilko car park rather than a barrier). Added to this, through redesign of the highway more of the area could be pedestrianised. This would enable the utilisation of the space for a more defined pocket public square area, with the possibility of street art (or green wall) on the back of Sainsbury's to further soften the area and the addition of lighting and modern seating. Increased signage around the area would help visitors to the town navigate with ease.

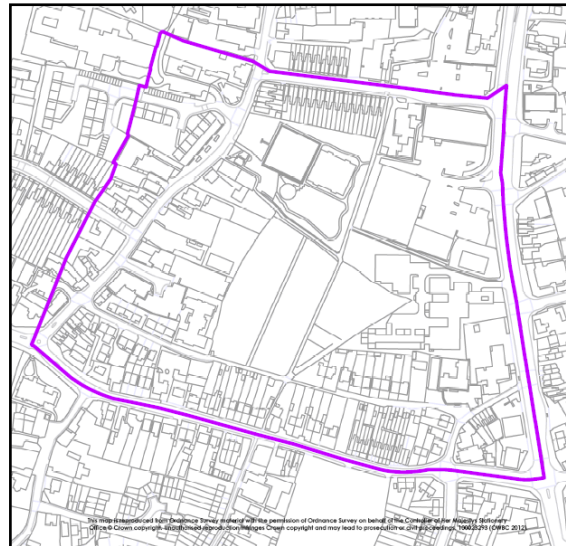
Wigston Southern Periphery

8.18 The Southern Periphery character area provides an important location for secondary retail, and community services, together with a collection of public and private office buildings. The 'neighbourhood' feel with residential properties and small number of local shops is in strong contrast to the heavy volumes of traffic that is experienced, especially during peak times. Forming the entire Southern Periphery are the two Conservation Areas of Wigston All Saints and The Lanes.



Pocket Park, Bell Street

8.19 In general, pavement and footpath widths are adequate, however there are areas where they do narrow to pinch points, restricting and decreasing the ability for pedestrian flow. The pavements and pedestrian footpaths are segregated by a number of side road and rear access junctions, many of which are 'blind' to the pedestrian and could impact upon pedestrian safety. Similar to the presence of narrowing footpaths, the lack of continuity along the pedestrian frontages, causes unnecessary barriers to pedestrian flow and detracts from the 'pedestrian experience' and ease of movement.



A map of Wigston's southern periphery boundary



Illustrations of the number of surfacing materials used and the general condition

8.20 The public realm situated within the Southern Periphery is of a sporadic and pocketed nature, and uses a number of different materials and designs. From the audit undertaken it is apparent that there has been a lack of an overall wider vision for the public realm in this area. Many of the pavements, especially those opposite Peace Memorial Park to the front of Elizabeth Court, use 3 or 4, in some cases 5 different surfacing materials.

8.21 Peace Memorial Park located along Long Street in the Southern Periphery is an asset that needs safeguarding and enhancing where possible. Existing use of iron railings

along the street frontage provides definition, security, and a sense of arrival to one of the Borough's best urban assets.

8.22 The park is a good example of a well maintained urban green space, which has a good mix of sporting activities space and more informal relaxation space. Furniture within the park is of good quality and has been designed and manufactured to minimise maintenance.



Peace Memorial park in Wigston.

8.23 The Lanes, located within the Southern Periphery is a historical pedestrian network that connects Moat Street and Bell Street (north - south), and Leicester Road and Bull Head Street (east - west). Materials predominately consist of tarmacadam pathways and iron



Illustrations of the condition of The Lanes in Wigston.

railings with the odd presence of original brick built walling. The majority of the pathways are narrow with high intruding hedge lines which prevent natural surveillance from the surrounding areas and properties, and create an uninviting atmosphere of apprehension.

- 8.24 The majority of the street furniture provided for public use along The Lanes, is in need of repair or replacement due to its poor state. The lamp lights used along the length of The Lanes are well designed and built, however like other street furniture are in need of refurbishment. Vandalism is apparent at various points along The Lanes pedestrian pathway network also.
- 8.25 Long Lane is a key piece of historic infrastructure, the line of which hasn't changed since it was first developed as a village path – even the kink around Paddock Street car park is exactly how it was originally designed, as a path between two fields. This link to the historic past of Wigston should be celebrated and improvements need to be made to make this a much more inviting path through Wigston which was the link between the Two Steeples of Wigston. Historic interpretation and signage would be crucial to developing this.

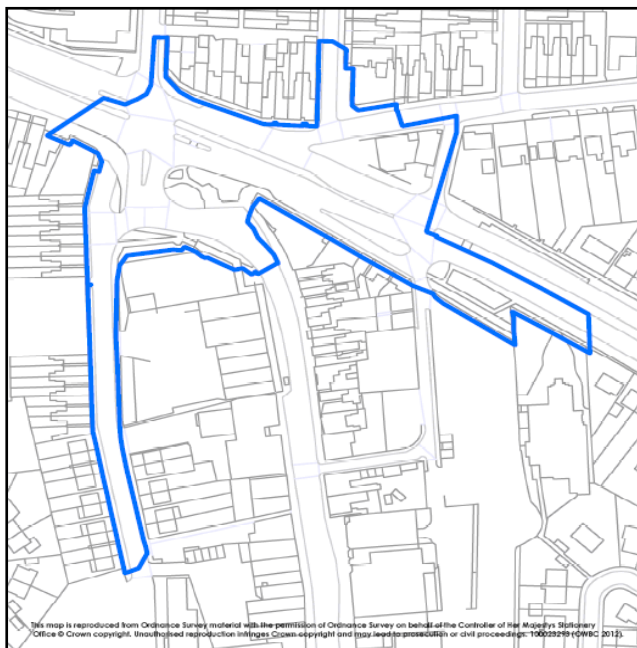
Oadby

- 8.26 Like Wigston, for the purpose of the public realm audit, the centre of Oadby has been broken down into three character areas, the Northern periphery; the Core; and the Southern periphery. Note – the 'centre' refers to a boundary that has been drawn up around Oadby for the purpose of this Public Realm Supplementary Planning Document and does not necessarily reflect adopted or official district centre boundaries.



A map illustrating Oadby centre for the purposes of this strategy

- 8.27 The majority of the Northern Periphery of Oadby's centre is major highway in nature. The Harborough Road (A6) is a dual carriageway, characterised in this area with a 4 way traffic light controlled vehicular junction. There are a small number of retail units to the north, which are identified as secondary frontage within the Council's Local Plan.
- 8.28 The northern area also includes Sandhurst Street. Sandhurst Street is characterised by a mix of residential and commercial plots. The majority of the western side of Sandhurst Street is terraced with semi-detached residential units with on street parking provision, whereas, the eastern side is predominately rear parking and service access for units fronting onto The Parade. The pavements along Sandhurst Street are of poor quality and are in a bad state of repair.



A map showing the Northern Periphery of Oadby centre.

8.29 On street parking along Sandhurst Street is designated for Permit Holders. Sandhurst Street is also the only vehicular access route for Sandhurst Street public car park. Movements from the car park to the town centre could be confusing if you were unfamiliar with the area. The addition of signage would help navigation.

8.30 Towards the northern tip of The Parade, there is a small urban pocket of green space (Burtons Corner) that has seating, litter bins, planting, public art and informal grassed areas. The surface material that runs through the area is block work in nature and, as with the street furniture and planting, is in good condition. Burtons Corner is a distinctive gateway into Oadby's centre from the north.

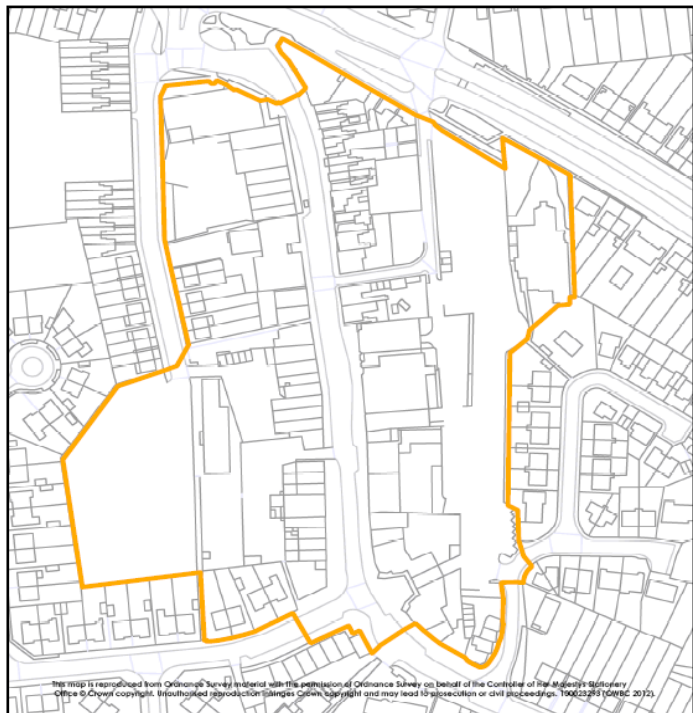


Burtons Corner showing high quality public realm

Oadby Core

8.31 Oadby's town core is the principal shopping location. The town core is 'home' to national retail chains, such as Marks and Spencers and Boots, as well as more local stores and businesses. With this mix of national and local businesses trading side by side, Oadby's core has something for all and appeals to a wide variety of potential shoppers.

8.32 Bar some properties towards the north, the majority of Oadby's centre was constructed around the 1950's to 1970s. Most buildings are of 2 or more storeys in height, but do not have an overbearing feel which is in part down to the relatively wide carriageway and pavements. In terms of building aesthetics, the core of Oadby is largely devoid of high quality architecture and any sense of historic fabric has been lost.



A map illustrating the boundary of the Oadby Core.

8.33 The majority of the pavements situated within the core are of good width, and do allow a free movement and pedestrian flow and the wide pavements lend themselves to outdoor cafes and eating opportunities, as well as break-out spaces for drinking establishments. The public realm in Oadby core along The Parade was updated in 2014 and is of high quality, although there are some areas that could benefit from a little maintenance to preserve the high quality.

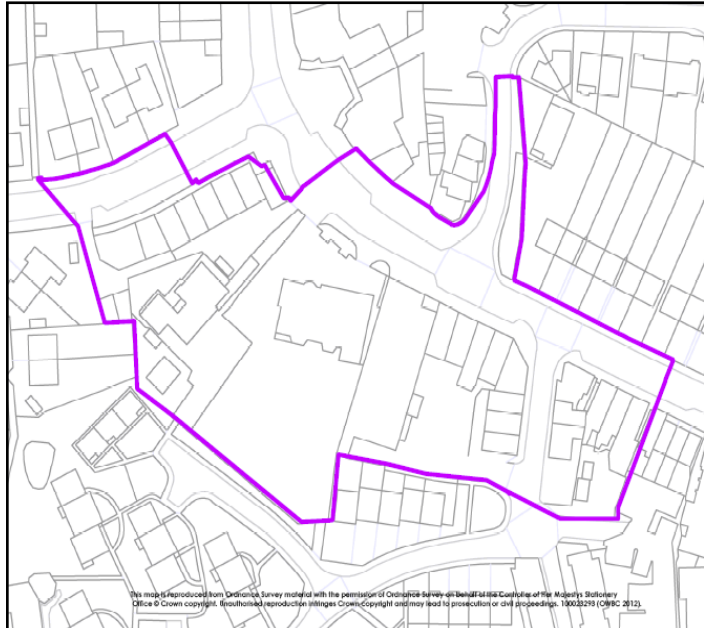


High quality, uncluttered Public Realm in Oadby core.

- 8.34 Oadby core contains East Street Car Park which provides a poor impression of the town centre to visitors and directions to the town centre could be confusing if you were unfamiliar with the area. Enhancements to the car parks need to be considered to soften it through, for example, the use of planting, and green walls on boundaries to screen the rear of premises. Signage is required to help navigation.
- 8.35 There are currently two designated pedestrian crossings, which are traffic light signalled, to get from the east side to the west, of The Parade, one in the centre and one at the southern end.
- 8.36 The core has a high quality provision of street furniture of consistent design. The pedestrian footpaths are paved in a uniform material of high quality and street clutter has been minimised making the core an easy and pleasant space to maneuverer around.
- 8.37 Towards the southern end of The Parade, vegetation in the form of mature pavement trees and high quality granite planters provide a break from its otherwise 'stark' urban form. For a well-used retail location, that does see significant numbers of pedestrian footfall, vehicular speeds can be relatively high. A 'raised table' has been added to the central area in an attempt to slow the speeds of vehicular traffic.

Oadby Southern Periphery

8.38 The Southern Periphery of Oadby's centre is where the transition from 1950's to 1970's commercial and retail units, to pre and post war residential properties occur. There is a dramatic change in the 'feel' and scale of the properties. Other than the Tipu Sultan Restaurant, which is set back from the carriageway, building heights are no higher than two storeys in height and front directly onto the pavement.



Map illustrating the extent of the Oadby Southern Periphery.

8.39 Up to the junction of Brooksby Drive and The Parade pavement widths are still relatively wide, however, they do narrow considerably past this point. In terms of pavement quality and state of repair in the southern area, some improvement work has been carried out although as you approach the edge of the southern periphery the pavements are in poor condition and pavement areas have been haphazardly repaired or reinstated.

8.40 The highway within this area does have designated 40 minute maximum parking zones and a traffic light controlled pedestrian crossing situated directly outside the Oadby Library.

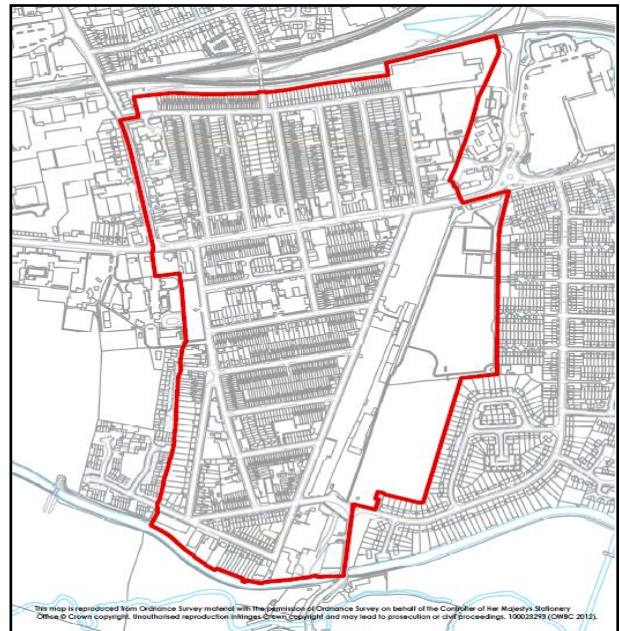
8.41 The Southern Periphery, as defined within this document, also abuts the Oadby London Road and St Peters Conservation Area. The pavement areas along London Road are also generally in poor condition and have again been haphazardly repaired or reinstated.



Public Realm Improvements to Oadby Southern Periphery.

South Wigston

8.42 Out of the three main centres within the Borough, South Wigston demonstrates the most historical character. The majority of its buildings were built during the late 1800's and were built on a parcel of land encased within the, then, Wigston to Nuneaton Railway Line, Saffron Road, and the Wigston to Rugby Railway Line. Its form can be likened to the 'model' town's philosophy of the Victorian period, however South Wigston differed from most, as it was to house not only brickyard workers, but also a wider population, as well as other commercial properties, particularly related to the hosiery industry.



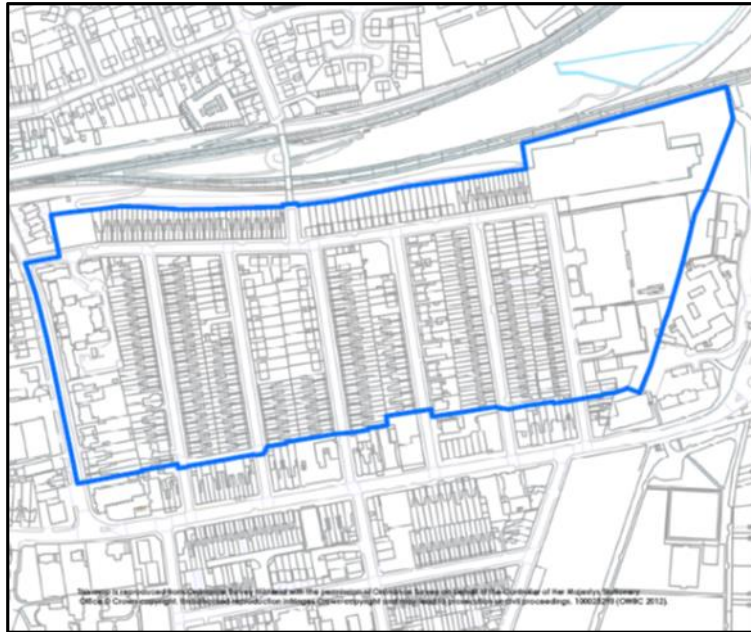
A map showing the extent of South Wigston's boundary

- 8.43 South Wigston is a gift of industrial archaeology – the Grand Union Canal, the Railway, Victorian Model Town and philanthropy. These should be celebrated with interpretive boards, signage and creation of walking trails. South Wigston currently suffers from health inequalities and the opportunities to exercise in the town should be encouraged through the development of walking trails with physical distance markers. The proposed installation of Wi-Fi affords the opportunity of creating a digital walking trail utilising the Wi-Fi. Signage and walking routes from the station should also be emphasised along with signage to the college, town centre, canal and employment areas.
- 8.44 For the purpose of this document, South Wigston centre has been dissected into three main areas; the Northern periphery; the Core; and, the Southern periphery. Note – the 'centre' refers to a boundary that has been drawn up around South Wigston for the purpose of this Public Realm Strategy Supplementary Planning Document and does not necessarily reflect adopted or official district centre boundaries.

South Wigston's Northern Periphery

8.45 The majority of the northern area of South Wigston is residential in nature, and is characterised by one way streets. Unlike the Core (as described later) the public realm is relatively poor and in need of updating and redevelopment. The pavements are in need of attention and are generally a mix of different materials and colours. There is a distinct lack of street furniture, specifically seating, however this is not untypical of a predominately residential area. Similar to most areas where the paving is in need of attention, utility reinstatement is particularly obvious.

8.46 The one way traffic 'nature' of the area brings with it a relatively high level of street signage and road markings.



A map shows the extent of South Wigston's Northern Periphery.

8.47 Very few properties within the northern area of South Wigston have off street parking and thus the streets are lined with motor vehicles.



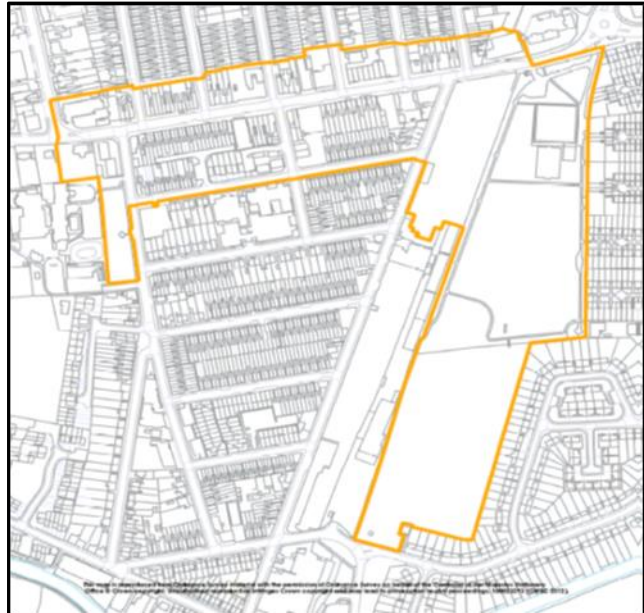
Illustrations of the level of signage and condition of the surfacing.

South Wigston's Core

8.48 The South Wigston Core is the centres main retail destination. There is an abundance of units all of very differing variety and type, catering for both the local population and those slightly further afield.

8.49 During 2007 a public realm improvement scheme for South Wigston, a partnership between Oadby and Wigston Borough Council and Leicestershire County Council, was completed.

8.50 The quality and condition of the public realm within the South Wigston core is mixed. The improvement programme had a positive impact, however more can be achieved and the work that has been completed is now in need of some maintenance and improvement work itself. The relaying of kerbstones and some paving has created a safer and more effective pedestrian environment, however the abundance of railings and bollards seem to contradict current government initiatives to reduce the number of barriers to pedestrian movement.



Map showing South Wigston's Core boundary

8.51 Street clutter, in terms of signage and road markings, could be reduced also. Utility reinstatement is an issue, as it is within the other two centres of Oadby and Wigston and it is something that needs monitoring and enforcing if needs must.

8.52 Crossing from one side of the highway to the other is restricted to traffic light controlled pedestrian crossings.

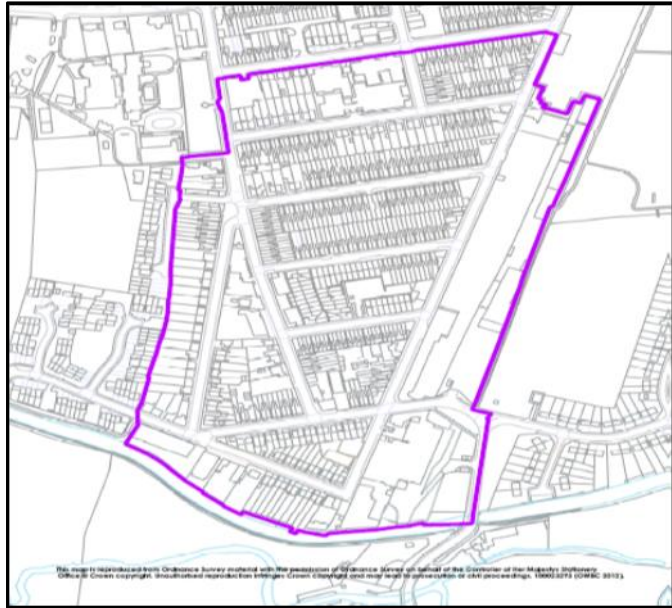


Illustration of the consistency in materials post redevelopment and shows the maintenance work needed.



The public realm fronting South Leicestershire College.

8.53 Towards the far eastern end of Blaby Road, the development of South Leicestershire College's campus has significantly improved the streetscape and public realm, although this could now benefit from some maintenance and cleaning. Innovative design and use of materials has enabled creation of a relatively large area of urban open space adjacent to Blaby Road public park. Blaby Road Park itself is a large (around 5.5 hectares) expanse of urban green space that is available for many differing types of informal and formal public uses.



Map shows the extent of the Southern Periphery boundary

South Wigston's Southern Periphery

- 8.54 Similar to the Northern periphery of South Wigston, the southern areas are predominately residential in nature, however are mixed with some industrial and commercial uses sporadically located. The streetscape is characterised by terraced housing and on street allocated parking. The majority of the southern periphery is a one way vehicular network, which brings with it an abundance of road signage and markings.
- 8.55 Paving within the area is a mix of ageing paving slabs and tarmacadam. Some of the street corners, in particular, the Dunton Street and Bassett Street junction have relatively recent block work and street furniture, which although is refreshing and an improvement to existing paving, adds to the palette of differing materials, design and colours.
- 8.56 Overall there is little consistency with paving materials or styles and there is a general lack of useable street furniture, for example seating and litter bins.



Illustration of sporadic improvement attempts and general surfacing condition.

The Wider Borough

- 8.57 It would not be possible for this document to audit each and every part of the Borough area outside of the three main centres, therefore a very broad summary overview is given. Once schemes or future projects are under consideration, an audit will be carried out at a very early stage to ensure that the most appropriate works are completed. Once completed, any new public realm improvement projects should be added to the streetscape audit for future monitoring.
- 8.58 Similar to the centres of Wigston, Oadby and South Wigston the wider Borough has examples of good public realm practice as well as examples of poor public realm that is in need of attention and enhancement. Added to this, some areas of the Borough feel very green and have street trees, grass verges and pockets of planting. Conversely, many areas and often those with poor public realm, feel very urban in nature and lack any form of greenery or biodiversity.
- 8.59 There are several green lanes throughout the Borough, which are remnants of the Borough's history and the use of these and connectivity that they offer should be promoted through improved linkages to them from the town centres and other places of interest. These make ideal, safe pathways and cycle ways and could be used as the start of connected 'greenways' through and across the Borough. These pathways include:
- Footpath from Stoughton, crosses Manor Road and Woodfield Road, beside Uplands Park, via Tudor Drive and King Street to London Road, Oadby.
 - Fludes Lane from A6 Harborough Road to end of Florence Wragg Way, which provides pedestrian access to London Road from Manor, Grange and Grange Farm estates.
 - Mere Walk, which runs through parts of Wigston.
 - Various routes from Rosemead Drive estate which 'funnel through' Chicken Alley or Lawyers Lane, Oadby.
 - The Lanes which run around the original centre of Wigston.
 - Gas Lane which runs from Newgate End to Pochins Close and Davenport Road in Wigston.

- The Grand Union Canal towpath running along the south of the Borough from South Wigston at Crow Mill to Kilby Bridge.

8.60 Although this Public Realm strategy concentrates upon the three main centres, it is important that the public realm within the Borough as a whole is improved and enhanced where relevant. Added to this, new developments are often designed around the use of cars and this can leave them with no real connection to the wider community. Extra care must be taken to how the public realm of new development connects with the wider community and how it can be improved to encourage active travel, through walking and cycling in and around the development, reducing the need to design all movement around car use.



Illustration of poor and good examples of public realm in the wider Borough.

9. The Vision for Public Realm

9.1 The vision for the Public Realm Strategy for the Borough of Oadby and Wigston is;

To Create Capable, Distinctive, Accessible, Thriving, and High Quality Mixed Use Public Open spaces” that are;

- **Safe**
- **High Quality and Efficient Use of Materials**
- **High Quality and Consistent Design**
- **Logical and Legible**
- **Connected**

9.2 The 5 themes mentioned above are the key attributes that all public realm within the Borough should illustrate and embrace through enhancement. There has also been a committed drive to de-clutter streets and create sustainable urban centres that are more accessible to the pedestrian. Through the Public Realm Strategy the Council will to create public realm and spaces that are more logical, legible and usable.


9.3 There needs to be an innovative approach to integrating movement in streets and spaces, which doesn't necessarily follow the 'boundaries of traditional and conventional solutions'. Existing or proposed barriers should be removed to allow for more accessible streets that encourage pedestrians to roam and not be constricted by street clutter or signage. An over reliance on street signage, barriers, markings, and unnecessary furniture, creates spaces that are illogical, confusing and restrictive to the pedestrian. The Council will consider all new requests for street furniture, but where it is considered that it is unnecessary and will add to street clutter, these requests may be denied.



New Road in Brighton, illustrating effective shared surfaces.



9.4 The pedestrian should be the 'key' component of public realm design. Design should 'turn the tables' on conventional ways of thinking and make the motorised vehicle second to the pedestrian and other sustainable modes of transport. We should be encouraging pedestrian and cycle access, use and travel within our town centres, and discouraging the use of the motorised vehicle where possible, through specific targeted design principles.

Consider first  Consider last	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

Extract from Manual for Streets, Department for Transport 2007.

Note: for the purpose of this document, mobility scooters for the disabled, will be classed with pedestrians.

- 9.5 The Department for Transport has suggested the need to bring about a transformation in the quality of English streets, which will require a culture change from existing design ideas. There needs to be a breaking away from the ‘standard’ and prescriptive methods in order to create these high quality safe streets. All Public Realm design should apply a ‘user hierarchy’, with the pedestrian at the top.
- 9.6 The ‘Shared Space’ concept should be taken into account during the design process. Case studies have shown that good design and shared spaces can decrease the number of pedestrian and vehicle accidents, thus a safer environment, whilst making streets more attractive and appealing. At the time of writing however, there is currently a Government moratorium on Shared Space schemes. This is to remain in place until new Government policy is issued to address safety concerns raised regarding Shared Space and visually impaired users. This new national policy will supersede any guidance contained within this document regarding Shared Spaces.
- 9.7 Although it is clear that each of the three centres within the Borough are distinct from one another, public realm within each has to be of consistent and high quality design. Good design will incorporate character and heritage, and should amplify also. If achieved, high quality design will not only bring physical benefits to the centres, but social, environmental and economic too. Modern, high quality and innovative urban design will thrust the Borough to the forefront of regeneration projects.
- 9.8 Public Realm should be ‘inclusive’ in all aspects. No one aspect should have priority (other than pedestrians and cyclists over motorised vehicles) over another...no social or cultural group will have priority or advantage. Design will incorporate all, to create fully inclusive public spaces and realm. Such a premise is extremely important within the Borough of Oadby and Wigston, with the Borough being one of the most culturally and socially diverse areas in the East Midlands.

Photographs illustrating how public realm improvements can enliven an area, New Road, Brighton.



Photographs illustrating how public art can be incorporated into the public realm in Sunderland and Manchester.

- 9.9 The provision of Public Art is also important throughout the design process of Public Realm. The centres should show ‘ambition’ and ‘innovation’, and should incorporate contemporary Public Art into Public Realm. Public Art should seek to; both enhance the existing local distinctiveness and character, and create an ‘identity’ in areas of redevelopment. Public Art, will not only encourage the aesthetic interest of the centres, but can be used to highlight important spaces or define/aid legibility, as well as being educational or thought provoking.
- 9.10 As well as high quality design, the use of high quality sustainable materials is paramount. Materials used for the street furniture, the street surfaces, or the ‘green spaces’, should be environmentally friendly and sustainable. For example, Sustainable Drainage Systems should be incorporated to negate any increase of surface water or runoff, or street lighting should be energy efficient or self-sufficient.
- 9.11 To help mitigate Climate Change, improve flood resilience and reduce the loss of Biodiversity, the Council will ensure that all new public realm and all public realm regeneration projects seek to have a Biodiversity net gain and improve flood resilience where possible. Any measures incorporated into the public realm must be of high quality design and must add to the aesthetic quality and interest of public realm schemes. The use of innovative methods to improve biodiversity and improve flood resilience will add to achieving modern, high quality, state-of-the-art urban design.



Photographs of innovative lighting schemes in Stockton and Wembley.



Photographs of high quality street furniture, New Road, Brighton and Cardiff



Photographs of sustainable drainage methods in Derry and Coventry.

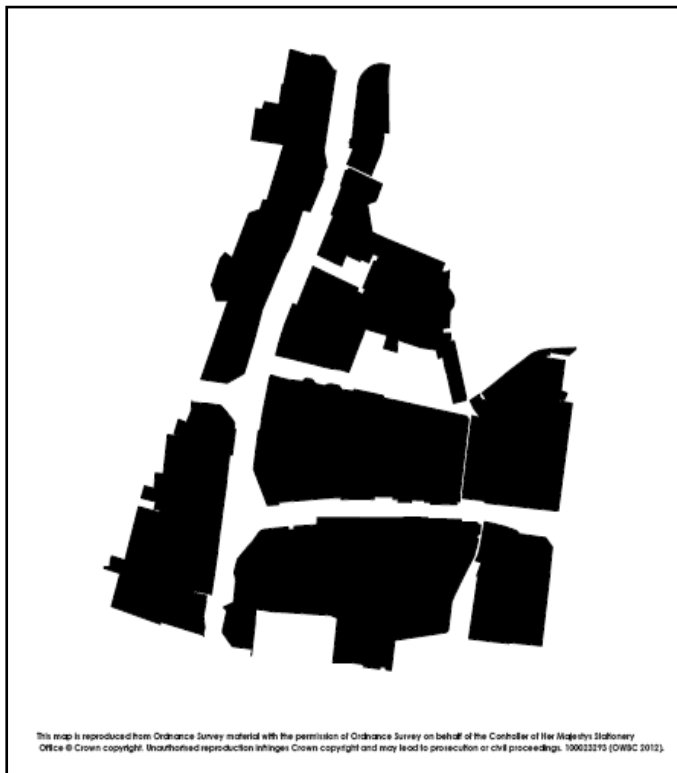
10. Ways of Achieving the Vision – Connections

- 10.1 The following section of the Public Realm Strategy will concentrate on realising the 'vision' for the Borough's public realm. General principles and policies which apply to the whole Borough are followed by more specific detailed principles and guidance for the Borough. In considering proposals for development, account will be taken of both the principles and guidance.
- 10.2 A high quality public realm is vital to make the Borough an attractive place in which to shop, live and work. In addition to this, where opportunities exist public realm will seek to enhance the character and setting of heritage assets within the Borough.
- 10.3 The public realm should be attractive to all and at all times of the day. It is particularly important to encourage the evening economy and make the Borough feel secure and attractive for people using it during the day and at night. Visitors and residents should expect to experience a level of urban quality commensurate with the best regional examples. The following general principles and guidance need taking account of during development or redevelopment of any public realm:

Connections

- 10.4 The town and district centres of Wigston, Oadby and South Wigston function on a network of connected routes and spaces. This network or 'framework' of movement should allow for efficient and direct travel by either foot or bicycle.
- 10.5 Using Nolli's principles (an 18th Century Italian architect) and applying it to a mapping exercise, it is possible to illustrate the movement 'framework' for all three of the

Borough's main centres. Public spaces, which include alley ways, lanes, streets, roads, and public squares are shown in white, whereas non public (private) spaces are illustrated in black.



A map illustrating the physical connectivity of Wigston.

Physical Connections

10.6 The overall physical connectivity of the three main centres (as shown in the maps using the Nolli principles) within the Borough is relatively good. However, it is the quality of these connections that fails to live up to modern expectations and usage demand.

10.7 The movement 'framework' for each of the centres is fairly logical and direct (following existing historical routes) and allow a relative ease of movement, but do need material improvement.

- 10.8 Having a clear logical approach and seeing improvements to public realm and spaces within each of the centres will increase integration and usage.

Visual Connections

- 10.9 Streets, alleyways, lanes, and other public spaces that make up the movement ‘framework’ need to flow and celebrate important views and vistas, rather than isolate from them. Connections between places and spaces need to add to the sense of place and encourage usage. Public spaces benefit from the removal of barriers and street clutter. The government has urged Council’s in England to rid streets of unnecessary signage in a bid to make them tidier and safer. The government suggested that *‘our streets are losing their English character. We are being overrun by scruffy signs, bossy bollards, patch work paving and railed off roads’*.



A map illustrating the physical connectivity of Oadby.

- 10.10 Measures for directing and controlling the movement and flow of pedestrians are currently stark and in need of improvement. To ensure an improved experience within the centres, controls of movement are to be subservient to the overall sense of place and need incorporating into design principles and defined within the public realm quality.



A map illustrating the physical connectivity of South Wigston.

Interpersonal Connections

- 10.11 Currently cafes, bars and restaurants are not encouraged to ‘break out’ into the streets and other open areas, providing more animated spaces. The Local Plan through its policies supports the use of outside eating spaces, to increase social interactions and create an atmosphere of vibrancy. Public spaces should be flexible and be exploitable (shared surfaces) for a variety of uses and user groups. All users of the public realm should feel comfortable and safe, for example innovative traffic management solutions should be employed to break down barriers and encourage respect between vehicles and pedestrians.

Cultural and Environmental Connections

- 10.12 The physical connections or networks of movement should be designed in such a way, as to reconnect people with the environment. Urban green spaces, should be well connected and celebrated; public realm design should engage the 'senses' and stimulate; and urban form should incorporate sustainable urban drainage systems into its design.
- 10.13 The history or culture of a centre should be celebrated through public realm design and redevelopment. Local distinctiveness should be enhanced through the use of public art, creating a modern identity, strong sense of place and ownership. Public squares should be flexible in order to accommodate a variety of activities and cultural events, whether it is a seasonal market or religious celebrations.

Barriers to Connections

- 10.14 Having a clear and logical public realm is vitally important for any large centre. Barriers to movement can have a significant effect on how successful a centre is, in particular economically. No public realm within the Borough should be cluttered by signage or street furniture, as these can have a dramatic effect on both pedestrian and vehicular flow and movement. Where possible, bollards and railings should not be used to direct or restrict pedestrian movement. If directing or diverting of movement is required, it should be done through good design and use of surface materials or street furniture such as bicycle racking, litter bins or seating. As a standard, public realm should not have any form of bollarding or railings, unless absolutely necessary. During the design stage of any public realm scheme, pedestrian desire lines should be a key consideration.

Connections across the Borough

- 10.15 Across the wider Borough connections currently prioritise car users. The Borough has several main routes which provide connections between the town and district centres, local centres, green open spaces and heritage sites which provide an environment that does not promote walking or cycling along these desire lines. When public realm is redeveloped along these main connection routes, the Borough Council, working in partnership with the County Council, will seek to provide an environment which promotes walking and cycling where the road layout makes this possible and safe to do so.
- 10.16 Routes for consideration could include, but is not limited to the following:
- Aylestone Lane, Wigston;
 - Blaby Road, South Wigston
 - Brabazon Road, Oadby;
 - Bull Head Street, Wigston;
 - London Road, Oadby;
 - Moat Street, Wigston;
 - Oadby Road, Wigston;
 - Wigston Road, Oadby;
 - Saffron Lane, South Wigston;
 - Station Road, Wigston.

11. Ways of Achieving the Vision – Targeted Principles and Enhancement Opportunities within main centres

- 11.1 The following principles provide greater detail on the approach that is to be undertaken in each centre of Wigston, Oadby and South Wigston regarding public realm. The principles and opportunities outlined below stem from the specific street audits that were undertaken for each of the Borough's three main centres.

Wigston Centre

- 11.2 With Wigston being one of only two town centres within the Leicester Principal Urban Area its public realm and retail offer has to be commensurate to its status. The Local Plan objectives for Wigston focus upon encouraging the growth of its retail core and making the town centre distinct and sustainable. To support the objectives set out in the Local Plan it is proposed that any public realm schemes within the centre of Wigston should be modern, clean and contemporary in design, and use the highest quality materials.

Wigston Northern Periphery

- 11.3 The public realm within the Northern Periphery, in general, is relatively poor. Possible enhancements could include; the resurfacing of pedestrian pavements, the Arcade area and alleyways (connecting the Junction Road public car park to Leicester Road), creating a safer pedestrian environment; improved lighting schemes within all pedestrian environments; and an increase in essential street furniture.
- 11.4 Major redevelopment works are identified for the Northern Zone. It is therefore important that any public realm works proposed take account of future redevelopment so that significant investment is not wasted.

Wigston Northern Periphery Key Principles

- 1. Enhancement of the public realm along Leicester Road will be encouraged. Only schemes that improve the quality, consistency and palette of surfacing material will be supported.**
- 2. Any surfacing materials and street furniture should be of the highest quality and be consistent with those set out in Table 1.**
- 3. Public Realm improvements stemming from any redevelopment of Wigston Northern Periphery must utilize the highest quality materials that are either consistent with or complement those set out in Table 1. In addition, proposals should complement works already achieved along Bell Street.**
- 4. Lighting within the alleyways and pedestrian walkways connecting Leicester Road with Junction Road public car park should be improved. Lighting should produce bright illumination, be building mounted and sited to avoid any shadow spots. Where existing column lighting is to be replaced, where possible this should be reinstated as building mounted lighting.**

Wigston Core

- 11.5 Full pedestrianising of Bell Street has had a positive impact not only upon the feel and sense of place but also on the local economy. Any increase in pedestrian footfall could impact positively upon economic spend. Full pedestrianisation of the street has also created an event space that provides a space capable of holding a local or seasonal market. Currently at the Leicester Road end of Bell Street there are disabled parking bays and a taxi rank. These would need to be relocated should this area be pedestrianised.
- 11.6 A decrease in unnecessary street clutter specifically signage is essential for the Town Core area as a whole. Reducing the amount of clutter and making sure only 'essential' signage and markings are kept will significantly alter the look and feel of the area.
- 11.7 The eastern end of Bell Street, adjacent to Bull Head Street, is where Bell Street is at its widest and is an ideal location for public events and an entrance gateway. The redevelopment of the public realm and creation of the pocket park has had a positive impact on the gateway and proves a draw despite the lack of national retail chains towards the eastern end.

Wigston Core Key Principles

- 1. Further redevelopment of the surfacing along Leicester Road/Long Street and Bell Street will be sought. Any public realm scheme for the above mentioned streets will need to use consistent and high quality materials (as set out in Table 1). In addition, proposals should complement works already achieved along Bell Street.**
- 2. Removal of any unnecessary street signage or road markings will be encouraged.**

Wigston Southern Periphery

- 11.9 Peace Memorial Park should be actively encouraged as an asset to Wigston centre. The park is a prime example of a well maintained urban park, an almost oasis from the constant flow of traffic and sounds associated with a main town centre. A possible enhancement could be to create a greater sense of invitation and arrival for prospective users.
- 11.10 The large expanse of paving opposite Peace Memorial park, to the front of Elizabeth Court is of a reasonable standard with, some planting and benches and consistent paving. However, further planting between the curb edge and the current planting would provide a green barrier between motor vehicles and pedestrians. This would help to encourage walking and further seating could help to encourage a prolonged 'stay' time in the area. It could be designed so as to become a standalone expansion to Peace Memorial Park or an events space, for example, through the use of pavement water features or appropriate street furniture, specifically seating.
- 11.11 The Local Plan seeks to reinstate and encourage the redevelopment of The Lanes through improved public realm provision and quality. Potential improvements to The Lanes should include; greater provision of high quality street furniture, in particular lighting, seating and litter bins; improved physical and natural surveillance; and

enhancement or redevelopment of pathways using high quality and appropriate materials that maintain the historic links in The Lanes south of Paddock Street. As well as the use of high quality materials within Public Realm improvements it is paramount that materials used are as maintenance free as possible.

Wigston Southern Periphery Key Principles

- 1. The redevelopment of The Lanes will be actively encouraged, and will also form an integral part of Wigston town centre redevelopment. For The Lanes north of Paddock Street materials and types of street furniture used should be consistent with those illustrated in Table 1. For The Lanes south of Paddock Street all street furniture, including lighting should respect the local historical character of The Lanes. This should be consistent with the historic street furniture proposed for South Wigston in Table 2 below. Lighting should be identical to that already installed in The Lanes using the casting mould held by the Council. In addition, proposals should complement works already achieved along Bell Street.**
- 2. Peace Memorial Park will be safeguarded from any detrimental development, and any enhancement schemes encouraged.**
- 3. Appropriate enhancement of the open space opposite Peace Memorial Park fronting Elizabeth Court will be considered favourably. High quality innovative design and use of materials is essential in any proposal put forward.**

Table 1: Proposed Public Realm in Wigston and Oadby Centres

Street Furniture

- Preferred materials include stainless steel (or powder coated steel) and/or timber.
- Preferred design would be modern and contemporary.
- Materials, manufacture and design would need to be of the highest quality and should require minimal or no maintenance.



Lighting

- Preferred materials include powder coated steel or aluminium.
- Preferred design would be modern and contemporary.
- Materials, manufacture and design would need to be of the highest quality



Surfacing

- Preferred surfacing would be paving flags. Paving flags should be suitable for high levels of pedestrian use, plus vehicular use in shared spaces.
- Preferably flags should be of a large size (dimensions to be agreed on a case by case basis with the Borough Council) and should be of an appropriate colour and modern in design.
- Materials, manufacture and design would need to be of the highest quality and should require minimal or no maintenance.



Note: photographs are examples of the public realm required within Wigston and Oadby centres but are not exclusive.

Oadby Centre

11.12 Oadby centre is currently defined as a district centre. With Oadby's centre being generally void of buildings of historical or heritage value, the logical approach for redevelopment of the public realm would be a modern and contemporary one, similar to that of Wigston's town centre.

Oadby Northern Periphery

11.13 The Local Plan encourages public realm and elevation improvements for areas located within the Northern Periphery. Burtons Corner, located at the northern gateway to Oadby's centre is an asset that needs retaining and enhancing at every opportunity. Elevation improvements proposed include the blank façade that is directly opposite Burtons Corner on the southern side of The Parade.

11.14 Sporadic public realm improvements within the Northern Periphery have added to the number of differing materials and palette. Public realm works or schemes put forward for the redevelopment and enhancement of the northern areas of Oadby's centre will need to be consistent with the Oadby Core and Oadby Southern areas and use high quality materials.

Oadby Northern Periphery Key Principles

- 1. Any public realm works that have a negative impact upon Burtons Corner will not be supported.**
- 2. Further enhancement of Burtons Corner will be sought at every opportunity.**
- 3. Public realm works that are proposed within the Northern Periphery must be of the highest quality and consistent with those set out in Table 1. In addition, proposals should complement works already achieved along The Parade.**
- 4. Public realm proposals that improve the elevations of The Parade, especially the blank northern elevations of The Parade will be encouraged.**

Oadby Core

- 11.15 One of the key objectives for Oadby, is *‘to create a safe, distinctive and pedestrian friendly environment by maximising the opportunities presented by the existing highways and ensuring that the pedestrian is prioritised over the car’*.
- 11.16 The Council has implemented improvement works to The Parade including improvements to paving, new street furniture, planters and trees and two raised tables to reduce traffic speeds. The Council is looking to pursue further opportunities for improvements to public realm along The Parade, which would include, further improvements to street furniture, implementation of more shared surfaces, and prioritising the pedestrian over the motor vehicle.
- 11.17 With the majority of the pavements within the core of Oadby, outside of the redeveloped area of The Parade, being of poor quality, a comprehensive public realm redevelopment/regeneration scheme would be welcomed in these areas.
- 11.18 The pavements in some areas of The Parade are relatively generous. The Borough Council will encourage the use of the pavements as break-out spaces for cafes and restaurants in these areas provided that they do not hinder pedestrian movements or connections in any way.

Oadby Core Key Principles

- 1. Any public realm development is required to be of the highest quality both in design and material used and be consistent with examples illustrated within Table 1. In addition, proposals should complement works already achieved along The Parade.**
- 2. Proposals to use pavement areas as break-out spaces for cafes, restaurants and drinking establishments will be supported as long as they do not affect pedestrian connections or movement.**
- 3. Proposed public realm improvements should reduce the amount of existing street clutter within Oadby’s core.**
- 4. Pavement located trees should be retained where possible and be in conformity with policies set out within the Trees and Planting section of this SPD.**

Oadby Southern Periphery

- 11.19 The Southern Periphery suffers from poor quality public realm, in particular regarding its surfacing materials. Although the area does not have significant built development proposals, improvements to the public realm are still sought. These would include remodelling the Brooksby Drive entrance into East Street public car park along with the car park itself and improvements to the pedestrian access into the public car park to the standard expected from a modern centre.

Oadby Southern Periphery Key Principles

- 1. Any public realm enhancement scheme occurring within the Southern periphery of Oadby will need to be of the highest quality and be consistent with materials and designs illustrated in Table 1. In addition, proposals should complement works already achieved along The Parade.**

South Wigston

- 11.20 In 2007 a public realm enhancement scheme was completed within the centre of South Wigston. The scheme concentrated upon South Wigston's main shopping street, Blaby Road and was a joint project between Oadby and Wigston Borough Council and Leicestershire County Council. Although the project significantly improved the public realm within South Wigston's centre, ongoing maintenance is required and further enhancement works are still sought to keep the centres public realm up to a high standard.
- 11.21 South Wigston's centre differs greatly from both Wigston and Oadby centres, in that the majority of its buildings remain from its inception. The centre demonstrates historical character and may not benefit from modern or contemporary public realm designs. Added to this, the centre in its entirety (as defined within this document) is situated within the South Wigston Conservation Area.
- 11.22 Improving the appearance and functionality of the public realm is vitally important for the future of the centre of South Wigston. Good urban design will add value by increasing economic viability of development as well as delivering social and economic benefits.

South Wigston Northern Periphery

- 11.23 With the northern area being predominately residential in nature, the amount of seating, planting and litter bin provision is lower than that of the core retail environment. Street clutter however is still an issue. Removal of signage and road markings that are not essential for pedestrians and/or motorists would make a vast difference to the streetscape.
- 11.24 With the streets being mostly one way, an aspirational improvement to the Northern Periphery would be the creation of shared space streets. However without such significant investment and redevelopment, a lower level intervention could include the repaving and resurfacing on pedestrian footways and improved lighting.

South Wigston Northern Periphery Key Principles

- 1. Surfacing materials used within public realm enhancement schemes should be consistent with those illustrated within Table 2.**
- 2. All street furniture, including lighting should respect the local historical character of South Wigston.**
- 3. Significant redevelopment of the public realm specifically the creation of shared spaces will be encouraged where safe to do so.**

South Wigston Core

- 11.25 With the core being South Wigston's main retail destination, the provision of street furniture needs to be higher than that of the northern or southern periphery. However, only appropriate and effective street furniture and surfacing materials will be supported. Compared to the other main centres within the Borough, South Wigston's core public realm is acceptable; however enhancement and maintenance opportunities still need to be taken.

- 11.26 An enhancement scheme for Blaby Road Park was completed in 2013. Any future enhancement scheme that comes forward which contains proposals for further improvements will be encouraged. As well as being an urban asset in terms of recreation and play space, the park acts as a green corridor to Crow Mills and the Grand Union Canal. The public realm fronting the newly built South Leicestershire College is a good example of simple but effective public realm improvements, but like the remainder of South Wigston core, would benefit from some maintenance. It is important that public realm best practices like that fronting the college are maintained and enhanced at every opportunity.
- 11.27 Architecturally, South Wigston is an historical asset. Safeguarding and improving contextually significant pieces of architecture or design, and merging with contemporary and innovative ways of thinking is important.

South Wigston Key Principles

- 1. Public realm schemes that propose to increase the significance of the pedestrian over the motor vehicle will be encouraged.**
- 2. Schemes that seek to improve the public realm fronting Blaby Road to the north of Blaby Road Park will be encouraged. Creating a greater sense of arrival and invitation into the park from Blaby Road should be considered within any proposals.**

South Wigston Southern Periphery

- 11.29 Similar to the north, the Southern Periphery of South Wigston is predominately residential, and is characterised by a cluttered one way streetscape. At every opportunity, the public realm should be enhanced, either through aspirational schemes or lower level improvements to the pavement surfacing, lighting and other street furniture.

South Wigston Southern Periphery Key Principles

- 1. Surfacing materials used within public realm enhancement schemes should be consistent with those illustrated within Table 2.**
- 2. All street furniture, including lighting should respect the local historical character of South Wigston.**
- 3. Significant redevelopment of the public realm specifically the creation of shared spaces will be encouraged where safe to do so.**

Table 2: Proposed Public Realm in South Wigston Centre

Street Furniture

- Preferred materials include cast iron, powder coated steel and/or timber.
- Preferred design would be traditional or contrasting modern.
- Materials, manufacture and design would need to be of the highest quality and should require minimal or no maintenance.



Lighting

- Preferred materials include powder coated steel or aluminium.
- Preferred design would be traditional or contrasting modern.
- Materials, manufacture and design would need to be of the highest quality.



Surfacing

- Preferred surfacing would be paving flags. Paving flags should be suitable for high levels of pedestrian use, plus vehicular use in shared spaces.
- Preferably flags should be of a large size and should be of an appropriate colour and traditional or contrasting modern in design.
- Materials, manufacture and design would need to be of the highest quality and should require minimal or no maintenance.



Note: photographs are examples of the public realm required within South Wigston centre but are not exclusive

12. Ways of Achieving the Vision – Borough wide key principles and enhancement opportunities

Surfacing Materials

- 12.1 The Borough Council requires the use of high quality, robust materials in all public spaces. The type of material used for surfacing should be appropriate for its function, for example areas predominately for pedestrians will require differing materials to shared surfacing. Surfacing materials used within any public realm scheme will need to be useable and safe in all weather conditions and at all times of the day and must not incorporate any trip hazards. Any surfacing material that increases the likelihood of slipping or falling will not be deemed appropriate.



High quality surfacing materials, Derry.



High quality surfacing materials, Brindley Place, Birmingham.

- 12.2 All materials used within the Borough's public realm must not contribute to surface water run-off. All public realm should either; use permeable surfacing materials; incorporate the use of Sustainable Drainage Systems; or have other appropriate methods to drain away surface water. Any proposed discharge of surface water should be achieved in collaboration with Severn Trent's drainage hierarchy.
- 12.3 To increase consistency throughout the Borough's public realm, a clear paving design is vital. Within any public realm scheme a simple palette of a few materials and colours will ensure uncluttered looking streets and public spaces. When choosing surfacing materials for a public realm scheme, thought should be given to the character of the area the development is in and the uses of the area. The use of the same material in all areas of the Borough would not be appropriate. All surfacing materials used should be high quality and hard wearing. Where appropriate, consideration should be given to using creative surfacing designs to add interest and create high quality public realm. When installing new paving in public realm schemes, surplus surfacing materials should be bought (and stored) to ensure that future paving repairs can be consistently matched.

12.4 Any repairs or reinstatement of public realm should be undertaken by competent professionals and should be finished to the highest quality level possible. Any repair or reinstatement works to the public realm surfaces should effectively restore original surfacing as soon as possible, to cause minimal impact. Any repair or reinstatement work that uses differing materials from existing will not be acceptable unless previously agreed. Where a utility repair is carried out and the reinstatement work is not in accordance with the Specification for the Reinstatement of Openings in Highways (SROH), the utility company will be required to make good reinstatement at their cost. Where this cannot be achieved then it will be re-instated by the County Council and the utility provider will be recharged for the work.



Acceptable high quality public realm utility reinstatement

12.5 Additionally, where appropriate, softer, more natural forms of landscaping should be used when normally they wouldn't be such as the 'grid system' or 'grasscrete' deployed for the over-flow car park at Parklands / Brocks Hill should be considered. This form of (normally hard) landscaping is sustainable, promoting natural drainage and biodiversity, whilst giving the area open and undeveloped feel.

Surfacing Material Key Principles

1. Any redevelopment to public realm surfacing is required to use the highest quality material that whilst being robust, demonstrates high quality design.
2. Surfacing materials used within any public realm scheme should be consistent or complementary in material, design and quality.
3. Surfacing materials within the Borough's public realm should use a simple palette of colours.
4. As far as possible, proposals should incorporate the use of permeable surfacing and flood source control.
5. Any repairs or reinstatement of public realm should be undertaken by competent professionals and should be finished to the highest quality level possible.
6. Where a utility repair is carried out and the reinstatement work is in differing materials, the correct paving material will be re-instated by the County Council and the utility provider will be charged for the work carried out.

Street Furniture

12.6 For the purpose of this section, street furniture includes seating, litter bins, cycle racking, bollards, bus shelters and railings.

12.7 The improvement of an area or street's sense of place is vital in public realm and shared space design. Having street furniture designed and integrated into new public realm, in particular shared spaces, can have significant benefits on an area, for example increased economic activity due to increases in footfall and dwell times.



High quality and effective street furniture.

12.8 Street furniture is best situated in well overlooked and visual locations. Cycle racks in particular, need to be in locations that are well overlooked to deter the theft of cycles. In terms of seating, having it well located and well-designed is of particular benefit to disabled users, older people and people carrying heavy objects, for example shopping.

12.9 High quality street furniture can have a remarkable effect on an area. The use of creative or modern designs can transform an area's sense of place and identity.

12.10 Each area should have a unique seating design that reflects its history but also the areas future direction. Street furniture within:

- **South Wigston** should reflect its rich character and historical feel. Designs chosen for a public realm scheme should sit comfortably within the conservation area and nearby Listed Buildings, as well as reflecting design features distinct to the locale.
- The centres of **Wigston and Oadby** should incorporate designs and materials that are less traditional and more contemporary. The Local Plan seeks significant investment and redevelopment of each centre as well as advocating each to have unique identities from one another.



High quality public realm and street furniture, Coomber, Northern Ireland.

Street Furniture Key Principles

1. Any street furniture that is to be placed within a public space should be of high quality and innovative design, whilst still being functional and comfortable.
2. All street furniture should be made of the highest quality materials, be robust and be as maintenance free as possible.
3. Street furniture should be of a design that ensures that it is durable and resistant to vandalism.
4. Street furniture should reflect the existing character of an area as well as its future aspirations.

Lighting

12.11 As mentioned above, the design of any public realm must be able to support a '24 hour' economy, as well as provide security and safety. Lighting has a significant influence on the character of an area, as well as providing a basic security requirement during the hours of darkness. The timing of when lights will come on (and go off) will be agreed before the start of any new public realm scheme. High quality lighting can also have an influence on pedestrian activity, which in turn can have an influence on economic spend.



Example of high quality and effective lighting schemes

12.12 A lighting scheme that is well thought-out, consistent and, in some respects, imaginative can completely transform an area or place. Well designed lighting schemes should not only have a dramatic impact at night through the perception of space and user safety, but also during daylight hours when they can be perceived as public art.



Example of a high quality and effective lighting scheme

12.13 All lighting schemes should be designed to enliven public spaces, enhance key pedestrian routes, and highlight important cultural and historical assets including locally important buildings and places.

12.14 High quality lighting can contribute towards:

- Reducing the risks of night-time accidents;
- Assisting in the protection of property;
- Discouraging crime and vandalism;
- Making residents and street users feel secure; and
- Enhancing the appearance of an area after dark.

12.15 Although the ethos of this Public Realm Strategy is to ensure that priority is to be given to the pedestrian, it is important that when considering lighting schemes, both the carriageway/ highway and footways are illuminated appropriately, including any traffic calming measures or pedestrian crossings.

12.16 Lighting that is to be incorporated into the Borough's public realm should be fully integrated into the streets and other public spaces. In order to help reduce 'clutter', where possible, lighting should be mounted to buildings and other built structures rather than to their own standalone columns.

12.17 Ground lighting and up lighting that highlights important features, such as structures, buildings of importance or trees will be encouraged where appropriate.

Lighting Key Principles

- 1. All lighting should use the most appropriate materials and be visually attractive in its design. Design, however should not inhibit illumination and should reflect the character of the area in which it is located.**
- 2. When locating lighting, building mounted fittings should be the first consideration to minimise clutter, when the column does not contribute towards the public realm in its own right.**
- 3. If building mounted light fittings cannot be accommodated, the scale and design of the column must fit with the scale of existing area in which it is located.**
- 4. All lighting should be situated within locations that provide maximum illumination whilst being visually attractive.**
- 5. All lighting should promote safety and security through illumination.**
- 6. Ground lighting and up lighting that enlivens a space and highlights important features will be encouraged where appropriate.**

Signage

- 12.18 It must be noted that for the purpose of this Supplementary Planning Document, 'signage' refers to both physical signage and markings placed on pavements and roads.
- 12.19 The signage currently on the Borough's streets contributes significantly to the clutter. Over repetition or duplication of signage reduces the impact of a sign. Proposed public realm scheme design should always start from a position of no signage and introduce them only when there is a clear function and need for them.



Examples of high quality signage

- 12.20 The table below, taken from the Department for Transport's, Manual for Streets, is a good starting point or baseline for understanding what/which signs are needed for an area. It is an objective of the Borough Council and County Council to reduce the amount of 'clutter' that is currently on our streets. Reducing the streets of unnecessary signage is a simple and easy way of doing so. Signs that have no clear purpose should be removed to reduce clutter and ensure that essential signs or messages are prominent and not lost in the plethora of other signage.



An example of high quality signage.

- 12.21 The 'Traffic Signs Manual', published in 2006 states that *'it is desirable to limit the number of posts in footways, especially in urban areas, because proliferation creates additional hazards for visually handicapped pedestrians and unnecessary obstructions for people with perambulators or wheelchairs'*.

	Prompts
Users	<ul style="list-style-type: none"> • What signs are necessary to assist users, including non-motorised users? • Are directional signs needed for vehicular traffic, including pedal cyclists? • Is information provided in the necessary formats to be accessible to all? • Can navigation be assisted by means other than signs? For example, landmarks or other visual cues, etc. • Can road markings be dispensed with in some places?
Place	<ul style="list-style-type: none"> • How can necessary information be integrated into the place without dominating it? • Can some pedestrian direction signs be designed to contribute to the sense of place by using a locally distinctive format? • Are traditional direction signs¹² appropriate for the setting?
Safety	<ul style="list-style-type: none"> • Are there any hazards that require signs? • Can significant locations, such as school entrances, health centres, local shops, etc., be indicated by a measure such as surface variation to reduce the need for signs?
Regulation	<ul style="list-style-type: none"> • What signing is necessary to give effect to TROs? • Is it necessary to regulate traffic or parking? • Can behaviour be influenced by means other than signing? For example, can parking be managed by the physical layout of the street?
Speed	<ul style="list-style-type: none"> • Are signs specified at the minimum size required for the design speed of traffic (new build) or 85th percentile speed (existing streets)? • Can traffic speeds be controlled by measures (such as planting to break-up forward visibility) to reduce the need for signs?

Prompts for Use of Signage, extract taken from *Manual for Streets – DfT – 2007*

12.22 According to the Department for Transport '*reducing the use of signing reflects general good practice, but is particularly appropriate within shared spaces*'. Good signage should allow users to find their way around an area simply and safely, and should have clear directions to key or interesting locations. Signage is important for all users of an area but is of particular significance to visitors who may not have any prior locational or directional understanding. Although it is imperative to have high quality, logical signage, the development of legible public realm through high quality design can reduce the need for signage, and in turn reduce street clutter. All signs should be clearly visible and located without trees or shrubs growing across the sight lines. Any newly installed signage should be situated so that it does not cause an obstruction itself.

12.23 Although the Council is promoting the use of a consistent design, palette and materials throughout the Borough as a whole, it is fully aware that different areas do have their own identity and character and that the public realm within these needs to reflect that.

Walking Routes and Cycle ways

12.24 Walking and cycling are key forms of sustainable travel and are ideal for shorter trips and can also be a form of leisure activity which can positively affect people's health and wellbeing. The positive impacts of walking and cycling can include:

- Reduced traffic congestion
- Reduced air pollution
- Higher quality public realm

- Better physical, mental and social health

Investing in infrastructure and support for walking and cycling can also increase economic growth and vibrancy. Increasing levels of walking and cycling can stimulate economic growth in urban areas and benefit local shops.



Examples of high quality walking route signage

12.25 To encourage walking and cycling the Council needs to help create environments which promote physical activity as a normal part of everyday life. This can be achieved through creating high quality, well lit infrastructure including linked walking and cycling routes across the Borough with signage that includes, not just distances, but the average times taken to walk or cycle the route. Location and route maps should also be provided at key locations.

Walking Routes and Cycle ways Key Principles

- 1. Where possible, signage should reflect the character of the area in which it is located.**
- 2. Walking routes should, where possible, be linked to provide a coherent, interesting pathway/cycle way network that connects a number of destinations. Where possible these should join up with the footpaths and cycle ways developed by Leicester City Council and Leicestershire County Council to provide a comprehensive network of routes in and out of the Borough as well as through it.**
- 3. Clear and concise signage should be provided for walking routes including distances and the time taken to walk the route.**
- 4. Location and route maps should be provided at key locations.**
- 5. Where pathways join cycle ways or roads, priority must always be given to ensure the safety of the pedestrian.**
- 6. Where cycle ways join roads, priority must always be given to ensure the safety of the cyclist.**

Public Art

12.26 The term refers to art, in any medium, that has been planned and integrated into the physical public domain and is accessible to all. The common definition of public art is deliberately broad and can refer to a variety of media and take many forms, however for the purpose of this Supplementary Planning Document; Public Art includes sculptures, mosaics, clocks, water features or displays, light or sound displays, artistic vegetation planting, murals and gateways, and artist designed street furniture and lighting columns.



An example of how public art can be integrated into a public space

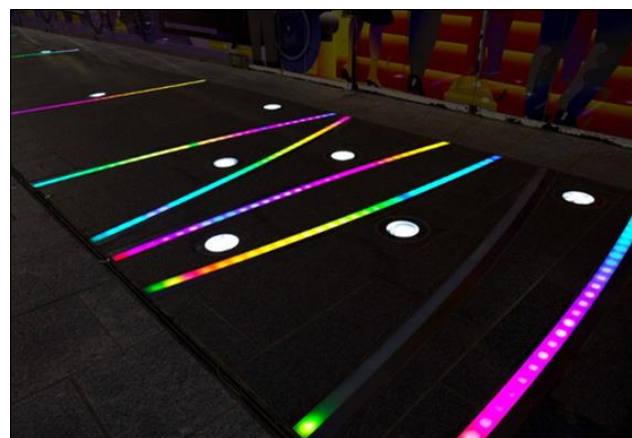


An example of how public art can be integrated into a public space, Doncaster

12.27 Any public art should be fully integrated into a new public realm scheme or existing public realm. Public art can be an effective tool, as it can communicate ideas, engage local people and visitors, and promote heritage and the 'future'. It can also encourage interest and pride in the outdoor environment, as well as attracting inward investment. It must be noted that art alone cannot improve a dull or flawed townscape; it needs to be set within high quality public realm.

12.28 Public art should be designed and implemented in the context in which it is sited. A good example of this in the Borough is the stone timeline set within the Pocket Park in Bel Street, Wigston. The 'context' could include; the locales formal architectural style or scheme design, the wider history or heritage and/or its cultural significance. Through the reinforcing of sense of place and identity, public art that reflects the locale can increase the level of ownership the public have, which in turn can help to decrease anti-social behaviour.

12.29 Public art should be designed to make an impact and stimulate the senses, whilst still being relevant to the area in which it is located. Although it is recognised that the majority of public art will arise from large scale development schemes, such as South Leicestershire College in South Wigston, high quality standalone public art or pieces of art work will be looked upon favourably (for example: clocks, water features or pieces of cultural/historical interest).



An example of how public art can be integrated into a public space. Stockton

Public Art Key Principles.

- 1. All public art should be integrated into the public realm, either physically or contextually. Public art should be sited as to not pose a road safety distraction.**
- 2. Any public art that is to be sited within the Borough is required to use high quality materials and be as maintenance free as possible.**
- 3. High quality standalone pieces of public art, will always be encouraged where appropriate.**

Parks and Open Spaces

12.30 Local outdoor spaces are essential in providing areas for the community to meet, integrate and enjoy various forms of recreation. Parks can bring relief from the urban environment and attractive parks with high quality public realm will help to encourage the use of them. There is considerable evidence that shows that green spaces in rural and urban areas are highly beneficial to health and well-being and also provide space for people to meet. Creating landscapes that respond to the ‘wants and needs’ of communities and making the spaces accessible, fun, safe and interesting is key to getting people to use them and being more physically active.

12.31 The use of high quality street furniture can provide spaces to dwell for those that want to enjoy the park or open space, but don’t necessarily want to use the space as an active space. All street furniture should reflect the character of the park or open space and sit comfortably within the area that it is situated. If the park or open space is close to one of the borough centres, street furniture could be of a design similar to that used in that urban centre. For other parks and open spaces it may be appropriate to create a character of its own. All street furniture should be a high quality and innovative design, whilst still being functional and comfortable and should be as maintenance free as possible.

12.32 To encourage walking, running and cycling in parks and open spaces, when redevelopment of the area takes place, consideration should be given to the width of the pathways to ensure that they are safe for walkers, runners and cyclists to use. It should be ensured that all pathways are well lit and open. Lighting can either be traditional or as a form of public art, but should be in accordance with the lighting section earlier.



Dandelion Public Art as a form of lighting, Dubai

12.33 Consideration should be given to establishing walking routes within each park and open space. Consideration should also be given to establishing distance marker routes in the borough's parks to give participants the opportunity to walk, jog or run a set distance. Where walking routes or distance markers are used, information boards should provide displays of the whole routes around the area.

12.34 Informal activity spaces should be easily accessible from cycle and pedestrian routes and clearly defined from formal sports areas. Green living walls and gabions should be considered as alternatives to fencing to define the formal sports spaces as additionally they can be used to soften the boundary between formal and informal spaces and provide wildlife habitats.



An example of a high quality wooden park bench.



High quality example of a living wall.



High quality example of planted stone gabions.

12.35 Thought should be given to planting schemes in public parks. Schemes should be in keeping with the character of the area in which they are to be planted. A variety of planting types should be considered across each park to provide different environments for users of the park and different wildlife habitats. All development should aim to achieve a net-gain for biodiversity. Schemes to be considered should include formal planting, wildflower planting, sensory gardens, orchards, urban woodlands and community gardens.



An example of wildflower planting.



An example of a community garden.



An example of a sensory garden.

Parks and Open Spaces Key Principles

- 1. All street furniture should reflect the character of the park or open space and should sit comfortably within the area that it is situated.**
- 2. If a park or open space is close to one of the borough centres, street furniture should be of a design similar to that used in that urban centre.**
- 3. All street furniture should be a high quality and innovative design, whilst still being functional and comfortable and should be as maintenance free as possible.**
- 4. It must be ensured that pathways are wide enough to ensure that they are safe for walkers, runners and cyclists to use safely.**
- 5. It should be ensured that all pathways are well lit and open.**
- 6. Walking routes should be established within each of the Boroughs park.**
- 7. Distance markers should be erected alongside routes in the borough's parks to encourage walking, jogging or running around a set distance.**
- 8. Where walking routes or distance markers are erected, information boards should provide displays of the whole routes.**
- 9. Informal activity spaces should be easily accessible from cycle and pedestrian routes and clearly defined from formal sports areas.**
- 10. Green living walls and gabions should be considered as alternatives to fencing to segregate different areas.**
- 11. Planting schemes should be in keeping with the character of the area in which they are to be planted. A variety of planting types should be considered across each park or open space to provide different environments for users of the park or open space and different wildlife habitats.**
- 12. All development should aim to achieve a net-gain for biodiversity.**

Trees and Planting

12.36 With the Borough being predominately urban in nature, trees and planting schemes can provide an attractive relief to the extensive built up areas. The placement of trees and/or planting within any public realm scheme is greatly encouraged. Trees are a vital element within any streetscape that are not only visually attractive but provide natural shading from weather conditions, help to absorb run off from precipitation, as well as supporting the reduction in pollution which ultimately leads to climate change. The removal of any street trees or planting schemes that are not to be replaced, will be resisted. Any new or replacement planting schemes should aim to add a net-gain for bio-diversity.

12.37 In addition to trees; shrubs, planting schemes and other forms of soft landscaping can soften the built environment and add character, form, mass and visual interest. Traditional bedding schemes can greatly enhance an area with the bright colours and positive responses they receive and is a type of planting scheme that the Borough Council will encourage where appropriate, specifically within urban green spaces and public squares. It is recognised that bedding displays can be more expensive to implement and maintain than other types of soft landscaping, therefore schemes could include an element of permanent planting to make them more sustainable.



High quality bedding planting, Hyde Park, London.

12.38 Where space is at a premium, modern green 'living walls' should be incorporated into the public realm design. Green 'living walls' can have many advantages including visual improvement to unattractive buildings, increasing biodiversity in the urban areas and helping to reduce pollution. The buildings



Modern high quality 'Living Wall' planting scheme, Covent Garden, London.

that they are incorporated on will benefit with increased energy efficiency as the plants help to cool the air in the summer months and add a layer of insulation to buildings in the winter and green walls can help to reduce noise levels also.

Trees and Planting Key Principles

- 1. Where trees are introduced into the public realm they should complement the existing or proposed urban form and respect or enhance local views.**
- 2. All planting of trees (or trees as hedgerows) must be in accordance with the Borough Council's Tree Strategy.**
- 3. Trees that are to be planted within the public realm should not obscure signs, lighting, CCTV surveillance, or views where natural surveillance is an important factor. Where trees are to be planted near road junctions, driver's sightlines must be maintained.**
- 4. Trees or shrubs that are to be located within the public realm must be appropriately protected and supported during their establishment however should not be surrounded by tree grilles. Surrounds should be a porous resin bound material to allow air and water to the root.**
- 5. Trees that are to be planted within the public realm should be of an appropriate maturity (minimum 18-20cm in girth); to have a greater immediate visual impact as well as being less susceptible to vandalism.**
- 6. The use of appropriate trees, bedding, formal planters and green 'living walls' will be supported in all public areas where pedestrians are encouraged to sit and dwell, for example public squares or urban green spaces.**
- 7. When planting trees within the public realm, consideration should be given to underground services. Appropriate mitigation should protect underground services from root damage. If ground planting cannot be accommodated, appropriate large tree planters could be utilised.**
- 8. All tree and planting schemes should aim to achieve a net-gain for biodiversity and reduce the risk of flooding at source or elsewhere.**

Towpaths

12.39 The canal network is an important national asset and over time has evolved from a purely industrial network to one that provides important recreational and utility routes. Towpaths remain essential for boating and other water-based activities such as angling, canoeing and rowing. They all need to use the towpaths for access to the water, including for mooring up, or the operation of structures like locks and moveable bridges. Others enjoy the towpaths themselves – for walking, running and cycling, or simply to experience the calm, tranquil environment away from the bustle of everyday life.



The sign at the end of the Thames Path by the Thames Barrier.

12.40 Changes to, upgrades of and maintenance of, the towpaths are essential to provide for the expectations and needs of current and future users whilst safely managing the increasing numbers of people using them and to sustain the canal environment for the future. Improving the public realm on our towpaths can help to encourage a diverse range of people to use and enjoy this valuable part of our national heritage and enhances the network of motor-free traffic routes for commuting, recreation and other purposes. Additionally, opportunities to integrate the canal towpath with the surrounding urban environment should be sought. A joint project is to commence with the Canal and River Trust to consider improvements to the canal towpath, linkages to it from principal urban areas and consideration of linkages to wider walking and cycling networks. This can be achieved through providing more on and off points and the promotion of 'green routes'. Where improvement works are carried out it, a net-gain to bio-diversity should be sought and consideration should also be given to the creation of dedicated nature areas (for example the addition of beehives or creation of wildflower meadows) at the sides of the towpath,



Towpath improvements, The Grand Union Canal and Towpath, Ealing.

Towpaths Key Principles

- 1. Towpaths should be maintained and/or redeveloped in accordance with the Canal and River Trust Towpath Design Guide.**
- 2. Where a change in surfacing material of the towpath is proposed careful consideration regarding the appropriateness of the new material is vital. Inappropriate choice of material can severely damage the character of the canal corridor. However, a changed surface can also bring new feel and tone to a canal corridor enabling positive new uses. In some instances multiple design solutions within one project may be appropriate, i.e. allowing different materials or designs to be used at heritage or ecologically sensitive locations or to allow transitions between urban/rural areas. However, where different approaches are taken they should be cohesive, for example through the colour or type of material used etc.**
- 3. Towpath verges, trees and shrubs should be sympathetically managed to ensure improved linkage to adjoining habitats and ecological features.**
- 4. Consideration should be given to the provision of signage at towpath access points to allow users to make informed choices when planning a journey.**

Local Centres

- 12.41 Local Centres provide an important resource to local residents with the primary role being the provision of locally accessible convenience goods. In addition to this, local centres often provide services to the local community. In spite of the importance of Local Centres to the communities that they serve, the public realm is often tired and in need of improvement. High quality Public Realm can help to create a sense of place and can be used to help support and achieve diverse and healthy local centres, which are at the hearts of their communities.
- 12.42 The Local Centres within the Borough are diverse and varied. Each area should have a public realm scheme that reflects the character of the area in which it is situated and reflect design features distinct to the locale. Local Centres within Conservation Areas should reflect the rich historical character of the area and should abide by the Conservation Area guidance below.
- 12.43 Street furniture should be in keeping with that used in the Boroughs Town and District Centres so that there is consistency in design and identity is created across the Borough. It should be of high quality and as maintenance free as possible.

Local Centre Key Principles

1. Any street furniture that is to be placed within a public space should be of high quality and innovative design, whilst still being functional and comfortable. All street furniture should be made of the highest quality materials, be robust and be as maintenance free as possible.
2. Street furniture should reflect the existing character of an area as well as its future aspirations.

Conservation Areas

12.44 The Borough of Oadby and Wigston has nine locally designated conservation areas which are *'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve and enhance.'* All public realm improvements, should therefore reflect the individual historic character of each Conservation Area.



The use of granite setts and curbs.



The use of bonded gravel to 'soften' tarmacadam.

12.45 When roads and pavements are to be resurfaced, particular care should be given to the choice of surfacing materials used. The materials chosen, whilst needing to meet the needs of the local population, must also reflect the setting of the conservation area. Materials such as stone paving or a bonded gravel surface to soften' tarmacadam may be appropriate. Where they are currently in place, original York Stone Paving, York Stone or Granite curb edging stones and cobbles should be reused. Paving setts should be reused where practical or at least made a feature of, for instance as paving edging, where it is not possible for them all to remain. An example of where this has been carried out is the Bell Street Jitty where two rows of cobble have been retained at either edge of a tarmacadam path to retain the historic link. Where York Stone curb edging stones or paving setts have previously been removed, consideration should be given to replacing them during public realm works.

12.45 Street furniture through the Borough's Conservation Areas must be of heritage design and in keeping with the Conservation Area in which they are situated. All works should take account of the Council's Conservation Areas SPD.



Examples of high quality Heritage Street furniture.

Conservation Area Key Principles

- 1. When roads and pavements are resurfaced, particular care must be given to ensure that the materials chosen reflect the special historic qualities of the area.**
- 2. Street furniture should reflect the existing historical character of each Conservation Area. Street furniture to be placed within a Conservation Area should be of the highest quality materials, of a heritage design and as maintenance free as possible.**
- 3. Should additional or replacement lighting be required throughout The Lanes Conservation Area or any other Conservation where this style of lighting would be suitable then the mould cast held by the Council should be used.**

Wider Borough

- 12.46 Public realm in the wider Borough is used to connect places. The public realm needs to be well connected, modern and well maintained to help encourage active travel through walking and cycling. Cycling infrastructure should be planned into new public realm where it is possible and safe to do so. Pavements should be well lit and wide enough to cater for wheelchairs, prams and pushchairs. Surfacing materials used within any public realm scheme should be consistent and will need to be in keeping with any places of interest that it joins. It must be useable and safe in all weather conditions and at all times of the day or night. Any surfacing material that increases the likelihood of slipping or falling will not be deemed appropriate.
- 12.47 To ensure that pavements remain uncluttered, street furniture and signage should only be used where necessary. Where street furniture is used, it must be of the highest quality. Where pavements join places of interest, for example a park, town centre or conservation area, street furniture should be consistent with or complement street furniture used in the area.
- 12.48 To soften the urban environment and add colour and interest, planting schemes in the form of grass verges, street trees, shrubs and planters should be used where practical. These measures can improve character and appearance and make places more appealing for local communities. They can also help to tackle pollution, provide a soak away for precipitation and increase bio-diversity across the borough through

the creation of wildlife corridors. It should be noted that any implementation of grass verges or street trees etc, should not be implemented if the benefits of their provision are outweighed by other potentially detrimental aspects of their provision, for example it will significantly increase maintenance costs. For the avoidance of doubt, the below principles are relevant to all areas of the Borough.



An example of high quality street tree planting on grass verges.



An example of high quality planters.



An example of high quality barrier basket planters.

Wider Borough Public Realm Key Principles

- 1. Public realm needs to be well connected, modern and well maintained to help encourage active travel through walking and cycling throughout the borough.**
- 2. Pavements should be well lit and wide enough to cater for wheelchairs, prams and pushchairs.**
- 3. Surfacing materials used should be consistent and must be useable and safe in all weather conditions and at all times of the day or night.**
- 4. To keep the streets uncluttered, street furniture and signage should only be used where necessary.**
- 5. Street furniture must be of the highest quality and should be consistent with any place of interest it joins. For example, a park, town centre or conservation area.**
- 6. Grass verges, street trees, shrubs and planters should be used where practical and sustainable.**
- 7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible.**
- 8. Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats.**

Shared Spaces Concept

- 12.49 Shared spaces is a term that has become increasingly used within Town Planning and Urban Design. The key objective of the concept is integration. Ever since the publication of the Buchanan Report (Traffic in Towns) in 1963, highway and public realm design has had segregation at its core, with the theory being that keeping all users separate from one another reduces the risk of accidents.
- 12.50 Shared Spaces, however, turn this theory on its head, and according to Hans Monderman *'when you don't know exactly who has right of way, you tend to seek eye contact with other road users; you automatically reduce your speed, you have contact with other people, and you take greater care'*. At the time of writing, there is currently a Government moratorium on Shared Space schemes. This is to remain in place until new Government policy is issued to address safety concerns raised regarding Shared Space and visually impaired users. This new national policy will supersede any guidance contained within this document regarding Shared Spaces.
- 12.51 According to the Department for Transport (Inclusive Transport Strategy (2018), *'shared space is a design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians'*. Shared Spaces are a way for streets to be shared equally and safely between people and vehicles. Shared spaces should make the motorist feel like they are a guest in a pedestrian environment and they should drive accordingly. Shared Spaces is a concept that Oadby and Wigston Borough Council would support where safe to do so.



An example of a high quality shared space/street, Brighton.

- 12.52 As well as vehicular traffic and pedestrians, shared spaces need to accommodate cyclists. The Borough Council will promote the use of shared spaces between cyclists, mobility scooters and pedestrians providing that it is safe to do so. Any scheme that proposes shared spaces between the pedestrian, mobility scooters and cyclist will need to ensure it is appropriate for the area, there are no overriding safety issues or and that the area is wide enough to prevent conflicts. Where shared spaces are promoted by developers, the Borough Council will work with them to ensure a safe, appropriate scheme is devised. In principle, shared spaces would not normally be supported on main routes, however could be utilised in more cul-de-sac or no through route locations.



An example of a high quality shared space/street, Poynton.

Shared Spaces Key Principles

- 1. The Shared space principal should be integrated into residential development schemes where it is safe and appropriate to do so.**
- 2. It should be ensured that pedestrians have priority over all other vehicle types.**
- 3. The Borough Council will encourage and support the use of shared surfacing where relevant and safe to do so, and in appropriate locations only.**

Design and Traffic Flow Speeds

12.53 The design of any public realm or space scheme (for example, shared surfacing) that mixes the pedestrian with the motor vehicle has to decrease traffic flow speeds. Evidence suggests that vehicular speed has a significant influence on the pedestrian's willingness to share a space with others (motor vehicles), and that as vehicle speeds decrease, the vehicles willingness to give way and give the pedestrian priority increases. So a scheme's 'design speed' is vitally important. According to the Department for Transport, design speed is '*a target speed that designers intend most vehicles not to exceed and is dictated primarily by the geometry of tracked vehicle path within a street*'. Again, according to the Department for Transport, for a shared surface the maximum vehicular speed should not exceed 20 miles per hour, preferably 15 miles per hour. These speed limits are used in these areas as they are legally enforceable to help prevent conflicts between users. It must be noted, that 'design speeds' can differ from national speed limits, as national speed limits are not necessarily safe speeds, they are speeds that a driver cannot legally exceed.

Design Speed Key Principles

- 1. Any surface that mixes the pedestrian with motorised vehicles should have a design speed of no more than the Department of Transport's prescribed maximum speed for shared spaces.**

13. Public Realm Best Practice

Public Realm Scheme New Road in Brighton

- 13.1 The following examples of public realm best practice have been implemented with the involvement of local authorities and have been commended for their design and outputs.
- 13.2 New Road in Brighton is an award winning shared surface scheme coordinated by Brighton and Hove City Council. The overall concept for the scheme was to return priority to the pedestrian, whilst still allowing vehicular access. Full pedestrianisation of the street was deemed inappropriate due to the need of its businesses and its use as an emergency vehicle route.



Photographs of the award winning shared scheme in New Road, Brighton

- 13.3 Materials for the scheme were chosen for their quality, durability (value for money) and relationship with the surrounding locale. They were chosen, as to provide a subtle background to New Roads fine buildings, rather than a 'design statement'. According to Local Government News, since the schemes completion '*traffic levels have dropped by 93 per cent and pedestrian numbers has increased by 162 per cent*'. The Commission for Architecture and the Built Environment (now The Design Council) hailed the scheme as a '*benchmark for our country's streets*'.

Public Realm Scheme Market Place in Kettering

- 13.4 The Market Place in Kettering won the Local Government News' Street Design Award for Pedestrian Environment 2010. The scheme originated from the Market Place's decline in economic activity. The areas huge decline in pedestrian footfall resulted in the loss of the weekly market.



Photograph of Kettering's developed restaurant quarter.

- 13.5 As part of the redevelopment process, the area was re-branded a 'restaurant quarter'. The overall aim of the scheme was to radically enhance the Market Place itself and make it act as a catalyst for further economic regeneration of the town as a whole.

Public Realm Scheme, Derry City Centre



Photograph of a public square in Derry City centre.

- 13.7 The North West Development Office coordinated a public realm regeneration scheme in Derry Centre and was commended for design and outputs.



Photograph of shared public realm in Derry City Centre.

- 13.8 Prior to the completion of the scheme, the quality of the centres' built environment was fading, negative perceptions were increasing and pedestrians were choosing out of town shopping centres, rather than Derry's centre.
- 13.9 Through the redevelopment, many new elements were introduced including; water fountains; illuminated water features; and high quality innovative lighting, creating a 'European' feel. According to Local Government News', since the schemes completion, businesses within the area have reported a 30 per cent increase in turnover, and it has become a location for regular markets and spontaneous public events.

Public Realm Scheme Jubilee Square, Leicester City Centre

- 13.10 The redevelopment of the public realm within the city centre of Leicester is an excellent local example of high quality public realm improvements. Since the adoption of its Public Realm Strategy the city has implemented a number of large scale public realm schemes.
- 13.11 Many of the city's streets are shared in nature and prioritise the pedestrian over the motor vehicle.
- 13.13 The majority of the schemes were undertaken as part of the ambitious 'Streets + Spaces Initiative' and were completed within its three year programme. Hard wearing materials such as granite were used to ensure all the schemes had a long lasting life and were relatively maintenance free.



Photographs of Jubilee Square in Leicester City Centre.

13.14 An example of this is Jubilee Square where a new civic space was created to transform the St Nicholas Place area into an attractive public space with enough space to be used for events and festivals. This is a shared space which connects important heritage and retail areas and creates a gateway into the city centre. Seating and lighting have been added to show off features of the buildings fronting the new square, including Wygston's House, the oldest complete timber-framed building in the city.

Public Realm Scheme, Garden of Reflection, Derry

13.15 The Garden of Reflection project created a new shared space in the centre of Derry through a partnership that included the Inner City Trust, Derry City Council and the Diverse City Community Partnership. It created an attractive venue for small civic events and was created by amalgamating the spaces behind city-centre buildings.

- 13.16 The garden design incorporates a central courtyard with hard and soft landscaping and seated performance space with an extendable canopy, a variety of public artwork installations and landscape features.
- 13.17 One of the central features of the design is the blue paving which winds its way through the garden. This represents a river and a 'journey' through the garden which is symbolic of life's journey.
- 13.18 The main garden space is a meeting, mingling and viewing area. Existing craft units have had shop fronts re-imaged. An existing entrance archway has been refurbished with a new artwork gateway incorporating signage and lighting, leading visitors along the walkway past contemporary plant containers. Another entrance to the garden is accessed through an existing attractive Georgian doorway which has been sympathetically refurbished. Disabled access will be through an existing shop front, with a new access-way made for wheelchair access into the Courtyard of Reflection; this will ensure that the garden is completely accessible to all users.



Photographs of public realm improvements in Derry's Garden of Reflection.

14. Monitoring and Management

- 14.1 Regular monitoring and maintenance of public spaces and public realm should be undertaken. Neglect of maintenance leads directly to degradation of spaces. As a general rule, any project that is likely to have an impact upon a public space or public realm will need to illustrate from the outset that adequate revenue provision has been made for subsequent management and maintenance. Further relevant information can be found in the Council's latest Developer Contribution Supplementary Planning Document.
- 14.2 Maintenance of the Borough's public realm and spaces can be broken down into two distinct areas; cleansing; and general maintenance and repairs. Cleansing would be the 'everyday' street cleaning of public spaces and street furniture and maintenance; would include repairs, for example, reinstatement or replacement of damaged or stolen street furniture.
- 14.3 Any repairs or reinstatement of public realm should be undertaken by competent professionals and should be finished to the highest quality possible. Any repair or reinstatement works to the public realm surfaces should effectively restore original surfacing as soon as possible, to cause minimal impact. Any repair or reinstatement works that use differing materials from existing will not be acceptable.
- 14.4 Through the initial design and costing process, projects that impact upon the public realm, whether it be from creation of new public squares to general repairs and maintenance should take into account intensity of use and material longevity. Choice of materials is extremely important in any scheme. Aesthetically they have to be pleasing to the eye and make a statement or impact, but structurally they need to be durable and stand up to consistent wear and tear. Cost effectiveness of materials is integral to good design and efficient maintenance. High quality materials, such as a natural stone or a stainless steel may be more expensive to purchase and implement, but have very little cost relating to ongoing maintenance.
- 14.5 As well as on-going maintenance, street cleansing, is also an important factor when designing spaces and choosing materials. For example, in many instances the removal of chewing gum or graffiti is achieved with the aid of high pressure mechanical cleaners, which do not mix well with surfaces that are bedded on and/or pointed with cement mortar or brushed sand.
- 14.6 Key to any successful public realm scheme is the cooperation and coordination of all parties involved. Any project that is to affect public realm or public spaces within the Borough of Oadby and Wigston is required to involve at least the following: Leicestershire County Council Highways Department, Oadby and Wigston Borough Council's Corporate Assets Section, Oadby and Wigston Borough Council's Grounds Maintenance Officer (where relevant), and Oadby and Wigston Borough Council's Planning and Regeneration Teams.

15. Glossary of Terms

Conservation Area: an area of special architectural or historic interest identified by the Local Planning Authority under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character or appearance of such areas.

Development Plan: Includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force.

Greenway: a corridor of protected open space that is maintained for conservation, recreation, and non-motorized transportation.

Leicester Principal Urban Area: The Leicester Principal Urban Area encompasses all the administrative area of Leicester City and parts of Blaby, Charnwood, Harborough, Hinckley and Bosworth and Oadby and Wigston districts.

Local Plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Place Making: The process of creating quality places that people want to live, work, play and learn in.

Supplementary Planning Documents: cover a wide range of issues on which the planning authority wishes to provide policy guidance to supplement the policies and proposals in development plan documents. They are not subject to independent examination.

Street Clutter: refers to streets or public spaces that have an over supply of, either, street furniture, signage or road markings making the space or street look cluttered.

Target Hardening: for the purpose of this document can be defined as making a place or something within a place more difficult to damage, thus discouraging those trying to damage it.

Public Realm Strategy Supplementary Planning Document

Consultation Statement 2021

1 Introduction

- 1.1 This Public Consultation Statement (Statement) has been prepared in support of the Council's revised Public Realm Strategy Supplementary Planning Document (SPD) that was publically consulted upon between midday Friday 18th December 2020 and midday Friday 12th February 2021.
- 1.2 In conformity with Part 5 of the 'Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017, this Statement sets out;
 - The persons that the Council consulted during the abovementioned 8 week public consultation;
 - A summary of the main issues raised by those persons who submitted comments during the consultation period; and,
 - How any issues raised during the consultation period have been addressed by the Council.
- 1.3 Appendix One of this Statement sets out all of the comments that were received during the public consultation period and Council officer responses to each of these comments.

2 Public consultation period

- 2.1 A public consultation for the revised Public Realm Strategy SPD was undertaken by the Council during December 2020 and February 2021. The specific consultation dates are specified at paragraph 1.1 of this document.
- 2.2 The public consultation was undertaken in conformity with the relevant planning regulations (see paragraph 1.2 of this document) and the Council's Statement of Community Involvement (SCI).
- 2.3 The SCI sets out the Council's approach / requirement to involving and consulting local people and stakeholders in planning related document production, for example SPD's.
- 2.4 In line with requirements, the following persons and bodies were notified via letter, of the consultation that was taking place;
- Duty to Cooperate partners
 - Specific Consultation bodies
 - General Consultation bodies, and
 - Other stakeholders held on the Local Plan consultation database.
- 2.5 The notification letter sent out to all of the above explained;
- The purpose of the consultation
 - How to find further information
 - The consultation period
 - How to make representations, and
 - How a person or body could be added to the Council's Local Plan consultation database.
- 2.7 In addition to the notification letter, the Council; made all elected Council Members aware of the consultation; advertised the consultation with the Citizen Panel; advertised the consultation on social media; advertised the consultation on the Council's website; and, made available for inspection electronic copies of all relevant information and documentation on the Council's website.

3 Summary of the main issues raised

- 3.1 During the public consultation a total of sixteen persons / bodies submitted representations to the Council relating to the revised Public Realm Strategy SPD. Representations were received from six Local residents, Severn Trent, The Rotary Club of Oadby Launde, Sport England, Oadby Civic Society, The Environment Agency, Wigston Civic Society, Natural England, The Rotary Club of Oadby, Historic England, and Leicestershire County Council (one response but many departments).
- 3.2 Of the persons / bodies that submitted representations, nine did not suggest any changes to the Public Realm Strategy SPD as drafted, although of the nine, some standing advice was given that should be taken account of during the planning application process. It should be noted, that the vast majority (if not all) of the representations outlined support for the document and what the Council was trying to achieve with the SPD.
- 3.3 The key topics / main issues raised were;
- The Council should be commended on its forward thinking with the content of the SPD, particular support for the objectives and principles set out within the document.
 - Public spaces should be places that people engage with one another and should be capable of a variety of activities.
 - As much tree and shrub planting as possible should be installed in the borough's town and district centres.
 - All public spaces should be accessible for all.
 - If possible, the Borough Council needs a strategy for preventing parking on grass verges and the provision of street planters. Parking on pavements and grass verges should not be permitted. Grass verges maintenance needs to improve.
 - Development of the public realm should look to incorporate measures that can improve flood resilience at source and reduce the potential for surface water flooding, for example SUD's, permeable surfacing, tree pits and rain gardens.
 - The priority should be to protect and enhance green spaces.
 - All pavements and cycle ways should be adequate in size and quality and more crossing points should be created on the busier roads.
 - A number of potential new public realm areas / footpaths / walking routes / cycleway / connections were suggested.
 - A number of improvements to existing public realm areas / footpaths / walking routes / cycleway / connections were suggested.
 - Sculptures and public art can be controversial.
 - More trees should be planted throughout the Borough area.
 - Reservations about the use of Shared spaces.

- Peaceful and high quality green spaces and walking routes should be created to improve communities' health and wellbeing.
- East Street car park in Oadby needs to be refurbished.
- Reference should be made to Sport England's new strategy – Uniting the Movement.
- Urban green spaces should provide multifunctional benefits.
- High quality urban green spaces are recognised as one of the most effective tools for managing environmental risks such as flooding and heat waves.
- The SPD has the ability to enhance the character and local distinctiveness of the surrounding natural and built environment.
- Where appropriate, species of trees should be used that grow to heights above that of the nearby buildings.
- Pedestrians need to feel safe and relaxed when out and about. Pedestrians shouldn't be made to feel 'second class'.
- There should be an increase in more informal pockets of planting throughout the Borough area.
- An Action Plan should follow adoption of the SPD that sets out potential projects and how they will be funded from both a capital and maintenance view point.
- Street audits should be regularly undertaken throughout the Borough area.
- Local signage for pedestrians and cyclists should be improved.
- Agreed that street clutter should be reduced and that signage audits are essential.
- If 'non-standard' street furniture is used within schemes, appropriate maintenance sums should be sought.
- Care needs to be taken with the language used within the SPD as the Borough Council is not the local highway authority.
- The concept of Home Zones is to be removed from the Leicestershire Highway Design Guide, therefore its reference in this SPD should also.
- Additional reference needs to be made to Utility Companies carrying out works in the public realm.
- Reference needs to be made to the 'Specification for the Reinstatement of Openings in Highways, Fourth Edition'.
- Bell Street in Wigston and The Parade in Oadby are referenced as examples of high quality. It should be stated in the SPD that public realm schemes adjacent to these, should be of similar quality and should complement.
- There should be less modular paving used in public realm schemes...asphalt should be used wherever possible.

- It is suggested that the vision should include support for long term maintenance.
- Public realm should retain natural features wherever possible and should consider opportunities for connecting existing and proposed habitats to the wider area.
- The user hierarchy set out in the SPD giving the pedestrian priority is to be commended.
- There should be a section within the SPD that mentions maintenance.
- Assets should be easy to maintain and replace, not bespoke expensive 'gold plated' designs.
- Table 1 is too generic, actual material choices should be shown.
- Consideration must be given to long term maintenance with limited budgets. Also materials that are likely to become a trip hazard should not be used.
- It is suggested that permeable materials should not be used as they crack and expand due to freeze thaw.
- Utility reinstatement work is not the responsibility of the local highway authority, it is the responsibility of the company undertaking the works. Reinstatements should be in accordance with the Specification for the Reinstatement of Openings in Highways.
- Whilst the use of high quality design and materials is welcomed, it is important to consider long term maintenance.
- Lighting should be functional and not bespoke.
- Public art can be pose a road safety hazard / distraction.
- The implementation of grass verges should be a priority.
- Reference to long term maintenance is welcomed in the document.
- If the highways authority agree to adopt a 'non-standard' material a commuted sum would be required.

4 How the issues raised have been addressed

4.1 Taking account of the comments received during the public consultation, amendments have been made to the SPD document. It should be noted that a number of the main topic / issues illustrated in the summary above, are already considered within the SPD document and therefore it was considered that no amendments were needed stemming from these.

4.2 However, there were a number of minor wording amendments relating to clarity, repetition and grammar, with some more significant changes. The more significant changes are summarised below.

- Reference to utility companies has been made in the bullet points under paragraph 4.1.
- An additional paragraph has been added (5.20) to make reference to Sport England's new strategy 'Uniting the Movement'.
- An additional paragraph has been added (5.21) to make reference to the public realm works that have been achieved since the first Public Realm Strategy was published.
- Paragraph 7.7 has been reworded to remove reference to the local highways authority being responsible for utility reinstatements. The paragraph now suggests that reinstatement works will be managed appropriately.
- Reference to Mere Walk being a green pathway has been made in the bullet points under paragraph 8.59.
- Reference to 'Home Zones' has been removed throughout the SPD. Where relevant this has been amended to 'Shared Spaces'.
- Paragraph 9.11 has been reworded to add clarity in what it is suggesting; also to make reference to improving flood resilience where possible.
- Wigston Northern Periphery Key Principles bullet 1 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Wigston Northern Periphery Key Principles bullet 3, Wigston Core Key Principles bullet 1, and Wigston Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along Bell Street'.
- Additional wording has been added to the Surfacing section (at bullet 3) of Table 1 and the Street Furniture section and Surfacing section of Table 2 to suggest that materials etc should require minimal or no maintenance.
- Oadby Northern Periphery Key Principles bullet 1, and Oadby Core Key Principles bullet 2 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Oadby Northern Periphery Key Principles bullet 3, Oadby Core Key Principles bullet 1, and Oadby Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along The Parade'.
- 'where safe to do so' has been added to South Wigston Northern Periphery Key Principles bullet 3 and South Wigston Southern Periphery Key Principles bullet 3.

- Paragraph 12.2 has been amended to suggest the need for any proposed discharge of surface water to be in accordance with Severn Trent's drainage hierarchy.
- Paragraph 12.4 has been reworded to mention that all reinstatement works should be in conformity with the Specification for the Reinstatement of Openings in Highways.
- An additional bullet (4) has been added to Surfacing Materials Key Principles to state – 'As far as possible, proposals should incorporate the use of permeable surfacing and flood source control'.
- An additional sentence has been added to bullet 1 of Public Art Key Principles stating that 'Public art should be sited as to not pose a road safety distraction'.
- 'or open space' has been added into bullet 11 of the Parks and Open Spaces Key Principles.
- Bullet 8 of the Trees and Planting Key Principles has been reworded to be specific to tree and planting schemes and make reference to reducing the risk of flooding.
- Paragraph 12.48 has been reworded to suggest that the measures can improve character and appearance and that the measures will only be put in place should their benefit outweigh any detrimental impact of their provision.
- Two new bullets (7 and 8) have been added to Wider Borough Public Realm Key Principles – '7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible' and 'Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats'.
- Bullet 3 of the Shared Spaces Key Principles has been amended to suggest that shared spaces will only be supported where relevant and safe to do so.

Appendix One – comments received during the consultation period and officer responses

Name of person / body submitting comment	Date on which comment was received	Comment received	Officer response to comment received
Local resident	7 th January 2021	<p>I suggest that the council does as much as it can to ensure that there are public open spaces within the public realm in order for people to engage with one another and for outdoor activities such as small group performances, religious gatherings, public consultation exercises etc. to take place.</p> <p>In order to help to protect the environment, there should be close access for all public transport in order to encourage people to leave their cars at home.</p> <p>As much tree and shrub planting should be installed as is possible in order to improve the appearance of the centres, encourage wildlife, and help to create 'wildlife corridors.'</p> <p>Appropriate grants should be fully used to improve the faces of existing buildings or to create different viable uses in order to make the spaces attractive for users.</p> <p>Full provision must be made for people with disabilities.</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>No changes are proposed to the document stemming from the comments, however the following is relevant.</p> <p>Creating, enhancing and providing public open spaces that are high in quality and accessible to all is a key part of sustainable planning and sustainable communities. Through implementation of the Council's Local Plan, the Council will always seek to ensure that local communities have access to nearby outdoor spaces that they can use for a number of interests, whether it be to play, socialise, meet or exercise. Where possible and sustainable to do so, the Council will always encourage the provision of vegetation that improves character and appearance, as well as wildlife capacity.</p> <p>Although the Public Realm SPD does not set out specific future projects or funding packages, it will be a material consideration in all projects that impact the Borough's public realm and will be utilised to underpin funding opportunities should they become available.</p>
Local resident	7 th January	Our centres might prove to be an important wildlife link despite	The Council would like to thank the local resident for

	2021	<p>their built up predominance therefore they should have tree and green planting wherever and whenever possible.</p> <p>Mixed uses must still be encouraged with particular regard to residential re use of redundant shopping spaces.</p> <p>Compulsory purchase must be considered in order to regenerate outdated patches of buildings and building uses, or incentives given to amalgamate groups of buildings for a change of use to something which will regenerate the area.</p> <p>The council will have identified the need for particular types of building e.g. flats or other homes. Where outdated groups of buildings are standing the council must encourage private Landlords to accept alternative regeneration of the areas where their properties are redundant in order to restore the areas and to ensure their commercial viability. Restored properties should be made as environmentally sustainable as possible. Any available grants should be applied for these purposes.</p> <p>Mixed uses should also be included in the guidelines.</p> <p>Public open spaces should be enabled wherever possible to encourage personal and community interaction and engagement.</p> <p>All centres must allow for close access for bus services in order to encourage people to leave their cars at home.</p>	<p>taking time to read through the consultation document and for responding to the consultation.</p> <p>The Public Realm SPD, does not take account of redundant shopping spaces or other buildings, it focuses more on the open and usable public spaces within the Borough area. On this basis, no changes to the document are proposed.</p> <p>However, it should be noted that the points raised will be taken into account where relevant to do so. For example, the Council will seek to ensure that open spaces that are provided, allow for and encourage personal and community interaction, and become valuable community spaces that are accessible to all. The Council will also continue to deliver the objectives and policies set out within the Council's Local Plan, which include regeneration of and development to the Borough's town and district centres.</p>
Local resident	11 th January 2021	I apologise if I have missed it but I cannot find any reference in the strategy of our grass verges or the street planters provided by Pride of the Borough.	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The document does not set out a strategy for grass verges or the use of street planters within the Borough area.</p>

			<p>Throughout the document, there are references to the role that grass verges play in softening urban form, but there are no specific sections relating to grass verges as they form part of wider public realm areas and concepts.</p> <p>Similarly, there are references to the role that planters play in improving character and appearance, but there are no specific sections relating to planters as they form part of wider public realm areas and concepts.</p> <p>As the document suggests, the Council would always encourage the provision of planters and grass verges in wider public realm concepts where the benefit of providing them outweighs any burdens or restrictions that they pose, for example if they prohibited high quality connections or posed an unviable maintenance burden.</p> <p>It is not proposed that any substantial changes are made to the document, however where possible, references to the role that grass verges and planters play in the wider public realm will be strengthened.</p>
Severn Trent	29 th January 2021	<p>Thank you for the opportunity to comment on your consultation, Severn Trent are generally supportive of the principles within the Public Realm Strategy, but would note the following possible enhancements to support the objectives of the strategy and wider benefits.</p> <p>Paragraph 9.11 Severn Trent are supportive of the approach to highlight the need to mitigate Climate Change and the loss of biodiversity when considering development of the Public Realm. We would however note that Climate Change is also anticipated to have</p>	<p>The Council would like to thank Severn Trent for taking time to read through the consultation document and for responding to the consultation.</p> <p>Paragraph 9.11 has been amended to reference flood resilience. The paragraph now reads; <i>'To help mitigate Climate Change, improve flood resilience and reduce the loss of Biodiversity, the</i></p>

	<p>an adverse impact on flood risk, as such the redevelopment of the public realm should look to incorporate measures that can improve flood resilience, this approach could support the delivery of enhanced Biodiversity through the use of some SuDS methods.</p> <p>We would therefore recommend that a reference to flood resilience is added to paragraph 9.11 in relation to climate change mitigation.</p> <p>We also note that there are some sustainable drainage examples within the photographs provided to support paragraph 9.11, but by incorporating a sentence to highlight this design factor will assist in delivering multiple benefits.</p> <p>Paragraph 10.16 Blaby Road, South Wigston This connection route is upstream of several Severn Trent assets, and is served by part of our combined sewer network. There are however surface water sewers within the vicinity of Blaby Road.</p> <p>Where any highway schemes or public realm enhancements are proposed for this area, we would recommend that designs consider opportunities to separate surface water an where possible attenuate flows through the use of source control measures including, but not limited to Tree pits, Rains gardens etc.</p> <p>London Road, Oadby. There are a few known constraints within the sewerage network near London Road, including areas of surface water sewer that have been connected to the combined network. Maps also indicate a culverted watercourse beneath London Road that outfalls to the Wash Brook, Where looking at an highway improvement schemes or public Realm enhancements in this area we would recommend that you consult Severn Trent to see what surface water separation opportunities could be delivered. We would</p>	<p><i>Council will ensure that all new public realm and all public realm regeneration projects seek to have a Biodiversity net gain and improve flood resilience where possible. This must be of high quality design and will add to the aesthetic quality and interest of public realm schemes. The use of innovative methods to improve biodiversity and improve flood resilience will add to achieving modern, high quality, state-of-the-art urban design.'</i></p> <p>Comment noted.</p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>Comment noted.</p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p>
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	<p>recommend that designs consider opportunities to separate surface water and where possible attenuate flows through the use of source control measures including, but not limited to Tree pits, Rains gardens etc.</p> <p>Wigston Northern Periphery, Core and Southern Periphery Key Principles Severn Trent would recommend that scheme to develop the public realm in this area also look to provide / enhance Biodiversity and flood resilience using source control and or permeable surfacing. By doing so the redevelopment of these areas will support the delivery of multiple benefits.</p> <p>Surfacing (Page 40 & 45) Severn Trent would recommend that this section also highlights the desire to incorporate permeable surfacing to mitigate the impacts of flooding and climate change as detailed within paragraph 12.2.</p> <p>Oadby Northern Periphery, Core and Southern Periphery Key Principles Severn Trent would recommend that scheme to develop the public realm in this area also look to provide / enhance Biodiversity and flood resilience using source control and or permeable surfacing. By doing so the redevelopment of these areas will support the delivery of multiple benefits.</p> <p>We are supportive of the statement that pavement located trees should be retained, we would also encourage that where possible additional trees are planted to mitigate biodiversity loss, and that where appropriate tree pits are utilised to provide additional surface water management benefits, that will also support the development of the trees.</p> <p>Paragraph 12.2 Severn Trent are supportive of the approach to promote the use of permeable surfacing and SuDS to manage surface</p>	<p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>A new bullet point 4 has been added, stating; <i>'4. As far as possible, proposals should incorporate the use of permeable surfacing and flood source control.'</i></p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>Bullet point 8 of Trees and Planting Key Principles has been amended to; <i>'8. All tree and planting schemes should aim to achieve a net-gain for biodiversity and reduce the risk of flooding at source or elsewhere.'</i></p> <p>An additional sentence has been added to paragraph 12.2 – <i>'Any proposed discharge of surface water should be achieved in collaboration</i></p>
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		<p>water flows, we would encourage that all opportunities to discharge surface water flows in accordance with the drainage hierarchy are also utilised / promoted by this SPD.</p> <p>Paragraph 12.48 Severn Trent are supportive of the development of wildlife corridors (or Green Blue Corridors) that support both wildlife and the conveyance of surface water through the urban landscape in a sustainable way to avoid directing surface water flows to the sewerage network, in favour of infiltration or watercourse.</p>	<p><i>with Severn Trent's drainage hierarchy.'</i></p> <p>Severn Trent's 'Position Statement' is noted, however it would not necessitate changes to the document. It however will be taken account of should any proposals come forward.</p>
Local resident	2 nd February 2021	<p>My priority would be to protect and enhance green spaces, as they are now very scarce and precious within the borough, but I shall address this area last.</p> <p>Getting about on foot Covid 19 has demonstrated the need for people to have somewhere to walk, both for exercise and to get from A to B. This requires an adequate pavement (without cars parked on it), crossing points on busier roads, a street scene that is as attractive as possible, and connectivity, i.e. footpaths that link up into useful through routes.</p> <p>Connectivity: through routes for pedestrians need to have an adequate surface that does not become muddy in wet weather, otherwise people won't use them routinely. For example, the path from Woodfield Road through to Uplands Playing Fields is very muddy at present; considering the amount of use, it should have a hard surface, which should extend to Tudor Drive. The route can then pick up the footpath on the opposite side of Uplands Road that comes out onto the A6, with a crossing point onto King Street and thence to London Road. This route would avoid pedestrians walking on busy roads until they get to London Road. At present, the section from Uplands Park to the A6 (route as described) has a poor surface and the path is often encroached upon by</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>Although the document itself does not set out future walking route projects, it does set out key principles and expectations for any proposed walking route and / or cycleway proposals.</p> <p>Agreed. The document sets out the key principles and expectations for new public realm, including the suggestion that surfacing materials should be of the highest quality and well connected to encourage active travel.</p>

	<p>brambles, nettles, overgrown hedging etc.</p> <p>Going in the opposite direction, the path from Uplands Playing Fields crosses Woodfield Road, then Holme Drive, then Manor Road extension, and comes out into farmland. The short section from Manor Road Extension to the fields is also very muddy and could do with a hard-core surface. As it is, one can clean ones boots on the long grass of the field edge, only for them to get muddy again on the short section to the pavement.</p> <p>If this route were properly maintained, then people could walk from London Road in Oadby, right through to paths across farmland without being on roads. In fact, the path (from Manor Road Extension) continues across to Gartree Road. If there were a footpath created on the verge of Gaulby Lane (there is space), then walkers would be able to safely access further paths from Stoughton. This might be a consideration for Leicestershire County Council.</p> <p>Potential new round walk If a bridge and path could be put across the Wash Brook connecting the green at the bottom of Windrush Drive with the Fludes Lane path, this could create a round walk as follows. From Severn Road shops, across the green space to Stour Close/Waveney Rise; down Windrush Drive and across the green to the Wash Brook. Over the new bridge (as suggested), turn left onto Fludes Lane, turn left across the existing bridge over the stream, up the path that runs along the back of Windrush drive, then cut through onto Windrush on the public path, and back to Severn Road.</p> <p>Encouraging pedestrians Pavements need to be made more attractive by giving property owners an incentive to keep the frontage tidy and maintain 10-20% as a tree, shrubbery or flowerbed. Perhaps there could be a small discount on the community charge to do</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Although the document does not set out future public realm proposals, the comments made will be taken into account should any future proposals to the public realm be proposed within the areas mentioned.</p> <p>The key principles and objectives set out within the document seek the improvement of all aspects of public realm; however the scope of the document does not extend to discounts on community charges.</p>
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		<p>this.</p> <p>A rapidly increasing number of property owners in our area are completely paving over their front gardens to provide parking for several vehicles. Paving over a front garden should have to have planning permission, should use only porous materials, and at least 10% should be retained as growing space, for example, planting a tree, shrubs or flowers.</p> <p>Parking on pavements or verges should not be permitted, and planting of trees on the verges (including filling in gaps) would discourage this.</p> <p>Walking should be facilitated by cut-throughs so routes are shorter than by road. These cut-throughs should be lit at night and overhanging vegetation cut back, so people feel safe. Provision of walking routes is crucial at the planning application stage, and where-ever possible, cut-throughs should be provided retrospectively; it is a great pity that this was not done when Waitrose was built.</p> <p>Connectivity for cyclists: I routinely get about by bike and from experience would make the following comments. Routes need to be through routes, not disappearing or re-joining the roads at critical points. Cycle routes that are shared with pedestrians are much safer if separated by a line but this is rarely done even when there is plenty of space. For example, going south out of Oadby on the A6, the wide pavement is shared use, but would be much safer if cyclists and pedestrians were separated by a white line.</p> <p>Labelling is often unclear, for example: the pavement just outside Lidl is signed for shared use, but nowhere else between there and the junction between The Parade and the A6. At what point is or isn't it a shared use pavement? Shared use symbols need to be more frequent than most currently are.</p>	<p>Although it is agreed that parking on grass verges should be discouraged in certain circumstances, the scope of the document does not extend to this.</p> <p>A key part of the document is ensuring that public realm proposals seek the improvement of connections, whether it be physical, visual or interpersonal. In addition, a key principle of the document is to encourage the use of active travel methods rather than the reliance on motor vehicles.</p> <p>Comment noted.</p>
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	<p>Obviously, a cycle route between Oadby and Wigston is desirable, but the present one is unsatisfactory as the pavement is not wide enough for shared use. When going to Wigston, I use a much longer but safer and more attractive route: Manor Road, Glebe Road, pelican crossing across the A6, then the service road adjoining Palmerston Way, through Knighton Park, Kensington Drive, Highfield Crescent and Cleveland Road. Three sides round a square!</p> <p>Formal green spaces: our nearest is Uplands Playing Fields. There is a perimeter path, which is well-used, but under the current conditions, people have to step off it to keep a safe social distance, and it's muddy. Perhaps it could be widened, and something done about the section of the perimeter path on the north side that floods in wet weather.</p> <p>Coombe Park does not have a perimeter path, which is a wasted opportunity, and I would like to see one provided. An unofficial, field edge path connects Combe Park with Brockshill Country Park; would it be possible for the Council to approach the landowner and ask for this to be made into an official permissive footpath?</p> <p>Oadby town centre street scene: the consultation document suggests decluttering of the public space and adding sculptures. Might I suggest that the latter are often (usually) controversial since everyone's tastes are different, and many people regard public art/sculpture as a waste of scarce public funds (particularly in the current climate). I think that more trees planted in this public space would be far preferable and less controversial (and probably cheaper). Trees have the great advantage of changing with the seasons, providing shade in hot weather, adding to biodiversity and absorbing carbon. There are so many suitable trees to choose from. If each of these were surrounded by an area of porous resin-bonded surfacing (available in many natural shades), they</p>	<p>A key part of the document is ensuring that public realm proposals seek the improvement of connections, whether it be physical, visual or interpersonal. In addition, a key principle of the document is to encourage the use of active travel methods rather than the reliance on motor vehicles. The document also throughout, promotes the use of signage that is simple, clear and safe.</p> <p>Setting out future projects is beyond the scope of this document, however, the Council will take account of the comments made in relation to park pathways, should future park proposals be developed.</p> <p>Although the document sets out that public art would be encouraged, it is clear that it would only be encouraged where appropriate. Should public art be proposed, its design would be a key consideration in whether or not it was appropriate. The provision of trees within the Borough's public realm is encouraged by the document, as they have many benefits.</p>
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	<p>could complement the flag-stone paving proposed and be very pleasing in appearance. What is there not to like?</p> <p>I am not at in favour of the shared pedestrian/vehicular access areas; they are obviously helpful for users of mobility scooters, wheelchairs etc., but it is too easy for thoughtless drivers to abuse them.</p> <p>Double parking on The Parade, and parking outside bays creates a particular hazard for cyclists. Perhaps the parking bays that are not disabled spaces should be for 10 minutes only so that there is more likely to be a space for delivery vehicles. People visiting the shops can park in either of the car parks.</p> <p>Greater use of speed limits To make life safer for pedestrians and cyclists I would like to see a 20 mph limit used more widely in congested places. I suggest the following.</p> <p>Through The Parade and London Road from the entry and exit junctions with the A6, (to reinforce the message that this is a shopping area where people should have priority). From the junction of New Street with the A6, past Launde School as far as the Woodfield Road mini-roundabout and along Stoughton Road back to the A6. This area is frequently congested because of the school and there are a lot of pedestrians, many of them elderly. I have several times had vehicles trying to overtake me when in the act of turning right (signalling) into Stoughton road to access the village. A 20 mph limit would make drivers more likely to hold back.</p> <p>Along Uplands Road, as there are a lot of pedestrians, particularly at school times.</p> <p>I would also like the 30 mph speed limit extended along Stoughton Road to the junction with Gartree Road and then</p>	<p>Shared space proposals would only be encouraged and / or supported where it was safe and appropriate to do so. To ensure that this is the case, bullet point 3 of Shared Streets and Home Zone Key Principles has been amended to;</p> <p><i>'3. The Borough Council will encourage and support the use of shared surfacing where relevant and safe to do so, and in appropriate locations only.'</i></p> <p>Unfortunately, prescribing speed limits is beyond the scope of this document, however it would be a topic discussed with the Local Highways Authority should a proposal come forward that is related to public realm and the highway.</p>
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	<p>continuing to the junction with Gaulby Lane. This stretch of road is narrow and busy; the Gartree Road section to Gaulby Lane also has a blind hill. The route is much used by cyclists accessing the National Cycle Route No. 63 through Stoughton. If my husband and I want to cycle out into the countryside, this is the route we have to use, but we don't feel safe.</p> <p>The section of Gartree Road referred to above has a major litter problem, mostly takeaway containers, cups and cans etc. Community volunteers have been doing a sterling job collecting a vast amount of litter, but it will soon be back. Could there be CCTV cameras to catch the culprits?</p> <p>Tree planting Oadby now has very little green space, although there are small patches which could be improved by having additional trees planted, and several roads have verges that could be planted. I have submitted a list of suggested places separately.</p> <p>The "Proposed Country Park" between Windrush Drive and Florence Wragg Way. Reading through references to this in the Oadby and Wigston Local Plan, Adopted 1999, re-issued 2007, then re-issued in 2010 and 2013, and also the planning application by Pegasus on behalf of Mrs Walker, this has been going on for over twenty years. That it is still unresolved leaves this precious open space, which was intended to be a recreational space for Oadby residents, very vulnerable to further planning applications – particularly in view of the Government's changed planning proposals of 2020. As it is, the land is not managed, but much could be done to enhance it by clearing overgrown bramble and scrub, planting with suitable trees, and maintaining the paths properly.</p> <p>Of all the points I have made in this lengthy submission, it is this last that I consider most important. I have always walked</p>	<p>Setting out specific schemes is beyond the scope of this document, however the suggestions list will be taken account of, should proposals come forward in the future, in relation to tree planting.</p> <p>This topic is beyond the scope of the SPD document.</p> <p>The Council will seek any opportunity it can to better the health and wellbeing of its residents and visitors. If opportunities arise that enable the Council to bid</p>
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		<p>in this area, and since Covid 19, far more people are doing likewise. Oadby's residents on the northeast side of the A6 are too far from Brockshill Country Park to be able to walk there (other than via busy roads) and this land should have been our alternative.</p> <p>The mental and physical health benefits of having peaceful green space to walk in have never been so apparent. Surely there could never have been a better time to act, after Covid 19, either to use Section 106 money (or its equivalent), or seek grant funding (National Heritage Lottery?), or help from the Wildlife or Woodland Trust to secure this land and turn it into good quality public realm.</p>	<p>for funding or gather contributions through the planning process, they will be taken, as the Council is very aware of the important role that public realm plays in its community's daily lives.</p>
Rotary Club of Oadby Launde	8 th February 2021	<p>The Rotary Club of Oadby Launde welcomes the new document in its entirety without any objections and trusts that it will be adopted by the Council.</p> <p>The Club welcomes the objective to have a Net Gain for Biodiversity and is also supportive of the Key Principles covering Walking Routes and Cyclesways, together with the recognition of the need for specific street furniture in individual Conservation Areas.</p> <p>The Club has carried out planting work in Oadby and is supportive of any initiative to improve the physical environment. We note the reference under Oadby Core (para 8.34) that there is a need to improve the East Street car park and we would be very supportive of actions to address this area, the appearance of which undermines the work done to date to improve Oadby's Town Centre.</p>	<p>The Council would like to thank the Rotary Club of Oadby Launde for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby Launde for its support of the document.</p> <p>Comment noted.</p>
Sport England	8 th February 2021	<p>Our New Strategy 'Uniting The Movement' is a 10-year vision to transform lives and communities through sport and physical activity.</p> <p>We believe and will advocated sport and physical activity has</p>	<p>The Council would like to thank Sport England for taking time to read through the consultation document and for responding to the consultation.</p> <p>The key principles set out within the document, seek</p>

	<p>a big role to play in improving the physical and mental health of the nation, supporting the economy, reconnecting communities and rebuilding a stronger society for all.</p> <p>We will be a catalyst for change and join forces on 5 issues which includes connecting communities, connecting with Health and Wellbeing and Active Environments.</p> <p>The SPD has the opportunity to;</p> <p><u>Connect Communities</u></p> <p>We want more communities to enjoy the benefits of what sport and physical activity can do, both for individuals and the place where they live and work. Those benefits will come from a more bottom-up approach, working with – not doing things to – communities, and helping those affected to play a role in what happens in their neighbourhood and how it gets done.</p> <p>Active communities can be such a powerful tool in building great places to live.</p> <p><u>Connect with Health and Wellbeing.</u></p> <p>We know that there are many organisations working to improve health and wellbeing, from the NHS to those in the voluntary and community sector, local authorities, employers and the commercial health and wellbeing sector.</p> <p>The strategy creates a potential to improve existing connections and explore new areas to help strengthen people’s health and wellbeing, from childhood right through to older age.</p> <p><u>Active Environments</u></p> <p>Sport England considers that the planning system plays a vital</p>	<p>to achieve a number of objectives, including the three issues that Sport England mention in their comments, Connecting Communities, Connecting with Health and Wellbeing, and Active Environments. It is felt that the document as currently drafted seeks to help tackle the issues raised by Sport England in their new strategy ‘Uniting the Movement’. However for completeness, an additional paragraph has been inserted at paragraph 5.20 that sets out the ‘Uniting the Movement’ strategy as best practice guidance.</p>
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		<p>role in shaping our built environment and that can play a big part in the movement of people and getting people active. Modern-day life can make us inactive, and about a third of adults in England don't do the recommended amount of weekly exercise, but the design of where we live and work can play a vital role in keeping us active.</p> <p>We want to make the choice to be active easier and more appealing for everyone, whether that's how we choose to move around our local neighbourhood or a dedicated facility for a sport or activity.</p> <p>We are pleased to see that the SPD makes, both, reference to and the promotion of the use of the 10 principles identified in Active Design. The guidance sets out practical case studies and pointers to best practice are set out to inspire and encourage those engaged in shaping our environments to deliver more active and healthier environments where communities can be naturally active as part of their daily lives. To bridge the gap between the high-level principles of Active Design and delivery in practice, we have worked with the Building Research Establishment (BRE) to link the overarching Active Design Principles with the individual scheme criterion in each of the BRE Environmental Assessment Methodology (BREEAM) family of schemes.</p> <p>Sport England would encourage good design that should contribute positively to making places better for people, to create environments that make the active choice the easy and attractive choice for people and communities. The creation of healthy places, which promote and enable participation in sport and physical activity, requires the collaborative input of many different partners through many disciplines including planning, design, transport and health, along with developers working with local communities. Active Design is a key guidance document intended to help unify health, design and planning by promoting the right conditions and environments</p>	
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		<p>for individuals and communities to lead active and healthy lifestyles.</p> <p>We would take this opportunity to advise on the work currently being undertaken by the TCPA and partners including Sport England on a guidance document on the concept of 20 minute neighbourhoods which will be launched in March 2021. The guidance may be a further source of information to develop the SPD.</p>	
Oadby Civic Society	9 th February 2021	<p>We have studied the new document assisted by our planning team, Tony Parr and Peter Bliss, and we welcome the new document entirely with no reservations, and trust that it will be adopted by the Council.</p> <p>We are very supportive of the objective to have a Net Gain for Biodiversity and also of the Key Principles covering Walking Routes and Cycleways, together with the recognition of the need for specific street furniture in individual Conservation areas.</p> <p>Under the heading of Oadby Core para. 8.34, the document includes the need for refurbishment of East Street car park. We were informed at the Town Centre enquiry that the refurbishment would be funded from the Councils Planned Maintenance. This work is now well overdue, and we query when this is going to commence,</p>	<p>The Council would like to thank Oadby Civic Society for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby for its support of the document.</p> <p>The query in relation to the refurbishment of East Street Carpark is beyond the scope of this document.</p>
Natural England	10 th February 2021	<p>While we welcome this opportunity to give our views, the topic this Supplementary Planning Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues:</p> <p>Green Infrastructure This SPD could consider making provision for Green</p>	<p>The Council would like to thank Natural England for taking time to read through the consultation document and for responding to the consultation.</p> <p>Increasing the provision of Green Infrastructure is beyond the scope of this document, however is a</p>

	<p>Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should 'take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p> <p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none">• green roof systems and roof gardens;• green walls to provide insulation or shading and cooling;• new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity). <p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p>	<p>key objective and policy consideration set out in the Council's Local Plan. The Council is aware of the importance of Green Infrastructure provision and seeks provision on all new relevant development proposals.</p>
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	<p>Biodiversity enhancement This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p> <p>Landscape enhancement The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p> <p>Other design considerations The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180).</p>	<p>Biodiversity enhancement through, for example the provision of bat roosts is beyond the scope of this document, however the Council will seek take account of Natural England's comments where relevant to do so in future proposals.</p> <p>The document as currently drafted seeks to promote development of the public realm that conserves and enhances landscape and character. In addition, the Council has a number of objectives and policy principles set out within its Local Plan that seeks conservation and enhancement of landscape and character.</p> <p>Comment noted.</p>
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		<p>Strategic Environmental Assessment/Habitats Regulations Assessment</p> <p>A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	<p>It is not considered that the document requires production of an SEA and / or HRA, as it is not setting out or proposing development. The document seeks to effectively manage development proposals through positive planning and sustainable development.</p>
<p>The Rotary Club of Oadby</p>	<p>10th February 2021</p>	<p>The Rotary Club of Oadby gives, with no reservations, it's full support to the policies contained in the document and trusts that the Council will adopt it and ensure that any development which affects the Public Realm will meet all the requirements and objectives contained therein.</p> <p>We are supportive of the objective to have a Net Gain for Biodiversity and also of the Key Principles covering Walking Routes and Cycleways together with the recognition of the need for specific steel furniture in individual Conservation Areas.</p> <p>The Club is supportive of any initiative to improve the physical environment and has carried out planting in Oadby and is currently working in conjunction with the Rotary Club of Oadby Launde on a "Plastic Free Oadby" project. We note the reference under Oadby Core (para 8.34) that there is a need to improve East Street car park and we would support any actions to address this area, the appearance of which undermines the work carried out to date to improve Oadby's Town Centre.</p>	<p>The Council would like to thank the Rotary Club of Oadby for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby for its support of the document.</p> <p>Comment noted.</p>

<p>Historic England</p>	<p>11th February 2021</p>	<p>As the Government’s adviser on the historic environment Historic England is keen to ensure that the conservation and enhancement of the historic environment is fully taken into account at all stages and levels of the planning process.</p> <p>Historic England welcomes the aims and aspirations of the draft SPD. It offers real opportunities to conserve and enhance the historic environment through specific guidance for key settlements and centres, Conservation Areas, towpaths as well as for the wider borough.</p> <p>We would recommend that 'English Heritage' is replaced with 'Historic England' at para.5.17 in reference to <i>Streets for All (2018)</i>.</p>	<p>The Council would like to thank Historic England for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank Historic England for its support of the document.</p> <p>Any references to English Heritage will be amended to Historic England.</p>
<p>Local residents</p>	<p>11th February 2021</p>	<p>Our views also obviously complement the extract on P.31 of the Consultation document: ‘Consider First/Consider Last’ from ‘Extract of Manual for Streets’. Key issues are:</p> <p>Pedestrians need to feel safe and relaxed when out and about. If we don’t, we are more likely to get in our cars if we have them (and once we’re in them, it’s easier to drive to more distant shops even if what we need is available locally) and add to the pollution and traffic – a vicious cycle. We were appalled to hear that the County Council turns down requests for crossings unless people have been killed. Does that criterion apply to any other public service? Must people die to prove it’s needed?</p> <p>Pedestrians shouldn’t be made to feel second class - they are not polluters, and deserve some level of priority. Yet all too often they have to wait through several traffic light cycles to get across signalled junctions. At Pelican crossings there is often a frustratingly long delay before the lights change meaning pedestrians have crossed safely long before the traffic is stopped (e.g. London Road between New Street and</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The matter of requests to the County Council for crossings is beyond the scope of this document. However, as the document suggests throughout, the Council has the aspiration to put the pedestrian and other active travel modes above all other less sustainable modes of travel where relevant to do so. A key principle in encouraging active travel choices, is creating safe, efficient and high quality environments, which the document does advocate.</p> <p>As is mentioned in the comment, one of the key principles underpinning the public realm strategy is the Manual for Streets hierarchy of travel choices, which sets out the pedestrian at the top of the list as its first consideration.</p>

	<p>Wigston Road).</p> <p>A residents' and visitors' survey could help identify where crossings are needed. Examples in Oadby might include service and minor road junctions near the top of Brabazon Road and others near ASDA/BP Petrol station, Sandhurst Street, both ends of New Street west of the A6 and minor roads where London Road joins the A6.</p> <p>At junctions, in theory pedestrians have priority once they're in the road (HC8, HC170) though few motorists seem aware of this, But pedestrians have no right to cross while on the pavement except at formal crossings. For this reason there need to be plenty of proper crossing places, and safe ways to cross all roads at complex junctions.</p> <p>There need to be useful, attractive and green off-road routes for pedestrians. This needs to be in the local plan and enforced in all new-build schemes.</p> <p>Shared use paths are better if segregated. Cyclists should recognise pedestrian priority.</p> <p>Residential streets are not just through- and access- routes: Except in exceptional cases "20's plenty". A speed limit of no more than 20mph should be the norm in most residential streets.</p> <p>Police record crime figures by area. They have to be notified when there is an injury or fatality on the roads. They should collate and publish accident stats and help identify locations where road design needs improving.</p> <p>Car parks (includes supermarkets, Parklands, etc): Also one for the local plan, and relatively cheap. Once we leave our vehicles we are all pedestrians here and need safe routes across.</p>	<p>Although undertaking a survey is beyond the scope of this document, it could very well be a useful tool in gathering a communities needs if future proposals are proposed. The idea will be taken into account where relevant to do so.</p> <p>Active travel, high quality design and sustainable communities are key principles underpinning the Council's Local Plan. There are also a number of objectives and policy principles that set out the Council's requirements for all new developments, including open space provision and high quality public realm provision.</p> <p>Prescribing speed limits and number of injuries / fatalities on roads is beyond the scope of this document. Observations or comments in relation to speed limits and injuries / fatalities on roads should be reported to the Local Highways Authority.</p> <p>Although the provision of EV charging points is beyond the scope of this document, the Council is</p>
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		<p>All car parks need some designated EV charging points, though this should not be seen as a solution to traffic problems - there are still emissions at the generating stations and also from tyres and brakes. However much prices may come down, electric vehicles do nothing for traffic problems.</p> <p>For longer journeys (e.g between the 3 centres of Oadby, Wigston Magna and South Wigston, and their outlying estates) there need to be good off-road routes for cyclists and pedestrians, and also a much better public transport. The long promised public access to the paved path between the Brocks Hill Country Park board walk (unfortunately the board walk has been taken away!) and Tendring Drive to avoid crossing a muddy field is a vital link, and in some conditions the grassy Blakesley Road - Harrington Road - Church Nook link becomes almost impassable.</p> <p>The Outer Circle (40) is inadequate and doesn't reach into the estates. We need our own circulars and shuttles within the Borough and also to preserve and enhance public transport into Leicester and other locations in the county where people work, study or go for recreation. We need to learn to demand and to utilise public transport wherever possible rather than use private cars.</p> <p>All the above apply to all residents, but people with disabilities, low vision, learning difficulties, pushchairs, wheelchairs, mobility scooters particularly face unacceptable difficulties. As do children who in many cases could walk or cycle, learn independence and responsibility if we felt safe to let them travel locally independently - for errands, to recreational places and of course to school where worry about safety leads to another vicious cycle of unnecessary private cars clogging the roads! Youngsters should be encouraged to reclaim the streets. Preservation, augmentation and cultivation of green spaces including planting of trees in those areas and in streets</p>	<p>currently working to erecting EV charging points in a number of Council owned car parks in the Borough area.</p> <p>The scope of this document does not include the proposing of cycleway projects or public transport routes in and around the Borough.</p> <p>The document seeks to ensure that any area of public realm within the Borough is accessible to all and can be enjoyed by all. Ensuring accessibility to all is also a key principle of sustainable development.</p> <p>The purchasing of land is outside of the scope for this document,.</p>
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		<p>are lacking.</p> <p>The Council need to secure and enhance for the public, for posterity, the land around Washbrook/Fludes lane, north of Bluebell Close and east of Windrush Drive. The Borough desperately needs more green space. The area mentioned is hugely rich in flora and fauna; birds, butterflies, invertebrates, reptiles. It could provide extensive green lanes to various parts of Oadby, and recreation/wilderness space for humans and wildlife alike.</p> <p>The 2.5 acres of land for sale adjoining Lucas Marsh on Wigston Road/Washbrook Lane could be purchased by the Council for further green space. Perhaps the Council could consider supporting a community purchase of the land.</p> <p>For anything new to begin, someone has to make a start. Look what Greta Thunberg has achieved. Let's make our Borough the exception which makes the right decisions – even if it means standing up to serious opposition from the County Council regarding their shameful disregard of pedestrian safety, environmental pollution, and a healthier less stressful life for all. They claim to have recognised the need for action on the Climate Emergency!</p> <p>It can be said that various if not all of the above suggestions are impossible because of County Council and government restrictions. However, if we are to save our planet; if we are to live safer and healthier and greener lifestyles, then authorities need to take positive, radical action instead of relying on the status quo.</p> <p>HC (Highway Code) references are to numbered rules at https://www.highwaycodeuk.co.uk/. We found these recent reports but haven't had time to read them yet: From WHO: https://www.who.int/roadsafety/projects/manuals/pedestrian/en / From UK Parliament:</p>	<p>Comment noted.</p> <p>Comment noted.</p>
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		https://publications.parliament.uk/pa/cm201719/cmselect/cmtr/ans/1487/1487.pdf	
Local resident	11 th February 2021	<p>In response to the Public Realm consultation, I am delighted to see a commitment the prioritisation of pedestrians and cycles and would very much like to see this taken forward. The impact on wellbeing and the reduced impact on the climate would enhance the lives of many current and future residents.</p> <p>I have some reservations about shared street arrangements as, in my experience, they lead to pedestrians feeling on alert rather than relaxed, particularly those with small children and the hard of hearing. This could act as a deterrent to some of those who would otherwise choose to walk.</p> <p>Oadby is blessed with many small cut throughs and some wonderful walks, particularly in the Manor Road, Blackthorn Lane and Brocks Hill Park areas. The lockdown has seen increasing numbers using the interconnecting lanes and this could be further encouraged by establishing a hard path at the back of Uplands Park leading onto Manor Road. I would welcome the installation of high quality signage to highlight the routes through the town and to Wigston, and the addition of times as well as distances is an excellent idea.</p> <p>I would be particularly keen to see a solid path in place between Brocks Hill Park and the Meadows estate in Wigston running alongside Glenmere. I understand that the use of the school path is not possible and would therefore encourage the council to work in partnership with the farmer owning the Brocks Hill Park land running parallel to the school path in order to install a hard surface either through buying the strip of land or through a legal partnership agreement.</p> <p>The Borough operates in many ways as three separate towns and every effort should be made to make pleasant pedestrian and cycle routes available linking Oadby and Wigston. This cut</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The reservations are noted. Safety of the pedestrians is vitally important to the Council and development that decreased safety would not be supported. The wording of bullet 3, 'Shared Streets and Home Zone Key Principles' has been amended to; <i>'3. The Borough Council will encourage and support the use of shared surfacing where relevant and safe to do so, and in appropriate locations only.'</i></p> <p>Setting out specific projects is outside the scope of the SPD document, however the suggestions will be taken into account should the Council propose future projects.</p> <p>Improving connections within the Borough is a key objective of the SPD document. It is also a key element of sustainable development. The Council is</p>

		<p>through would also make Parklands more accessible to Wigston residents and would make it far more likely that residents from both towns would go for walks to each other's centres, keeping spending power local and supporting the local economy.</p> <p>The creation of a sense of place would significantly add to the wellbeing of residents and the inclusion of benches and artwork in the centre of Oadby using natural materials, in keeping with the focus on nature through Brocks Hill Park and the Botanic Gardens, would be very welcome, and would lift the dominance of modern and bland shop buildings.</p> <p>Enhancing the natural beauty of the streets through tree planting and wildflower planting on verges and residential road edges would also encourage residents to walk for pleasure and to leave the car at home when shopping etc. I would suggest that a more informal, natural planting scheme would lend itself to green pockets and parks in Oadby rather than the more formal approach of areas such as Peace Memorial Park.</p> <p>The Parade lends itself perfectly to the development of pavement cafes in an evening and I would very much like to see this as part of the plan, with support made available to existing cafes in overcoming any barriers and the encouragement of new food businesses where possible when shops become vacant.</p> <p>The use of softer materials when creating or replacing hard surfaces would also be welcome.</p> <p>Finally I would like to commend the council on its forward thinking approach to the Public Realm and hope that some of the aspirations captured within it may be realised in the years to come.</p>	<p>committed to achieving sustainable development in all new development proposals.</p> <p>Improving the sense of place and character of each and every part of the Borough area is of great importance, and the SPD document seeks to continually improve character, quality and design through the principles that it sets out.</p> <p>Comment noted.</p> <p>The scope of the SPD document does not extend to vacant premises.</p> <p>Comment noted.</p> <p>Comment noted, and support welcomed.</p>
Wigston Civic	12 th	The Society considers one of its main aims is to promote an	The Council would like to thank the Wigston Civic

<p>Society</p>	<p>February 2021</p>	<p>attractive and well maintained public realm which will enhance the lives of residents and visitors to the Borough whether they be visiting for work or shopping.</p> <p>It is noted that this document is an update of the previous SPD and that its development has been limited because of Covid 19 restrictions.</p> <p>The Society is hopeful that an action plan will follow agreement of the SPD</p> <p>Generally speaking the Society supports the strategy in the SPD but would make the following comments:</p> <p>1 The words 'high quality' and 'no/low maintenance' do not go together, whereas we agree with the need for high quality, we feel that there must be planned and funded maintenance to maintain the high quality otherwise money spent on high quality goods will be wasted. The words 'negative burden' used in the strategy are not appropriate.</p> <p>There should be provision in the strategy for a well funded maintenance programme for the public realm.</p> <p>2 There are many examples of uneven and broken surfaces with different materials used after repairs often by utilities. We agree that more attention needs to be paid to this issue. However we are mindful that many matters affecting the public realm such as roads, footpaths, grass verges and the canal towpath are not under the ownership and therefore control of the Borough.</p> <p>There needs to be a strategy for dealing with the conflicting views of the County/Borough/Canal and Rivers Trust and private owners in terms of the public realm.</p> <p>3 There are many private yards to shops and other premises</p>	<p>Society for taking time to read through the consultation document and for responding to the consultation.</p> <p>Comment noted.</p> <p>High quality materials such as stone, stainless steel, and other similar materials, can be of high quality and because of their very composition can be virtually maintenance free.</p> <p>It is agreed, that any new or improved public realm should be appropriately funded from a capital and revenue perspective, to ensure its quality and longevity.</p> <p>Comment noted. Land ownerships are a challenge to improving areas of existing public realm, particularly those that do not comprise development proposals, however the Council will seek to engage with landowners to work proactively and constructively where it can.</p> <p>Comment noted. See above response.</p>
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	<p>which are on very prominent view to the public. Examples are Leicester Road shops which back onto the car park, the rear of Wigston arcade shops and the rear of Boots/ former Co Op store facing Paddock Street. The Borough should have a strategy for improving these situations. In the example of the shops fronting Leicester Road and backing onto the car park, there is no footpath to enable pedestrians having parked their cars to use the alleyways to reach Leicester Road, this causes danger.</p> <p>There must be a strategy for improving the rear of shops which are on public view.</p> <p>4 The rear edge of several areas of footpath are privately owned (eg in Leicester Road) and are uneven and unsightly. These need to be tidied up even if only to improve the experience of pedestrians and wheelchair/buggie users. It needs to be made easier to cross Leicester Road. The pedestrian lights are badly timed and more central refuges are needed.</p> <p>The public realm around Leicester Road, particularly footpaths must be enhanced.</p> <p>5 Street audits have been carried out by the Society in the past but it has been difficult to see that any reported action has been taken. We support street audits where street furniture and signs that are not needed or in poor condition can be identified and action taken. A good example is Long Lane between Bell Street and Paddock Street where there are barriers which serve no purpose whatsoever and should be removed.</p> <p>Organised street audits and action points must be established.</p> <p>6 The Lanes are quite rightly highlighted as a unique area in</p>	<p>Although setting out specific projects is beyond the scope of this SPD document, the Council will seek to improve town centre areas, through development proposals identified in, and planning policy set out in the Local Plan.</p> <p>Comment noted.</p> <p>Comment noted.</p>
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	<p>such an urban location. There needs to be improved maintenance to hedges that become overgrown and to surfaces, Blunts Lane surface is particularly poor.</p> <p>Publicly and privately owned hedges must not be allowed to overhang lanes and footpaths.</p> <p>The surfaces of the Lanes and other footpaths including the canal towpath must be well maintained.</p> <p>7 The impact on the public realm of shop closures should be highlighted in the Strategy. Empty shop premises have a huge impact on the street scene which is what people see and which helps to form their opinions and views. The empty shop numbers are increasing partly as a result of the pandemic, but there are some long term empties such as Heards butchers and the Nat West Bank. The Borough should have a strategy for encouraging new owners (It is acknowledged that a few new shops have opened recently). New uses should be identified which, in the current climate, should concentrate on services and voluntary groups rather than retail. Strategies need to be included for the future of the Record Office and the land to the rear of Mr Cox's shop on Leicester Road both of which have huge potential. These places must be incorporated into the public realm for local people and visitors who in future will not be visiting just for the shopping.</p> <p>New uses for empty buildings could include:</p> <ul style="list-style-type: none">• Home working space with hot desking/computer and internet facilities for local people that have to work from a home where there is insufficient space.• Craft workers space• Cyber cafes• Community services for the elderly, disabled and mentally disabled people, young people• Community fridge and locally sourced food sales donations	<p>The Council is currently liaising with the Canal and Rivers Trust, to ascertain to what extent the Council can help with improving canal towpaths.</p> <p>Retail closures and vacant units is beyond the scope of this SPD document.</p>
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		<ul style="list-style-type: none">• Self storage units <p>Strategies should be developed to encourage new uses for empty privately owned shops and land.</p> <p>8 Connectivity should be improved and installed in new developments. The original Meadows estate has many paths and cut throughs as well as green areas with original hedgerows and trees.</p> <p>The connectedness of the Meadows should be replicated elsewhere.</p> <p>9 There have recently been some cases where links could have been established but have not occurred. Examples are the new Meadows, (Newton Lane estate) which could have linked to Wigston Harcourt through Mablowe Field green space. Clarence Fields (and by implication Thornhill Fields and that part of the new Meadows near Kilby Bridge) could have linked to Tythorn School and Little Hill shops and services by an existing Green Way. The lack of this last possible link will cause a two mile drive to the school. Green lanes are mentioned in the strategy and Meres Walk should be included.</p> <p>Opportunities for links between new developments should not be lost. Meres Walk should be included as a green lane.</p> <p>10 There is a lack of signing of walkways, cut throughs and local attractions.</p> <p>Local signage for pedestrians and cyclists must be improved.</p> <p>11 One of the biggest impacts on the public realm is the lack of attention to grass verges. It is acknowledged that this work is not under the control of the Borough but it must be</p>	<p>Connectivity is a key element of sustainable development and a key objective of the SPD document. The Council seeks sustainable development on all new development proposals.</p> <p>Mention of Mere Walk as a green lane in Wigston has been inserted in the bullet list below paragraph 8.59.</p> <p>The improvement of signage and connectivity is a key objective of the SPD document.</p> <p>Throughout the document, there are references to the role that grass verges play in softening urban form, however the scope of the document does not include a strategy for grass verges.</p>
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		<p>improved.</p> <p>There must be a strategy for the process of improving the standard of grass verge maintenance.</p> <p>12 There is a national need for more trees to be planted. The Borough should take more opportunity to meet this need. It is acknowledged that there are some difficulties in tree planting at the side of roads because of underground services, but this must not be made an excuse. The establishment of wild borders around parks and green spaces should be considered and advantage taken of the offer of free trees from certain organisations. The proposed SPD should be strong on this point</p> <p>There must be a strategy to increase tree planting on land owned by the Borough and on other land where the Council can influence such action. Applications to the Woodland Trust for trees should be included in any action plan.</p> <p>13 As is stated in the proposed strategy, the public realm in South Wigston looks tired and poorly maintained. Car parking is a problem and such facilities near the station could improve the use of trains. The Home Zones proposed for the streets north and south of Blaby Road must have suitable provision for residents' cars.</p> <p>The strategy for establishing Home Zones in South Wigston must include early consultation with residents and suitable car parking arrangements.</p> <p>14 Connectivity is not good in South Wigston. There is no footpath from Wright Way to Bennett Way linking to the college and Tesco, Lidl and Wickes. It is not possible to use Tansley Avenue as a link to the Pochins Bridge estate.</p>	<p>Comment noted.</p> <p>The Council is aware of the importance of trees in the public realm. Due to this, trees and tree planting is referenced numerous times throughout the SPD document. There is also a specific key principle chapter on trees and planting. The Council will seek to plant trees at every relevant opportunity.</p> <p>Comment noted. Any proposals that the Council put forward in the future would include widespread public consultation. Community engagement is a key part of the development process.</p> <p>Connectivity is a key element of sustainable development and a key objective of the SPD document. The Council will seek to improve connectivity at every available opportunity.</p>
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	<p>The strategy must include provision for opening up pedestrian links in all areas.</p> <p>15 Blaby Road in general is included in the description of looking tired.</p> <p>The strategy for improving Blaby Road must be as strong as possible.</p> <p>16 Shared public realm space for pedestrians and cyclists should be promoted and provided wherever possible with appropriate education for users. It would seem that opportunities have been lost on the Welford Road approaching Kilby Bridge near the three new estates in that area. There must also be more attention to the provision of bus services and bus stops to these estates.</p> <p>The strategy must strengthen the Borough's influence on shared pedestrian/cycle routes and bus services/stops. Reference should be made to the Leics CC Rights of Way Improvement Plan and to the Leicestershire Local Access Forum and links should be made to Leicester City cycling routes.</p> <p>17 There is reference to the importance of public art and the need to establish walking routes and to encourage walking. Wigston Civic Society, as part of its aim to enhance the environment, in conjunction with Greater Wigston Historical Society, have completed or been part of several projects to highlight historic features in the Borough and to encourage walking. Examples include:</p> <p>The Two Steeples 10 mile circular walk</p> <p>The Blue Plaques Trail</p> <p>Information Boards at: Peacock Place, Bell Street, the Pinfold,</p>	<p>Comment noted.</p> <p>A general reference to achieved public realm works has been added at paragraph 5.21. The sentence states;</p> <p><i>'5.21 Acknowledgement is made of the work that has already been undertaken to the Borough's public realm, since the publication of the Council's first Public Realm Strategy SPD. Improvement schemes include; complete public realm improvement works to Bell Street in Wigston and The Parade in Oadby; public information and heritage boards throughout the Borough; heritage trails; and, public art works.'</i></p>
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		<p>the Horse and Trumpet, the site of the Lancaster Bomber crash.</p> <p>A trail based on Orson Wright in South Wigston is available but is not yet signed on the ground.</p> <p>The Societies have discussed a piece of public art for Wigston but this did not go ahead but could be resurrected. It was involved in the latter stages of the Peacock Place piece of public art.</p> <p>The historical society has produced four DVDs about Wigston and South Wigston which could be linked to signed walking trails.</p> <p>Projects to enhance the public realm already completed by the Civic and Historical Societies should be highlighted in the SPD which should also encourage further work in this area by voluntary groups.</p>	
Environment Agency	12 th February 2021	Thank you for giving the Environment Agency the opportunity to comment on the Public Realm Strategy Supplementary Planning Document. Having reviewed the submitted information we are of the opinion that there are no issues discussed which fall within our remit and therefore on this occasion we have no comment to make.	The Council would like to thank the Environment Agency for taking time to read through the consultation document and for responding to the consultation.
Leicestershire County Council	15 th February 2021	<p><u>General comments</u></p> <p>Understandably there is no reference to the impact of Covid-19 but I do think that the document needs to be amended to include this. With an increasing number of people living in our Town Centres and hence the need to exercise in these spaces – whether this be walking, running or cycling or even exercise classes outside, the need for Urban shared spaces is vital. The pandemic has demonstrated that the more space there is, the better, to allow for social distancing and queueing outside</p>	<p>The Council would like to thank the County Council for taking time to read through the consultation document and for responding to the consultation.</p> <p>It is considered that because this SPD document could be in use for a number of years, referencing Covid-19 and social distancing could render it out of date in the near future. It should be noted that this SPD document is just one of a plethora of guidance documents whether it be at a local or national level.</p>

		<p>of shops and services and for safe operation of an increase in delivery and click and collect services.</p> <p>With the number of retailers decreasing as many of the chains go into administration it is going to be a difficult few years as many larger footprint stores need to be re-purposed. The need to keep the Town Centre attractive, clean and vibrant whilst there are an increasing number of vacant units is going to be a challenge. Many articles state that Town Centres need to re-invent themselves as places for experiences and events and this will mean that open spaces and public realm become of increasing importance.</p> <p>There appears to be a lot of repetition in the document and there is no clear prioritisation of any of the areas within each town centre. Given that the amount of developer contributions and /or external funding is likely to be small in terms of the total ask, this would be helpful. If a number of priority schemes had been worked up in detail they would both serve as examples and be “Shovel Ready schemes” should funding be forthcoming.</p> <p>Many of the images included in the document are from larger cities and are very ambitious in scale and investment. It would have been better to be more realistic about what can be achieved.</p> <p>The document needs to include much more on soft landscaping and tree planting given the climate emergency that we currently face. The document mentions net gain in biodiversity and yet does not appear to act on this or positively demonstrate how bio-diversity corridors will be created.</p> <p>There is no mention in the Town Centres of Urban Gardens (although I acknowledge it is within the parks section) where people can grow vegetables to increase the involvement of the community rather than formal soft planting. Often areas of</p>	<p>Comment noted.</p> <p>Setting out priority schemes is beyond the scope of this SPD document. The document sets out key principles and objectives that future public realm schemes should seek to conform to.</p> <p>Comment noted.</p> <p>The importance of soft landscaping and tree planting in the public realm is referenced throughout the SPD document. In addition, demonstrating the creation of bio-diversity corridors is beyond the scope of this SPD document.</p> <p>Although the SPD document does not mention Urban Gardens, it does not preclude the provision of such. The SPD document is a vision document that sets out key principles and objectives, rather than</p>
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	<p>planting are poorly maintained in town centre and by giving larger areas over to the Community this could be a way of ensuring their maintenance.</p> <p>There is also a need to include the difference between public and private land in the illustrations, although there is an acknowledgement that individual businesses may need to contribute to schemes if they own part of the highway outside their premises.</p> <p>The document highlights that Bell Street in Wigston and the Parade in Oadby are examples of high-quality public realm but there is little to suggest that any new scheme that may come forward adjacent to these needs to be complimentary and to tie in with it.</p> <p>I agree that street clutter should be reduced where possible and that a signage audit is essential. It should be acknowledged that if the desire to see as much street lighting as possible be attached to buildings, rather than free standing poles, then there will be an additional cost required for this from way leave costs, to the building's owners.</p> <p>There is no mention of additional street furniture e.g. bike racks needed at entry points to the Town Centres or additional bins being required all over the borough if there is a cluster of takeaways for example. The use of buildings needs to be thought about.</p> <p>There are a lot of issues with regard to maintenance – there appears to be little mention of the fact that if non- standard materials and street furniture are included in a scheme, this increases the maintenance costs and should include that commuted sums, will be required to pay for the maintenance. I think it needs to include who is responsible for each items maintenance and highlight that in high footfall areas sometimes this may require an additional litter pick or weed</p>	<p>policies.</p> <p>The objectives and principles set out in the SPD document would apply to all development proposals regardless of land ownership.</p> <p>An additional sentence is to be added within the Oadby centre and Wigston centre principle sections where relevant, suggesting that development proposals should be complementary to works already achieved along Bell Street and The Parade.</p> <p>Comment noted. Any potential costs would be taken account of during the decision making process rather than this SPD document. If the costs rendered a proposal unviable it wouldn't be appropriate to continue with such proposal.</p> <p>Setting out specific proposals is outside of the scope of this SPD document.</p> <p>Throughout the document, there are references suggesting that public realm should be of the highest quality, but as maintenance free as possible. To ensure clarity, an additional bullet is being added to the 'Wider Borough Public Realm Key Principles' stating;</p> <p><i>'7. All public realm proposals should be of the</i></p>
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		<p>spray, which may have to be paid for by the businesses, as some towns with BID's already do.</p> <p>There is no comment at any point through the document to the management of waste materials or the impacts of waste etc. e.g. in respect to the use of materials and managing the effects on the environment. Mismanagement of waste can also give rise to Carbon emissions and pollution so it is considered the document would benefit from some level of acknowledgement of this.</p> <p>Safe school routes should include plantation to help reduce carbon monoxide from vehicles needs to be considered.</p> <p>Overall, there could be more emphasis on building biodiversity into the design of buildings (hard and soft solutions). More examples within the document of where this is achievable.</p> <p>Public and private land boundaries need to be taken into consideration and will have an impact on delivery of new projects.</p> <p>I welcome the use of attractive images within the document to illustrate design aspirations but some I find a little misleading – I would suggest that images need to reflect areas of similar size and scale to those in Oadby and Wigston e.g. para 12.1 image shows High quality surfacing materials in Derry which has over twice the population of Oadby and Wigston combined.</p> <p>The ambition to improve the quality of public realm in broadly welcomed. However, the document should take a holistic approach that more strongly focuses on the ability to maintain quality over time. There do appear to be some contradictions. On the one hand the document calls for more signing to aid</p>	<p><i>highest quality, accessible to all and be as maintenance free as possible.'</i></p> <p>In addition, Chapter 14 refers to maintenance.</p> <p>It is considered that waste materials, the impact of waste and mismanagement of waste is beyond the scope of this SPD document. However, any development proposal would need to conform to policies and objectives set out within the Council's Local Plan and any other relevant national policy and guidance or County Council guidance.</p> <p>Comment noted.</p> <p>The design of buildings is beyond the scope of this document.</p> <p>Comment noted.</p> <p>The SPD document highlights examples of high quality public realm. The size of an area / town / environment that the public realm is situated, should not have a bearing on its quality. Small areas can still be areas of high quality design and material use.</p> <p>The key message of the SPD document when it comes to signage, is that only signage that is helpful, clear and required, should be placed within the public realm. Helpful and clear signage can aid movement and connections, whereas an essential</p>
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	<p>walking and cycling, whilst on the other calling for less signing to be provided to reduce 'clutter'. Care needs to be taken with the use of language such as "will be permitted" or "will be agreed by the Borough Council" where such matters are not within the responsibility of the Borough Council, e.g. it is not the highway authority. The document should be reviewed to ensure the appropriate use of language, e.g. where the Borough Council is not the responsible authority it would be more appropriate to say something like the "Borough Council will support".</p> <p>We will be removing the concept of Home Zones from the next revision to LHDG and therefore any reference to Home Zones should be removed unless these areas are to remain private and not offered for adoption.</p> <p>The use of high-quality materials, SUDS & bespoke lighting is not a problem in areas that are privately maintained. However, within the extents of the public highway use of any non-standard materials/street furniture/landscaping should be previously agreed with the Local Highway Authority and will attract commuted sums for future maintenance. It is also worth noting that Leicestershire County Council are not an adopting body for SUDS, and any SUDS will need to be privately maintained/managed.</p> <p><u>Page 4, paragraph 3.5</u></p> <p>Aim to achieve net-gain in biodiversity mentioned here but needs more follow through within the document.</p> <p><u>Page 5. Paragraph 4.1</u></p> <p>Although mentioned later in the document, there is no reference here to utility companies. Should this paragraph include a separate heading, along the lines of 'Those carrying out other works that affect the public realm', including at least</p>	<p>message can be lost if there is a plethora of unnecessary signage.</p> <p>The term, 'permitted' has been replaced with 'supported' where relevant.</p> <p>Comment noted. Reference to 'Home Zones' has been removed.</p> <p>Comment noted.</p> <p>The principle of biodiversity net gain is enshrined within in sustainable planning and sustainable communities. In addition, it is considered that the SPD document makes reference to biodiversity net gain as far as it can.</p> <p>Comment noted. Reference to utility companies is now made under paragraph 4.1.</p>
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		<p>utility companies but also the Borough Council with its responsibilities for maintaining parks and off-street carparks?</p> <p><u>Pages 11 and 26, paragraphs 7.3 and 8.52</u></p> <p>Major scheme refurbishment may not always be necessary – cleaning and general tidy up might be enough here.</p> <p><u>Page 11, paragraph 7.3</u></p> <p>The document highlights that the last major scheme carried out in South Wigston was in 2007 and that these needs to be re-done. This is unrealistic to expect a major scheme to be re-done in this time frame, especially given the financial pressures that local authorities are currently up against.</p> <p><u>Page 12, paragraph 7.7</u></p> <p>The statement; “As the County Council is responsible for and oversees all works to the highway, the Borough Council will work closely with them to improve the standard of all reinstatement works”, is not entirely accurate as, for example, utility companies are also responsible for works to the highway. Specification for the Reinstatement of Openings in Highways Fourth edition – Utilities must reinstate the roads to certain standards to ensure they do not shorten their life or create uneven running surfaces. This statutory code of practice, published under Section 71 of the New Roads and Street Works Act 1991, is key to achieving these aims.</p> <p><u>Page 12, paragraph 7.12</u></p> <p>Whilst the sentiment of the statement “The key is to ensure all users of a space are doing so in harmony” is to be supported, the Strategy contains little about addressing the needs of the visually impaired, particularly in respect of shared spaces.</p>	<p>Comment noted. It is considered that ‘refurbishment’ takes account of this.</p> <p>Comment noted.</p> <p>Comment noted. The sentence at paragraph 7.7 has been revised to now read – ‘<i>The standard of reinstatement works will be managed appropriately.</i>’</p> <p>An additional bullet has been added to ‘Wider Borough Public Realm Key Principles’ – <i>‘7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible.’</i></p>
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	<p><u>Pages 12 and 13, paragraphs 7.10 and 7.17</u></p> <p>Providing attractive, well designed and green public spaces can provide vital reasons for visitors to spend time within the town and subsequently increase consumer spending.</p> <p><u>Page 13, paragraph 7.16</u></p> <p>There are significant underground services in the public highway as well as overhead lines and CCTV equipment within Oadby/Wigston that will restrict where certain features can be located (trees / signs / cycle stands etc.). This needs careful consideration and investigation. This also applies to underground drainage systems e.g. highway, private or other culverted ordinary watercourse.</p> <p><u>Page 13, paragraph 7.16</u></p> <p>Talks about CCTV and safety and security, but it needs to recognise that the increased use of soft landscaping to make areas more attractive, could act against the CCTV with areas of planters causing obstructions and places to hide causing anti-social behaviour.</p> <p>Page 14, paragraph 7.20</p> <p>Again, the sentiment of the statement “The benefits of protecting and enhancing the natural environment have become more important with the effects of Climate Change and the loss of Biodiversity. To help improve the natural environment the Council will aim to achieve a net-gain for biodiversity through all public realm improvements across the Borough.” Is to be supported, it would be useful if the Strategy could give some practical examples of what this means, give the wide embrace of ‘public realm’.</p> <p>Need to expand on how the Council will aim to achieve a net-</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>The ‘Trees and Planting Key Principles’ clearly sets out that trees should not obscure signs, lighting, cctv and / or views.</p> <p>A net gain in biodiversity can be achieved in a number of ways and by many different measures. The concern with being prescriptive or setting out examples is that they become the ‘norm’ or could be seen as the ‘token gesture’ to achieving net gain. Any proposed public realm scheme must embrace the entire concept of biodiversity net gain within its design rather than merely placing a specific element within it.</p> <p>The SPD document defines public realm as - ‘Public</p>
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	<p>gain for biodiversity through all public realm improvements across the Borough.</p> <p>Mentions Biodiversity net-gain across all public realm improvements-does this include privately owned buildings and spaces that interact with the public realm through the planning system?</p> <p>Includes little on tree planting and the need to maximise the use and numbers of native species.</p> <p><u>Page 17, paragraph 8.15</u></p> <p>Bell Street in Wigston and the Parade in Oadby have been illustrated as examples of consistent high-quality public realm – important that any new adjacent schemes complement and reflect the design and materials used.</p> <p><u>Page 18, paragraph 8.20</u></p> <p>We need to encourage developers to move away from using modular paving materials. Although they look appealing, they are considered a maintenance liability and the majority of 3rd party injury claims arise from this type of footway surface material. The fees paid out to claimants for these types of insurance claims are generally paid for out of the Councils public funds, this is money that could be better spent replacing highway assets. Manufacturers of modular paving slabs or blocks regularly change their products to attract customers. But this means that older produce is made obsolete. Highway Safety Inspectors always have issues where modular paving has perished or broken and has to be replaced for the safety of highway users, but generally they find it difficult to locate the manufacturer, or another manufacturer providing similar style of product. Therefore, to make the footway safe, they remove the damaged/broken slab or block and fill the void with asphalt. Initially, this ensures that the footway is safe for</p>	<p><i>spaces between buildings and structures, or alongside side watercourses, that are of the built and/or natural environment, that are open and accessed for free by the public</i>. It does not include privately owned spaces or buildings that are not freely usable by the public.</p> <p>Comment noted.</p> <p>It is considered that only using asphalt within public realm areas wouldn't be supporting of and / or promoting high quality design and use of materials. To improve the character, dwell time, or appearance of an area, design must be of high quality and interesting. Although it is suggested that asphalt is easy to implement and maintain, if the appropriate maintenance scheduling and the appropriate maintenance funding is set aside, modular paving slabs shouldn't be seen as a burden.</p> <p>Notwithstanding the above, any proposals that involved County Highway land would need to be agreed with the County Council prior to commencement.</p>
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	<p>pedestrians, but quickly becomes an eyesore as more paving slabs/blocks degrade. It also takes the Inspector time to research manufacturers catalogues to try and find a replacement, but they are usually unsuccessful. Leicestershire County Council recommend that asphalt is used wherever possible. This is because Asphalt is easily obtainable, it can be sealed to reduce deterioration and water ingress and can be easily replaced, repaired or recycled.</p> <p><u>Page 24, paragraph 8.39</u></p> <p>You report the pavements have been haphazardly repaired or reinstated. LCC have a duty to ensure they are maintained in a safe condition. We are not provided sufficient funding to resurface roads, or footways because they are deemed to be aesthetically un-appealing.</p> <p><u>Page 26, paragraph 8.52</u></p> <p>The photos show two footways that appear to both be in excellent condition, yet the photo on the left states that maintenance work is needed.</p> <p><u>Page 27, paragraph 8.55</u></p> <p>Same comment as for paragraph 8.20</p> <p><u>Pages 26 and 27</u></p> <p>The illustrations on P26 are misleading and not good examples, as are the ones on P27 – this is a residential street where a corner treatment has been carried out to include the tactile crossing points. It is unrealistic to expect every street to be totally re-laid in high quality materials.</p> <p><u>Page 30</u></p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Same response as to comment relating to paragraph 8.20.</p> <p>Comment noted.</p> <p>Logical and legible is referring to public realm areas that are not confusing and are easily navigable</p>
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	<p>Terminology for the 5 themes is confusing - what does Logical and Legible mean? High Quality mentioned three times. I would have thought that the Vision should include for connected green spaces as well.</p> <p>Chapter 9 and the Vision for the Public Realm and the 5 themes needs to include Green Landscaping. What does “logical and legible” mean? ” High quality” is mentioned twice?</p> <p><u>Page 30, paragraph 9.1</u></p> <p>It is suggested that the vision should also include an additional bullet: “Supported by a long-term maintenance strategy” (The Strategy highlights examples where public realm has been improved in the past but is now in need of maintenance work.)</p> <p><u>Pages 30 and 47, Chapter 9 and 12, paragraphs 12.35-8</u></p> <p>I would recommend that somewhere reference is made to public realms that:</p> <ul style="list-style-type: none">• Provide a mosaic of habitats including native nectar rich species as far as possible and demonstrates a net gain for biodiversity across the area.• Retains natural features wherever possible and one that considers opportunities for connecting existing and proposed habitats to the wider area.• Include species rich grassland (a priority species for Leicestershire). I would also like to see the inclusion of habitats that are most beneficial to invertebrates, pollinators and other wildlife as far as possible. Uses SUDS wherever possible.• Incorporates integral bird and bat boxes as part of new	<p>without the need for an abundance of unnecessary signage for example.</p> <p>‘Public open spaces’ refers to all open spaces that are freely accessible to the public. The definition in the SPD document on page 3 includes areas that are included.</p> <p>It is considered that mentioning the need for a long term maintenance strategy within the Vision would not be appropriate, however long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>It is considered that bullet 1, 3, 4 and 5 are beyond the scope of this SPD document. However, an additional bullet has been added to ‘Wider Borough Public Realm Key Principles’ –</p> <p><i>‘8. Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats.’</i></p>
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		<p>building design. I would also suggest that consideration is given to installing bird nesting and bat roosting boxes on existing mature trees (if suitable) and in accordance with Ecologist recommendations, to enhance areas for bird and bat roosting.</p> <ul style="list-style-type: none">• Investigate opportunities for the creation of food production areas in accordance with the Soil Association's 'Food for Life' recommendations. <p><u>Page 31, paragraph 9.5</u></p> <p>The user hierarchy giving priority to the pedestrian is to be commended. Given the move to sustainable travel there is no mention of electric vehicle charging points or bike charging points being installed, as part of any new scheme. There is also a lack of innovative thinking around including items such as 5G on lamp columns which can then be utilised to send out community messages in a similar manner to free Wi-Fi in Town Centres.</p> <p><u>Page 32, paragraph 9.11</u></p> <p>Generally, agree with sentiments but the para is confusing. The Borough will ensure that all new public realm and all new public realm regeneration projects will have a Biodiversity net-gain. This must be of high-quality design...?</p> <p><u>Page 34, Chapter 10</u></p> <p>It would be useful to understand the Borough Council's priorities and potential timescales for delivering public realm improvements.</p> <p><u>Pages 34 to 36, paragraphs 10.1 to 10.16</u></p> <p>The Overall Principles and Policies should include a section on</p>	<p>Comment noted.</p> <p>Comment noted. Paragraph 9.11 has been reworded.</p> <p>The SPD document does not set out projects or schemes, it sets out objectives and principles that public realm schemes should be seeking to deliver.</p> <p>Comment noted. This section has been re-titled to fit better within the document. Maintenance is referred</p>
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	<p>dealing with long-term maintenance of public realm, including through the putting in place of agreed and funded maintenance strategies (as appropriate drawing on best practice from the examples of public realm enhancements cited in the Strategy).</p> <p><u>Page 37, paragraph 11.4</u></p> <p>Given that on page 15 of the Strategy it is stated that: “A large proportion of the area is also designated public car parking (Junction Road). This area provides a very poor impression of the town centre to visitors.”, it is perhaps surprising that enhancement of the car park is not included as a specific Key Principle.</p> <p>Materials should be highest quality? They should be sustainable, easy to maintain, easy to clean, easily accessible, without un-evenness, provide good drainage and a consistent surface.</p> <p><u>Page 38, paragraph 11.7</u></p> <p>Unless road signs or road markings are there for safety reasons.</p> <p><u>Page 40</u></p> <p>Same comment as for paragraph 8.20. Assets should be easy to maintain, and replace, not bespoke expensive designs. Expensive ‘gold plated’ assets should attract higher commuted sums to allow LCC to replace such items.</p> <p><u>Page 40, table 1</u></p> <p>Table 1 is far too generic and again if specific schemes were prioritised and drawn up including material choices this would</p>	<p>to throughout the ‘Ways of Achieving the Vision’ section. Long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>The SPD document is just one of many guidance documents that supplements the Council’s Local Plan. The Local Plan sets out the objectives and policies for specific areas within the Borough area, including Wigston town centre.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Additional wording has been added to suggest that all elements of the public realm should require little or no ongoing maintenance.</p> <p>Setting out specifics is beyond the scope of this SPD document. Each and every area of public realm in the Borough can have its own character, therefore being too descriptive and being too</p>
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		<p>be more helpful to developers etc.</p> <p><u>Page 42, paragraph 11.18</u></p> <p>Planting of trees in the highway should follow LCC's Tree Management Strategy</p> <p><u>Page 44, paragraph 11.29</u></p> <p>Street Lighting will be as standard unless paid for by the Public Realm scheme, but bespoke or ornate lighting columns should be avoided unless enough commuted sum is provided for its maintenance/replacement.</p> <p><u>Page 45, table 2</u></p> <p>Same comment as for paragraph 8.20. All Highway Assets will be made of standardised materials unless paid for by the Public Realm scheme, but bespoke furniture or ornate lighting columns should be avoided unless a sufficient commuted sum is provided for its maintenance/replacement. Otherwise when they fail, they will be repaired/replaced using standardised materials.</p> <p><u>Page 47, paragraph 12.1</u></p> <p>Consideration must be given to long term maintenance with limited budgets and avoidance of materials that are likely to be a potential trip hazard later in the asset's lifespan.</p> <p><u>Page 47, paragraph 12.2</u></p> <p>Permeable surfaces allow water ingress which during winter (due to freeze thaw) cracks and expands surface materials leading to early life failure.</p>	<p>specific to one certain way of doing things could hinder high quality design and innovation that enhances character.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>Development not contributing towards surface water run-off or flooding is a key aspect of sustainable design. In addition, it is a key objective of Severn Trent who suggests that drainage and surface water should be dealt with at source.</p>
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	<p>Refer to LRERC Guidance on Lighting https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/8/22/LRERC_Bats_lighting.pdf</p> <p><u>Page 51</u></p> <p>Same comment as paragraph 8.20 and page 45 Table 2 above. Lighting should be functional not bespoke.</p> <p><u>Page 53, paragraph 12.24</u></p> <p>I would like to have seen more reference to the environmental aspects of design — relating to renewable energy, adaption to climate change etc. and the associated cost implications. I welcome the emphasis on encouraging pedestrian walking routes and cycleways but given the move to sustainable travel there is no mention of electric vehicle charging points or bike charging points being installed, as part of any new scheme.</p> <p><u>Page 55</u></p> <p>It would be helpful for the document to clarify who would be responsible for the maintenance of any public art. Additionally, whilst such can be of benefit in improving the public realm, equally it can pose a road safety distraction/hazard if inappropriately placed. The document should reflect that care is required in locating any art to have creating road safety issues.</p> <p><u>Page 60</u></p> <p>Planting of trees in the highway should follow LCC's Tree Management Strategy</p> <p><u>Page 64, paragraph 12.48</u></p> <p>It should be noted that any implementation of grass verges or</p>	<p>national level.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>An additional sentence has been added to 'Public Art Key Principles' bullet 1 – '<i>Public art should be sited as to not pose a road safety distraction.</i>'</p> <p>Comment noted.</p> <p>The sentence has been reworded for clarity. The sentence now reads – '<i>It should be noted that any implementation of grass verges or street trees etc,</i></p>
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	<p>street trees etc should not be implemented if they will significantly increase maintenance burden. I do not agree, should be a priority – see item referenced on page 30 & 47 above.</p> <p>The Council should define what ‘significantly increase’ means. It is not clear what this is getting at. Are they comparing the costs for grass cutting with the current specification which is not wildlife friendly?</p> <p><u>Page 64, paragraph 12.47</u></p> <p>Footways could be made from permeable paving solutions to reduce flooding in storm water drains.</p> <p><u>Page 67</u></p> <p>No consideration for visually impaired. Shared spaces are a difficulty for blind and partially sighted people, the removal of street furniture (which they might use as navigation aids), particularly guard rail around crossing points can be an issue. Long cane users generally use the kerb edge to find where the road starts, or to direct them to the tactile crossing point to cross the road safely. So shared space environments might prove to be a dangerous design to navigate around and latest recommendation suggest shared spaces should be avoided. The Daft has also called time on this type of design: https://www.highwaysmagazine.co.uk/DfT-calls-time-on-shared-space/4261</p> <p><u>Page 73, paragraph 14.1</u></p> <p>Reference to the long-term maintenance of projects in this section is welcomed. But, in addition to revenue costs there are also maintenance capital costs. It is normal for the County Council to seek commuted sum payments to cover long-term maintenance of works in the public highway that make use of</p>	<p><i>should not be implemented if the benefits of their provision are outweighed by other potentially detrimental aspects of their provision, for example it will significantly increase maintenance costs.’</i></p> <p>Comment noted.</p> <p>The Shared Space chapter has been amended to suggest that shared spaces will only be supported where its implementation is safe and appropriate. In addition bullet 7 of the ‘Wider Borough Public Realm Key Principles’ has been introduced to state that;</p> <p><i>‘7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible.’</i></p> <p>The SPD document is clear that shared spaces would not be appropriate on main routes, which is supported by government in its 2018 Ministerial Letter, which suggest the pause on shared space schemes does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic.</p> <p>Chapter 14 refers to maintenance.</p>
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		<p>non-standard materials. The document should reference the authority's Highways Design Guide which provides further information on Commuted Sums.</p> <p><u>Page 73</u></p> <p>Although maintenance is covered here, long term maintenance / management is a vital element that needs careful planning and factoring in at an early stage of design. As non-standard or high-quality materials can be more costly to maintain, suitable resources should be secured to fund ongoing long-term maintenance. If LCC agree to adopt the use of non-standard materials, a commuted sum is likely to be required.</p>	<p>Comment noted.</p>
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Agenda Item 15



Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title: **Leicester & Leicestershire Statement of Common Ground Relating to Housing and Employment Land Needs (March 2021)**

Report Author(s): **Jamie Carr (Planning Policy Manager)
Adrian Thorpe (Head of Built Environment)**

Purpose of Report:	To highlight that a Statement of Common Ground (SoCG) has been prepared by the Leicester and Leicestershire authorities to support the Charnwood Local Plan. The key strategic matters covered in the SoCG under the Duty to Cooperate are; L&L Housing and Employment Needs to 2036; Unmet Need to 2036; and the process of apportioning unmet need to 2036. In addition, the report seeks approval for the Borough Council to sign the SoCG as a factual statement.
Report Summary:	<p>The report summarises the purpose of the current SoCG, as well as sets out the key points of the SoCG.</p> <p>The report sets out for the Leicester and Leicestershire area:</p> <ul style="list-style-type: none"> • The housing and employment need; • The housing and employment (theoretical) supply; • Any declared and evidenced unmet need; and, • The process by which apportionment of unmet need will occur. <p>The report concludes by suggesting that all local authorities within Leicester and Leicestershire are committed to continuing their long, well established and effective record of collaborative working, to ensure that unmet need is apportioned in a sustainable and well planned manner.</p>
Recommendation(s):	That approval is given for the Borough Council to sign the Leicester & Leicestershire Statement of Common Ground relating to Housing and Employment Land Needs (March 2021) (Appendix 1 to this report).
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Adrian Thorpe (Head of Built Environment) (0116) 257 2645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Jamie Carr (Planning Policy Manager) (0116) 257 2652 jamie.carr@oadby-wigston.gov.uk</p>
Corporate Objectives:	<p>Building, Protecting and Empowering Communities (CO1) Growing the Borough Economically (CO2) Providing Excellent Services (CO3)</p>
Vision and Values:	<p>"A Stronger Borough Together" (Vision) Accountability (V1)</p>

	Teamwork (V3) Innovation (V4)
Report Implications:-	
Legal:	There are no implications directly arising from this report.
Financial:	There are no implications arising from this report.
Corporate Risk Management:	Political Dynamics (CR3) Reputation Damage (CR4) Regulatory Governance (CR6) Economy / Regeneration (CR9)
Equalities and Equalities Assessment (EA):	There are no implications directly arising from this report. EA not applicable.
Human Rights:	There are no implications directly arising from this report.
Health and Safety:	There are no implications directly arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None.
Background Papers:	None.
Appendices:	1. Leicester & Leicestershire Statement of Common Ground relating to Housing and Employment Land Needs (March 2021)

1. Introduction

- 1.1 Charnwood Borough Council is due to submit its Local Plan for public examination in the near future. Charnwood Borough Council require a Leicester and Leicestershire Statement of Common Ground (SoCG) relating to; Leicester and Leicestershire Housing and Employment Needs to 2036; Unmet Need to 2036; and the process of apportioning unmet need to 2036, to demonstrate that all of the authorities are working together to meet the requirements of the Duty to Co-operate.
- 1.2 For the avoidance of doubt, the SoCG referred to throughout this report, is Appendix 1 to this report.
- 1.3 A similar version of this report, together with the recommendation, is being considered by each of the partner authorities.
- 1.4 Due to a government announcement on the 16th December 2020, Leicester City's housing need has increased by 35 per cent. As a result, not only has its housing need increased but so has its unmet housing need.
- 1.5 It should be noted that the SoCG does not apportion and / or distribute unmet need to

Leicestershire local authorities; it is a factual statement that sets out; need; supply (theoretical); the scale of unmet need from Leicester City; and the process by which unmet need will be dealt with (paragraph 3.19 to paragraph 3.25 of the SoCG).

2. Summary of the Statement of Common Ground

- 2.1 The purpose of the SoCG is to support those authorities in Leicester and Leicestershire that are seeking to produce a Local Plan in advance of the apportionment of Leicester City's unmet need for both housing and employment. The SoCG sets out how the local authorities will collaborate further to ensure that the necessary joint evidence is in place to support subsequent Local Plans. The SoCG is intended to provide evidence of effective co-operation on planning issues with cross-boundary impacts. For clarity, Charnwood Borough Council is currently the only local authority within Leicester and Leicestershire that is to submit a Local Plan prior to apportionment being agreed.

Leicester and Leicestershire Housing Need

- 2.2 The SoCG sets out that the authorities all agree that the most appropriate way to calculate local housing need is by using the current standard method set out in Government guidance, which currently uses the 2014 based household projections.
- 2.3 Using the government published standard method ensures that housing need is calculated in a consistent manner across the whole of Leicester and Leicestershire, in addition, it puts the authorities at less risk from challenge; which would be increased should an alternative method for calculating need be used.
- 2.4 The local housing need totals for each authority are set out in Table 1 of the SoCG.
- 2.5 The total number of homes required across the Leicester and Leicestershire area, is 88,320 new homes for the period 2020 to 2036. This equates to 5,520 new homes per year. Of this total, 2,341 new homes per year is attributed to Leicester City; which is around 600 new homes a year higher than its need prior to the 35 per cent uplift announced by the Government on the 16th December 2021.

Leicestershire and Leicestershire Housing Supply

- 2.6 The National Planning Policy Framework (NPPF) requires local authorities to have a clear understanding of the land available in their area to meet housing need. To achieve this, each of the local authorities within Leicester and Leicestershire have prepared Strategic Housing Land Availability Assessments (SHLAA) using an agreed methodology.
- 2.7 Across Leicester and Leicestershire, the SoCG illustrates that there is theoretical capacity for upwards of 170,000 new homes for the period 2020 to 2036. When set against the housing need target of 88,320 new homes, it is clear that there is sufficient capacity. Therefore, the SoCG states that the authorities agree that there is flexibility to meet the Leicester and Leicestershire housing need within the housing market area, including any unmet need.
- 2.8 The table at Appendix B of the SoCG illustrates the theoretical housing land supply across Leicester and Leicestershire.

Leicester and Leicestershire Employment Need

- 2.9 The SoCG sets out that the authorities all agree that the most appropriate way to calculate employment need is using the jointly prepared Leicester and Leicestershire Housing and Economic Needs Assessment (HEDNA), unless a more recent assessment has been undertaken.

- 2.10 Table 2 of the SoCG illustrates the employment need for each of the Leicester and Leicestershire local authorities. The table also sets out the total employment need for the whole Leicester and Leicestershire area, which is between 372 ha and 392 hectares.

Leicester and Leicestershire Employment Supply

- 2.11 The SoCG states that all of the local authorities within Leicester and Leicestershire agree that the employment land needs for the area can be met within the area.

Unmet need for the period 2020 to 2036

- 2.12 The SoCG sets out that the Leicester and Leicestershire local authorities all agree that the only authority within Leicester and Leicestershire to have declared and quantified an unmet need (with evidence) is Leicester City.
- 2.13 Due to the Government announcements made on the 16th December 2020, the scale of Leicester City's unmet housing need has increased from 7,742 new homes to over 16,500 new homes. However, as expressed within the SoCG, the Leicester and Leicestershire authorities are content that there is sufficient theoretical land available to meet the needs of the Leicester and Leicestershire area, including unmet need, for the period 2020 to 2036.
- 2.14 The unmet employment need declared by Leicester City is in the region of 23 hectares of employment land (B2 General Industrial and B8 Small Warehousing units less than 9,000 sqm).
- 2.15 As expressed within the SoCG, the Leicester and Leicestershire authorities are content that the employment land needs of Leicester and Leicestershire can be met within the Leicester and Leicestershire area, including unmet need.

Apportionment of Leicester City's unmet need

- 2.16 Due to the scale of change to Leicester City's unmet housing need, stemming from the Government announcements on the 16th December 2020, apportionment of unmet need has yet to be undertaken.
- 2.17 However, as set out within the SoCG, the authorities remain committed to cooperating on strategic cross boundary matters, including agreeing the redistribution of any unmet housing and employment need.
- 2.18 The SoCG highlights that the authorities agree to carry out the following programme of work to inform the apportionment of unmet need from Leicester City to the Leicester and Leicestershire local authorities:
- Housing and Economic Needs Assessment
 - Strategic Growth Options and Constraints Mapping
 - Strategic Transport Assessment
 - Sustainability Appraisal
- 2.19 The SoCG suggests that the evidence base work will be commissioned during Spring 2021 and used to inform a Statement of Common Ground apportioning unmet need, which is anticipated to be completed in Winter 2021/2022.

3. Conclusion

- 3.1 Due to the Government's recent announcements in relation to Leicester City's housing need

uplift, the apportionment of unmet need has not been undertaken. The announcement changed the 'goal posts' overnight and has meant the local authorities within Leicester and Leicestershire need to undertake further evidence base work before apportionment can occur in a sustainable and well planned manner.

- 3.2 The local authorities within Leicester and Leicestershire have a long well established and effective track record of joint working and are committed to this continuing.
- 3.3 The SoCG is a factual statement that sets out the current 'state of affairs' in relation to need, supply, unmet need and apportionment within the Leicester and Leicestershire area.

Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (March 2021)

1.0 The Leicester and Leicestershire HMA and FEMA

1.1 The Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Area (FEMA) covers the administrative areas of eight local planning authorities and two transport authorities. The eight local planning authorities responsible for plan making are:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley & Bosworth Borough Council
- Leicester City Council (Unitary)
- Melton Borough Council
- North West Leicestershire District Council
- Oadby & Wigston Borough Council

1.2 The two upper tier authorities in Leicester and Leicestershire (L&L), with statutory responsibilities for transportation, education, social care, flooding, minerals & waste planning and public health are:

- Leicester City Council (Unitary)
- Leicestershire County Council

1.3 This Statement has been prepared jointly by the eight plan making authorities and Leicestershire County Council as an additional signatory given their statutory responsibilities, hereafter referred to as “the authorities”. The Map in Appendix C shows the location and administrative areas covered by this statement. The [Housing & Economic Development Needs Assessment 2017](#) (HEDNA) identifies this area as the Leicester & Leicestershire HMA and FEMA.

1.4 Local planning authorities across L&L are currently progressing plans at different stages. Appendix D sets out the latest position.

2.0 Purpose

2.1 This statement has been prepared by the authorities to support the Charnwood Local Plan. The key strategic matters covered in this statement under the Duty to Cooperate are; L&L Housing and Employment Needs to 2036; Unmet Need to 2036; and the process of apportioning unmet need to 2036. This statement will be reconfirmed and updated as necessary, including for subsequent authorities’ Local Plans.

3.0 Key Strategic Matters on which Authorities Agree

Duty to Cooperate

3.1 The authorities agree there is a long track record of effective joint working on strategic matters across L&L. The authorities have continuously engaged with each other on the strategic matters set out in this statement and throughout the preparation of Local Plans across the area. This is most clearly evidenced through:

- The establishment of the Leicester & Leicestershire Members Advisory Group
- The joint preparation of evidence, including the Housing & Economic Development Needs Assessment (2017)
- The adoption of a non-statutory [Strategic Growth Plan](#) 2018 which includes 'notional' housing figures.
- The agreement of Joint Statements in 2017, 2018 and 2020 (Appendix E, G and F)
- The publication of this Statement of Common Ground.

3.2 More information and details of engagement will be set out in individual authorities Duty to Cooperate Statements that accompany Local Plans. Authorities will continue to engage on an ongoing basis.

L&L Housing Need to 2036

3.3 The authorities agree the appropriate way to calculate local housing need is using the current standard method set out in Government guidance which currently uses the 2014 based household projections. The authorities agree that local housing need (2020 - 2036) is as follows:

Local Planning Authority	Total Housing Need 2020 – 2036	Houses per year 2020 - 2036
Blaby District Council	5,520	345
Charnwood Borough Council	17,680	1,105
Harborough District Council	8,800	550
Hinckley and Bosworth Borough Council	7,232	452
Leicester City Council	37,456	2,341
Melton Borough Council	3,216	201
North West Leicestershire District Council	5,744	359
Oadby and Wigston Borough Council	2,672	167
Leicester and Leicestershire HMA Total	88,320	5,520

Table 1: Local Housing Need

3.4 The Government's current standard method for calculating housing need suggests L&L need to provide 88,320 homes (5,520 per year 2020 to 2036).

3.5 The NPPF requires authorities to have a clear understanding of the land available in their area to meet housing need through the preparation of a strategic housing land availability assessment (SHLAA). In L&L, the SHLAAs have been prepared using an agreed methodology across the HMA as a whole.

3.6 Appendix A and B to this Statement have been prepared using the outputs of the standard method for calculating housing need and SHLAAs. It provides a summary of the need for new homes, and the theoretical capacity of both the HMA and each local authority.

- 3.7 To 2036 there is a theoretical capacity for some 173,147 homes across the HMA as a whole (Appendix B). When set against the need of 88,320 (2020-36), the authorities agree there is flexibility to meet L&L housing need within the HMA, including unmet need.
- 3.8 Housing supply in L&L is strong. Up to 2031 (Appendix A) there is already sufficient supply in the pipeline to meet the needs of the HMA. The L&L housing need 2020-31 is 60,720 using the standard method. Taking into account commitments, allocations (including emerging allocations in Leicester and Charnwood Draft Plans) and windfalls, there is a supply of 69,403 which is 8,683 (14%) higher than the HMA-wide need. Leicester City Council is the only authority to declare an unmet need at present.
- 3.9 Up to 2036 (Appendix B) the supply situation remains relatively strong given that most local plans cover up to, or close to, 2031. The L&L housing need to 2036 is 88,320 using the standard method. Taking into account housing commitments, allocations (including emerging allocations in Leicester and Charnwood Draft plans) and windfalls suggest there is a supply of 84,388 which is close to the HMA wide need.

L&L Employment Need to 2036

- 3.10 The authorities agree the appropriate way to calculate employment need is using the jointly prepared Housing and Economic Development Needs Assessment (HEDNA) unless a more recent assessment has been undertaken. Based on the HEDNA and local assessments of employment land need the authorities agree the need is as follows:

Local Planning Authority	Employment Need 2019 to 2036 (Hectares)*	Source
Blaby District Council	74.84 - 75.85 ha	HEDNA
Charnwood Borough Council	55.9 ha	HEDNA + Charnwood Employment Land Review (2018)
Harborough District Council	45 - 52 ha	HEDNA
Hinckley and Bosworth Borough Council	38.5 - 50 ha	EL&PS
Leicester City Council	67 ha	City Economic Development Needs Assessment 2020
Melton Borough Council	33.05ha	Employment Land Study 2015
North West Leicestershire District Council	47.7 ha	North West Leicestershire – The need for employment land (November 2020) Stantec
Oadby and Wigston Borough Council	10.31 ha	Employment Land and Premises Study, October 2017
Leicester and Leicestershire HMA Total	372 - 392 ha	

Table 2: Employment Land Needs. *Note: the need has been adjusted to a base-date of 2019 taking into account completions as appropriate.

- 3.11 Table 2 above shows L&L have to provide 372 - 392 ha hectares of employment land to 2036. The authorities agree the L&L employment land needs (including unmet need) can be met within the FEMA.

Unmet need to 2036

- 3.12 The authorities agree that Leicester City Council is the only authority in L&L to have declared and quantified (with evidence) an unmet need to 2036. Assisting Leicester to meet its unmet need is therefore a key element of the Duty to Co-operate across L&L.
- 3.13 Leicester City Council consulted on a Draft Local Plan (regulation 18) in September to December 2020, with a view to publishing the Submission Version (regulation 19) in 2021. Leicester City declared an unmet housing need in February 2017 (Appendix H) which remained unquantified while further evidence was gathered to support the publication of their Draft Local Plan. During this time several authorities have adopted local plans.
- 3.14 The L&L authorities were made aware of the potential scale of unmet need in December 2019. Consultation on the Draft Leicester Local Plan (and associated evidence) was delayed due to the COVID-19 Pandemic until September to December 2020.
- 3.15 Leicester's Draft Local Plan consultation indicates a potential unmet need of 7,742 homes and 23 Hectares of employment land (B2 General Industrial and B8 Small Warehousing Units less than 9,000 sq.m) 2019 to 2036.
- 3.16 However, immediately after the consultation closed in December 2020 the Government published a new standard method for calculating housing need. The new method increased Leicester's housing need by 35%, adding a further 9,712 homes to their need between 2020 and 2036 (607 homes per year).
- 3.17 Although the supply of homes in Leicester may evolve as their local plan progresses, providing for this amount of additional homes in the City would require more than a doubling of the allocations set out in their recent Draft Local Plan. In this context the City consider that it will not be possible to meet NPPF policy obligations of a sound and deliverable plan, and so in the revised PPG context (Paragraph: 035 Reference ID: 2a-035-20201216) it will be necessary to seek to agree a Statement of Common Ground to deal with the recent increase in housing need.
- 3.18 The authorities agree the Government changes to the standard method on 16 December 2020 has significantly increased housing need in Leicester and acknowledge the quantity of Leicester's unmet need may change as the Local Plan progresses (e.g. as evidence on land supply is developed further).

Apportionment of Leicester's Unmet Need to 2036

- 3.19 The authorities remain committed to cooperating on strategic cross boundary matters, including agreeing the redistribution of any unmet housing and employment need. The authorities have been engaged in a process of testing reasonable alternative options for meeting Leicester's unmet need through a Sustainability Appraisal process with a view to agreeing an apportionment of the unmet need ahead of the submission of the Charnwood Local Plan (as set out in the agreed Joint Statement of September 2020 – Appendix G).
- 3.20 However, the authorities agree the change in Leicester's housing need on 16 December 2020 (resulting from Government changes to the standard method for calculating housing need) is so significant that it requires additional evidence. This means the Charnwood Local Plan will now be submitted ahead of the apportionment of housing being agreed.

- 3.21 The authorities agree to carry out the following programme of work to inform the apportionment of unmet need from Leicester to the L&L Districts/Boroughs:
- Housing and Economic Needs Assessment
 - Strategic Growth Options and Constraints Mapping
 - Strategic Transport Assessment
 - Sustainability Appraisal
- 3.22 This work will be commissioned in Spring 2021 and used to inform a Statement of Common Ground apportioning unmet need which is anticipated to be completed in Winter 2021/2022.
- 3.23 On 19th January 2021 the Government published a Written Ministerial Statement and wrote to all Local Planning Authorities in England reminding them of the continued importance of maintaining progress on producing up-to-date Local Plans (Appendix I). In the letter the Government make clear “it is essential that plans are kept up to date” and “it is critical that work should continue to progress Local Plans through to adoption by the end of 2023 to help ensure that the economy can rebound strongly from the COVID-19 emergency”. The Charnwood Local Plan is also critical to demonstrating and maintaining a five year supply of deliverable housing sites. Delay will lead to unplanned development and lack of certainty for communities, and private and public sector investors in the intervening period.
- 3.24 To maintain progress on producing an up-to-date Local Plan for Charnwood, the authorities agree that Charnwood Borough Council will continue to actively engage in the programme of work to redistribute unmet need and include a trigger policy to review and update the Local Plan, if the agreed apportionment of unmet need requires it.
- 3.25 Employment: The authorities agree a working assumption unmet need figure of 23 Hectares (B2 and Small B8) for Leicester. This will be subject to testing through the Leicester Local Plan. The authorities agree there is a sufficient supply of employment land in the Charnwood Local Plan (submission version) to accommodate this level of unmet need if this is found to be a sustainable approach, in the context of the programme of evidence work to inform the apportionment of unmet need.

4.0 Maintaining and Updating this Statement

- 4.1 The authorities acknowledge the Government intend to reform the planning system and recently consulted on a White Paper - Planning for the Future.
- 4.2 There is no timetable for the reforms and the proposals could change following consultations. Against this background the Government is encouraging authorities to get up-to-date Local Plans in place and some authorities in L&L are at an advanced stage of plan preparation.
- 4.3 This statement includes an agreed programme of work to apportion unmet need from Leicester. The authorities agree the Duty to Cooperate is an ongoing process and this statement will be kept up to date to reflect the latest position. The process for updating and maintaining this statement will be managed through ongoing joint work between the authorities. Once the agreed work is complete, the authorities agree this statement will be updated to include the apportionment of unmet need across L&L based on the evidence.

Appendix A - Leicester and Leicestershire Housing Land Supply, 2020 to 2031

The table below compares housing land supply to local housing need based on the Governments Standard Method. The calculations are based on data available at 1st April 2020.

	A	B	C	D	E	F	G	H
Authority	Local Housing Need 2020 - 2031	Commitments ¹ projected for delivery 2020 to 2031	Allocations in an adopted Plan ²	Emerging allocations in a draft plan ²	Allowance for small site or windfall development to 2031	Total Projected Delivery to 2031 (B+C+D+E)	SHLAA Capacity to 2031 ³	Total Theoretical Capacity to 2031 (F+G)
Blaby	3,795	4,467	758		240	5,465	5,408	10,873
Charnwood	12,155	7,080	1,385	7,894	640	16,999	10,529	27,528
Harborough	6,050	3,693	4,332		864	8,889	5,873	14,762
Hinckley & Bosworth	4,972	2,692	2,063		584	5,339	15,902	21,241
Leicester City	25,751	9,047		6,602	1,650	17,299	0	17,299
Melton	2,211	2,704	3,145		189	6,038	1,108	7,146
NW Leics	3,949	5,862	790		320	6,972	3,821	10,793
Oadby & Wigston	1,837	1,010	1,203		189	2,402	0	2,402
HMA total	60,720	36,555	13,676	14,496	4,676	69,403	42,041	112,044

¹ Includes sites under construction; with planning permission (including sites with a resolution to grant), as at 31/03/2020

² projected delivery up to 31/03/2031; includes allocated sites from local and neighbourhood plans

³ To avoid duplication SHLAA sites that have planning permission or are allocated in an adopted or emerging plan have been removed from this figure

Appendix B - Leicester and Leicestershire Housing Land Supply, 2020 to 2036

The table below compares housing land supply to local housing need based on the Governments Standard Method. The calculations are based on data available at 1st April 2020.

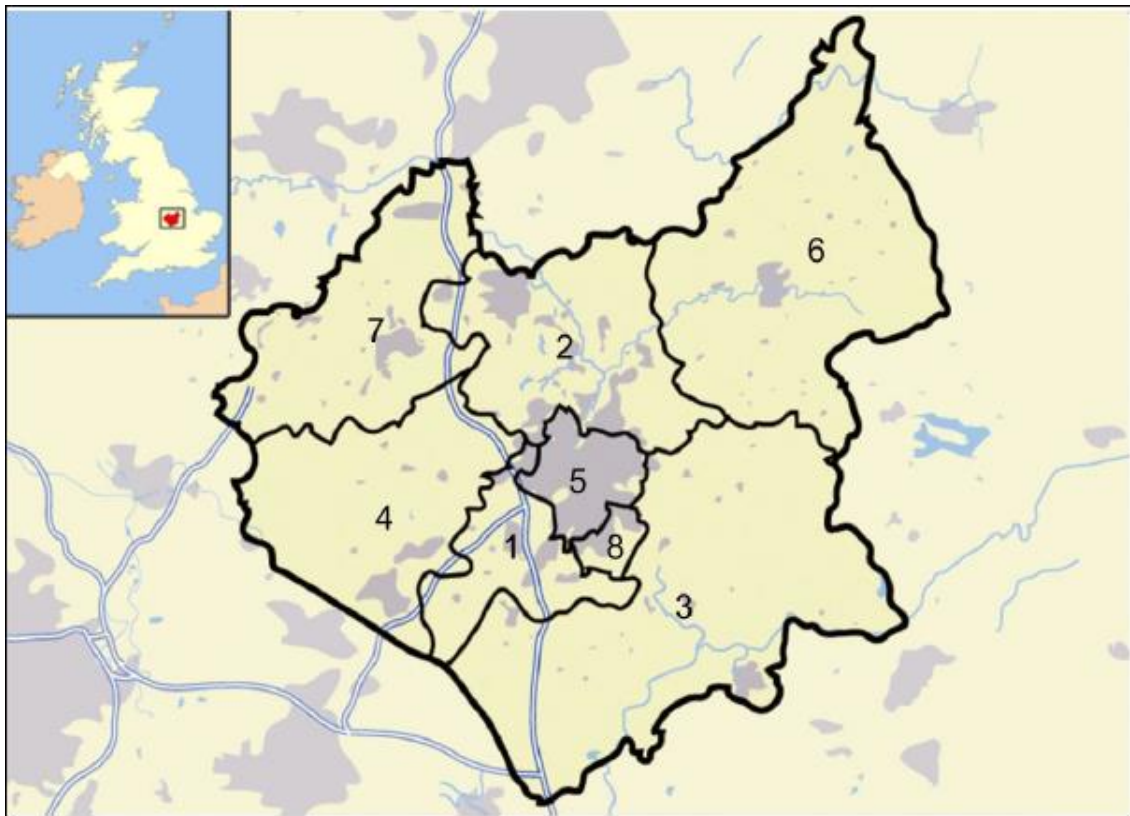
	A	B	C	D	E	F	G	H
Authority	Local Housing Need 2020 - 2036	Commitments¹ projected for delivery 2020 to 2036	Allocations in an adopted Plan²	Emerging allocations in a draft plan²	Allowance for small site or windfall development to 2036	Total Projected Delivery to 2036 (B+C+D+E)	SHLAA Capacity to 2036³	Total Theoretical Capacity to 2036 (F+G)
Blaby	5,520	4,918	984		440	6,342	18,956	25,298
Charnwood	17,680	8,820	1,990	9,024	1,040	20,874	19,938	40,812
Harborough	8,800	3,693	5,679		864	10,236	9,819	20,055
Hinckley & Bosworth	7,232	2,992	4,053		949	7,924	23,130	31,124
Leicester City	37,456	9,865		8,456	2,400	20,721	0	20,721
Melton	3,216	2,704	3,891		334	6,929	3,635	10,564
NW Leics	5,744	7,013	1,427		520	8,960	13,281	22,241
Oadby & Wigston	2,672	1,010	1,203		189	2,402	0	2,402
HMA total	88,320	41,015	19,227	17,480	6,736	84,388	88,759	173,147

¹ Includes sites under construction; with planning permission (including sites with a resolution to grant), as at 31/03/2020

² projected delivery up to 31/03/2036; includes allocated sites from local and neighbourhood plans

³ To avoid duplication SHLAA sites that have planning permission or are allocated in an adopted or emerging plan have been removed from this figure

Appendix C – Location and Administrative Areas



Key to Map Two

- | | |
|--|---|
| 1. Blaby District Council | 5. Leicester City Council |
| 2. Charnwood Borough Council | 6. Melton Borough Council |
| 3. Harborough District Council | 7. North West Leicestershire District Council |
| 4. Hinckley and Bosworth Borough Council | 8. Oadby and Wigston Borough Council |

Appendix D – Local Plan Preparation in Leicester & Leicestershire

Authority	Adopted Plan	Emerging Plan Progress
Blaby District Council	<ul style="list-style-type: none"> • Core Strategy (2013) • Delivery DPD 2019 (Part 2 plan) 	<ul style="list-style-type: none"> • Issues & Options Consultation on a new local plan (July 2019) • New Local Plan Options Consultation (January 2021)
Charnwood Borough Council	<ul style="list-style-type: none"> • Core Strategy (2015) • Saved policies of Borough of Charnwood Local Plan (2004) 	<ul style="list-style-type: none"> • Issues and Options consultation (April 2018) • Draft Local Plan (reg 18) consultation (November 2019) • Final Draft Local Plan (reg 19) consultation (Spring 2021)
Harborough District Council	<ul style="list-style-type: none"> • Local Plan (2019) 	<ul style="list-style-type: none"> • N/A
Hinckley & Bosworth Borough Council	<ul style="list-style-type: none"> • Core Strategy (2009) • Site Allocations DPD 2016 (Part 2 plan) 	<ul style="list-style-type: none"> • Directions for Growth Consultation (March 2019)
Leicester City Council	<ul style="list-style-type: none"> • Core Strategy (2014) • 2006 Adopted City of Leicester Local Plan 	<ul style="list-style-type: none"> • Draft Local Plan (reg 18) Published for Consultation September 2020
North West Leicestershire District Council	<ul style="list-style-type: none"> • Local Plan (2017) 	<ul style="list-style-type: none"> • Issues consultation (February 2018) • Emerging options consultation (November 2018) • Partial Review – pre-submission consultation (November 2019) • Partial Review – Examination (September 2020)
Melton Borough Council	<ul style="list-style-type: none"> • Local Plan (2018) 	<ul style="list-style-type: none"> • N/A
Oadby & Wigston Borough Council	<ul style="list-style-type: none"> • Local Plan (2019) 	<ul style="list-style-type: none"> • N/A

Appendix E – L&L Joint Statement of Cooperation, November 2017

L&L Joint Statement of Cooperation

Leicester & Leicestershire Authorities

Joint Statement of Co-operation Relating to Objectively Assessed Need for Housing November 2017

1.0 The Leicester and Leicestershire HMA

1.1 The Leicester and Leicestershire Housing Market Area (HMA) covers the administrative areas of eight local authorities and two highway authorities. The eight local planning authorities are:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley & Bosworth Borough Council
- Leicester City Council
- Melton Borough Council
- North West Leicestershire District Council
- Oadby & Wigston Borough Council

1.2 The two highways authorities are:

- Leicester City Council
- Leicestershire County Council

1.3 The purpose of this Joint Statement of Co-operation (the 'Joint Statement') is to support those authorities which are seeking to produce a Local Plan in advance of the Strategic Growth Plan (SGP), and to set out how the local authorities will collaborate further to ensure that the necessary joint evidence is in place to support subsequent Local Plans. The document has been received by the Members' Advisory Group overseeing the preparation of the Strategic Growth Plan and will proceed through the normal governance procedures of individual authorities as necessary.

2.0 Background

Duty to Cooperate

2.1 The Joint Statement is intended to provide evidence of effective co-operation on planning for issues with cross-boundary impacts. A Housing and Economic Development Needs Assessment (HEDNA) has been completed, the purpose of which is to identify the Objectively Assessed Need (OAN) for housing and employment for the HMA and Functional Economic Market Area (FEMA) in the periods 2011-2031 and 2011-2036. In the case of Leicester & Leicestershire, the HMA and FEMA are coincident. The HEDNA was commissioned jointly by the nine

local authorities together with the Leicester & Leicestershire Enterprise Partnership (LLEP).

Objectively Assessed Need for Housing

- 2.2 The National Planning Policy Framework (NPPF) requires local planning authorities to ensure that their Local Plans meet the full OAN for market and affordable housing in the HMA as far as is consistent with the policies set out in the NPPF (paragraph 47).
- 2.3 To enable an understanding of capacity to accommodate additional housing, the NPPF further requires local planning authorities to prepare a Strategic Housing Land Availability Assessment (SHLAA) to establish realistic assumptions about availability, suitability and likely economic viability of land to meet the identified need for housing over the plan period (paragraph 159). In Leicester & Leicestershire, the SHLAAs have been prepared using an agreed methodology across the HMA as a whole.
- 2.4 Table 1 has been prepared using the outputs of the joint HEDNA and SHLAAs. It provides a summary of the agreed OAN for housing, and the theoretical capacity of both the HMA and each local authority; the theoretical capacity has been derived from an understanding of existing commitments and SHLAA information. The partner authorities agree that the OAN for the HMA (and each local authority) is that set out in the table.
- 2.5 The HEDNA explains that the OAN is set at the level of the HMA although the OAN for each local authority is also identified; the OAN for each individual authority is considered to be secondary to that of the HMA as a whole. Table 1 indicates that the OAN for the HMA as a whole, based on demographic analysis, is some 96,580 dwellings for the period 2011-31 (4,829 dpa). For the period, 2011-2036, the figure is some 117,900 dwellings (4,716 dpa).
- 2.6 A similar analysis has been undertaken of the need for housing based on the economic development needs of the area; in this case, it has been concluded that the need for new housing, based on economic development needs across the FEMA, is lower than the demographic need. On that basis, there is no need for adjustment of this figure at the level of the HMA/FEMA although there is some misalignment at the level of individual authorities. As a result, there may be an alternative distribution of housing to meet economic needs whilst still ensuring that the demographic need of 4,829 or 4,716 dpa is met across the HMA/FEMA as a whole in line with paragraph 47 of the NPPF.
- 2.7 In terms of the housing capacity, Table 1 also indicates that there is a theoretical capacity for some 207,069 dwellings across the HMA as a whole. When this is set against the OAN of 96,580 (2011-31) and 117,900 (2011-36) dwellings, it is clear that there is considerable flexibility to meet the defined housing need across the HMA.
- 2.8 It is recognised that the ability of each local authority to meet its own OAN will vary. Table 1 demonstrates that, theoretically, and with the exception of Leicester City Council, all authorities are able to accommodate their own needs in the period 2011-36. In the period 2011-36, neither Leicester City Council nor Oadby & Wigston Borough Council will be able to meet their needs. It is important to note, however, that further testing will be required by the respective authorities through their Local Plan processes. Should an HMA authority identify, quantify and provide robust evidence to demonstrate an unmet need in the future, it will be incumbent upon the

HMA authorities jointly to resolve any cross-boundary matters with HMA partners under the Duty to Co-operate.

- 2.9 Following publication of the HEDNA, both Leicester City Council and Oadby & Wigston Borough Council declared that they would not be able to accommodate their full objectively assessed needs (OAN) for housing within their own boundaries. Letters were sent out by Leicester City Council in February 2017 and by Oadby & Wigston Borough Council in March 2017, to all other authorities within the Leicester & Leicestershire Housing Market Area, setting out the position and their formal declarations of unmet housing need. Since that time, and based on evidence, Oadby & Wigston Borough Council has determined that it will be able to accommodate its needs in the period 2011-2031 but not in respect of the period 2011-36. Oadby & Wigston Borough Council issued a further letter in November 2017 confirming its position. Both Leicester City Council and Oadby & Wigston Borough Council are yet to formally and finally evidence the extent of their unmet need, however it is necessary to include provision to accommodate unmet need arising from these two Council areas, for the relevant periods, within the HMA as a whole; this may include an element of a flexibility allowance in local plans currently in preparation, should the need arise.
- 2.10 In terms of determining housing targets to be included in their Local Plans, local planning authorities should take account of the requirements of both national policy and local circumstances, including the need to base Local Plans on a strategy that seeks to meet the OAN for housing. In this regard, it is recognised that all authorities are at different stages of plan preparation and that this situation must be accommodated. In determining their housing target over the relevant plan period, therefore, each authority will take into account the HEDNA and other relevant evidence.
- 2.11 In addition, the nine local authorities and the LLEP have jointly agreed to produce a Strategic Growth Plan, a non-statutory strategic plan looking forward to around 2050. As part of their work on the Strategic Growth Plan, the partner organisations may choose to redistribute development across the HMA as appropriate but the process of preparing the Strategic Growth Plan is not anticipated to be complete until the end of 2018 and will not, therefore, be available for all authorities to use prior to preparing their Local Plans. At the same time, Government has made it clear that it wants Local Plans for individual authorities to be in place without delay; and where no Local Plan has been produced, Government may choose to intervene in the process. As a result, the partner organisations understand that some authorities might wish to progress their Local Plans in advance of the Strategic Growth Plan.
- 2.12 The Written Ministerial Statement by the Minister for Housing and Local Government (21 July 2015) re-emphasises that Local Authorities cannot plan in isolation and must work together to provide the land for the housing needed across HMAs. It states: "*As we have made clear in planning guidance a commitment to an early review of a Local Plan may be appropriate as a way of ensuring that a Local Plan is not unnecessarily delayed by seeking to resolve matters which are not critical to the plans soundness or legal competence as a whole*". It also refers to a note prepared by the Planning Advisory Service which local authorities should consider; this sets out circumstances in which Local Plans have been found sound, subject to a commitment to an early review.

- 2.13 Taking this into account, the HMA authorities reached agreement in summer 2016 on appropriate trigger mechanisms that would be inserted into all Local Plans coming forward before the Strategic Growth Plan. In this respect the partner authorities agree that should the Strategic Growth Plan identify a significant change which would require local authorities to re-consider the amount of housing and employment land, an early review or partial review of affected Plan(s) will be brought forward to address this matter, unless there is sufficient flexibility already provided for within the Plan. Such flexibility may, for example, be secured by a Local Plan that specifies a requirement which materially exceeds the FOAN identified by the HEDNA. The agreement is based on the principle that the trigger mechanisms would be applied on a consistent basis across the HMA, ensuring that all Local Plans submitted in advance of the Strategic Growth Plan contain the necessary flexibility to respond to any significant change that might arise.

Table 1: OAN as defined in HEDNA (January 2017) and Theoretical Capacity based on assumptions set out in notes.

	OAN*1 (2011- 2031)	OAN*1 (2011 - 2036)	Theoretical Total Capacity*2
Blaby	7,400	9,025	24,096*3
Charnwood	20,620	24,850	34,756*3
Harborough	10,640	12,850	30,578*3
Hinckley & Bosworth	9,420	11,350	25,498*3
Leicester City	33,840	41,700	26,230*3
Melton	3,720	4,250	36,650*3
Northwest Leics	9,620	11,200	26,301*3
Oadby & Wigston	2,960	3,875	2,960*3
HMA Total*4	96,580	117,900	207,069*3

*1 The OAN is set out in the agreed HEDNA (January 2017)

*2 This figure is based on information on completions, commitments, windfalls (in some authorities) and SHLAAs as at 1st April 2016.

*3 The final figure will be determined by each authority through the Local Plans process.

*4 The Total received OAN for the HMA is lower than the sum of the OAN for individual authorities because the OAN for Melton BC and North West Leicestershire DC has been increased in the HEDNA to meet economic needs locally.

Note:

It should be noted that nothing in this statement should be taken to prejudice any representations made by individual authorities on any partner Local Plan.

Appendix F – L&L Joint Position Statement, March 2018



**Leicester & Leicestershire
Joint Position Statement on Housing and
Employment Land Supply
2011 to 2031**

March 2018



Evidence Base – the Leicester and Leicestershire HEDNA (January 2017)

The Leicester and Leicestershire Housing and Economic Development Needs Assessment (January 2017) provides the baseline for the identification of housing and employment land requirements to 2031. This report is known as the HEDNA and it assesses future housing needs, the scale of future economic growth and the quantity of land required for certain economic development uses. The HEDNA report was prepared by a consultancy team comprising GL Hearn, Justin Gardner Consulting and Oxford Economics. It took into account feedback from the development industry, including local estate, letting and commercial agents, on the proposed assessment geography and methodologies.

The HEDNA identifies Leicester and Leicestershire as the relevant Housing Market Area (HMA) and Functional Economic Market Area (FEMA) for plan-making purposes. The HMA definition reflects the high level of self-containment of migration flows. 84% of the households moving into a home in the area are moving from a different home elsewhere within Leicester or Leicestershire; there are strong migration flows between Leicester and its adjoining authorities. The definition also reflects similarities in housing costs, whilst recognising an urban/rural distinction and local influences on prices. It is also supported by analysis of commuting flows.

The Leicester Travel to Work Area, as defined by the Office for National Statistics (ONS) and based on 2011 Census data, extends across much of Leicestershire and includes all of the main towns within the County, supporting the definition of common housing and functional economic market areas. Around 78% of commuting flows are contained within the Leicester and Leicestershire authorities. The FEMA definition is also supported by wider evidence including Leicester's role as a retail, leisure and cultural destination. The HEDNA recognises that the economic geography can vary for different sectors of the economy and that, for the logistics and distribution sector in particular, the area forms part of a wider Midlands market area. There is a particular concentration of activity and demand within the 'Golden Triangle' formed broadly by the M42, M1 and M6 motorways which sit at the heart of the country. The triangle has strong accessibility to the major UK consumer markets and represents an optimum location for national distribution centres.

The HEDNA was produced having full regard to the National Planning Policy Framework and the relevant National Planning Practice Guidance documents. It uses trend-based demographic projections as its starting point, but then considers economic dynamics and growth potential, market signals and affordable housing need to produce an objective assessment of housing needs (OAN) to 2031 both at overall HMA level and for individual authority areas. The annual requirement for the HMA to 2031 is 4,829 dwellings, or 96,580 for the period 2011-2031. It goes on to identify a range of factors which influence the need for different types of homes. This includes demographic trends, and in particular a growing older population; market dynamics and affordability; the Government's ambitions and initiatives to boost home-ownership and self/custom-build development; and the growth in student numbers and accommodation.



Housing Land Supply

Housing schemes already in the development pipeline are poised to deliver the overwhelming majority of the identified need to 2031. As at April 2017 over 22,000 homes had been built (2011-2017), while a further 41,000 homes are committed (under construction or with planning permission and projected to be built by 2031). Land for a further 19,000 homes projected for delivery by 2031 is identified by allocations made in a mixture of adopted and published draft local plans.

The table shown below includes an allowance for delivery on small scale sites that are currently unidentified. Whilst for plan-making purposes such allowances are sometimes discounted, it can reasonably be expected that a number of suitable sites will continue to be promoted through the development management process. Based on local experience, the estimate is that around 5,000 additional homes will be delivered on these small sites.

Finally, the plan period for each of the current Local Plans for Charnwood, Hinckley & Bosworth and the City of Leicester ends before 2031. These plans are in the process of being rolled forward to cover a longer term period, but the draft plans are not yet published. For the purposes of this position statement a provisional figure has been shown in the table for each of these three areas to illustrate the approximate level at which notional new housing capacity (to 2031) could be made in future local plans. They are provided solely to inform estimates of overall capacity and do not pre-empt or fetter the due local plan process. Whilst this in no way pre-determines the plan making process for any of these areas, in the absence of such estimates this statement would not have provided a proper overview of the potential overall position.

The delivery trajectory illustrates an anticipated shortage of housing land supply in the City of Leicester. The published Joint Statement of Co-operation (November 2017) confirms that any shortfall can be met in other parts of the HMA when a shortfall is identified and robustly quantified. The proposed distribution is to be confirmed via the agreement of a memorandum of understanding (MoU).

In early 2017 it was anticipated that the MoU would be adopted by January 2018, having regard to the anticipated programme for preparing the new Leicester Local Plan. That programme has been revised; it is now anticipated that the MoU will be published once the City Council's unmet need is robustly quantified, probably in summer 2018, and that it will accompany the publication of the City's draft plan, also in summer 2018. In the meantime, this Joint Position Statement is being produced as evidence to show that the OAN can be met across the HMA for the 2011 – 31 period.



The MoU, when published, will reflect the City Council's confirmed position on the extent of its unmet need to 2031 and the arrangements then agreed across Leicestershire to meet the unmet need in other parts of the HMA. This joint position statement does not constitute the MoU and neither does it avoid the need for the MoU. It has been prepared to illustrate that the supply of housing land across the HMA (as assessed at 31 March 2017) is likely to be sufficient to meet the overall needs of the HMA over the period 2011 to 2031.

It is understood by all partners that should the MoU, once adopted, set out a housing requirement for an area that differs significantly to that contained in an adopted plan for that area then, unless there is sufficient flexibility already provided for within that plan, an early review or partial review of the affected plan will be brought forward to address this matter. To take this into account appropriate trigger mechanisms will be inserted in all local plans coming forward.

In considering the supply it is appreciated that in the short term there will be a limited number of largely small scale permissions that will lapse. However, the Government's stated commitment to accelerate the delivery of new homes makes it reasonable to believe that the vast majority of the homes now 'in the pipeline' will be built by 2031. Indeed, on those large-scale sites where the delivery trajectory extends beyond 2031, it may prove possible to deliver a greater number of new homes by that date than is currently expected.

Having regard to the above, the authorities are satisfied that the overall supply collectively arising from these processes will see new homes provided in numbers sufficient to meet, at the minimum, the OAN for housing across the HMA over the period 2011-2031. It is notable that the current commitments already identify sites that are expected to deliver over 7,000 homes in the period beyond 2031.



Housing Land Supply as at 31 March 2017

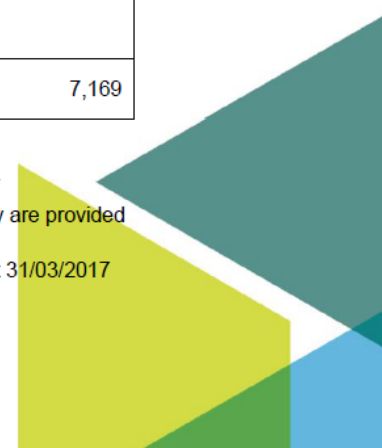
Authority	OAN 2011-2031	Completions 2011 to 2017	Commitments ¹ projected for delivery 2017 to 2031	Allocations in an adopted Local Plan ²	Emerging allocations in a draft plan ²	Allowance for small site or windfall development ²	Notional guide figure for estimated supply in currently unpublished plans ³	Projected total delivery to 2031	Commitments ⁴ not projected for delivery until beyond 2031
Blaby	7,400	2,749	5,561		795	420		9,525	398
Charnwood	20,620	4,259	7,741	3,100		720	4,800	20,620	3,390
Harborough	10,640	2,462	5,056		4,267	1,015		12,800	
Hinckley & Bosworth	9,420	2,973	4,636	1,817		560	1,878	11,864	570
Leicester City	33,840	5,955	9,373	3,675		2,100	2,900	24,003	
Melton	3,720	639	1,588		3,198	100		5,525	
NW Leics	9,620	3,073	6,591	790		560		11,014	2,811
Oadby & Wigston	2,960	578	768		1,614	70		3,030	
HMA total	96,580	22,688	41,314	9,382	9,874	5,545	9,578	98,381	7,169

¹ Includes sites under construction or with the benefit of planning permission, including sites with a resolution to grant, as at 31/03/2017

² In each case the figure relates solely to projected delivery during the period prior to 31/03/2031; includes plans published since 31/03/2017

³ The figures given represent working assumptions of the notional capacity (to 2031) of new allocations to be made in future local plans; they are provided solely to inform estimates of overall capacity and do not pre-empt due local plan process.

⁴ Includes sites with the benefit of planning permission, including sites with a resolution to grant, plus allocations in an adopted plan, all as at 31/03/2017



Employment Land Supply

Turning to employment growth, the HEDNA assessment is based on modelling which relates the sectors used in the economic forecasting to the planning use classes. This exercise uses an average employment density (sqm floorspace per job) to estimate net growth in floorspace. It then makes assumptions on plot ratios to assess the land area required.

There is an assessed need for between 142ha and 198ha of land for office development (use classes B1a and B1b), 132ha of land for industrial development (use classes B1c and B2) and 93ha for 'non-strategic' warehouse/distribution floorspace (use class B8). The HEDNA advises that these be regarded as minimum figures as the quantitative analysis does not take account of the potential 'replacement' demand for floorspace arising from the loss (planned or otherwise) of existing poorer quality employment buildings.

As regards strategic warehouse/distribution floorspace (defined as involving units in excess of 9,000m²), the HEDNA references the separate study undertaken by MDS Transmodal and corroborates the strong market demand for additional development land. The assessed need to 2031 is for a minimum additional 361ha.

In terms of employment land supply, the table below summarises the known position for B class uses excluding strategic warehousing/distribution. It is expected that, particularly as regards land for office development, the authority-level distribution of sites is likely to differ from that projected in the HEDNA. The supply figures show the net position and it is evident that, most notably around Hinckley, land previously in employment use has been redeveloped to provide strategic B8 units (as reflected in the separate analysis below).

Employment Land Supply as at 31 March 2017

Authority	Assessed need 2011-2031 (ha)	Projected supply 2011-2031 (ha)	Notes
Blaby	62-70	62	Completions at 3ha plus commitments at 44ha, emerging allocations of 15ha
Charnwood	46-69	67	Completions at 8ha plus commitments at 59ha, emerging allocations tbc
Harborough	44-51	75	Completions at 5ha plus commitments at 12ha, emerging allocations of 58ha
Hinckley & Bosworth	41-62	17	Completions at -14ha plus commitments at 31ha, emerging allocations tbc
Leicester	53-57	17	Completions at 12ha plus commitments at 5ha, emerging allocations tbc
Melton	45-53	49	Completions at 12ha plus commitments at 6ha, emerging allocations of 31ha
NW Leics	65-66	50	Completions at 5ha plus commitments at 29ha, allocations of 16ha
Oadby & Wigston	5	9	Commitments at 3ha, emerging allocations of 6ha
FEMA Total	367-423	346	

Note – figures are net and are rounded to the nearest hectare



Whilst completions, commitments and sites in published plans collectively fall just short of identifying sufficient land to meet the minimum requirements, it is known that three authorities (as identified in the housing supply commentary) are working towards the publication of new local plans that will identify fresh proposed allocations of land. In addition North West Leicestershire DC is about to commence a plan review process that will address the shortfall in that district. Taking all this into account, it is a reasonable expectation that the available supply will mean that the minimum requirements for additional land over the period to 2031 will be exceeded.

In terms of the need for strategic warehousing/distribution land, the position across Leicester and Leicestershire, again as at March 2017, is that 98ha has been built out, a further 322ha has the benefit of planning permission and 135ha is allocated for development. This represents a total of 555ha against the minimum requirement figure of 361ha. As such it is again a reasonable expectation that the available supply will mean that the minimum requirements for additional land will be met (and are likely to be exceeded) over the period to 2031.

Endorsement of this Joint Statement

Each of the nine local planning authorities that have contributed to the preparation of this statement confirm that the information provided for their area is accurate as at 31 March 2017 and therefore that the joint position shown here as regards the supply of housing and employment land for the period 2011 to 2031 is both fair and robust.

The joint statement has been prepared by the following authorities:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley & Bosworth Borough Council
- Leicester City Council
- Leicestershire County Council
- Melton Borough Council
- North West Leicestershire District Council
- Oadby & Wigston Borough Council

March 2018





Leicester & Leicestershire Authorities

Joint Position Statement relating to Leicester's Housing and Employment Land Needs

September 2020



1.0 The Leicester and Leicestershire HMA and FEMA

1.1 The Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Area (FEMA) covers the administrative areas of eight local planning authorities and two highway authorities. The eight local planning authorities are:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley & Bosworth Borough Council
- Leicester City Council
- Melton Borough Council
- North West Leicestershire District Council
- Oadby & Wigston Borough Council

1.2 The two upper tier authorities in Leicester and Leicestershire, with statutory responsibilities for transportation, education, social care, flooding, minerals & waste planning and public health are:

- Leicester City Council
- Leicestershire County Council

1.3 The purpose of this Statement is to set out how the authorities continue to work together to accommodate a potential unmet need for housing and employment land identified in the Leicester City Draft Local Plan Consultation (Sept 2020). The authorities have a long track record of cooperation across Leicester and Leicestershire (L&L) and have adopted a non-statutory Strategic Growth Plan which includes 'notional' housing figures (<http://www.llstrategicgrowthplan.org.uk/wp-content/uploads/2019/01/Final-LL-SGP-December-2018-1.pdf>). It is envisaged a Statement of Common Ground will be completed in 2021, setting out how any unmet need from Leicester will be redistributed amongst the other authorities in L&L.

2.0 Background

Summary

2.1 The National Planning Policy Framework (NPPF) requires local plans, as a minimum, to provide for the objectively assessed need for housing and other uses, as well as any needs that cannot be met within neighbouring areas (unless the NPPF provides a strong reason for restricting development; or the adverse impacts of doing so significantly and demonstrably outweigh the benefits when assessed against the NPPF).

2.2 Plans should be informed by agreements with other authorities so that unmet need from neighbouring areas is accommodated where practical and sustainable to do so, and based on effective cross-boundary joint working as evidenced in a Statement of Common Ground (SCG).

2.3 Leicester City Council is consulting on a Draft Local Plan (regulation 18) in September 2020, with a view to publishing the Submission Version (regulation 19) in 2021. Leicester City declared an unmet housing need in February 2017 which remained unquantified while further evidence was gathered to support the publication of their Draft Local Plan. During this time several authorities have adopted local plans.

- 2.4 The L&L authorities were made aware of the potential scale of unmet need in December 2019. Consultation on the Leicester Draft Local Plan (and associated evidence) was delayed due to the COVID-19 Pandemic and is anticipated to start in September 2020.
- 2.5 Leicester's Draft Local Plan consultation indicates a potential unmet need of 7,742 homes and 23 Hectares of employment land 2019 to 2036. The authorities in L&L have been progressing work on a Sustainability Appraisal to assess options for where this unmet need could be appropriately distributed across L&L. This will inform a Statement of Common Ground setting out how any unmet need from Leicester will be distributed amongst the HMA authorities, which is intended for completion in early 2021.

3.0 Unmet Need in Context

Housing

- 3.1 The Governments current Standard Method for calculating housing need uses 2014-based household projections, and suggests L&L have to provide 82,739 homes (4,867 per year 2019 to 2036). In this context an unmet need in Leicester of 7,742 homes is about 9% of the overall need for L&L over this period.
- 3.2 The NPPF requires authorities to have a clear understanding of the land available in their area to meet housing need through the preparation of a strategic housing land availability assessment (SHLAA). In L&L, the SHLAAs have been prepared using an agreed methodology across the HMA as a whole.
- 3.3 Appendix A and B to this Statement have been prepared using the outputs of the Standard Method for calculating housing need and SHLAAs. It provides a summary of the need for new homes, and the theoretical capacity of both the HMA and each local authority.
- 3.4 To 2036 there is a theoretical capacity for some 174,412 homes across the HMA as a whole (Appendix B). When set against the need of 82,793 (2019-36), it is clear there is considerable flexibility to meet housing need within the HMA, including Leicester's unmet need of 7,742 homes.
- 3.5 Housing supply in L&L is strong. Up to 2031 (Appendix A) there is already sufficient supply in the pipeline to meet the needs of the HMA. The L&L housing need 2019-31 is 58,404 using the standard method. Taking into account commitments, allocations (including emerging allocations in Leicester and Charnwood Draft Plans) and windfalls, there is a supply of 70,371 which is 11,967 (20%) higher than the HMA-wide need. Leicester City Council is the only authority to declare an unmet need at present.
- 3.6 Up to 2036 (Appendix B) the supply situation remains relatively strong given that most local plans cover up to, or close to, 2031. The L&L housing need to 2036 is 82,739 using the standard method. Assuming as minimum all District and Borough authorities will meet their own housing need, housing commitments, allocations (including emerging allocations in Leicester and Charnwood Draft plans) and windfalls suggest there is a supply of 85,767 which is 3,028 (4%) higher than the HMA wide need.

Employment

- 3.7 The most up-to-date FEMA-wide assessment of employment needs is the Housing and Economic Development Needs Assessment (2017). It identifies a need for 459 to 497 Hectares of employment in L&L (2011-2036). In this context, an unmet need of 23 Hectares is less than 5% and relatively small.

4.0 Changing Context

- 4.1 The Government intends to reform the planning system and is consulting on potential future changes, including:
- Planning for the Future - White Paper
 - Changes to the Current Planning System
- 4.2 At present these reforms do not impact housing need or emerging Local Plans as they are consultations. The Planning for the Future White Paper sets out plans for fundamental reform of the planning system and explains this would be accompanied by shorter-term measures. The 'Changes to the Current Planning System' consultation sets out potential shorter-term measures to improve the effectiveness of the current system, including a potential new standard method for calculating housing need.
- 4.3 There is no timetable for the reforms and the proposals could change following consultation. Against this background the Government encourages authorities to get up-to-date Local Plans in place and some authorities in L&L are at an advanced stage of plan preparation. In light of the uncertainty surrounding the content and timing of government reforms, the L&L authorities continue to cooperate on how Leicester's current unmet need could be distributed.
- 4.4 If the proposed changes to the Standard Method for calculating housing need (as set out in the 'Changes to the Current Planning System' consultation) are introduced unchanged, it would have implications for unmet need in L&L. For example, Leicester's unmet need for housing would be substantially lower or may not exist. On the other hand, most other authorities would see a significant increase in the number of homes needed.
- 4.5 The emerging situation will be kept under review as work progresses. The Duty to Cooperate is an ongoing process, and although Government reforms may remove the Duty, the Government also recognise the need for further consideration to the way in which strategic cross-boundary issues can be adequately planned for.

Appendix A - Leicester and Leicestershire Housing Land Supply, 2020 to 2031

The table below compares housing land supply to local housing need based on the Governments Standard Method. The calculations are based on data available at 1st April 2020.

	A	B	C	D	E	F	G	H
Authority	Local Housing Need 2020 - 2031	Commitments ¹ projected for delivery 2020 to 2031	Allocations in an adopted Plan ²	Emerging allocations in a draft plan ²	Allowance for small site or windfall development to 2031	Total Projected Delivery to 2031 (B+C+D+E)	SHLAA Capacity to 2031 ³	Total Theoretical Capacity to 2031 (F+G)
Blaby	4,068	4,935	758		280	5,973	12,150	18,123
Charnwood	12,984	8,734	1,385	5,761	720	16,660	13,948	30,608
Harborough	6,504	4,064	4,526		330	8,920	4,835	13,755
Hinckley & Bosworth	5,484	3,139	185		603	4,039	23,105	27,144
Leicester City	20,544	9,827		7,131	1,800	18,758	0	18,758
Melton	2,412	2,353	2,891		223	5,467	1,108	6,575
NW Leics	4,548	6,647	990		360	7,997	4,052	12,049

Oadby & Wigston	1,860	791	1,449		159	2,399	0	2,399
HMA total	58,404	40,490	12,184	12,892	4,475	70,371	59,198	129,299

¹ Includes sites under construction; with planning permission (including sites with a resolution to grant), as at 31/03/2020

² projected delivery up to 31/03/2031; includes allocated sites from local and neighbourhood plans

³ To avoid duplication SHLAA sites that have planning permission or are allocated in an adopted or emerging plan have been removed from this figure

Appendix B - Leicester and Leicestershire Housing Land Supply, 2020 to 2036

The table below compares housing land supply to local housing need based on the Governments Standard Method. The calculations are based on data available at 1st April 2020.

	A	B	C	D	E	F	G	H
Authority	Local Housing Need 2020 - 2036	Commitments ¹ projected for delivery 2020 to 2036	Allocations in an adopted Plan ²	Emerging allocations in a draft plan ²	Allowance for small site or windfall development to 2036	Total Projected Delivery to 2036 (B+C+D+E)	SHLAA Capacity to 2036 ³	Total Theoretical Capacity to 2036 (F+G)
Blaby	5,763	5,314	878		480	6,672	15,003	21,675
Charnwood	18,394	10,474	1,990	7,252	1,120	20,836	20,161	40,997
Harborough	9,214	4,064	5,526		640	10,230	8,975	19,205
Hinckley & Bosworth	7,769	3,949	185		938	5,184	30,114	35,298
Leicester City	29,104	9,827		8,985	2,550	21,362	0	21,362
Melton	3,417	2,350	3,886		358	6,594	3,635	10,229
NW Leics	6,443	7,775	1,317		560	9,652	13,707	23,359

Oadby & Wigston	2,635	791	1,449		159	2,399	0	2,399
HMA total	82,739	44,544	15,231	16,237	6,805	82,817	91,595	174,412

¹ Includes sites under construction; with planning permission (including sites with a resolution to grant), as at 31/03/2020

² projected delivery up to 31/03/2036; includes allocated sites from local and neighbourhood plans

³ To avoid duplication SHLAA sites that have planning permission or are allocated in an adopted or emerging plan have been removed from this figure



Appendix H – Letter from Leicester City Council

Please ask for: Grant Butterworth
Telephone: (0116) 454 1000
Email: planning@leicester.gov.uk
Date: 13th February 2017



**Leicester
City Council**

Mr J Newton
North West Leicestershire District Council
Council Offices
Coalville
Leicestershire
LE67 3FJ

Planning
115 Charles Street
Leicester LE1 1FZ

www.leicester.gov.uk/planning

Dear Mr Newton

Implications for Leicester City Council, of the Housing and Economic Development Needs Assessment (HEDNA).

The Housing and Economic Development Needs Assessment (HEDNA) was approved by the Members Advisory Group on Thursday 26 January 2017. The HEDNA establishes a new objectively assessed need (OAN) for the Leicester and Leicestershire Housing Market Area (HMA), and for each local planning authority within the HMA. The HEDNA OAN replaces the OAN set out in the Strategic Housing Market Assessment (SHMA 2014).

The HEDNA establishes an OAN for the HMA of 96,580 dwellings for the period 2011-2031 (or 4,829 per year). For Leicester City over the same period the OAN is 33,840 dwellings (or 1,692 per year). Just over one third of the total OAN for the HMA arises within the city.

The HEDNA sets out a housing need significantly above that established in previous assessments of housing need, including the SHMA 2014 and in previous local, sub-regional and regional plans (including the Leicester Core Strategy 2014, Regional Plan 2009 and Structure Plan 2005).

The HEDNA also sets out increased new requirements for Employment land for Leicester :-

- 115,000 sqm (6ha) required for offices
- 15ha for warehousing/distribution
- 36ha for general employment

The HEDNA has significant implications regarding the ability of the city to continue to accommodate its full objectively assessed need for housing and employment within the administrative area of the city. The city's tightly drawn boundaries and built up nature, coupled with areas of significant flood risk means that there is limited land

available for further development. Whilst the City is currently unable to provide a definitive figure for the shortfall in the city (in advance of work on the emerging local plan), the scale of the need set out in the HEDNA is of such magnitude that it is concluded that there will be an unmet need arising in the city.

We will be working to meet these needs in our new Local Plan. However we will need support and co-operation from HMA partners. The Strategic Growth Plan will be the vehicle for these conversations.

The City Council looks forward to working closely with yourselves and the other HMA partners on ensuring the full OAN for the HMA is accommodated within the HMA by ensuring emerging plans are flexible enough to respond to addressing any unmet need which may be required to be addressed within those plans.

The attached note (Appendix 1) provides further background on the emerging land supply position in the city however it should be noted that further work on the capacity of the city, including potential new land allocations, is currently being undertaken through work on the new local plan for the city.

Yours sincerely,



Grant Butterworth
Head of Planning
Leicester City Council

Appendix 1

Housing Completions in Leicester since 2011

The table below shows housing completions in Leicester since 2011 compared to the HEDNA OAN. The table shows that the rate of housing completions in the city falls significantly below the HEDNA OAN. There is already a shortfall of 2,917 dwellings since 2011 (around 580 per year). Completions rates in the city have been relatively constant since the mid-2000s at around 1,100 per year. It does not seem likely that the rate of completions in the city will increase significantly above that level.

Year	Completions	HEDNA 2017 (2031)	Shortfall
2011/12	977	1,692	-715
2012/13	1,147	1,692	-545
2013/14	1,126	1,692	-566
2014/15	1,162	1,692	-530
2015/16	1,131	1,692	-561
Total	5,543	8,460	2,917

Should rates of completions in the city remain at around 1,100 per year, around 22,000 dwellings could be built between 2011 and 2031. This would leave a shortfall of around 11,840 against the HEDNA OAN to 2031.

It should also be noted that student completions account for a significant proportion of completions up to 2015/16 and, in light of the HEDNA (paragraphs 9.53-9.54), the City Council are currently reviewing the way in which student completions are counted towards meeting the OAN.

Current supply of housing land in Leicester

The City Council are in the process of finalising an updated SHLAA to represent the position as at 31st March 2016, and this is due to be published shortly. The draft figures from this were used to set out the city's total capacity figure in table 1 of the Statement of Co-operation.

The draft SHLAA currently shows a total capacity for the city up to 2031 of 25,006 (including completions since 2011, commitments, windfall and other SHLAA sites). This is a shortfall of 8,834 over the HEDNA OAN to 2031).

Emerging Local Plan position

The City Council intend to consult on the next stage of the new local plan later this year. This will include consultation on a wide range of sites. Following this the City Council will work towards a draft plan which is due to be published in spring 2018. Submission of the plan will follow in early 2019.

Given that the city currently does not have sufficient land allocated or identified to meet the level of need set out in the HEDNA we will be seeking to allocate new sites to help meet this need.

However at this early stage in the plan process it is not possible to know how many sites will be suitable, available and viable for housing development, nor how many of those will be successfully allocated in the final adopted plan. It is therefore not possible to know with any certainty, what contribution those sites can make towards addressing the housing OAN for the city and any consequent reduction in any unmet need remaining in the city. However it is clear that even if a significant number of new sites are identified, the scale of the need set out in the HEDNA is of such magnitude that it is concluded that there will be an unmet need arising in the city.

Appendix I - Written Ministerial Statement



Ministry of Housing,
Communities &
Local Government

To: All Council Leaders in England
CC: Local Authority Chief Executives

Rt Hon Christopher Pincher MP
Minister of State for Housing

*Ministry of Housing, Communities and Local
Government*
Fry Building
2 Marsham Street
London
SW1P 4DF

Tel: 0303 444 3430
Email: christopher.pincher@communities.gov.uk

www.gov.uk/mhclg

19 January 2021

Dear Local Authority Leader,

CONTINUING PROGRESS TO GET UP-TO-DATE LOCAL PLANS IN PLACE

I am writing to all local planning authorities in England to remind you of the continued importance of maintaining progress on producing up-to-date Local Plans.

Despite the significant challenges that have been caused by the COVID-19 pandemic, I know that the majority of local planning authorities continue to do all they can to get Local Plans in place and keep them up to date. I would like to thank you for the important work that you do to deliver the homes, jobs and supporting infrastructure that make such a difference to your local communities.

The country needs more, better and greener homes in the right places. This Government's ambition is to deliver 300,000 homes per year by the mid 2020s and one million homes over this Parliament. Increasing the number of up-to-date Local Plans across England is central to achieving that goal. Local Plans not only unlock land for development and ensure that the right number of new homes are being built in the right places, they also provide local communities with an opportunity to have their say on how their local areas will change over the coming years, and how the local environment can be protected and enhanced.

Nine in ten local planning authorities have now adopted a Local Plan, which is excellent. My Department is committed to working with the remaining 10% to get a plan in place as soon as possible, and across the board it is essential that plans are kept up to date. In March 2020, the Government set a deadline of December 2023 for all authorities to have up-to-date Local Plans in place. It is critical that work should continue to progress Local Plans through to adoption by the end of 2023 to help ensure that the economy can rebound strongly from the COVID-19 emergency. Progressing Local Plans will help to ensure that we can build back better and continue to deliver the homes that are needed across England. As such, a Written Ministerial Statement was made today to remind all local planning authorities of the importance of maintaining progress to get up-to-date plans in place.

To support this, we recently rolled forward temporary changes that we made over the summer to ensure the planning system continues to operate effectively during the pandemic. In addition, we recently announced changes to the methodology for assessing Local Housing Need and published the 2020 Housing Delivery Test measurement. This should provide plan-makers with greater certainty over the homes they should plan for and whether they need to take additional measures to encourage delivery in their area.

The Housing Delivery Test measurement shows that the majority of local planning authorities continue to deliver the number of homes needed in their communities. However, 55 authorities

delivered less than three quarters of their housing need, and are therefore subject to the presumption in favour of sustainable development. Of these, 40 have a Local Plan that is more than 5 years old. This clearly demonstrates the importance of having an up to date Local Plan in place.

We also want to see Neighbourhood Plans continue to progress with the support of local planning authorities, to give more communities a greater role in shaping the development and growth of their local areas.

The Planning for the Future White Paper consultation closed in October. The White Paper sets out proposals to deliver a significantly simpler, faster and more predictable system. These proposals will need further development and it is important that authorities do not use this period as a reason to delay plan-making activities. Authorities who have an up-to-date plan in place will be in the best possible position to adapt to the new plan-making system.

I will consider contacting those authorities where delays to plan-making have occurred to discuss the reasons why this has happened, and to explore what support my Department can offer.



RT HON CHRISTOPHER PINCHER MP





Full Council	Tuesday, 30 March 2021	Matter for Information and Decision
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Report Title: **Proposed Car Park Strategy (2021-2026)**

Report Author(s): **Margaret Kind (Corporate Asset Manager)**

Purpose of Report:	To agree a Car Park Strategy for the Borough for 2021 to 2026.
Report Summary:	This report sets out a Car Park Strategy for 2021 to 2026 for the operation and management of council owned car parks within the Borough that will deliver a self-financing car park service. The Strategy sets out how any surplus would be used to improve the parking experience.
Recommendation(s):	That the draft Car Park Strategy (2021-2026) (as set out at Appendix 1 to this report) be approved to go out for public consultation from 1 April 2021.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Anne Court (Chief Executive / Head of Paid Service) (0116) 257 2602 anne.court1@oadby-wigston.gov.uk</p> <p>David Gill (Head of Law & Democracy / Monitoring Officer) (0116) 257 2626 david.gill@oadby-wigston.gov.uk</p> <p>Margaret Kind (Corporate Asset Manager) (0116) 257 2832 margaret.kind@oadby-wigston.gov.uk</p>
Corporate Objectives:	Building, Protecting and Empowering Communities (CO1) Growing the Borough Economically (CO2) Providing Excellent Services (CO3)
Vision and Values:	"A Stronger Borough Together" (Vision) Accountability (V1) Customer Focus (V5)
Report Implications:-	
Legal:	There are no implications directly arising from this report.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Decreasing Financial Resources / Increasing Financial Pressures (CR1) Effective Utilisation of Assets / Buildings (CR5) Economy / Regeneration (CR9)
Equalities and Equalities Assessment (EA):	The implications are as set out in Appendix 1 to this report. EA not applicable.
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.

Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None.
Background Papers:	None.
Appendices:	1. Proposed Car Park Strategy (2021-2026)

1. Information

- 1.1 At Full Council on 18 February 2021, it was agreed that a Car Park Strategy ("the Strategy" be drawn up and brought to Council for Members' consideration and approval.
- 1.2 The provision of car parking is not a statutory requirement but it is accepted that this is a function which the Borough Council should be involved in; as such, the strategy h supports the principals of charging as a way of reducing the financial burden on the taxpayer and shifts the cost of parking provision towards service users.
- 1.3 The Strategy advocates improvements to car park facilities and balance the cost of providing these improvements whilst also delivering value for money.
- 1.4 The Strategy can be found at **Appendix 1** of this report.
- 1.5 Members are asked to adopt the Strategy so that it can be circulated for public consultation which will begin as soon as possible and run until mid-May 2021. The consultation and Strategy will be made available via the Council's web site, publicised on social media and sent out to businesses, residents and religious premises that border the car parks. Posters will also be displayed in all car parks advising of the consultation.
- 1.6 The Strategy will be kept under review on a regular basis and progress on achievements.

Car Park Strategy

2021 - 2026



Introduction

This document sets out proposals for changing the way the Council manages and regulates car parks across the Borough. The Council is under no obligation to provide car parks or parking facilities but it chooses to do so as it recognises that parking plays an important part in supporting the local economy and promoting the vitality and viability of the Borough as a whole and, in particular its three town centres.

To support the changes this Car Park Strategy sets out the Council's approach to the provision and development of off-street car parking across the Borough. The strategy covers a five year period (2021-2026) and will be reviewed regularly.

The strategy sets out the framework which the Council will use to make future decisions and what these should aim to achieve; it does not set out every decision or action that will affect car parking in the Borough.

At the heart of the strategy is the principle that there are enough car parking spaces in appropriate locations to support the prosperity and sustainability of our town centres and leisure facilities and that these are accessible, convenient and of a quality standard. The strategy considers how these aspirations can be financed.

Behind the Car Park Strategy sits the Council's:

- Corporate Plan 2019-2024
- Local Plan (2011–2031)
- Environment Strategy 2019

The Corporate Plan sets out the overarching context for the Borough up to 2026. The Corporate Vision is 'A stronger Borough together, improving the lives of our communities'. It includes the three corporate objectives:

- Building, Protecting and Empowering Communities
- Growing the Borough Economically
- Providing Excellent Services

The Local Plan (2011-2031) aims to establish vibrant town centres in the borough by delivering regeneration, investment, and growth. The Car Park Strategy has a key role to play in delivering this aspiration by providing potential sites for redevelopment whilst also ensuring adequate car parking is available for visitors to the town centres.

The Car Park Strategy supports the Councils' Environment Strategy by including measures to reduce the environmental impact of our car parks, in particular through electric vehicle charging and provision of further cycle racks.

CAR PARK STRATEGY 2021 – 2026

Car Park Strategic Aim and Objectives

The overall aim of the Car Park Strategy is to provide and manage a range of safe, secure, well maintained and affordable car parking that meets the needs of residents, shoppers, businesses, visitors and commuters in a way that supports the long term economic, social and environmental wellbeing of the Borough of Oadby and Wigston.

In order to do this, we will seek to:

1. Make best use of our assets by ensuring the right number of parking spaces are provided in the right location.
2. Provide safe, well maintained and well managed car parks.
3. Support the Local Plan (2011-2031) and the Environment Strategy 2019 by encouraging sustainable transport use and reducing emissions.
4. Deliver a self-financing car park service that is able to provide continual improvements in the parking environment.

Underpinning the main objectives above are the principles that:

- Parking should be purposeful – located and managed to fulfil a specific functional requirement.
- Planning and managing parking provision requires close working with, and an understanding of, business, employers and service user's needs.
- Parking management is essential to ensure that wider environmental, social and economic objectives are met.
- Car parks need to be maintained to a high standard in terms of facilities, condition and safety.
- On street parking issues and displacement parking need to be kept under review
- Marketing and promotion should be used as a tool to encourage use of the most appropriate parking for different purposes.
- The cost of providing and managing car parks should be met by car park users.
- Parking charges should be reasonable and proportionate and set at a level that does not undermine the vitality of the town centres. Balanced against this is the need for the Council to generate income to cover the costs of providing car parks and associated facilities and to allow for future improvements and investment.
- Opportunities to encourage sustainable forms of transport should be taken into consideration.

Background:

Off-Street parking

Oadby and Wigston Borough Council owns and operates 21 public car parks that are covered by this strategy. Ten of these car parks serve the three town centres, three serve country park and leisure facility users, seven are for users of local parks and one for local residents / railway station users. The rules and regulations that govern the operation of the car parks are detailed in a legal document known as the 'Borough of Oadby and Wigston (Off-street Parking Places) Order'. A copy of the current Order can be found on the councils' web site at www.oadby-wigston.gov.uk/car_park_rules

On-street parking

Leicestershire County Council is responsible for the management and enforcement of on-street parking within the Borough. Oadby and Wigston Borough Council will seek to maintain a close working relationship with Leicestershire County Council to ensure any on-street parking provision contributes to the aims of this strategy.

Requests for additional on-street restrictions and changes are made through Leicestershire County Council.

The County Council currently operates three on-street resident parking permit schemes in the Borough:

- Sandhurst Street, Oadby
- Paddock Street, Wigston
- Marstown Avenue and surrounding area, South Wigston

Enforcement

Both on-street and off-street enforcement is delivered locally through a partnership arrangement with Leicestershire County Council and Harborough District Council. This ensures that Civil Enforcement Officers working on behalf of the Borough Council can regulate all parking across the Borough. This has advantages in terms of efficiency and helps to ensure the various traffic rules, regulations and restrictions are adhered to consistently.

Parking for people with disabilities

All of the Council's public car parks have designated disabled parking bays where blue badge holders can park so long as they are displaying a valid badge. Blue badge holders may also park in any space if the disabled bays are full provided they display a valid badge.

Private parking provision

There are several privately owned car parks across the Borough, notably in town centres. Some of these are for employees only whilst some are offered as free customer parking. In some locations businesses have chosen to employ private enforcement agents. The council does not have any jurisdiction in these areas.

Working with local businesses

The Council recognises that the availability of public parking is necessary for businesses to operate successfully whether this is for their own staff or for the convenience of their customers and visitors. The council will maintain a dialogue with local businesses to ensure that the provision of car parking promotes the economic vitality and regeneration opportunities of the town centres and supports businesses to achieve commercial success.

Objective 1 – Make best use of our assets by ensuring the right number of parking spaces are provided in the right location.

We will do this by:

- Undertaking regular surveys to establish user patterns, needs and expectations.
- Carrying out regular reviews of the survey findings to identify level of demand and usage and propose options for any deficiencies or propose alternative uses/options for under used car parks as appropriate. In line with the Policy 2 of the Local Plan, any development or alternatives would seek to maintain the net number of existing public car parking spaces.
- Making adequate provision for Blue Badge Holders.
- Reviewing the need for lorry and bus provision within car parks
- Working with Leicestershire County Council to examine the desirability for additional On-Street Resident Parking Areas.
- Proactively pursuing development opportunities that will result in the regeneration of the Borough's town centres, make the best use of councils' assets and assist with the provision of an appropriate overall level of parking for the Borough.

Objective 2 - Provide safe, well maintained and well managed car parks.

We will do this by:

- Reviewing and determining the appropriate standards for the maintenance, design and provision of parking facilities and equipment.
- In line with the Safer Parking Scheme, establish satisfactory safety standards for car parks and implement a phased programme to meet the requirements of the Scheme.
- Continuing to monitor our car park infrastructure on a regular basis and take remedial action where required.
- Monitor levels of crime and anti-social behaviour in car parks and take action to mitigate.

Objective 3 – Support the Environment Strategy by encouraging sustainable transport use and reducing emissions.

We will do this by:

- Making comprehensive and up to date information on our car parks available through our website, social media and other means which allows visitors to make the best sustainable transport choice when visiting the Borough.
- Providing information and directional signage within our car parks to assist first time visitors to the Borough.
- Installing electric vehicle charge points across our car parks where this is possible.

- Extending the provision of well-designed, secure cycle racks across our car parks to encourage cycle use.
- Ensuring that where pedestrian 'short cuts' and desire lines exist through our car parks they are safe and well managed.
- Reviewing the provision of directional signage off the highway for off-street car parks with Leicestershire County Council.

Objective 4 - Deliver a self-financing car park service that is able to provide continual improvements in the parking environment.

We will do this by:

- Establishing charges that are reasonable and proportionate to enable the service to be self-financing.
- Ensuring that the charging policy is structured in such a way as to meet the requirements needed to fund improvements in all the council's car parks.
- Keeping the level of charges under review to ensure they do not adversely impact the local economy, nor lead to undesirable displacement consequences.
- Implementing a fully funded regular maintenance and inspection programme to ensure agreed standards are achieved.
- Ensure the charging regime supports the use of short-term spaces in convenient locations and that long-term need is provided out of centre where possible.
- Keep payment options under review to ensure the widest range of options is available to users whilst keeping back office administration costs as low as possible.
- Introducing and keeping under review a range of cost-effective options for different types of parking including, for example, residential off-street permits and season tickets etc.

PROPOSALS

All car parks:

Existing	Proposed
Hours for enforcement and regulation are 0800 to 1800 Monday to Saturday inclusive. Regulations are not in force on Sundays or public holidays.	Hours for enforcement and regulation will be 0800 to 1800 Monday to Sunday, inclusive of public holidays.
Disabled parking is free in any bay for up to 3 hours so long as a valid 'Blue Badge' and clock is displayed correctly.	No change

Town Centre (Shoppers) Car Parks:

Charges:

In addition to the changes under 'All car parks', charges will apply to the town centre car parks listed below. Pay and display machines will be installed which allow both cash and cashless payments and vehicle number registration entry. The machines may include video screens for advertising purposes. Pay by phone will also be introduced. The aim is that all these car parks will, in time, reach safe and secure standards as required by the Safer Parking Scheme, for example by the provision of better lighting and CCTV.

Season tickets:

These will be available in long stay and leisure centre car parks in multiples of 12 months, 6 months, 1 month or 1 week as detailed below. A season ticket will allow parking for any length of stay in the named car park so long as the ticket is in date.

Resident parking Permits:

A limited number of annual resident parking permits will be available in some car parks as detailed below; a permit does not guarantee a parking space but can be used to park in a named car park for any length of stay without further payment whilst the permit is within date. Permits will be issued on a first come first served basis so long as the address criteria is met.

Electric Vehicle Charging Points:

Where bays are provided for electric vehicle charging these should only be used whilst a vehicle is charging. Parking charges will apply in these bays during enforcement hours. Electric vehicles must move out of a charging bay once charging is complete.

Oadby - East Street*	
Number of parking bays: 166 + 14 disabled parking bays	
Existing	Proposed
Short stay – free for up to 3 hours Long stay – not available	Short stay – Charge applies Long stay – not available Season tickets – not available

	Resident parking permits – 10 resident permits available to properties without parking on Leicester Road or flats above shops on a first come first served basis.
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Oadby - Ellis Park* Number of parking bays: 37 plus 2 disabled parking bays	
Existing	Proposed
Short stay – free for up to 3 hours Long stay – not available	Short stay – Charge applies Long stay – not available Season tickets – not available Resident parking Permits – not available

Oadby - Sandhurst Street* Number of parking bays: 182 + 10 disabled parking bays	
Existing	Proposed
Short stay – free for up to 3 hours Long stay – Over 3 hours £3.00 flat charge	Short stay – Charge applies Long stay – Charge applies Season tickets - available Resident parking permits – Not available

South Wigston - Countesthorpe Road Number of parking bays: 64 + 4 disabled parking bays	
Existing	Proposed
Free for stays up to 12 hours	Short stay – Charge applies Long stay – Charge applies Season tickets - available Resident parking permits – Not available

South Wigston – Station Street Number of parking bays: 27 + 2 disabled parking bays	
Existing	Proposed
Free for stays up to 12 hours	Short stay – Charge applies Long stay – Charge applies Season tickets - available Resident parking permits – 6 resident permits will be available to properties on

	Station Street on a first come first served basis.
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Wigston - Aylestone Lane
Number of parking bays: 54 + 4 disabled parking bays

Existing	Proposed
Short stay – free for up to 3 hours Long stay – Over 3 hours £3.00 flat charge	Short stay – Charge applies Long stay – Charge applies Season tickets - available Resident parking permits - 12 resident permits will be available to specific properties on Aylestone Lane that do not have drives on a first come first served basis.

Wigston - Frederick Street
Number of parking bays: 49 + 4 disabled parking bays

Existing	Proposed
Short stay – free for up to 3 hours Long stay – not available	Short stay – Charge applies Long stay – Charge applies Season tickets – not available Resident parking Permits – not available

Wigston - Junction Road*
Number of parking bays: 129 + 8 disabled parking bays

Existing	Proposed
Short stay – free for up to 3 hours Long stay – not available	Short stay – Charge applies Long stay – not available Season tickets – not available Resident parking Permits - 12 resident permits will be available to residents of Junction Road flats on a first come first served basis.

Wigston - Paddock Street*
Number of parking bays: 74 + 5 disabled parking bays

Existing	Proposed
Short stay – free for up to 3 hours Long stay – Over 3 hours £3.00 flat charge	Short stay – Charge applies Long stay – Charge applies

	Season tickets - available Resident parking permits – Not available
--	--

Wigston - Spring Lane	
Number of parking bays: 26 + 2 disabled parking bays	
Existing	Proposed
Short stay – free for up to 3 hours Long stay – not available	Short stay – Charge applies Long stay – Not available Season tickets – Not available Resident parking permits – Not available

* See Oadby and Wigston Local Plan (2011-2031) Policy 2 – Spatial Strategy for Development within the Borough.

Country Parks and Leisure Facilities

Pay and display charges will apply.

Oadby - Brocks Hill Country Park	
Number of parking bays: 40 plus 5 disabled parking bays	
Existing	Proposed
Free (maximum stay 12 hours)	Charge applies Season tickets - available

Oadby - Parklands Leisure Centre	
Number of parking bays: 174 plus 9 disabled parking bays	
Existing	Proposed
Free (maximum stay 12 hours)	Charge applies Season tickets - available

Wigston - Swimming Pool	
Number of parking bays: 75 plus 5 disabled parking bays	
Existing	Proposed
Free (maximum stay 12 hours)	Charge applies Season tickets - available

Local parks

Oadby - Coombe Park	
Existing	Proposed
Free (maximum stay 12 hours)	No change

Oadby - Uplands Park	
Existing	Proposed
Free (maximum stay 12 hours)	No change

South Wigston - Blaby Road Park	
Existing	Proposed
Free (maximum stay 12 hours)	Free (maximum stay 4 hours)

South Wigston - Crow Mills	
Existing	Proposed
Free (maximum stay 12 hours)	No change

Wigston – Horsewell Lane Park	
Existing	Proposed
Free (maximum stay 12 hours)	No change

Wigston – Peace Memorial Park	
Existing	Proposed
Free (maximum stay 12 hours)	Free (maximum stay 4 hours)

Wigston – Willow Park	
Existing	Proposed
Free (maximum stay 12 hours)	Free (maximum stay 4 hours)

Out of town (off-street residential) / Parking for Rail users:

Kirkdale Road Car Park is split into two: One side is accessed from Kirkdale Road and is predominantly used by local residents. The other side is accessed from Saffron Road and, although it is some distance away, is available for users of South Wigston Railway Station.

South Wigston - Kirkdale Road	
Number of parking bays: 40 + 2 disabled parking bays	
Existing	Proposed
Free (maximum stay 12 hours)	Short stay – Charge applies Long stay – Charge applies Season tickets - available Resident parking permits – 20 permits will be available to residents of Kirkdale Road / top end of Clifford Street on a first come first served basis.

DRAFT

(Document is Restricted)

Appendix 1

Appendix 1

PROPOSED CHARGES - OPTIONS

Town centre car parks are: Ellis Park, East Street, Sandhurst Street, Aylestone Lane, Frederick Street, Junction Road, Paddock Street, Spring Lane, Countesthorpe Road, Kirkdale Road, Station Street.

Countryside and Leisure car parks are: Parklands Leisure Centre, Brocks Hill Country Park, Wigston Swimming Pool)

Option 1:		
Town Centre Car Parks	Countryside and Leisure Car Parks	Kirkdale Road car park (residential and rail users)
<p>Short stay</p> <ul style="list-style-type: none"> Up to 1 hour £0.50 Up to 2 hours £1 Up to 3 hours £2 <p>Long stay</p> <ul style="list-style-type: none"> Over 3 hours £3 (available at Aylestone Lane, Paddock Street and Sandhurst Street only) <p>Season tickets</p> <ul style="list-style-type: none"> 12 months - £600 6 months - £300 1 month - £50 1 week - £12.50 	<ul style="list-style-type: none"> Up to 4 hours £0.50 Over 4 hours £1 <p>Season tickets</p> <ul style="list-style-type: none"> 12 months - £48 6 months - £24 1 month - £4 	<p>Short stay</p> <ul style="list-style-type: none"> Up to 1 hour £0.50 Up to 2 hours £1 Up to 3 hours £2 <p>Long stay – Over 3 hours £3</p> <p>Season tickets</p> <ul style="list-style-type: none"> 12 months - £600 6 months - £300 1 month - £50 1 week - £12.50 <p>(20 resident permits would also be available at this location at a charge of £75 per annum)</p>
Potential income: £126,960	Potential income: £17,400	Potential income: £2,940
Total potential income: £147,300		

Option 2:		
Town Centre Car Parks	Countryside and Leisure Car Parks	Kirkdale Road car park (residential and rail users)
<p>Short stay</p> <ul style="list-style-type: none"> Up to 1 hour £1 Up to 2 hours £2 Up to 3 hours £3 <p>Long stay – Over 3 hours £4 (available at Aylestone Lane, Paddock Street and Sandhurst Street only)</p>	<ul style="list-style-type: none"> Up to 4 hours £1 Over 4 hours £2 <p>Season tickets</p> <ul style="list-style-type: none"> 12 months - £96 6 months - £48 1 month - £12 1 week - £5 	<p>Short stay</p> <ul style="list-style-type: none"> Up to 1 hour £1 Up to 2 hours £2 Up to 3 hours £3 <p>Long stay – Over 3 hours £4</p> <p>Season tickets</p> <ul style="list-style-type: none"> 12 months - £780

<p>Season tickets</p> <ul style="list-style-type: none"> • 12 months - £780 • 6 months - £390 • 1 month - £65 • 1 week - £15 		<ul style="list-style-type: none"> • 6 months - £390 • 1 month - £65 • 1 week - £15 <p>(20 resident permits would also be available at this location at a charge of £75 per annum)</p>
Potential income: £253,920	Potential income: £34,800	Potential income: £4,380
Total potential income: £293,100		

Option 3:		
Town Centre Car Parks	Countryside and Leisure Car Parks	Kirkdale Road car park (residential and rail users)
<p>Short stay</p> <ul style="list-style-type: none"> • Up to 2 hours £1 • Up to 4 hours £3 <p>Long stay – Over 4 hours £4 (available at Aylestone Lane, Paddock Street and Sandhurst Street only)</p> <p>Season tickets</p> <ul style="list-style-type: none"> • 12 months - £780 • 6 months - £390 • 1 month - £65 • 1 week - £15 	<ul style="list-style-type: none"> • Up to 4 hours £1 • Over 4 hours £2 <p>Season tickets</p> <ul style="list-style-type: none"> • 12 months - £96 • 6 months - £48 • 1 month - £12 • 1 week - £5 	<p>Short stay</p> <ul style="list-style-type: none"> • Up to 2 hours £1 • Up to 4 hours £3 <p>Long stay – Over 4 hours £4</p> <p>Season tickets</p> <ul style="list-style-type: none"> • 12 months - £600 • 6 months - £300 • 1 month - £50 • 1 week - £12.50 <p>(20 resident permits would also be available at this location at a charge of £75 per annum)</p>
Potential income: £253,920	Potential income: £34,800	Potential income: £4,380
Total potential income: £293,100		

Appendix 2

Appendix 2

Summary

	Option 1	Option 2	Recommended Option 3
Car Parks	Estimated Annual Income	Estimated Annual Income	Estimated Annual Income
Town Centre Car Parks	£121,440	£242,880	£242,880
Countryside and Leisure Car Parks	£17,400	£34,800	£34,800
Kirkdale Road Car Park	£2,940	£4,380	£4,380
Total	£141,780	£282,060	£282,060

Estimated Income for Option 1

Parking charges will be over 7 days each week but for the basis of calculating the estimated income 5 days over 48 weeks has been used.

This minimises the risk of not achieving estimated annual income and allows for fluctuations in occupancy usage rates in all car parks.

Car Parks	Number of Parking Bays	Assumed Percentage Occupancy	Number of Parking Bays Estimated to be used AxB=C	Frequency of daily usage	Number of Days used per week	Number of Weeks charged for	Estimated Most Frequent Car Park Charge	Estimated Annual Income
	A	B	C	D	E	F	G	CxDxExFxG
East Street	166	93%	154	2	5	48	£0.50	£36,960
Sandhurst Street	182	51%	93	2	5	48	£0.50	£22,320
Ellis Park	37	50%	19	2	5	48	£0.50	£4,560
Aylestone Lane	54	61%	33	2	5	48	£0.50	£7,920
Frederick Street	49	69%	34	2	5	48	£0.50	£8,160
Junction Road	129	51%	66	2	5	48	£0.50	£15,840
Paddock Street	74	48%	36	2	5	48	£0.50	£8,640
Spring Lane	26	48%	12	2	5	48	£0.50	£2,880
Countesthorpe Road	64	51%	33	2	5	48	£0.50	£7,920
Station Street	27	95%	26	2	5	48	£0.50	£6,240
Town Centre Car Parks	808		506	2	5	48	£0.50	£121,440
Brocks Hill	40	50%	20	1	5	48	£0.50	£2,400
Parklands Leisure Centre	174	50%	87	1	5	48	£0.50	£10,440
Wigston Swimming Pool	75	50%	38	1	5	48	£0.50	£4,560
Country Side and Leisure	289	50%	145	1	5	48	£0.50	£17,400
Kirkdale Road	20	58%	12	1	5	48	£0.50	£1,440
Purchase of Parking Permits	20		20				£75.00	£1,500
Kirkdale Road	40		32					£2,940

Estimated Income for Option 2

Parking charges will be over 7 days each week but for the basis of calculating the estimated income 5 days over 48 weeks has been used.

This minimises the risk of not achieving estimated annual income and allows for fluctuations in occupancy usage rates in all car parks.

Car Parks	Number of Parking Bays	Assumed Percentage Occupancy	Number of Parking Bays Estimated to be used AxB=C	Frequency of daily usage	Number of Days used per week	Number of Weeks charged for	Estimated Most Frequent Car Park Charge	Estimated Annual Income
	A	B	C	D	E	F	G	CxDxExFxG
East Street	166	93%	154	2	5	48	£1.00	£73,920
Sandhurst Street	182	51%	93	2	5	48	£1.00	£44,640
Ellis Park	37	50%	19	2	5	48	£1.00	£9,120
Aylestone Lane	54	61%	33	2	5	48	£1.00	£15,840
Frederick Street	49	69%	34	2	5	48	£1.00	£16,320
Junction Road	129	51%	66	2	5	48	£1.00	£31,680
Paddock Street	74	48%	36	2	5	48	£1.00	£17,280
Spring Lane	26	48%	12	2	5	48	£1.00	£5,760
Countesthorpe Road	64	51%	33	2	5	48	£1.00	£15,840
Station Street	27	95%	26	2	5	48	£1.00	£12,480
Town Centre Car Parks	808		506	2	5	48	£1.00	£242,880

Brocks Hill	40	50%	20	1	5	48	£0.50	£4,800
Parklands Leisure Centre	174	50%	87	1	5	48	£0.50	£20,880
Wigston Swimming Pool	75	50%	38	1	5	48	£0.50	£9,120
Country Side and Leisure	289	50%	145	1	5	48	£0.50	£34,800

Kirkdale Road	20	58%	12	1	5	48	£0.50	£2,880
Purchase of Parking Permits	20		20				£75.00	£1,500
Kirkdale Road	40		32					£4,380

Estimated Income for Option 3 - Recommended Option

Parking charges will be over 7 days each week but for the basis of calculating the estimated income 5 days over 48 weeks has been used. This minimises the risk of not achieving estimated annual income and allows for fluxations in occupancy usage rates in all car parks.

Car Parks	Number of Parking Bays	Assumed Percentage Occupancy	Number of Parking Bays Estimated to be used AxB=C	Frequency of daily usage	Number of Days used per week	Number of Weeks charged for	Estimated Most Frequent Car Park Charge	Estimated Annual Income
	A	B	C	D	E	F	G	CxDxExFxG
East Street	166	93%	154	2	5	48	£1.00	£73,920
Sandhurst Street	182	51%	93	2	5	48	£1.00	£44,640
Ellis Park	37	50%	19	2	5	48	£1.00	£9,120
Aylestone Lane	54	61%	33	2	5	48	£1.00	£15,840
Frederick Street	49	69%	34	2	5	48	£1.00	£16,320
Junction Road	129	51%	66	2	5	48	£1.00	£31,680
Paddock Street	74	48%	36	2	5	48	£1.00	£17,280
Spring Lane	26	48%	12	2	5	48	£1.00	£5,760
Countesthorpe Road	64	51%	33	2	5	48	£1.00	£15,840
Station Street	27	95%	26	2	5	48	£1.00	£12,480
Town Centre Car Parks	808		506	2	5	48	£1.00	£242,880
Brocks Hill	40	50%	20	1	5	48	£0.50	£4,800
Parklands Leisure Centre	174	50%	87	1	5	48	£0.50	£20,880
Wigston Swimming Pool	75	50%	38	1	5	48	£0.50	£9,120
Country Side and Leisure	289	50%	145	1	5	48	£0.50	£34,800
Kirkdale Road	20	58%	12	1	5	48	£0.50	£2,880
Purchase of Parking Permits	20		20				£75.00	£1,500
Kirkdale Road	40		32					£4,380

Appendix 3

Appendix 3

Methods for Collecting Car Parking Charges Payment

Existing Car Parking Costs

Current Expenditure Infrastructure	£180,174
Existing Costs of 5 Pay and display machines	£14,548
Total Existing Costs	£194,722

Annual Income	-£37,176
Net Annual Expenditure Loss on Car Parking	£157,546

Revenue Costs of Options A to C

Item	Recommendation		
	Option A - Pay and display	Option B - Payment by phone	Option C - Pay and display and payment by phone
Maintenance contract for 25 pay and display machines	£17,250		
Maintenance contract for 18 pay and display machines			£12,420
Cash collection	£16,744		£12,055
Cumulative back office staff costs (cash reconciliation, dealing with customers issues etc.)	£18,000	£3,000	£12,960
Insurance of machines	£940		£677
Sundries (increased number of ticket rolls etc.)	£975		£702
Estimated 250,000 transactions at 0.10p		£25,000	
Estimated 125,000 transactions at 0.10p			£12,500
Total Cost of Options A to C	£53,909	£28,000	£51,314

Summary - Revenue Costs	Option A	Option B	Option C
Revenue Expenditure on Infrastructure	£180,174	£180,174	£180,174
Cost of Options A to C	£53,909	£28,000	£51,314
Total Car Parking Income Required to Break Even	£234,083	£208,174	£231,488

Capital Costs of Implementing Options A to C

Pay and display machines 25 x £4,500	£112,500		
No Capital Costs		£0	
Pay and display machines 18 x £4,500			£81,000
New signage	£12,000	£12,000	£12,000
Parking Order	£2,000	£2,000	£2,000
Total capital costs	£126,500	£14,000	£95,000

Capital costs would need to be paid back from Parking income over an estimated period of 5 years
MRP (Minimum Revenue Provision) see 4.5 and 4.6 of report