To: **Leader and Members of the Executive Board**

(Councillors D Wright, Bell, Clews, Dirveiks, Gosling, Parsons, H Phillips, Reilly, Ridley, Simpson, Symonds and Whapples)

For the information of other Members of the Council

For general enquiries please contact the Democratic Services Team on 01827 719237 or via e-mail – democraticservices@northwarks.gov.uk

For enquiries about specific reports please contact the officer named in the reports.

The agenda and reports are available in large print and electronic accessible formats if requested.

EXECUTIVE BOARD AGENDA

20 JUNE 2023

The Executive Board will meet in The Chamber, The Council House, South Street, Atherstone on Tuesday, 20 June 2023 at 6.30pm.

The meeting can also be viewed on the Council's YouTube channel at NorthWarks - YouTube.

AGENDA

1   **Evacuation Procedure**.

2   **Apologies for Absence / Members away on official Council business.**

3   **Disclosable Pecuniary and Non-Pecuniary Interests.**

4   **Public Participation**

Up to twenty minutes will be set aside for members of the public to put questions to elected Members.

Members of the public wishing to address the Board must register their intention to do so by 9:30am two working days prior to the meeting. Participants are restricted to five minutes each.

If you wish to put a question to the meeting, please register by email to democraticservices@northwarks.gov.uk or telephone 01827 719221 / 01827 719237.

Once registered to speak, the person asking the question has the option to either:

a)   attend the meeting in person at the Council Chamber;
b)   attend remotely via Teams; or
c)   request that the Chair reads out their written question.

The Council Chamber has level access via a lift to assist those with limited mobility who attend in person however, it may be more convenient to attend remotely.

If attending remotely an invitation will be sent to join the Teams video conferencing for this meeting. Those registered to speak should dial the telephone number and ID number (provided on their invitation) when joining the meeting to ask their question. However, whilst waiting they will be able to hear what is being said at the meeting. They will also be able to view the meeting using the YouTube link provided (if so, they made need to mute the sound on YouTube when they speak on the phone to prevent feedback).

5   **Minutes of the Executive Board held on 21 March 2023** – copies herewith, to be approved as a correct record and signed by the Chairman.

6   **The work of the Executive Board** – Presentation by the Chief Executive

ITEMS FOR DISCUSSION AND DECISION
(WHITE PAPERS)

7   **Safeguarding Policy and Procedure** – Report of the Director of Leisure and Community Development

Summary

This report presents a very slightly revised Safeguarding Policy and Procedure for the Board's consideration.

The Contact Officer for this report is Becky Evans (719346).

8   **Natural Environment including Biodiversity Net Gain** - Report of the Chief Executive

Summary

The report provides information on a range of initiatives and activities taking place around the natural environment.

The Contact Officer for this report is Dorothy Barratt (719250).

9   **A5 and A5 Partnership, including consultation on Shaping the future of England's strategic roads by Department for Transport** - Report of the Chief Executive

Summary

This report brings updated information on the work of the A5 Partnership and the A5 generally.

The Contact Officer for this report is Dorothy Barratt (719250).

10   **The Serious Violence Duty** - Report of the Chief Executive

Summary

This report provides a summary of the requirements of the Council in meeting the Serious Violence duty and proposes suitable governance arrangements to meet these responsibilities.

The Contact Officers for this report are Julie Taylor (719437) and Steve Maxey (719438).

11   **Exclusion of the Public and Press**

To consider, in accordance with Section 100A(4) of the Local Government Act 1972, whether it is in the public interest that the public and press be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined by Schedule 12A to the Act.

12   **Honorary Aldermen -** Report of the Chief Executive

The Contact Officer for this report is Steve Maxey (719438).

STEVE MAXEY
Chief Executive

NORTH WARWICKSHIRE BOROUGH COUNCIL

MINUTES OF THE   **21 March 2023**
EXECUTIVE BOARD

Present: Councillor D Wright in the Chair

Councillors Bell, Gosling, Hayfield, D Humphreys, Jenns, Morson, H Phillips, Reilly and Symonds.

Apologies for absence were received from Councillors Chambers and Simpson (Substitute Councillor D Clews).

Councillor T Clews was also in attendance.

62 Declarations of Personal or Prejudicial Interest

None were declared at the meeting.

63 Minutes of the Executive Board held on 13 February 2023

The minutes of the meeting of the Board held on 13 February 2023, copies having been circulated, were approved as a correct record and signed by the Chairman.

64 Supplementary – Website Upgrade

Further to the Resources Board's consideration of a proposal to upgrade the Council's website, the Chief Executive sought Members' approval of a supplementary estimate to enable the work to be undertaken.

Resolved:

That a supplementary estimate of £11,048 in 2023/24 and £14,300 in 2024/25 be approved.

65 Draft North Warwickshire Economic Development Strategy and Action Plan

The Chief Executive reported that the North Warwickshire Economic Development Strategy had been refreshed, through funding from the Local Government Association, and sought authorisation to consult on the draft document.

Resolved:

That authorisation be given to consultation on the Draft North Warwickshire Economic Development Strategy and Action Plan.

66   **Pay Policy Statement 2023/24**

The Corporate Director – Resources reported on the requirement under Section 38 of the Localism 2011 for Councils to have and to publish a Pay Policy Statement, agreed by full Council, which would be subject to review at least annually. Details of the purpose for and the areas to be covered in the Pay Policy Statement were given.

Recommended:

That the Pay Policy Statement 2023/24 be adopted.

67   **Corporate Plan Performance Update**

The Chief Executive asked the Board to note the Corporate Plan Performance Update and identify any areas where further information was required.

Resolved:

That the report be noted.

68   **Corporate Services – Supplementary Estimate**

Further to a restructure of the Corporate Services division, agreed by the Special Sub-Group, the Chief Executive sought approval for a supplementary estimate.

Resolved:

That a supplementary estimate of £11,177 be agreed.

69   **Exclusion of the Public and Press**

Resolved:

That under Section 100A(4) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined by Schedule 12A to the Act.

70   **Confidential Extract of the Minutes of the of Executive Board held on 13 February 2023**

The confidential extract of the minutes of the Executive Board held on 13 February 2023, copies having been previously circulated, were approved as a correct record and signed by the Chairman.

Wright
CHAIRMAN

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**Report of the Director of
Leisure and Community Development**

**Safeguarding Policy and
Procedure**

1   **Summary**

1.1   This report presents a very slightly revised Safeguarding Policy and
        Procedure for the Board's consideration.

> **Recommendation to the Board**
>
> **That the revised Safeguarding Policy and Procedure (2022 to 2025),
> attached at Appendix A to the report, be approved and implemented
> with immediate effect.**

2   **Consultation**

2.1   Consultation has taken place with relevant Members and any comments
        received will be reported at the meeting.

3   **Introduction**

3.1   Safeguarding is everyone's responsibility. The Council seeks to ensure that
        its elected Members, employees and everyone associated with providing its
        services take reasonable steps to protect and safeguard children, young
        people and vulnerable adults from harm, discrimination or degrading
        treatment and that their rights, wishes and feelings are respected.

3.2   In 2019, the Council adopted its first integrated Safeguarding Policy
        incorporating provisions for protecting children, young people and vulnerable
        adults. This Policy has subsequently been reviewed and revised in line with
        national and local guidance, including from Warwickshire Safeguarding, with
        which the Council is an active partner ("Relevant Agency"). At its meeting on
        14 February 2022 this Board adopted the Council's current Safeguarding
        Policy and Procedure (2022 to 2025) (Appendix A).   The Policy and
        Procedure is reviewed at least annually. Very minor clarification changes
        have been made to the wording of the "referral procedures" and to section 8.5
        (External Clubs / Organisations Using Borough Council Facilities), as a
        consequence of which the revised Policy and Procedure is presented for the
        Board's consideration.

3.3   The Council provides a wide range of services to the local community, many
        of which involve employees and Members coming into direct contact with
        children, young people and vulnerable adults. The public has the right to

expect high standards of conduct and integrity from the Authority in the provision of these services. The Council has a related responsibility to conduct its affairs with the highest possible standards of care for all concerned.

4   Member Roles

4.1   In pursuance of a commitment within the Safeguarding Policy and Procedure, the Council appoints a Member Young Persons' and Safeguarding Champion and a Shadow Champion. These positions are currently held by Councillors Davey and Jackson.

4.2   The Champion and Shadow Champion hold a responsibility to ensure that elected Members are aware of the Council's safeguarding responsibilities and that Councillors evidence leadership in all aspects of the safeguarding and protection of children, young people and vulnerable adults. This includes ensuring that all elected Members attend safeguarding training once within each political cycle.

4.3   In line with the Council's Recruitment and Selection Policy, Disclosure and Barring Service (DBS) checks are carried out on all staff involved in "Regulated Activity" relating to children and adults at risk. The following elected Member roles are also subject to a basic DBS check:

- Spokesperson and Shadow Spokesperson for Health, Wellbeing and Leisure
- Young Persons' and Safeguarding Champion and Shadow Champion
- Lead Councillor on CCTV and Shadow Lead
- Mayor and Deputy Mayor

5   Training

5.1   In previous years, the Council has offered all of its employees and Members training related to the safeguarding of children, young people and vulnerable adults. The training was delivered as two separate courses, with child protection training being delivered by internal staff, and vulnerable adult training delivered through a neighbouring authority. Focused training and development needs, for staff with particular responsibilities for safeguarding, have invariably been met through Warwickshire Safeguarding's multi-agency training programme.

5.2   The Council has committed to provide safeguarding training to all of its employees on a regular (once every three years) basis. Primarily due to the restrictions imposed during the Coronavirus pandemic, but also consequent upon a review of how the training is provided, no safeguarding training has been undertaken for staff since February 2019. There is, therefore, a need to re-start this programme as soon as possible. In this regard, it is anticipated that the training will be delivered by an external provider, with the training programme re-commencing in the summer / autumn.

5.3   As identified above, in accordance with the provisions of the Safeguarding Policy and Procedure, training is also provided for all elected Members once during each four-year political cycle. This training, which all Councillors will need to attend, and which is likely to be delivered by internal trainers, will start later this year.

6   Conclusion

6.1   The Borough Council takes its responsibility to protect all vulnerable people, and to safeguard them from harm, extremely seriously. Staff are made aware of their responsibilities throughout the period of their employment, through the recruitment process, the contractual agreement that they sign upon commencing their duties and through the training that they receive from the Authority.   Additionally, through their involvement in the related regular training programme, all members of staff and Councillors know how to make a referral in response to a related concern.

7   Report Implications

7.1   Finance and Value for Money Implications

7.1.1   There is no financial implication arising directly from this report. Budgetary provision exists to support the training and DBS checks to which both this report and the Safeguarding Policy refer.

7.1.2   The Borough Council also makes a financial contribution of £4,145 per annum to support the activity of Warwickshire Safeguarding.

7.2   Safer Communities Implications

7.2.1   The protection of children, young people and vulnerable adults from all forms of abuse, and the safeguarding of those Borough Council employees and Members who come in to contact with these groups, are the primary aims of the Safeguarding Policy and Procedure.

7.3   Legal, Data Protection and Human Rights Implications

7.3.1   The Council has a duty under Section 11 of the Children Act 2004 (as amended in 2017) to ensure that it considers the need to safeguard and promote the welfare of children and young people when carrying out its functions, including the need to work with other agencies to achieve this.

7.3.2   The appended Safeguarding Policy and Procedure set out the steps that the Council to protect children, young people and vulnerable adults from harm, discrimination and/or degrading treatment. It also ensures that the Council is taking appropriate action in line with its duties as a "Warwickshire Safeguarding Relevant Agency". As with all such policies, the Council must ensure that the content is kept under review and updated to reflect any changes to legislation, guidance, or arrangements for delivery of services, and

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to incorporate learning from this and other authorities in implementing the duty.

7.4 Environment, Climate Change and Health Implications

7.4.1 All vulnerable people have the right to protection from abuse, regardless of their gender, ethnicity, disability, sexuality or beliefs. The Authority's Safeguarding Policy and Procedure helps to ensure that appropriate action is taken and recognises that the protection and safeguarding of children, young people and vulnerable adults are of paramount importance to the Authority. The Policy identifies various procedures that need to be followed to ensure that vulnerable people in the care of the Authority are protected from abuse.

7.4.2 The Safeguarding Policy and Procedure seeks to ensure that vulnerable people can live healthy, abuse-free lives. All staff and Councillors have a responsibility to be aware of the signs and symptoms of abuse and to act upon any allegations or suspicions.

7.5 Human Resources Implications

7.5.1 The Safeguarding Policy and Procedure seeks to protect all staff and Councillors that work or engage with vulnerable people. Members of staff who are engaged in "regulated activity" will be subjected to a DBS check prior to their formal appointment. All North Warwickshire Borough Council employees and Members, regardless of their role, are required to undertake the Authority's safeguarding training to ensure that they are alert to abuse, know how to respond to any perceived concerns and understand that safeguarding is everyone's responsibility.

7.5.2 Additional protection for vulnerable people is provided through implementation of the Borough Council's Safer Recruitment Policy.

7.6 Risk Management Implications

7.6.1 There are no risk management implications arising directly from this report.

7.7 Equalities Implications

7.7.1 The Council, its Members and staff have a responsibility to protect children, young people and vulnerable adults from harm and abuse.

7.7.2 People who have committed offences towards children, young people or vulnerable adults will only be considered for employment or volunteering opportunities in accordance with the Rehabilitation of Offenders Act, 1974. This will require a risk assessment and a Disclosure and Barring Service check to be undertaken in order to ensure that ex-offenders are not considered for work or activities that would pose a risk of harm to vulnerable people.

7.8 Links to Council's Priorities

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7.8.1 The Safeguarding Policy and Procedure has positive and direct links to the following corporate priorities:

- Safe, liveable, locally focused communities
- Prosperous and healthy
- Efficient organisation

7.8.2 Additionally, the Policy and Procedure has a positive impact upon the Sustainable Community Strategy objectives to:

- Raise aspirations, educational attainment and skills
- Develop healthier communities
- Improve access to services

The Contact Officer for this report is Becky Evans (719346).

Background Papers

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Background Paper No.	Author	Nature of Background Paper	Date
1	Director of Leisure and Community Development	Report to Executive Board (Safeguarding Policy)	Feb 2022

Safeguarding Policy and Procedure

April 2022 to March 2025

(Revised June 2023)

North Warwickshire
Borough Council

CONTENTS

1   Introduction

North Warwickshire Borough Council is committed to the protection and safeguarding of children, young people and adults at risk. This Policy documents the arrangements for safeguarding activity and outlines the Authority's responsibilities and procedures for its employees and elected Members.

Safeguarding is everyone's responsibility, and the Borough Council will ensure that its employees, elected Members and everyone associated with the provision of its services will take all reasonable steps to protect and safeguard children, young people and adults at risk from harm, discrimination or degrading treatment and ensure that their rights, wishes and feelings will be respected.

This Policy should be read in conjunction with the following legislation, policies and procedures:

- Working Together to Safeguard Children 2018
- Children and Social Work Act 2017
- The Care Act 2014
- Mental Capacity Act (Including Deprivation of Liberty Safeguards) 2005
- Children Act 2004
- Human Rights Act 1998
- Warwickshire Safeguarding Strategic Plan
- Warwickshire Safeguarding Exploitation Strategy

The Policy will be reviewed annually, and related reports will be presented to the Executive Board.

2   Definitions

2.1   Child Protection

Safeguarding and promoting the welfare of children is defined as:

- Protecting children from maltreatment
- Preventing impairment of children's health or development
- Ensuring that children grow up in circumstances consistent with the provision of safe and effective care
- Taking action to enable all children to have the best outcomes

(Source: Working Together 2018 and the Children and Social Work Act 2017)

A "child" is defined as any young person under the age of 18 years (including unborn children).

2.2   Adult Safeguarding

This involves people and organisations working together to stop abuse and neglect occurring and intervening effectively in situations where there is risk of abuse or neglect, or where abuse is seen to be taking place. The Care Act 2014 sets out a clear legal framework for how local authorities and other parts of the system should protect adults at risk of abuse or neglect. An "adult at risk" is any adult, aged 18 years or over, who:

- Has a need for care and support (whether or not the local authority is meeting any of those needs) and;
- Is experiencing, or at risk of, abuse or neglect; and
- As a result of those care and support needs, is unable to protect themselves from either the risk, or the experience, of abuse or neglect

"Care and support" are the mixture of practical, financial and emotional support for adults who need extra help to manage their lives and be independent, including older people, people with a disability or long-term illness, people with mental health problems and carers. Care and support include an assessment of people's needs, provision of services and the allocation of funds to enable a person to purchase their own care and support. It could include care home, home care, personal assistants, day services, or the provision of aids and adaptations (Care Act 2014).

When supporting an adult at risk it is essential that their wishes are understood and acknowledged. This is critical to ensuring that the approach that an Officer or an organisation takes is the right one. This is called "making safeguarding personal". Making safeguarding personal is about talking people through the options they have and what they want to do about their situation. Before deciding what needs to be done, the views of the adult at risk need to be explored and understood.

3 Responsible Officers and Partnership Arrangements

Whilst safeguarding is everyone's responsibility, the Authority has named Responsible Officers who undertake specific corporate roles:

Officer	Responsibility
Director of Leisure and Community Development	Ensures that the organisation deals with allegations relating to children in accordance with the Warwickshire Safeguarding and the Borough Council's policies Attendance at the Warwickshire Safeguarding meetings and lead on related partnership working Liaison with Warwickshire Safeguarding regarding allegations made against staff
Director of Housing	Ensures that the organisation deals with allegations relating to adults in accordance with the Warwickshire Safeguarding and the Borough Council's policies Attendance at the Warwickshire Safeguarding meetings and lead on related partnership working Liaison with Warwickshire Safeguarding regarding allegations made against staff
Community Development Manager	Responsible for leading on the internal delivery of Child Protection training for all employees and elected Members Monitor child safeguarding referrals and provide advice and support to staff making a referral
Housing Strategy and Development Officer and Housing Services Manager	Provide briefings and, where appropriate, training on safeguarding arrangements for the Council's own staff and elected Members Monitor adult safeguarding referrals and provide advice and support to staff making a referral

Elected Members

The Council has a Member Safeguarding Champion. It is the role of the Member Champion to assist in ensuring that elected Members are aware of the Council's safeguarding responsibilities and that Councillors evidence leadership in all aspects of the safeguarding and protection of children, young people and adults at risk. This includes ensuring that all elected Members attend the internal safeguarding training once within each four-year political cycle.

3.1   Safeguarding Partnership Boards

The countywide arrangements for safeguarding adults and children are overseen by the Warwickshire Safeguarding Partnership. This is an integrated arrangement for children and adults within a single model to allow for a family focussed approach to working across the safeguarding landscape. The Partnership's strategic priorities are effective Safeguarding, Prevention and Early Intervention and Exploitation.

Warwickshire Safeguarding has an Executive Board, four sub-groups (Education, Safeguarding Reviews, Exploitation and Prevention and Early Intervention), as well as two Partnership groups, one for children and one for adults. The Partnership groups are responsible for ensuring quality of provision, learning and improvement work.

3.2   Warwickshire Children and Families Front Door (Front Door)

In Warwickshire, a new integrated "Front Door" has replaced the Multi Agency Safeguarding Hub (MASH) as the first point of contact for safeguarding concerns for children and young people.

This brings together Early Help and Children's Social Care to ensure that children and young people receive the right support at the right time. The "Front Door" incorporates the MASH function and is a partnership between the County Council, Warwickshire Police, Health and other key partners.

Referrals can be made by telephone or using the Multi Agency Contact Form (MAC), which should be sent to TriageHub@Warwickshire.gov.uk

Information is available at safeguardingwarwickshire.co.uk

Contact details for Front Door referrals:

01926 414144 (Monday to Thursday 8.30am to 5.30pm, Friday 8.30am to 5.00pm)
01926 886922 (out of hours)

3.3   Relevant Legislation

The Children and Social Work Act 2017 introduced new, flexible arrangements for safeguarding children. The County Council, Chief Officer for Police and Clinical Commissioning Groups have an equal and shared duty to work together in partnership with other relevant agencies to safeguard and promote the welfare of all children in a local area.

The Borough Council has a duty under Section 11 of the Children Act 2004 to ensure that it considers the need to safeguard and promote the welfare of children when carrying out its functions and that it will act as part of the Warwickshire Safeguarding arrangements.

The Care Act 2014 requires the establishment of a Safeguarding Adults Board comprising the County Council, Chief Officer for Police and Clinical Commissioning Groups to assure itself that local safeguarding arrangements and partners act to help and protect adults in the locality.

4 Types of Abuse

Within child protection and adult safeguarding, there are various forms of abuse:

Child Protection	Adult Safeguarding
Physical Abuse	Physical Abuse
Emotional Abuse	Emotional Abuse
Sexual Abuse	Sexual Abuse
Neglect	Neglect (both self-neglect and neglect by others)
	Institutional Abuse
	Discriminatory Abuse
	Financial Abuse

4.1   Physical Abuse

Physical abuse may involve hitting, shaking, throwing, poisoning, burning or scalding, drowning, suffocating or otherwise causing physical harm.

Physical harm may also be caused when a parent or carer fabricates the symptoms of, or deliberately induces, illness in a child.

4.2   Emotional Abuse

Emotional abuse is persistent emotional maltreatment such as to cause severe and persistent adverse effects.

It may involve conveying someone as worthless or unloved, inadequate, or valued only insofar as they meet the needs of another person. It may include not giving them the opportunities to express their views, deliberately silencing them or 'making fun' of what they say or how they communicate.

It may involve seeing or hearing the ill-treatment of another. It may involve humiliation, harassment, verbal abuse, serious bullying (including cyber bullying), causing someone to frequently feel frightened or in danger, or exploitation or corruption.

Some level of emotional abuse is involved in all types of maltreatment but it may occur alone.

4.3 Sexual Abuse

Sexual abuse involves forcing or enticing a person to take part in sexual activities, not necessarily involving a high level of violence, whether or not they are aware of what is happening.

The activities may involve physical contact, including assault by penetration (for example, rape or oral sex) or non-penetrative acts, such as masturbation, kissing, rubbing and touching outside of clothing.

It may also include non-contact activities, such as involving someone in looking at, or in the production of, sexual images, watching sexual activities, encouraging a person to behave in sexually inappropriate ways, or grooming a child or vulnerable adult in preparation for abuse.

Sexual abuse can take place online and technology can be used to facilitate offline abuse.

4.4 Neglect

Neglect is the persistent failure to meet physical and / or psychological needs, likely to result in the serious impairment of health or development. Neglect may occur during pregnancy as a result of maternal substance abuse.

Neglect may involve a parent or carer failing to:

- • Provide adequate food, clothing or shelter (including exclusion from home or abandonment)
- • Protect a child or vulnerable adult from physical or emotional harm or danger
- • Ensure adequate supervision (including the use of inadequate care-givers)
- • Ensure access to appropriate medical care or treatment

It may also include neglect of, or unresponsiveness to, basic emotional needs.

4.5 Institutional Abuse

Institutional abuse is the neglect and poor care practice within an institution or specific care setting, such as a hospital or care home, or in relation to care provided in one's own home. This may range from a one-off incident to on-going ill-treatment. It can be through neglect or poor professional practice as a result of the structure, policies, processes and practices within an organisation.

4.6 Discriminatory Abuse

Discriminatory abuse is the harassment, slurs or similar treatment because of race, gender and gender identity, age, disability, sexual orientation or religion.

4.7   Financial Abuse

Financial or material abuse is theft, fraud, internet scamming or coercion in relation to an adult's financial affairs or arrangements, including in connection with wills, property, inheritance or financial transactions, or the misuse or misappropriation of property, possessions or benefits.

4.8   Child Sexual Exploitation (CSE), Missing Persons

Child sexual exploitation is a form of child abuse. It occurs where an individual or group takes advantage of an imbalance of power to coerce, manipulate or deceive a child or young person under the age of 18 into sexual activity in exchange for something the victim needs or wants, and / or for the financial advantage or increased status of the perpetrator or facilitator. The victim may have been sexually exploited even if the sexual activity appears consensual. Child sexual exploitation does not always involve physical contact; it can also occur through the use of technology.

Sexual exploitation often involves a grooming stage. Grooming describes the variety of methods that are used to manipulate and control victims, including:

- the giving of gifts or presents
- the giving of rewards, such as like mobile phone top-ups or games credits
- false promises of love and / or affection
- the supply of alcohol and / or drugs

It is common for the grooming of children and young people to take place online. Children and young people can make themselves vulnerable though their online activities, which abusers are quick to exploit. Victims may have been persuaded or coerced into posting indecent images or performing sexual acts on a webcam. Online grooming can also progress to meeting face-to-face.

As a result of the grooming process, children and young people will rarely recognise the coercive and abusive nature of the relationship in which they are involved and they will often prioritise their attachment or loyalty to the offender over their own safety.

The perpetrators of sexual exploitation are skilled at driving a wedge between a child and their family and they will also isolate them from their usual friends and support networks.

Sexually exploited children also suffer physical, psychological, behavioural and attitudinal changes, all of which present severe challenges to their parents and carers.

Remember that:

- Boys and girls are equally vulnerable to becoming victims of child sexual exploitation
- Coercers and perpetrators are usually adults, of either gender, in a position of power, but can be other children and young people
- Young people may exchange or sell sex as a result of constrained circumstances, such as poverty, isolation and historic abuse
- Parents / carers may be involved in the sexual exploitation of their children, or fail to prevent / protect their children from abuse
- Groups of children and young people and multiple perpetrators may be involved
- No child under 13 years of age nor a child with a learning disability will be assessed as low risk if their behaviours indicate involvement in CSE
- Children and young people with additional needs, up to and including those aged 24 years, will require special consideration
- Disclosure of information may take time and evident risks may only emerge during an on-going assessment, support and intervention with the young person and / or their family.

If you suspect a child is a victim of CSE, you should contact the Front Door (see 3.2).

4.9   County Lines

County Lines is the name given to drug dealing where organised criminal groups use phone lines to move and supply drugs, usually from cities into smaller towns and rural areas.

The criminal groups exploit vulnerable people, including children and those with mental health or addiction issues, by recruiting them to distribute the drugs, often referred to as "drug running".

There are several signs to look out for that may indicate that someone is involved in County Lines activity:

- Repeatedly going missing from school or home and being found in other areas
- Having money, new clothes or electronic devices and they cannot explain how they paid for them
- Getting high numbers of texts or phone calls, being secretive about to whom they are speaking
- Decline in school or work performance
- Significant changes in emotional or physical wellbeing

Organised criminal groups often use high levels of violence and intimidation to protect the County Line and control those involved. One of these forms of control exploits vulnerable people by using their home as a base for dealing drugs, a process known as "cuckooing". Dealers often convince the vulnerable person to let their home be used for drug dealing by giving them free drugs or offering to pay for food or utilities.

Often the criminal groups target people who are lonely, isolated, or have addiction issues. It is common for them to use a property for a short amount of time, moving address frequently to reduce the chance of being caught.

There are several signs to look out for that may indicate that someone is a victim of cuckooing:

- Frequent visitors at unsociable hours
- Changes in household daily routines
- Unusual smells coming from a property
- Suspicious or unfamiliar vehicles outside an address

If you have any suspicions or information that could help in identifying any form of County Lines activity they should be reported to the Police on 101.

4.10   Harmful Practices

Harmful practices include Female Genital Mutilation (FGM), Honour Based Violence (HBV) and Forced Marriage.

Female Genital Mutilation

FGM involves the partial or total removal of the external female genitalia or other damage to the genital organs for supposed cultural, religious or non-medical reasons. FGM, also known as female circumcision (cutting or sunna), can affect females from birth to pregnancy. It inflicts severe physical and psychological damage, which can last a lifetime. While there is intelligence to suggest that FGM is being physically performed in the UK, most victims are usually taken abroad, commonly on flights in the holiday periods of Easter, summer and Christmas.

If it suspected that a child has been a victim of FGM, or there are concerns that a child is at risk of FGM, contact Warwickshire Police on 101. In an emergency call 999.

Honour Based Violence

HBV is a crime or incident that has or may have been committed to protect or defend the honour of the family and / or community. If this is suspected, no contact should be made with the family. HBV has the potential to be both a domestic abuse and child abuse concern. There are specific behaviours, attitudes and actions that may constitute dishonour and they are wide ranging. Individuals, families and communities may take drastic steps to preserve, protect or avenge their honour, which can lead to substantial human rights abuses.

If it is suspected that a child or adult has been a victim of HBV, it should be reported to Warwickshire Police on 101. In an emergency call 999.

Forced Marriage

Unlike an arranged marriage, where the prospective spouses may choose whether or not they wish to accept the partnership, a forced marriage is an arrangement in which one or both spouses do not consent to the marriage, or when consent is extracted through duress. From June 2014, forcing someone to marry against their will is crime and anyone found guilty can face up to seven years in prison.

If it is suspected that a child or adult has been a victim of forced marriage, it should be reported to Warwickshire Police on 101. In an emergency call 999.

4.11   Modern Slavery and Human Trafficking

Modern slavery or human trafficking is the movement of a person(s) from one place to another (this could be country to country, town to town, or even as simple as one room in a building to another) into conditions of exploitation, using deception, coercion, abuse of power or the abuse of the person's vulnerability. It can include slavery, servitude and forced or compulsory labour. Even if a victim consents and is willing to be moved, trafficking could still be taking place. It involves either the threat of harm or actual harm to the person themselves or their family.

National Referral Mechanism (NRM)

There is a national framework, known as the National Referral Mechanism, to assist in the formal identification of modern slavery victims and to help co-ordinate their referral to appropriate services. Certain public bodies, such as local authorities, have a statutory duty to refer potential victims to the NRM.

In England and Wales, a "First Responder" organisation is a body that is authorised to refer a potential victim of modern slavery into the National Referral Mechanism. As a Local Authority, the Borough Council is a First Responder organisation.

First Responder organisations have the following responsibilities:

- To identify potential victims of modern slavery and recognise the indicators of modern slavery
- To gather information in order to understand what has happened to potential victims
- To refer victims into the NRM (in England and Wales, this includes notifying the Home Office if an adult victim does not consent to being referred)
- To provide a point of contact for the Single Competent Authority (SCA) to assist with decisions and to request a reconsideration, where a First Responder believes it is appropriate to do so

The Borough Council has various considerations within its procurement processes that help to prevent spending with, and thus supporting, slavers and human traffickers. The Authority has also signed up to the Charter Against Modern Slavery. The Charter relates specifically to local authorities' approach to preventing modern

slavery and exploitation in their procurement practices, by their suppliers and in the supply chain.

If it is suspected that a child or adult is a victim of Modern Slavery, it should be reported to Warwickshire Police on 101. In an emergency call 999. Alternatively, advice can be sought from the Council's Director of Housing.

4.12 Domestic Abuse

The Domestic Abuse Act 2021 states that the behaviour of a person towards another person is domestic abuse if they are personally connected to each other and the behaviour is abusive. Behaviour is defined as abusive if it consists of physical or sexual abuse, violent or threatening behaviour, controlling or coercive behaviour, economic abuse or psychological, emotional or other abuse.

Local authorities and the Police have duties to protect and support individuals who experience domestic abuse. They provide these duties both as individual organisations and collaboratively. They include ensuring that safe accommodation is available for households.

Controlling behaviour is defined as:

"A range of acts designed to make a person subordinate and / or dependent by isolating them from sources of support, exploiting their resources and capacities for personal gain, depriving them of the means needed for independence, resistance and escape and regulating their everyday behaviour".

Coercive behaviour is defined as:

"An act or a pattern of acts of assault, threats, humiliation and intimidation or other abuse that is used to harm, punish or frighten their victim".

Threatening behaviour includes threats of violence, threats of suicide or threats to take the children from the abused person.

Domestic abuse affects people of all ages, social backgrounds, gender, religion, sexual preference or ethnicity, and in a range of relationships: married, separated, divorced, living together, dating, heterosexual, gay or lesbian, and includes child on parent abuse and elder abuse. Domestic abuse that causes serious physical injury is mainly committed by men against women. Male victims of domestic abuse may find it harder to seek help. Domestic abuse affects children who witness the abuse and may require safeguarding action to be taken.

If you have any concern that a person may be at risk from domestic abuse, either directly or indirectly (in the case of children and young people), you should ring 101.

4.13 Prevent

Warwickshire is a relatively safe place to live and most crime types are continuing to reduce. We also live in a global community, however, which means that we are affected by trends and events that occur at an international level. At present, there is a need to consider the international threat of terrorism and those people who are pulled into groups that support extremist causes.

In Warwickshire, authorities and communities are working together to deliver the Government's Prevent Strategy. Prevent is one of four objectives that make up the Government's Strategy for Countering Terrorism – CONTEST.

The Prevent Strategy has three key objectives:

1) Respond to the ideological challenge of terrorism and the threat faced from those who promote it
2) Prevent people from being drawn into terrorism and ensure that they are given appropriate advice and support
3) Work with sectors and institutions where there are risks of radicalisation that need to be addressed

The Strategy challenges all forms of terrorism, including the influence of far right and far left extremists. It defines extremism as "vocal or active opposition to fundamental British values, including democracy, the rule of law, individual liberty and mutual respect and tolerance of different faiths and beliefs".

Prevent operates in a pre-criminal space, providing support and re-direction to vulnerable individuals at risk of being groomed into terrorist activities before any crimes are committed. Radicalisation could be comparable to other forms of harm and abuse. It is, therefore, considered to be a safeguarding issue and is considered alongside the wider safeguarding agenda.

If you require support from the Local Authority Prevent Officer, telephone 01926 412432. If you are unable to make contact with the Prevent Officer, telephone 01926 412338 to contact the Administrator for the Community Safety Team. In an emergency, call 999.

5 Equality

All people, regardless of their background, should be given the same level of support and protection. Regard should always be given to a person's religion or belief. It should be noted that people with disabilities, migrant adults and children, unaccompanied asylum-seeking children (UASC), victims of trafficking, domestic abuse and bullying may have additional care needs and this should be remembered when considering the behavioral indicators.

Additional guidance is available in the procedures manual for children at https://www.safeguardingwarwickshire.co.uk/safeguarding-children/i-work-with-children-and-young-people/interagency-safeguarding-procedures and in the policy and procedures manual for adults at

6   Good Practice for Staff, Members and Volunteers

6.1   Duty of Care

It is possible to limit the situations where the abuse of children, young people and adults at risk may occur, by promoting safe working practices to all staff, Members, volunteers and contractors.

The following basic guidelines will help safeguard children, young people and adults; our staff, Members, volunteers and contractors; the Borough Council and other concerned organisations. The guidelines aim to promote positive practice and are examples of care, which should be exercised by everyone while working with children, young people and adults at risk.

6.2   Professional Curiosity

Professional curiosity is the capacity and skill for proactive questioning and challenge (rather than making assumptions or professional optimism not based on an assessment of history and current circumstances). Never be frightened to ask the obvious question and share concerns with colleagues or your supervisor. A fresh pair of eyes looking at a case can really help practitioners and organisations maintain good practice standards and develop a critical mindset.

6.3   Safe Working Practices

- When working with children and adults at risk, avoid situations where you and an individual are alone and unobserved
- Do not take children or adults with needs for care and support alone on a car journey, however short
- Children or young people should never be left unattended. For example, it is the parent / carer's responsibility to supervise any children in their care when they are visiting the Council offices, or when any member of staff, elected Member, volunteer or contractor is carrying out a home visit
- Children and adults with need for care and support have the right to privacy, respect and dignity. Respect the individual and provide a safe and positive environment
- If supervision in changing rooms or a similar environment is required, ensure staff work in pairs and never enter opposite sex changing rooms without appropriate warning
- With mixed groups, supervision should be by a male and female member of staff, where possible

Staff, Members and volunteers should **never**:

- Engage in rough physical games, including horseplay
- Engage in sexually provocative games
- Allow or engage in inappropriate touching of any form

- Allow children or adults to use inappropriate language unchallenged, or use it yourself
- Make sexually suggestive comments about or to a child or adult with needs for care and support, even in fun
- Let any allegation a child or adult makes be ignored or go unrecorded
- Do things of a personal nature for children or adults that they can do for themselves, e.g. assist with changing
- Take a child or adult to the toilet, unless this is an emergency and a second, same-sex member of staff is present
- Use a mobile phone, camera or other recording device in any changing area or other single sex location, such as toilets, when the area is occupied

7   Reporting Procedures

7.1   Child Protection

Below is the Borough Council's Child Protection Referral Process.   There is a separate flowchart for concerns presenting in the One Stop Shop (Appendix A) and the Authority's Leisure Facilities (Appendix B).

Child Protection Referral Procedure

Is the child at risk of immediate harm?

Yes → Contact the police immediately on 999

No → Do you have an urgent child protection concern?
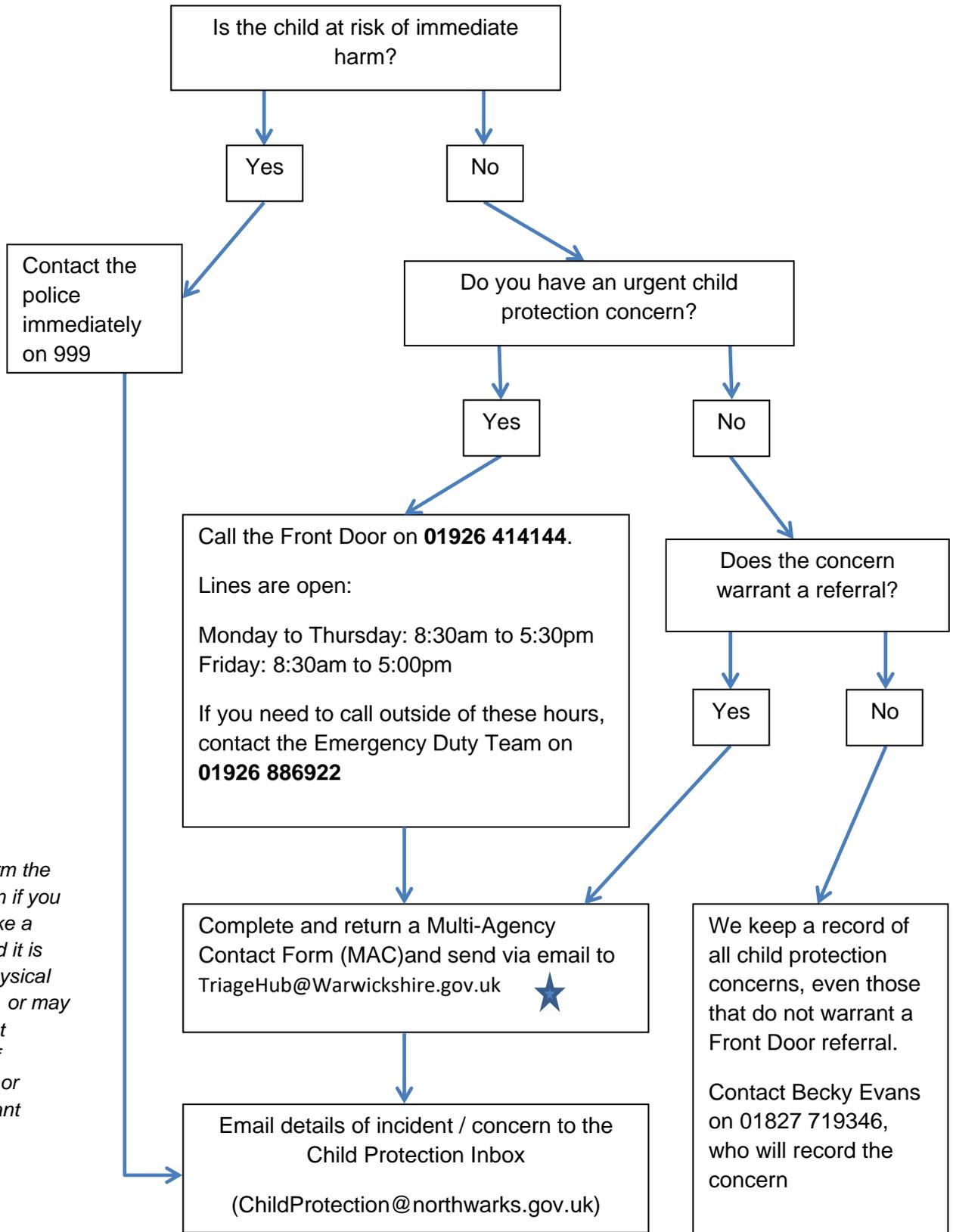
You should inform the parent / guardian if you are going to make a referral, provided it is not related to physical or sexual abuse, or may place the child at increased risk of significant harm or cause a significant delay

Do you have an urgent child protection concern?

Yes → Call the Front Door on **01926 414144**.

Lines are open:

Monday to Thursday: 8:30am to 5:30pm
Friday: 8:30am to 5:00pm

If you need to call outside of these hours, contact the Emergency Duty Team on **01926 886922**

No → Does the concern warrant a referral?

Yes → Complete and return a Multi-Agency Contact Form (MAC)and send via email to TriageHub@Warwickshire.gov.uk

No → We keep a record of all child protection concerns, even those that do not warrant a Front Door referral.

Contact Becky Evans on 01827 719346, who will record the concern

Complete and return a Multi-Agency Contact Form (MAC)and send via email to TriageHub@Warwickshire.gov.uk → Email details of incident / concern to the Child Protection Inbox

(ChildProtection@northwarks.gov.uk)

If you have any concerns about making a referral, or are unsure if a concern warrants a referral, please contact Becky Evans (01827 719346) or Simon Powell (01827 719352).

7.2   Safeguarding Adults at Risk Referral Procedure

| An abusive act is witnessed | Adult makes a disclosure | Disclosure from a third party | Suspicion or concern that something is not right | Evidence of possible abuse or neglect |

Anyone can become aware of Abuse or Neglect of an Adult with Care and Support needs

Unless it is not safe, speak to the Adult concerned to get their views on the concern or incident and what they would like to see happen next

Is the Adult in immediate danger?

YES

NO

Take any immediate actions to safeguard anyone at immediate risk of harm, including calling emergency services or summoning medical assistance

Has any criminal offence occurred, or is it likely to occur?

YES   **NO**

Contact the Police immediately

Refer to the Child Protection Referral Procedure if a child is identified as being at risk of harm

Have regard to the view of the adult and consider referring the abuse concern to

Adult Social Care on 01926 412080

Adult Social Care* will liaise with the referrer and will guide the next steps

*For certain groups of adults with mental health needs, the Coventry and Warwickshire NHS Partnership Trust integrated Mental Health Service will lead the response to adult safeguarding concerns

7.3   Escalation Procedure

All organisations should have a policy for internal escalation of disagreements about safeguarding issues. This policy will be made known to staff in their induction and safeguarding training.

If a member of staff has an issue about how a safeguarding concern about a child has been dealt with internally they should contact the Director of Leisure and Community Development. If the issue relates to a decision made by the Director of Leisure and Community Development, they should seek advice from the Front Door referral service directly on 01926 414144. If a member of staff has an issue about how a safeguarding concern has been dealt following a Front Door referral, they should follow the Warwickshire Safeguarding Partnership Escalation Process at https://www.proceduresonline.com/covandwarksscb/files/escalation_warks.pdf

If a member of staff has an issue about how an adult safeguarding concern has been dealt with internally they should contact the Director of Housing. If the issue relates to a decision made by the Director of Housing, they should contact the Manager of Warwickshire County Council's Safeguarding Team on 01926 412080. If a member of staff has an issue about how a safeguarding concern has been dealt with externally, by the Safeguarding Team, they should contact the Director of Housing, who will take action to escalate it if appropriate.

8   Safer Recruitment

8.1   Recruitment and Selection

All of the Borough Council's staff will be appointed in line with the Authority's Recruitment and Selection Policy and procedures to ensure that all of the necessary checks are carried out on individuals expected to work with children and vulnerable adults.

Pre-selection checks must include the following:

- Completion of an application form, including a self-disclosure about criminal records
- Where appropriate, consent to obtain information from the Disclosure and Barring Service in order to assess an applicant's suitability to work with children and adults at risk in accordance with legislation
- Receipt of two relevant references, one of which, where possible, must be from a previous employer engaged in work with children, young people and / or adults at risk
- Confirmation of qualifications
- Confirmation of identity

8.2 Disclosure and Barring Service (DBS)

In line with the Borough Council's Recruitment and Selection Policy, Disclosure and Barring Service (DBS) checks will be carried out on all staff involved in 'Regulated Activity' relating to children and adults at risk. Guidance for managers is available from Human Resources.

The following Elected Member roles will be subject to a Basic DBS check:

- Spokesperson and Shadow Spokesperson for Health, Wellbeing and Leisure
- Young Persons Champion and Shadow Champion
- Lead Councillor on CCTV and Shadow Lead
- Mayor and Deputy Mayor

8.3 Supervision and Appraisal

All staff and volunteers work more effectively when they are well informed, trained and supported. Line managers should be sensitive to any concerns about abuse, act on them at an early stage and offer support to those who report it. It is the responsibility of line managers to monitor good practice. This can be done in a number of ways:

- Direct observation of the activity or service
- Staff appraisals, one-to-one meetings, mentoring and providing feedback on performance
- Participant feedback on the activities or services

All staff working, or having regular contact, with children, young people and adults at risk should have safeguarding as a standing item on the agenda for their one-to-one meetings.

8.4 Induction and Training

It is important that the recruitment and selection process is followed up by relevant induction and training in order to further protect children, young people and adults at risk from possible abuse. Appropriate training will enable individuals to recognise their responsibilities with regard to their own good practice and the reporting of suspected poor practice and concerns or allegations of abuse.

A Training and Skills Development Record will be kept and monitored by the Human Resources Section to ensure that training is undertaken and refreshed as necessary by staff and Councillors across the Authority.

All members of Borough Council staff, regardless of whether or not they come into contact with children, young people or adults at risk during the normal course of their duties, must attend the Authority's Safeguarding training course(s) within three months of commencing their employment and on a regular (minimum of once every three years) basis thereafter. All Councillors will be trained during each four-year political term.

All members of staff must understand their responsibilities towards protecting children and adults at risk and must be aware of the procedures to follow should they have a related concern.

8.5 External Clubs / Organisations Using Borough Council Facilities

All clubs and organisations working with children and young people that use Borough Council facilities will be expected to have appropriate arrangements in place to safeguard and protect children, young and other vulnerable people. These arrangements may include, for example and where relevant, formal compliance with the safeguarding requirements of the governing body for the sport or activity concerned. If a club or organisation does not have its own policy, (or evidence of formal compliance with the safeguarding requirements of an appropriate governing body), a copy of this Policy will be distributed with the Terms and Conditions of Hire. The club / organisation will then be required to commit to adhere to the provisions of this Policy and the standards of care outlined herein. Given the Borough Council's statutory safeguarding duty to take reasonable steps to ensure that the bodies or persons hiring its facilities have suitable arrangements in place, the Manager of any such facility will then make arrangements to monitor the standards of care implemented by the club / organisation during its activities undertaken on Borough Council premises and will make appropriate reports or referrals under this Policy should it have any concerns about the activity or arrangements of the club / organisation in question.

8.6 Use of Contractors

The Council and its staff, Members and volunteers should exercise reasonable care to ensure that contractors undertaking work on behalf of the Authority are appropriately supervised and monitored.

Any contractor or sub-contractor engaged by the Borough Council in areas where workers are likely to come into contact with children or adults at risk, should have their own equivalent Safeguarding Policy. Failing this, it must demonstrate that they will comply with the terms of this Policy.

Where there is potential for contact with children or adults at risk, it is the responsibility of the manager who is using the services of the contractor to check that a policy is in place and any necessary Disclosure and Barring Service checks have been satisfactorily completed.

9 Allegations Against a Member of Staff

9.1 Allegations Against People Who Work with Children / Young People

The procedure relates to all Borough Council employees, elected Members and contractors.

Any concerns should be raised immediately with the Director of Leisure and Community Development. In the absence of the Director of Leisure and Community Development, the Chief Executive should be informed. It is the responsibility of the

Director of Leisure and Community Development to inform the Local Authority Designated Office (LADO) within **one working day**.

Referrals to the Local Authority Designated Office (LADO) should be made where there are concerns that someone who works with children may have:

- Behaved in a way that has harmed, or may have harmed, a child
- Possibly committed a criminal offence against, or related to, a child
- Behaved towards a child or children in a way that indicates that they may pose a risk of harm to children

These behaviours should be considered within the context of the four categories of abuse (physical, sexual and emotional abuse and neglect). These include concerns relating to inappropriate relationships between members of staff and children or young people, for example:

- Having a sexual relationship with a child under 18 years of age if in a position of trust in respect of that child, even if it is consensual
- 'Grooming', i.e. meeting a child under 16 years of age with intent to commit a relevant offence
- Other grooming behaviour giving rise to concerns of a broader child protection nature (e.g. inappropriate text / email messages or images, gifts, socialising, etc.)
- Possession of indecent photographs / pseudo-photographs of children

If concerns arise about a person's behaviour towards her / his own children, the standard Child Protection Referral Process identified within this Policy should be followed.

The accused member of staff should:

- Be treated fairly and honestly and helped to understand the concerns expressed and processes involved
- Be offered appropriate sources of support
- Be kept informed of the progress and outcome of any investigation and the implications for any disciplinary or related process

These referrals should be made on the Position of Trust Multi-Agency Contact Form (POT MAC) and emailed to the LADO at their direct email address, which is lado@warwickshire.gov.uk. Direct contact with the LADO Support Officer should also be made on 01926 743433.

If an allegation is substantiated and the person is dismissed or the employer ceases to use the person's service, or the person resigns or otherwise ceases to provide his / her services, the LADO should discuss with the employer whether a referral should be made to the Disclosure and Barring Service (DBS).

Allegations of historical abuse should be responded to in the same way as contemporary concerns.

9.2   Allegations Against People Who Work with Adults at Risk

All concerns should be reported to the Director of the service in which the Officer works and to the Human Resources Manager.

If the allegation is against an Officer in the Council's employment:

- Once information of the allegation has been clarified, the Director will consult with Human Resources
- Once Human Resources has been notified, a safeguarding referral must be made to Warwickshire County Council and / or the Police

10   Dealing with a Disclosure

10.1   How to Respond

Listening to a disclosure can be difficult, and although it is not expected that employees will actively seek or probe people for disclosures, if someone does disclose information about abuse you should:

- Listen carefully
- Take the person seriously
- Write down, as soon as you can, what has been said (using their words) and any extra information about their actions whilst giving the information (for example, if someone said "they hurt my arm" but pointed to their leg you would need to record both elements)
- Follow the safeguarding procedures outlined within this Policy
- Tell the person what you are going to do next
- Do not promise to keep anything a secret. Remember, it is a statutory duty to report safeguarding concerns
- Do not ask leading questions

If you do not feel comfortable, confident or the situation is having a negative impact on your emotional wellbeing, seek support from an Officer with a responsibility for safeguarding (Section 3).

10.2   Looking After Yourself

Receiving a disclosure can have a significant impact on your emotional wellbeing. If you are affected by anything you have read or heard with regard to safeguarding, you can:

- Inform your line manager (without disclosing any of the details regarding the disclosure)
- Access counselling through the Authority (which Human Resources will need to authorise)
- Talk through the issue with any of the Officers responsible for safeguarding (see Section 3)

- Access local mental health services (see https://www.warwickshire.gov.uk/mentalhealth for details)

11   Uncollected Children

If there are any uncollected children at the end of a structured session at a leisure facility the following action should be taken:

- 15 minutes after the child should be collected call the emergency contact details provided at registration
- If contact is made, establish a collection time
- If no contact is made, try second contact if one has been given

- If no one is answering the emergency contact number(s), continue to try every five minutes
- If contact has not been made within half an hour after the time the child should have been collected, the Operations Officer should be made aware
- Continue to try emergency contact number(s) every five minutes
- If the children have not been collected within one hour and no contact has been established with a parent / guardian, call 101

The uncollected child / children should be supervised by the Duty Officer until they are collected

12   Marketing and Promotion

12.1   General Data Protection Regulations (GDPR)

The General Data Protection Regulations (GDPR) and the Data Protection Act 2018 supersede the Data Protection Act 1998. Practitioners must have due regard to the relevant data protection principles that allow them to share personal information.

The GDPR and Data Protection Act 2018 place greater significance on the need for organisations to be transparent and accountable in relation to their use of data. All organisations handling personal data must ensure that they have in place comprehensive and proportionate arrangements for collecting, storing and sharing information. This also includes arrangements on informing service users about the information that they will collect and how this may be shared.

The GDPR and Data Protection Act 2018 **does not** prevent, or limit, the sharing of information for the purposes of keeping children and young people safe.

To effectively share information:

- All practitioners should be confident of the processing conditions that allow them to store and share the information that they need to carry out their safeguarding role. Information that is relevant to safeguarding will often be data which is considered to be "special category personal data", meaning that it is sensitive and personal

- Where practitioners need to share special category personal data, they should be aware that the Data Protection Act 2018 includes 'safeguarding of children and individuals at risk' as one of conditions that allows practitioners to share information with others without consent
- Information can be shared legally without consent, if a practitioner is unable to, or cannot be reasonably expected to gain consent from the individual, or if to gain consent could place a child at risk
- Relevant personal information can also be shared lawfully if it is to keep a child or individual at risk safe from neglect or physical, emotional or mental harm, or if it is protecting their physical, mental or emotional wellbeing

Practitioners looking to share information without consent should consider which processing condition in the Data Protection Act 2018 is most appropriate in the particular circumstances of the case. This may be the safeguarding processing condition or another relevant provision.

The Borough Council will use personal data for a limited number of purposes and always within the rules set out in the GDPR and Data Protection Act 2018. The Authority will process data to protect individuals from harm or injury.

12.2   Photographs

With regard to the taking photographs of children or adults at risk:

- Avoid taking pictures if individuals can be identified
- To take pictures of children you need written permission from their parent / guardian
- To take pictures of adults you need to get verbal permission
- A photograph should be retained for no longer than is necessary for the purpose of which it was taken, otherwise for a maximum of twelve months
- Images should be stored on Content Manager and under no circumstances should images of children or adults at risk be stored on an employee's personal or work mobile / other handheld device

At any Authority–led event in a public area, it would be deemed unreasonable to request consent from everyone present. The taking photographs of children / adults at risk at a public event, therefore, is acceptable. These images can only be used in promotional material relating to the event and must not be passed to third parties.

The Borough Council is not responsible for collating consent for external organisations or individuals (e.g. journalists) who are not employed by the Authority when they are taking photographs at Borough Council run events.

12.3   Social Media and Website Articles

Even without the use of photographs, if an article or social media post includes a child's full name, verbal consent must be sought from the parent / guardian.

Executive Board

20 June 2023

Report of the Chief Executive   **Natural Environment including Biodiversity Net Gain**

1   Summary

1.1   The report provides information on a range of initiatives and activities taking place around the natural environment.

> **Recommendation to the Board:**
>
> **a   Member training be provided on BNG;**
> **b   That the introduction of BNG in relation to planning applications be noted; and**
> **c   That Council land be explored to assess its suitability for being put forward as land within the natural capital market, including Biodiversity Net Gain.**

2   Consultation

2.1   Consultation has taken place with the relevant Members and any comments received will be reported at the meeting.

3   Background

3.1   Within the Coventry and Warwickshire area biodiversity offsetting has been used for some time to quantify the impact a development has on the natural environment and then mitigate where possible these impacts. There is also work 1being carried out on creating and maintaining a habitat biodiversity audit of the area and Coventry Solihull and Warwickshire Green Infrastructure Strategy. This work is supported by Policies LP16 Natural Environment and LP17 Green Infrastructure in the North Warwickshire Local Plan 2021. Warwickshire County Council and in particular, David Lowe, has been the main player supporting being at the forefront of the work nationally. This means in terms of work relating to the natural environment the County and in turn the Borough is not starting from scratch.

3.2   In the following section the Environment Act as well as new and emerging initiatives relating to the natural environment are briefly explained.

Environment Act 2021

3.3   The Environment Act, parts of which came into force in 2021, (www.legislation.gov.uk/ukpga/2021/30/contents/enacted) acts as the UK's

framework of environmental protection. It replaces EU regulations covering rules on nature protection, water quality, clean air and other environmental protections. The Act is broken down into seven key parts:

- Parts 1 and 2: Environmental governance, principles, targets and improvement plans
- Part 3: Waste and resource efficiency
- Part 4: Air quality and environmental recall
- Part 5: Water
- Part 6: Nature and biodiversity
- Part 7: Conservation covenants

3.4 National government has been interested in how biodiversity offsetting as initiated in Warwickshire could be rolled out nationally and has taken the scheme with some alterations and introduced Biodiversity Net Gain through the Environment Act 2021.

Environment Improvement Plan 2023

3.5 Earlier this year the Government published its Environmental Improvement Plan 2023, a review of the [25 Year Environment Plan (25YEP)](#) published in 2018. The 2018 document set out the Government's vision for a quarter-of-a century of action to help the natural world regain and retain good health. The Environment Act 2021 requires the plan to be refreshed every 5 years. The 2023 document represents the first such review of the 25YEP and reinforces the intent of the 25YEP setting out how the plan will be delivered.

3.6 To achieve its vision, the 25YEP set out 10 goals which are:
- Goal 1: Thriving plants and wildlife
- Goal 2: Clean air
- Goal 3: Clean and plentiful water
- Goal 4: Managing exposure to chemicals and pesticides
- Goal 5: Maximise our resources, minimise our waste
- Goal 6: Using resources from nature sustainably
- Goal 7: Mitigating and adapting to climate change
- Goal 8: Reduced risk of harm from environmental hazards
- Goal 9: Enhancing biosecurity
- Goal 10: Enhanced beauty, heritage, and engagement with the natural environment

4 Biodiversity net gain (BNG)

What is biodiversity net gain?

4.1 Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. The [National Planning Policy Framework (NPPF)](#) states:

174: Planning policies and decisions should contribute to and enhance the natural and local environment by:

d. minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures

179: Plans should:
b. promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity and development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

180: When determining planning applications, local planning authorities should apply the following principles:
d. development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to *improve biodiversity in and around developments* should be integrated as part of their design, especially where this can secure *measurable net gains* for biodiversity or enhance public access to nature where this is appropriate.

What are the key components of mandatory BNG?

4.2   The Environment Act sets out the following key components of mandatory biodiversity gain:
- Amends the Town & Country Planning Act (TCPA);
- Minimum 10% gain required calculated using the Biodiversity Metric & approval of a biodiversity gain plan;
- Habitat secured for at least 30 years via planning obligations or conservation covenants;
- Delivered on-site, off-site or via a new statutory biodiversity credits scheme; and
- National register for net gain delivery sites.

4.3   It does not change existing legal protections for important habitats and wildlife species. It maintains the mitigation hierarchy of avoid impacts first, then mitigate and only compensate as a last resort. It will apply to Nationally Significant Infrastructure Projects (NSIPs) but not marine development.

When will biodiversity net gain become mandatory? Why is there a delay for mandatory BNG for small sites until April 2024?

4.4   The mandatory requirement is to come into place in November 2023 for all but exemptions and small sites. The [Government's response to the 2018 consultation on net gain](#) set out that there would be a 2 year implementation period for mandatory BNG once the Environment Bill received Royal Assent and became the Act (which happened on 9 November 2021). The [Government's 2023 response to the 2022 BNG consultation](#) set out that the transition period for small sites will be extended to April 2024.

8/3

4.5 The delay to implementing BNG for small sites is to lessen initial burdens and allow a longer period for developers and local planning authorities to adapt and prepare for the high volume for minor applications. The Act includes provision for secondary legislation to set a date for the requirement to come into force. Small sites are defined as:

(i) For residential: where the number of dwellings to be provided is between one and nine inclusive on a site having an area of less than one hectare, or where the number of dwellings to be provided is not known, a site area of less than 0.5 hectares.

(ii) For non-residential: where the floor space to be created is less than 1,000 square metres OR where the site area is less than one hectare.

What is on-site and what is off-site for BNG?

4.6 This is covered in the [Biodiversity Metric user guide](#):
- 'On-site' includes all land within the boundary of a project. In a planning context, this usually means within a red line boundary.
- 'Off-site' is all land outside of the on-site boundary, regardless of ownership.

(Note: on-site does not include land within the 'blue line' boundary – a line showing land owned by the same landowner but outside the planning application site.)

What is the Biodiversity Metric?

4.7 Demonstrating BNG requires an approach to measuring biodiversity. The [Biodiversity Metric](#) is a habitat based approach to determining a proxy biodiversity value developed by Natural England. The Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. Mandatory BNG will require use of the latest version of the Biodiversity Metric. The current version is [Biodiversity Metric 4.0](#), which was published in March 2023. Government anticipate that this will form the basis of the statutory metric, which will be laid before Parliament and this is expected to be November 2023. Further information on the latest on the Metric is available in the [Government's 2023 response to the 2022 Consultation on the Biodiversity Metric](#).

Biodiversity Net Gain Plan

4.8 The biodiversity gain plan is a document which sets out how a development will deliver biodiversity net gain and allows the planning authority to check whether the proposals meet the biodiversity gain objective.

4.9 The Environment Act sets out that development subject to mandatory BNG will be required to submit a biodiversity gain plan for planning authority approval and the planning authority required to approve it prior to commencement. This is required under the '*General condition of planning*

permission' added as Schedule 7A to the Town and Country Planning Act 1990 ([under Schedule 14 of the Environment Act](#)).

4.10   The Environment Act sets out that the biodiversity gain plan should cover:
- How adverse impacts on habitats have been minimised;
- The pre-development biodiversity value of the onsite habitat;
- The post-development biodiversity value of the onsite habitat;
- The biodiversity value of any offsite habitat provided in relation to the development;
- Any statutory biodiversity credits purchased; plus
- Any further requirements as set out in secondary legislation.

4.11   The Government's [Consultation on Biodiversity Net Gain Regulations and Implementation of January 2022](#) set out further information about biodiversity gain plans (page 50 onwards), including that Government intends to publish a biodiversity gain plan template. It also indicates that biodiversity net gain information in the form of a BNG Statement will be required to be submitted at the planning application stage rather than a complete biodiversity gain plan. Further details are be published in due course.

What is the national biodiversity credits scheme?

4.12   The Environment Act makes provision for the Secretary of State to set up a system of statutory biodiversity credits that will be invested in habitat creation. The biodiversity credits scheme allows the UK government to sell biodiversity credits to developers if the required biodiversity net gains cannot be achieved on-site or through the off-site market. The price of biodiversity credits will be set higher than prices for equivalent biodiversity gain on the market and Government has stated that an indicative credit price will be published 6 months in advance of BNG becoming mandatory, although this is yet to be set. Natural England will sell statutory biodiversity credits on behalf of the Secretary of State. An accessible and user-friendly digital sales platform is currently being developed and tested.

Biodiversity register

4.13   The Borough Council will be required to keep a record of the biodiversity net gain approved both on and off site delivered through the planning system. There will be a national register, but this will only be for off-site delivery. Further work is needed to determine the best way to do such a register.

5   **Other Environmental Initiatives**

5.1   The following section outlines additional areas of work that are ongoing or are likely to be introduced.

Nutrient Neutrality

5.2   Natural England has issued advice highlighting the need to carefully consider the nutrients impacts of any new plans and projects on 27 nominated Habitat

Sites, and whether mitigation is needed to protect sites from additional nutrient pollution. One of these is the River Mease Site which covers part of North Warwickshire as shown on the attached as Appendix A.

5.3 Natural England's advice comes with tools and guidance to help developments demonstrate that they do no harm, so that they can go ahead. This approach is called 'nutrient neutrality'. In the identified area there may be a need for a Habitats Regulations Assessment (HRA) to see if nutrient neutrality is a potential solution – i.e. mitigation measures designed into the proposal so the development can proceed. This allows competent authorities and developers to identify the level of mitigation required to cancel out the additional nutrient pollution expected from a particular project. This affects development proposals with the potential to affect water quality, such that they would have adverse nutrient impacts on. A summary note is provided at Appendix B.

5.4 Due to the location of the Nutrient Neutrality area it is unlikely to affect many planning proposals.

Local Nature Recovery Strategy

5.5 Local nature recovery strategies (LNRS) are a system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021. Each strategy must:
• agree priorities for nature's recovery
• map the most valuable existing areas for nature
• map specific proposals for creating or improving habitat for nature and wider environmental goals

5.6 For North Warwickshire it will be part of the Warwickshire LNRS area as defined by Defra, and who have appointed Warwickshire County Council as the 'responsible authority' to lead its preparation, publication, review and republication. There will be around 50 LNRS's covering the whole of England with no gaps and no overlaps.

5.7 The main purpose of the strategies is to identify locations to create or improve habitat most likely to provide the greatest benefit for nature and the wider environment. The strategies do not force the owners and managers of the land identified to make any changes. Instead, the government is encouraging action through, for example, opportunities for funding and investment. Actions which support and draw on nature to provide wider environmental or societal benefits are called 'nature-based solutions'. Having both actions for nature recovery and nature-based solutions will help join up work to improve how land is managed for different environmental reasons and find activities that have multiple benefits.

5.8 It is expected that Warwickshire County Council (WCC) will involve people and groups from across the public, private and voluntary sectors to help them produce the strategy. The strategy will benefit from their understanding of what environmental issues are most important locally. This will also

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encourage them to carry out the proposals in the strategy. Also, as the responsible authority it is expected that they should contribute to the delivery of their strategy as well as lead its preparation. However, they are not solely responsible for delivering the strategy as it is expected this will be shared with public, private and voluntary sector partners all playing a role.

5.9   The Act establishes 2 mechanisms to support the delivery of local nature recovery strategies: • mandatory biodiversity net gain • a strengthened biodiversity duty on public authorities The strategies will identify where action to achieve net gain will have the most impact and encourage action in these locations through the way net gain is calculated. All public 5 of 20 authorities will also have to have regard to relevant local nature recovery strategies under the strengthened biodiversity duty.

5.10   The government intends for local nature recovery strategies to inform the local planning process. Local planning authorities must have regard to them in complying with the strengthened biodiversity duty. The government will provide separate guidance to explain what this means in practice in due course.

5.11   WCC will need to review and republish their strategy as part of an ongoing cycle which considers what has been achieved and proposes what further work is needed for nature to recover. The local nature recovery strategy regulations set out when and how often reviews will take place.

Natural Capital Market

5.12   The Government announced on 30 March 2023 a Green Finance Strategy (www.gov.uk/government/publications/green-finance-strategy) as well as Nature Markets Framework (www.gov.uk/government/publications/nature-markets). The aim is to accelerate investment in nature as part of the drive to net zero by 2050. The Executive Summaries of both documents are attached as Appendices C and D. The Strategy sets out how the government will encourage green finance for nature-based solutions such as tree planting and peatland restoration and support farmers to access new private sector revenue streams whilst protecting the natural environment. It is therefore aimed at farmers and landowners.

5.13   There may be an opportunity for the Borough Council to be involved in this market as a landowner. Further discussions are taking place and further information will be brought back to Board when available.

Green Infrastructure Strategy

5.14   The Coventry, Solihull and Warwickshire local authorities joined together to prepare and publish a Green Infrastructure Strategy in July 2011 (www.northwarks.gov.uk/downloads/file/4587/cd83_sub_regional_green_infra structure_study). There is a need to update the document, and this is currently being drafted for discussion. When available a further report will be brought to Board for consideration.

6   Next Steps

6.1   There are a number of projects and initiatives that will need to be introduced in the coming years, but the immediate steps are:
1   Update of the Green Infrastructure Strategy;
2   Assist the production of the Local Nature Recovery Strategy;
3   Investigate the different nature markets and what needs to be put into place to engage with such markets; and,
4   Member training on the natural environment including BNG.

6.2   As set out by the report the mechanics of how initiatives are being introduced is changing and moving at a pace. General updates will therefore be circulated to members when available.

6.3   Finally, the Council will be subject to a new duty to enhance biodiversity generally. Previously the duty was to conserve biodiversity and as well as the specific actions mentioned above, the Council should consider how it can enhance biodiversity generally and with regard to its policies and decisions.

6.4   Government guidance requires the Council to:

1. Consider what you can do to conserve and enhance biodiversity.
2. Agree policies and specific objectives based on your consideration.
3. Act to deliver your policies and achieve your objectives.

This will include considering what action can be taken to enhance biodiversity, particularly with regard to how land within the ownership of the Borough Council is managed. The Council is currently reviewing its Green Space Strategy and this duty will be a key consideration as part of that review.

7   Report Implications

7.1   Finance and Value for Money Implications

7.1.1 The Borough Council has received £26,807 for the 2022/23 financial year as part of the additional burden funds from Government. It is expected that a further £15,638 will be made available to the Borough Council during this financial year. This money will partly be used to update the baseline data held in the Habitats Biodiversity Audit as well as seek specialist ecologist advice.

7.2   Environment, Sustainability and Health Implications

7.2.1 The emphasis on the natural environment of the different initiatives listed in the report should have a positive impact on the Borough. As more details are published the impact should become clearer.

7.3 **Human Resources Implications**

7.3.1 To date work and advice on biodiversity offsetting has been provided by the County Council. The Development Management Team has a service level agreement in relation to ecology advice on planning applications with the County who also provide wider policy advice. The need to have in-house ecology expertise will be reviewed as the work begins to filter through.

7.4 **Legal Implications**

7.4.1 As set out in the body of the report, the 2021 Act amends planning legislation by introducing a requirement for a biodiversity net gain when planning permission is granted. The body of this report sets out how that gain is calculated and the materials which the Council must consider in determining this.

7.4.2 It is expected that the relevant provisions of the 2021 Act will be implemented shortly. Whilst, as set out in this report, biodiversity offsetting has been undertaken in Warwickshire for some time, the proposals and recommendations in this report will ensure that the Council complies with these changes to legislation.

Links to Council's Priorities

7.5.1 The current Corporate Plan has 'Protecting the rurality of the Borough' as a key priority and the enhancement of natural habitats is key to this. Enhanced habitats will work towards improving quality of life and bringing quality to growth, as set out in the Plan.

The Contact Officer for this report is Dorothy Barratt (719250).
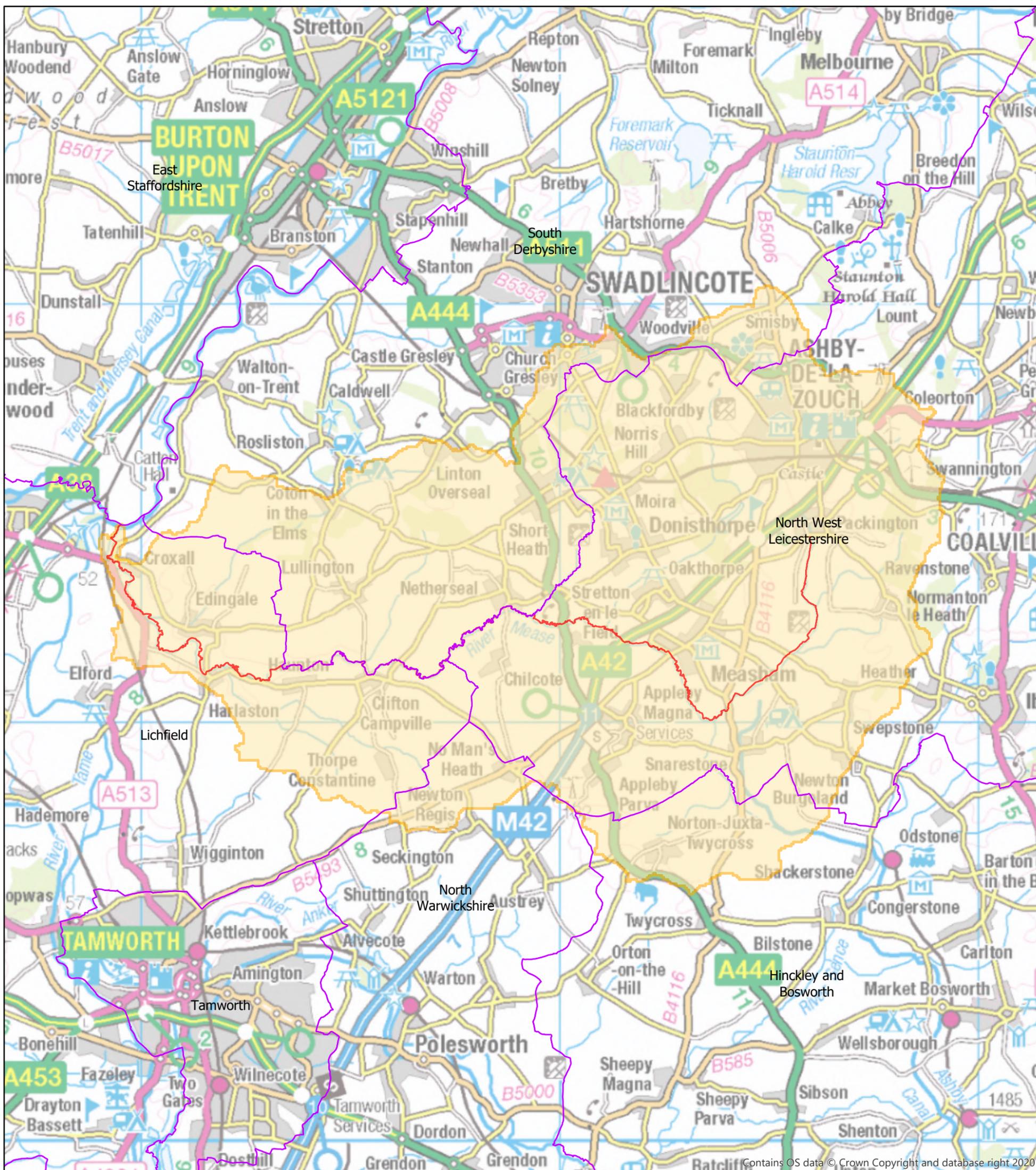
European protected sites requiring nutrient neutrality strategic solutions

Scale: 1:90,000

**Component SSSIs of
River Mease SAC**

Local Authorities
SSSI subject to nutrient neutrality strategy
Nutrient neutrality SSSI catchment
National Parks

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NATURAL
ENGLAND

Nutrient Neutrality

A summary guide

This document has been produced by Natural England, Defra and DLUHC to provide a non-technical summary of nutrient neutrality for water quality. This is supplementary to Natural England's formal advice and guidance.

Nutrient Pollution

Nutrient pollution is a big environmental issue for many of our most important places for nature in England. In freshwater habitats and estuaries, increased levels of nutrients (especially nitrogen and phosphorus) can speed up the growth of certain plants, disrupting natural processes and impacting wildlife. This process (called 'eutrophication') damages these water dependent sites and harms the plants and wildlife that are meant to be there. In technical terms it can put sites in 'unfavourable condition'*. The sources of excess nutrients are very site specific but include sewage treatment works, septic tanks, livestock, arable farming and industrial processes.

What is unfavourable condition? In this context, a site in 'unfavourable condition' is not being adequately conserved and/or the results from monitoring show that important features of the site are not meeting all the mandatory site-specific targets

Nutrient pollution and development

Where sites are already in unfavourable condition, extra wastewater from new housing developments can make matters worse and undermine ongoing efforts to recover these sites. However, when development is designed alongside suitable mitigation* measures, that additional damage can often be avoided.

What is mitigation? In this context, we mean action taken to stop nutrient pollution impacting sites. This could be onsite – preventing nutrient pollution directly from the development in question, or offsite – reducing nutrients from other sources that affect the site overall.

Nutrient pollution and the law

Many of our most internationally important water dependent places (lakes, rivers, estuaries, etc) are designated as protected under the Conservation of Habitats and Species Regulations 2017 (as amended). We call these 'Habitats Sites'.

When competent authorities* assess projects and planning applications, they must consider whether the plan or project is likely to have significant effects on the Habitats Sites. They do this using the Habitats Regulations Assessment (HRA), made up of several distinct stages of assessment which must be undertaken in accordance with this legislation.

What is a competent authority? In this context, a competent authority includes planning decisions-makers such as Local Planning Authorities (LPAs), the Planning Inspectorate and the Secretary of State. It also includes all government departments, public bodies (such as the Environment Agency and Ofwat), Statutory Undertakers (such as water companies) and persons holding public office.

When a planning application is submitted where significant environmental effects cannot be ruled out, a competent authority (usually the LPA or Environment Agency) must make an appropriate assessment of the implications of the plan or project for that site, taking account of the site's conservation objectives. If the appropriate assessment cannot rule out damage due to nutrient pollution, planning permission would be denied under this legislation unless mitigation to reduce or eliminate the impact can be put in place.

Natural England has reviewed the available evidence on Habitats Sites that are in unfavourable condition due to high nutrient levels. Where plans or projects will contribute additional nutrients to these sites, then a robust Habitats Regulations Assessment is required in accordance with well-established principles. This may highlight the need for new solutions to inform sustainable development to protect these sites.

Nutrient neutrality – a proposed approach

Natural England has issued advice highlighting the need to carefully consider the nutrients impacts of any new plans and projects on internationally protected Habitats Sites, and whether mitigation is needed to protect sites from additional nutrient pollution. This falls under Natural England's statutory duties and is part of a coordinated cross departmental response by government, supported by Defra and DLUCH.

Natural England's advice comes with tools and guidance to help developments demonstrate that they do no harm, so that they can go ahead. We call this approach 'nutrient neutrality'. The methods created by Natural England use the latest evidence and bespoke catchment calculators to assess the site's current nutrient status and the likely impact of any new development. This allows competent authorities and developers to identify the level of mitigation required to cancel out the additional nutrient pollution expected from a particular project.

Development plans can be considered 'nutrient neutral' where they can demonstrate that they will cause no overall increase in nutrient pollution affecting specified Habitats Sites.

With this vital information, developers can deliver projects that demonstrate zero net increase in nutrient levels within the catchments of these Habitats Sites (or "nutrient neutrality"), allowing competent authorities to make more informed planning decisions.

This approach is not mandatory and, if they prefer, competent authorities can determine their own solutions as appropriate. Nutrient neutrality is intended to be an interim solution whilst we return Habitats Sites to favourable condition.

Multiple benefits

Suitable mitigation measures might include constructed wetlands, changes in land management or retrofitting Sustainable Urban Drainage systems within the catchment of the impacted site(s). This means that nutrient damage to Habitats Sites will not be made worse through these developments, allowing nature recovery plans to start reversing existing damage. Importantly, development that can mitigate nutrient impacts and demonstrate nutrient neutrality will be permitted, assuming it passes all other planning requirements.

On top of this, many mitigation measures will involve a shift towards low nutrient loading practices such as creation of new wetlands, woodland or grasslands. This provides the additional benefit of creating new spaces for nature and recreation as well as offering potential new income streams for landowners.

Whilst nutrient neutrality will not solve all the challenges facing our freshwater systems, in areas where nutrient neutrality has already been implemented the method has been shown to help identify solutions for the joint pressures of meeting new housing demands, whilst protecting our most important sites for wildlife.

Natural England's role

Natural England's role in the planning process is an advisory one, to help LPAs make good and robust decisions.

One of Natural England's statutory roles is to provide advice about the environmental impacts of plans or projects on sites which are important for nature. This advice takes account of the relevant legislation and case law which seeks to protect, conserve and enhance the environment.

The LPA decides whether to grant or refuse planning permission; Natural England can advise on impacts and help identify solutions to nutrient pollution through tools like nutrient neutrality. The LPA must have regard to Natural England's advice.

For planning applications that directly or indirectly result in additional nutrient loading which would, alone or in combination, have a significant effect on sensitive sites (which are already unfavourable because of nutrients, or the development would make it unfavourable), an appropriate assessment is needed. 'Nutrient neutrality' is one approach which can be used to mitigate harmful impacts.

Implications for Local Planning Authorities

Natural England has advised LPAs in relevant catchments that they should undertake Habitats Regulations Assessments (HRA) of all development proposals which may give rise to additional nutrients entering their catchments, in line with the requirements of the Conservation of Habitats and Species Regulations 2017.

Where developments may fail the tests of an appropriate assessment based on nutrient pollution, LPAs may choose to use nutrient neutrality to counterbalance nutrient impacts.

Natural England understands there are challenges in securing necessary mitigation and is working with a range of stakeholders and partners to develop practical solutions. The Department for Levelling Up, Housing and Communities (DLUHC) and the Planning Advisory Service (PAS) have funded additional staff to support developers and LPAs with identifying and securing mitigation. There are also examples of successful mitigation projects from areas already using a nutrient neutrality approach, such as the government-backed nitrogen credit trading pilot project in the Solent. This pilot is testing whether creation of a more transparent and efficient catchment market can speed up the supply of nature-based mitigation to unlock housing development.

Implications for Developers

Under this updated advice, developments are more likely require Habitats Regulations Assessments. Where developments would fail the requirements of the appropriate assessment, developers may be asked to take action to mitigate impacts through nutrient neutrality such as:

- building additional mitigation into their plans onsite,

- working with the LPA to arrange for mitigation offsite, or

- purchasing nutrient credits via a nutrient trading scheme (where other landowners in the catchment have taken action to reduce their nutrient load)

Nutrient neutrality provides a mechanism by which development that would otherwise be prohibited on the grounds of nutrient pollution may be given consent if mitigation is put in place. Using nutrient neutrality, developers only pay for mitigation required to counteract nutrients generated by their development.

Further information and support

For developers – Please contact your Local planning Authority or access Natural England's discretionary advice service (DAS) for further information

For Local Planning Authorities - Please refer to the formal advice and guidance sent to your planning team.

- The Planning Advisory Service (PAS) is running a series of introductory workshops for LPAs Please follow the link for further details: Nutrient neutrality and the planning system | Local Government Association

- Natural England is undertaking further research on the effectiveness of mitigation in different scenarios and developing additional tools to support implementation of nutrient neutrality mitigation

What actions is government taking?

(Information provided by Defra)

In the short term, nutrient neutrality will ensure that pollution at Habitats Sites is not made worse by development. However, the Government recognises the importance of going beyond this to tackle the underlying causes of nutrient pollution and is taking steps to improve the state of our Habitats Sites. This includes:

- Increasing compliance with regulations that protect the environment from agricultural pollution.

- Encouraging farmers to go above and beyond to reduce, prevent and reverse pollution via three new Environmental Land Management schemes

- Providing increased advice and support to farmers so that they can improve their nutrient management practices.

- Proposing legally binding targets under the Environment Act for reduced nutrient loads from both agriculture and wastewater.

- Making clear through the Strategic Policy Statement to Ofwat that water companies should "prioritise improvements to Habitats Sites" within the next price review period, focussing particularly on the need to "address nutrient pollution".

Interventions such as these will help our Habitats Sites recover and flourish in the longer term, enabling nature recovery and sustainable development

HM Government

Mobilising Green Investment

2023 Green Finance Strategy

March 2023

Executive Summary

1. **Climate change, biodiversity loss and environmental degradation are transforming the global economy.** As countries, companies and individuals across the world respond to these challenges, finance and investment have a crucial role to play. The global transition to a net zero, resilient and nature positive economy will see trillions of pounds reallocated and invested in new projects, products and services. The UK's world-renowned finance sector can put us at the forefront of this transition.

2. **The UK's COP26 Presidency in 2021 generated historic momentum in the numbers of businesses, regions and investors seeking to align with climate and environmental goals. Over 90% of global GDP is now covered by national net zero targets.** In the financial services sector this was exemplified through the commitment of the Glasgow Financial Alliance for Net Zero (GFANZ), which unites over 550 members across the financial sector committed to align with a net zero future, spanning 50 countries and representing 40% of global private financial assets.[1] Now is the time for the UK to build on that leadership.

3. **The transition is not only an environmental imperative, but a growth opportunity for the UK.** Supplying the goods and services necessary to reach global net zero ambitions is estimated to be worth up to £1 trillion to UK businesses to 2030[2]. Furthermore, exports within low carbon and renewable energy industries are growing significantly faster than exports from the broader economy. Between 2020 and 2021, it is estimated exports from these sectors increased by 67%, compared to total exports which increased by 6%.[3]

4. **The 2023 Green Finance Strategy ('this Strategy') is an update to the UK's 2019 Green Finance Strategy and sets out how continued UK leadership on green finance will cement the UK's place at the forefront of this growing global market, and how we will mobilise the investment needed to meet our climate and nature objectives.** Published alongside this Strategy are the UK government's *Powering Up Britain, Nature Markets Framework, International Climate Finance Strategy and UK 2030 Strategic Framework for Climate and Nature*. Collectively these publications confirm the UK's ambition to address climate and environmental challenges, and the practical steps we are taking to drive progress.

What are our objectives?

5. This Strategy aims to reinforce and expand the UK's position as a world leader on green finance and investment, delivering five key objectives:

   a. **UK financial services growth and competitiveness** – The UK can and will do more to support our financial services sector to prosper from a transitioning global economy. From venture capital supporting innovative climate tech solutions, to banks lending to major renewables projects and asset managers allocating capital to support the companies of the future – behind every step of our transition will be our world-leading financial services sector.

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b. **Investment in the green economy** – Private investment will be crucial to delivering net zero, building climate resilience and supporting nature's recovery. We estimate that to deliver on the UK's net zero ambitions, through the late 2020s and 2030s, an additional £50-60 billion capital investment will be required each year.[4] A 2021 report estimated that over the next ten years, our domestic nature-related goals could require between £44-97 billion of investment[5]. This investment will support the sectors and technologies of the future, enable traditional sectors to adapt and thrive as part of the transition, and presents a significant opportunity to level up the UK, including those parts with an industrial heritage.

c. **Financial stability** – Climate change and environmental degradation pose profound risks to the economy. The Bank of England projected £110 billion in additional losses for UK banks out to 2050 in their disorderly transition scenario, and 50-70% higher losses for UK insurers in their highest climate risk scenario.[6] Similarly, over half the world's GDP is generated in sectors that depend on the goods and services nature provides.[7] An effective green finance framework will ensure the finance sector has the information it needs to manage risks from climate change and nature loss.

d. **Incorporation of nature and adaptation** – There has been significant progress on nature finance both domestically and internationally since 2019, culminating in the commitments on finance made in the landmark Kunming-Montreal Global Biodiversity Framework agreed at the UN Convention on Biological Diversity COP 15 in December 2022. There is also increasing recognition of the Government's critical role in supporting private investment in climate resilience, as highlighted by the Climate Change Committee's recent report.[8] To reflect these developments, as well as calls from industry for an integrated approach, this Strategy will explicitly incorporate both nature and climate adaptation into the government's green finance policy framework.

e. **Alignment of global financial flows with climate and nature objectives** – With our world leading expertise and outward looking financial sector, the UK is strategically placed to collaborate with international partners to support the alignment of global financial frameworks and stimulate investment towards emerging and developing markets where capital needs are highest. The UK can capture a huge economic opportunity by supporting the global transition, whilst building closer relationships with high growth emerging markets and developing economies as they seek to meet their own financing needs.

HM Government

Nature markets:

A framework for scaling up private investment in nature recovery and sustainable farming

March 2023

Executive Summary

Our Environmental Improvement Plan 2023 (EIP23), published in January, set out a comprehensive plan for halting and then reversing centuries of decline in nature. Sustained government funding has an important role to play in helping us meet these targets and transition to a net zero, climate resilient, and nature positive economy. But government cannot do the job alone. We have set a goal to grow annual private investment flows to nature to at least £500 million every year by 2027 in England, rising to more than £1 billion by 2030. The development of high-integrity nature markets is a key part of our strategy to enable firms to mobilise this investment.

Nature markets enable private investment in nature, through creating units or credits that can be bought and sold. They allow businesses to invest with farmers and other land and coastal managers to enhance the ability of land and freshwater and marine habitats to provide carbon, nature recovery, clean water and other benefits. Our farmers, land and coastal managers and environmental sector are well equipped to lead the way, build on existing good practices and capitalise on the new opportunities these markets will offer.

For investment in nature markets to grow, participants need to have clarity and confidence in the principles and standards that should be used to structure investments. Clarity is also needed on the governance arrangements to ensure that these new, emerging markets will operate transparently and deliver benefits for nature, the economy and local communities.

This framework therefore sets out:

1. **Core principles** to ensure markets operate with integrity and deliver positive outcomes. We will monitor market development and support development of markets in line with these principles.

2. **Current rules** for how farmers and other land and coastal managers can access markets and combine income streams, and plans to further develop policy in this area.

3. **A new arrangement with the British Standards Institution** to develop a suite of high-integrity nature investment standards. These will enable new markets to develop and emerging markets to scale up and operate soundly.

4. **Next steps** to clarify and develop institutional and regulatory roles and market infrastructure needed to ensure good market governance.

This framework represents a commitment from the Government to support the development and operation of nature markets, and to build market policy on robust and enduring principles. It takes into account the shared ambition with the devolved nations to support the scale up of high integrity nature markets across the UK. As demonstrated by the successful UK-scale operation of the UK Woodland Carbon Code and the UK Peatland Code, there is a clear advantage in achieving scale and consistency of market offer across the UK. In taking this framework forward, we will work closely with the Devolved Administrations to align policies where appropriate and work together to build on these successful joint initiatives. We have listened to the views of a wide range of partners and stakeholders in developing this framework

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and look forward to further collaboration and mutual learning as we put in place further building blocks of nature markets policy.

Executive Board

20 June 2023

Report of the Chief Executive

A5 and A5 Partnership, including consultation on Shaping the future of England's strategic roads by Department for Transport

1   **Summary**

1.1   This report brings updated information on the work of the A5 Partnership and the A5 generally.

Recommendation to the Board

a   That the Elevator Pitch document, prepared by the A5 Partnership, be used to seek additional funding to improve the A5;

b   Representation be made on both the DfT's Strategic Road Network Initial Report and National Highways Route Strategy Initial Overview Report for the South Midlands; and

c   The Chief Executive agrees the final detail of these representations in consultation with the Leader of the Council and Leader of the Opposition.

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2   **Consultation**

2.1   Consultation has taken place with the relevant Members and any comments received will be reported at the meeting.

3   **A5 Partnership**

3.1   The A5 Partnership has grown since it started over 12 years ago now includes the local authorities and transport bodies stretching over 80 miles between Milton Keynes and Telford. The role of the partnership is to focus on lobbying for major investment along the corridor over the next 15 to 20 years. Over the years it has developed a strategy and lobbying documents. Attached as Appendix A is its latest lobbying document produced on behalf of the A5 Partnership.

3.2   This document stems from a regional conference held in Hinckley in the autumn last year, which heard from a number of key businesses and agencies and senior politicians about the significant role the A5 plays as the economic backbone of the Midlands. It also highlighted the key challenges faced by

businesses and communities and the urgent need for major investment to support existing and future planned economic growth.

4   **HIG Funding**

4.1   Members will recall that following the budget announcement in March 2020 £79.5 m was allocated to carry out the Phase 1 and 2 works for the A5. This is HIG (Housing Investment Grant). Further funding will be required for Phases 3 and 4 of the A5 within the Borough. The latest situation is that the outline business case is being sent to the Secretary of State for Transport in June by National Highways. The Council is aware the costs have risen and go beyond the budget announcement, but it is not known by how much. A verbal update will be given at the meeting if one is available.

5   **Shaping the future of England's strategic roads**

5.1   Government (Department of Transport – DfT) is consulting on the set of proposals made in National Highways' (NH) Initial Report. The report outlines NH's:
- view on the current state of the strategic road network (SRN)
- potential future needs
- proposed priorities for the next road period (RP3), covering the financial years 2025-26 to 2029-30

This consultation closes on 13 July 2023. An extract of the document is provided at Appendix B.

5.2   The Strategic Road Network Initial Report is the first stage in how NH plan network investment with the government and looks ahead to 2025-30, the third road period (RP3). It outlines its proposals for the next road period, how it intends to deliver them and what they aim to achieve. In RP3, NH are wanting to:
- improve safety for all
- make the most of the network we have
- evolve our customer and community offer
- drive decarbonisation and environmental sustainability
- take a targeted approach to enhancing our network
- reshape and evolve how we deliver

5.3   The Strategic Road Network (SRN) Initial Report summarises:
- National Highways performance over the current road period to-date
- research into customer, community and stakeholder priorities as well as local, regional and national insights
- the condition of the network, along with corresponding challenges and opportunities
- proposals for targeting improvements across the SRN over the third road period (2025-2030)
- how we'll deliver these proposals and the outcomes we could achieve

5.4   The SRN Initial Report is influenced by:

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- research and feedback summarised in the 20 [Route Strategy Initial Overview Reports](#)
- longer term consideration for the SRN presented in [Connecting the country: Our long-term strategic plan to 2050](#)
- feedback from our stakeholders, the sub-national transport bodies and Transport Focus
- consideration of new legal requirements impacting our network as well as government policies and objectives

5.5 Comments can also be made on the Route Strategy Initial Overview Reports referred to above. The closing date for comments on this document is 13th August. The objectives within the document are then referred to in the DfT's document. The Executive Summary is attached as Appendix C.

5.6 The DfT leads on the current consultation on the SRN Initial Report which will then inform the government's draft Road Investment Strategy (RIS) for RP3, due to be published later this year. Following the consultation, National Highways will work with government to understand the feedback and establish its plans for the third road period. Government is due to publish its final Road Investment Strategy for 2025-30 in 2024 along with National Highways publishing its final Strategic Business Plan and detailed Delivery Plan for RIS3 (2025-2030). These plans will set out what they intend to deliver and how. They will be supported by the publication of the 20 finalised Route Strategy Reports.

6 Observations

6.1 The focus for the Borough Council is to ensure a strategic road which has operated sub optimally for many years be improved. Linked to this is the delivery of a number of housing allocations which the Strategic Transport Assessment prepared for the current Local Plan are dependent on improvements to the A5, as is the strategic employment allocation at Horiba MIRA. It is important therefore that RP3 also seeks to deliver these improvements. The documents do make reference to the A5 but it is important that these references are clear and more specific to the A5 within North Warwickshire.

6.2 It is recommended that representations be made to the DfT seeking support for the A5 improvements including using the A5 Elevator document. It is proposed that the Chief Executive be given delegated powers to finalise the Council's response in consultation with the Leader of the Council, the Leader of the Opposition and the Independent Councillors.

7   **Report Implications**

7.1   **Finance and Value for Money Implications**

7.1.1   There are no direct financial implications from this report, but it is clear representations need to be made to the consultation document by the DofT to seek continued funding for the A5 both the works envisioned through the HIG funding and Phases 3 and 4.

The Contact Officer for this report is Dorothy Barratt (719250).

9/4

The A5

Economic Backbone of The Midlands

A corridor of growth and innovation linking the M6 with the M42, M69 and M1

The A5 Partnership

The A5 Partnership is a group of Local Planning and Highway Authorities who are dependent on the economic prosperity and growth of the A5 corridor. Since it launched 12 years ago, the Partnership has worked tirelessly to lobby for major investment in the A5 corridor over the next 15-20 years.

Throughout this time, the Partnership has worked with the Department for Transport, as well as National Highways (formerly Highways England), Transport for the East Midlands, Local Enterprise Partnerships and MPs based along the corridor to talk about the issues and challenges that both businesses and residents face and how these can be addressed. This has resulted in a number of Parliamentary debates, raising the profile of the A5 and underlining the need for investment in the corridor.

As well as this, the Partnership has worked alongside Midlands Connect and England's Economic Heartland Sub-National Transport Bodies, with both recognising the value the A5 brings to the Midlands and UK plc. There is also an awareness of the pressing need for investment to future proof the strategic connectivity of the A5 – a significant levelling up opportunity for the UK economy.
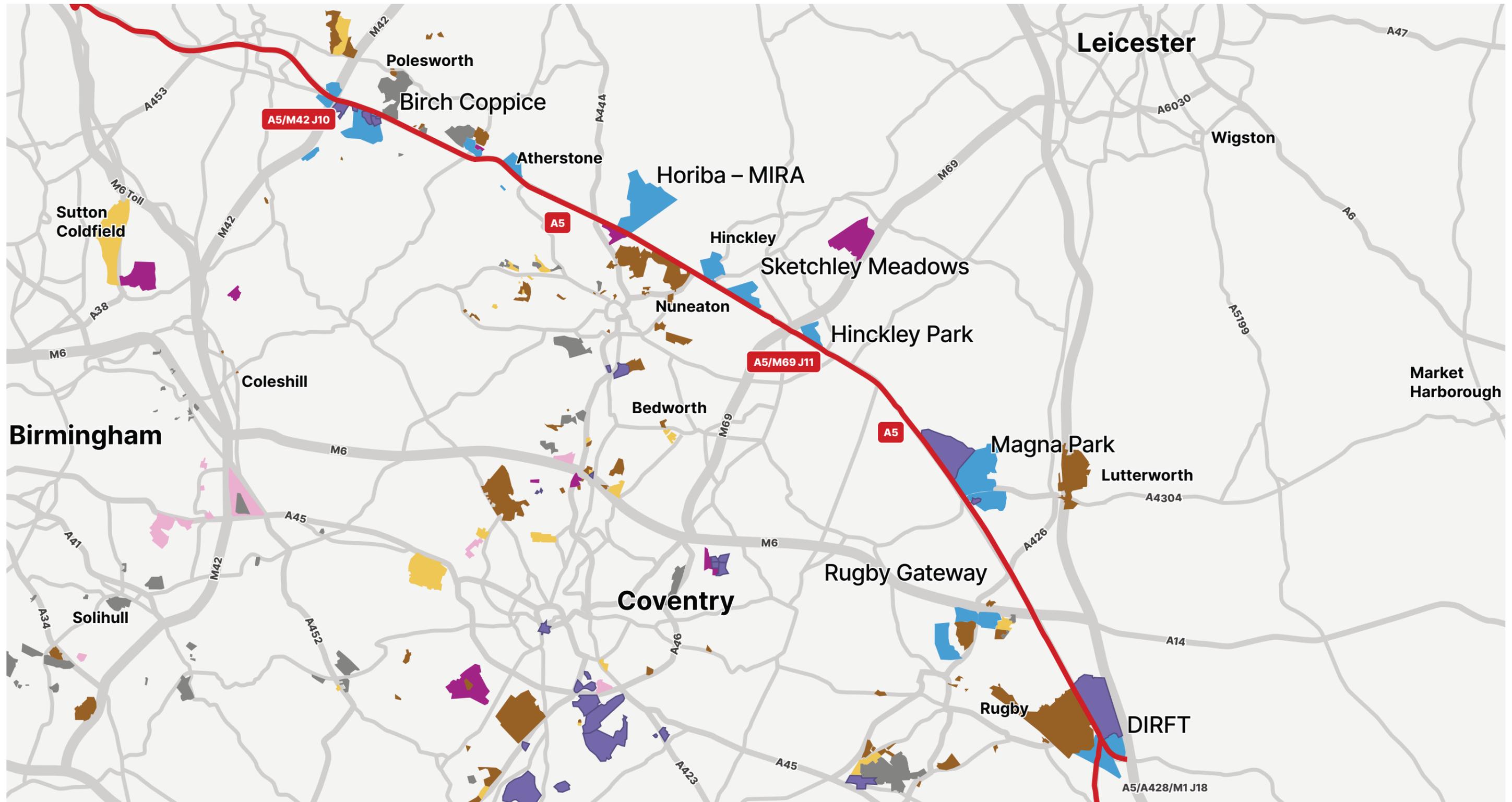
A5 Context Plan

07.02.2023

Legend

A5 Employment Zones

A5 Tamworth to Rugby

Employment

Committed Employment

Outstanding Applications

Local Plan Allocations

Housing

Committed Housing

Outstanding Applications

Local Plan Allocations
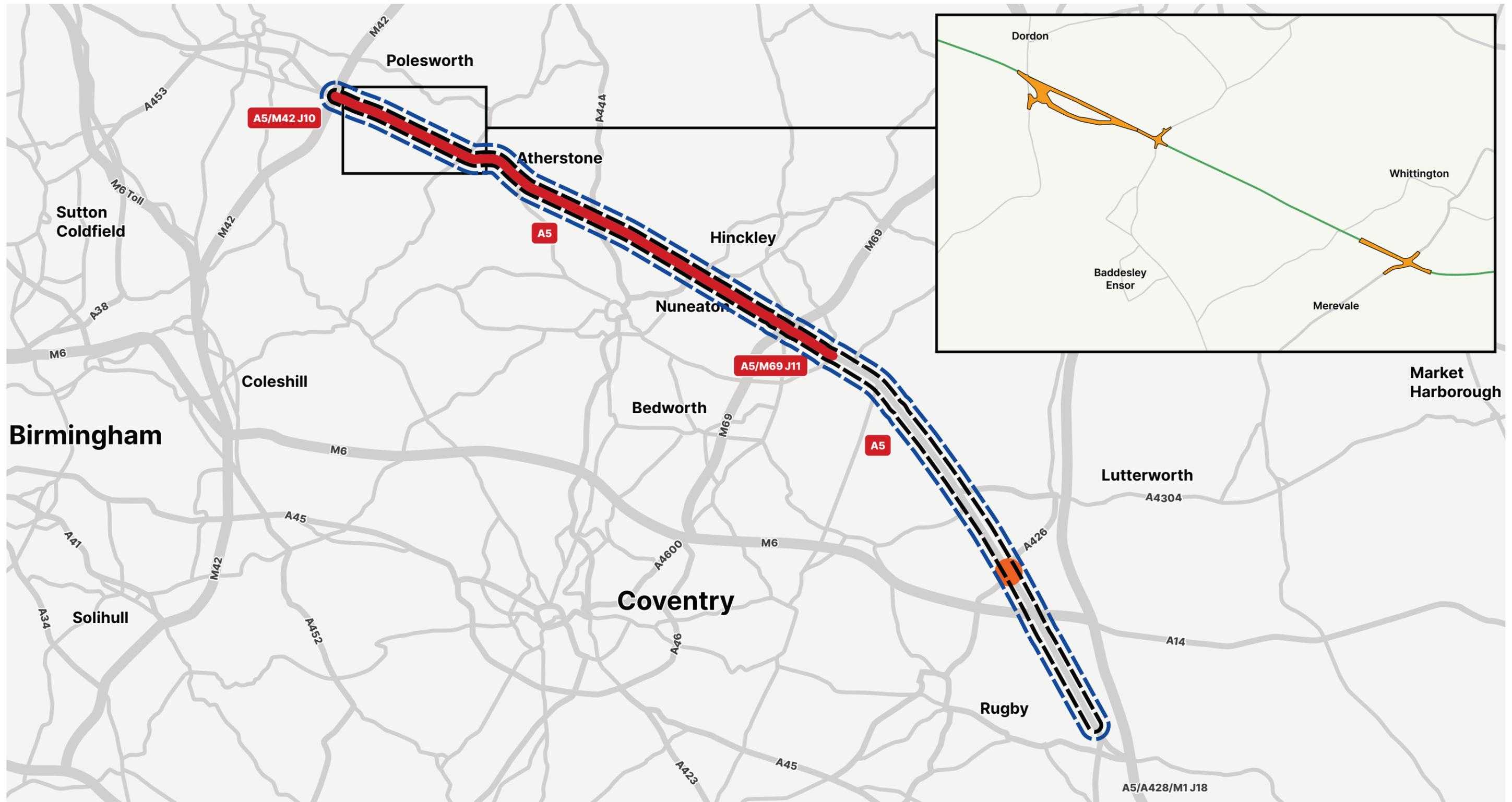
A5 Schemes Plan

07.02.2023

Legend

■ A5 HIG Schemes   ■ A5/A426 Gibbet Hill junction

Schemes

━━ A5 Tamworth to Hinkley

▰▰ Corridor Wide Freight

▰▰ Corridor Wide Road Safety

Our ask in brief

Full upgrade of the A5 between Tamworth and Hinckley

- Unlock 111,000 coridor-wide new homes by 2031 in North Warwickshire, Nuneaton and Bedworth and Hinckley and Bosworth

- Avoid the disruption on the A5 and surrounding local roads created by incidents occurring at the low railway bridge near Hinckley – the most struck bridge in the country

- Enhance access to the Horiba-MIRA Enterprise Zone

- Improve road safety for local people – Sadly, 108 people have been killed or seriously injured in four years.

Priority #2

A major improvement of the A5/A426 Gibbet Hill junction

- Address congestion and delay where the Strategic Road Network meets the Major Road Network

- Essential to upgrade and future proof this junction to enable further growth by major logistics facilities at Magna Park and DIRFT

- A fund of developer contributions is already available

- Boost housing and employment growth around Lutterworth and Rugby, including the Lutterworth East Strategic Development Area.

Priority #3

A programme of corridor-wide road safety improvements

- To reduce the number and severity of casualties

- Reduce the impact of congestion and delay caused by incidents which occur on the A5. Some £18k is lost each day in journey time delays alone.

Priority #4

Improvements for freight haulage in the A5 corridor

- The 'golden triangle' of logistics activity at the heart of road haulage in the Midlands. Manufacturing and distribution make up 42% of the local economy compared with 29% nationally

- More lorry parking and better facilities for drivers to bring down crime, reduce congestion and improve safety.

The benefits of investment in the A5

There are many local, regional and national benefits that would come with a commitment from Government to invest in the A5:

Improved **productivity** for existing businesses including the logistics, manufacturing and R&D sectors within the 'Golden Triangle', most of whom rely on the A5 for their supply chains and customers

Increased **business growth** post-Brexit and improved access to international markets via ports, airports and freeports, as the country secures new trade deals with other parts of the world

Accelerated **housing growth** within the corridor, with 111,000 coridor-wide new dwellings proposed in Local Plans between Cannock and Milton Keynes

A contribution to **levelling up** the UK economy, both from a north-south and east-west perspective

Strategic connectivity improvements for the Union between England and Wales

Greater **resilience** for the Strategic Road Network so that motorists can cope when major incidents occur (particularly on the M1 and M6)

Reduced impact of the corridor on local residents and communities, in terms of **road safety**, **air quality** and **severance**. This will improve quality of life as well as mental and physical health benefits.

Carbon reduction and **climate change** objectives thanks to a multi-modal approach which supports improved public transport, walking and cycling facilities, as well as opportunities for enhanced 'last-mile' access to town and city centres.

An **improvement line** to be confirmed by the Secretary of State for Transport to safeguard the route from new development

Economy

Manufacturing and Distribution make up **42% of the local economy (GVA)** compared to **29% nationally**

GVA of **£22bn. 10%** of Midlands GVA

Serves MIRA Enterprise Zone, supporting new technologies and intelligent mobility

190,000 new jobs forecast in LEPs Strategic Economic Plans by 2031

111,000 new homes planned by 2031

Function

Provides a diversion route for other strategic routes in the Midlands

Up to **1/3** of vehicles are HGVs

Hub for haulage and logistics businesses

Logistics 'Golden Triangle'

Connecting Local Communities with employment opportunities

Varying traffic flow by location: **4,000 to 25,000 vehicles per day**

Issues

Every day, the cost of journeys is **£18k** higher due to journey time delay

5 AQMAs, 36 Noise IAs, Community severance

108 KSI Road Traffic Collisions **(2012-2016)**

Productivity lower than UK average

Journeys can take **36% longer** in peak periods

The A5 corridor today

78 miles, 125km

Serving major towns, cities and economic centres

2.89m residents

1.32m jobs

The offer and ask

With investment for the A5 corridor, the Partnership will be able to bring forward further housing and employment growth. Whilst we would like to see the corridor become a dual-carriageway throughout, our initial priorities for which we seek a commitment from Government are as follows:

Full upgrade of the A5 between Tamworth and Hinckley

An initial phase of improvements to the A5 between Dordon and Atherstone are currently being developed by National Highways, as part of an £80m investment by Government to support major housing growth in North Warwickshire.

Work is also being developed as part of the RIS3 pipeline for the wider upgrade of the A5 between Tamworth and Hinckley,

recognising that it is a major pinch-point on the Strategic Road Network.

The improvements will include dualling of the current non-dual sections, enhancements to M42 Junction 10, and addressing the significant constraint of the low railway bridge near Hinckley - the most struck bridge in the country, which regularly causes major disruption to the area.

Investment will also support further opportunities for housing growth in the area, as well as enhanced strategic access to the Horiba-MIRA Enterprise Zone (where a significant expansion of the site to the south of the A5 is planned) and a number of major logistics facilities in the Tamworth, Atherstone and Nuneaton/Hinckley areas. It will also reduce severance and improve road safety for a number of local communities.

Our ask therefore is for a commitment from Government that these improvements are delivered in phases over the next two Road Investment Strategy periods (RIS3 and RIS4) between 2025 and 2035.

The A5/A426 Gibbet Hill junction is located between Hinckley and Rugby, where the strategic road network meets the major road network

The junction is critical to the overall operation and performance of the corridor, but crucially it is located close to major logistics facilities at Magna Park and DIRFT, as well as other employment in the Lutterworth and Rugby area.

Whilst we have raised some funding from developers to improve the junction, there needs to be a significant upgrade to future-proof it and ensure that further employment and housing growth can come forward in this area.

We are aware that work is currently being undertaken by National Highways to bring forward an improvement scheme at this junction by 2027/28, which with additional Government funding could deliver further resilience and capacity to allow future growth in the area to be realised.

Our ask therefore is for a commitment from Government to provide additional funding to allow a more substantial upgrade of the junction to be delivered during RIS3 (2025-30).

A programme of corridor-wide road safety improvements

The section of the A5 covered by the Partnership includes a number of junctions that have a poor casualty record, some of which have seen improvement in recent years.

However, a number of dangers remain and we would like to see targeted investment to improve road safety for all users. As well as often bringing life-changing impacts on individuals and their communities, these incidents have a direct consequence in their aftermath on the operation of the corridor and wider road network.

The A5 Partnership would be happy to work with DfT and National Highways to develop a programme of prioritised improvements in conjunction with the Local Highway Authorities represented on the Partnership.

Our ask therefore is for a commitment from Government to provide funding to deliver a programme of safety improvements along the A5 corridor during RIS3.

Improvements for freight haulage in the A5 corridor

The central location of the A5 within the 'Golden Triangle' of logistics and distribution activity means that the corridor and the wider Midlands area is disproportionately impacted by HGV movements. We would like to see more lorry parking provided on or near the A5, including better facilities for drivers, as well as information and signage. This will not only improve conditions for those employed by the haulage industry, but it will reduce the impact of inappropriate lorry parking on communities along the length of the A5, as well as improving safety and helping reduce crime.

Our ask therefore is for a commitment from Government to work with the freight haulage industry, the A5 Partnership, the Police and other stakeholders to develop and implement an Action Plan of improvements for freight haulage in the A5 corridor.

> Whilst further improvements to the A5 will ultimately be needed in order for the corridor to realise its full potential, the Partnership recognises that it must prioritise its asks from the Government, given current and future challenges on funding. We will continue to work closely with our MPs and other partners to champion the A5 corridor and the compelling reasons as to why a sustained programme of investment is needed.
>
> Chairman of the A5 Partnership, Spring 2023

Strategic Road Network
Initial Report

2025 - 2030

M62 by Scammonden Reservoir

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Foreword

Nick Harris

Chief Executive
National Highways

As an organisation, our purpose remains unchanged: to connect the country.

Our strategic road network (SRN), England's 4,500 miles of motorways and major A-roads, is one of the country's most important assets.

These vital roads enable the safe, delay free movement of people and goods to keep daily lives and businesses running as we all expect, creating jobs and supporting economic growth across the whole of the UK. They also bind together the regions and nations of the UK, and serve the Channel Tunnel, major ports and airports, facilitating international trade and travel.

Since Roads Reform in 2015, we have received our funding from government through five year investment cycles or road periods. Government recently published an evaluation of this approach and the findings were overwhelmingly positive: the reforms have improved how our roads are managed, benefiting road users and delivering better value for money for the taxpayer.

For us, the five year funding cycles are invaluable: they allow us to plan and grow our capability to deliver; they provide stability and certainty to our supply chain; and, perhaps most importantly, they enable us to really focus on how we can drive better outcomes for our customers.

In this report, we look ahead to 2025-30, which will be the third road period and, without doubt, a pivotal time for roads.

The country has ambitions of growth; nationally in terms of international competitiveness and government's vision for Global Britain, and locally as part of *Levelling Up the United Kingdom*.

While proactively supporting this growth, we will need to show declining carbon emissions as outlined in *Net zero highways: Our 2030 / 2040 / 2050 plan*. Ever higher levels of social and environmental responsibility will, quite rightly, be required of us. This means we will need to find new, and innovative, ways to continue connecting the country.

Even under conservative forecasts, demand for our roads is still set to increase. As a century of road travel dominated by the internal combustion engine is drawing to an end, the way people travel will change at pace.

We know that road users will expect ever higher standards of safety, journey choice and journey experience, sustainably delivered. And there will be increasing expectations about how goods move around the country, with more deliveries, expected quicker than ever before, direct to doorsteps.

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Foreword

We will need to focus on making the most of our network and continue to make improvements for our customers

This is no small task. Most of our motorways were built in the 1960s and 1970s and now require renewal to keep them in the condition our customers demand. While this is not a new need, it is increasingly important.

Our major A-roads, many of which can be traced back to Roman origins, have developed in a piecemeal way. We will need to improve these roads to remove bottlenecks and increase consistency, making the most of our network.

Technology will play an increasingly important role. The UK has set out an ambitious vision to become a science and technology superpower through research, development and innovation. In line with this ambition and our *Digital Roads* strategy, we will continue transforming our roads through the power of digital technologies.

Data capture and use, connected and autonomous vehicles and personalised information are just some areas where technology offers the prospect of making our customers' journeys even safer, more reliable, and more sustainable.

Not everything will change. Our three corporate imperatives, safety, customer and delivery, will continue to underpin everything we do. Investing in our network will continue to support making the United Kingdom a more attractive place to trade, invest and visit, improving our global competitiveness.

We know there is much more to do as we push towards achieving zero harm on our roads. We will keep our focus on meeting the needs of our customers, whether road users or others affected by our roads. We will make sure that their feelings and experiences shape the things we do. And we will continue delivering on our commitments, operational, social and environmental, while generating further efficiencies for the taxpayer.

Planning for the third road period is a delicate balancing act, and one which requires consultation and input.

We have intentionally focused this *Strategic Road Network Initial Report* on the services we can provide to users of our network, those who benefit from it and those affected by it.

We have set out how our proposed investments could achieve the required outcomes and bring the best possible benefits for the country.

This report forms part of a broader suite of strategic planning documents. Importantly, this report is the culmination of our initial research phase. It grounds us in the needs of the present, and is clear about the requirements of the near future. It sets out the steps required to meet what customers and the country will need from our roads into the second half of this century, as set out in *Connecting the country: Our long-term strategic plan*.

Government will now consult widely on this document, to inform the development of its draft *Road Investment Strategy* (RIS) for the third road period.

I urge you to read this important document and then to engage with government's consultation to help shape the SRN of the future.

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Purpose of this *Initial Report*

We are currently delivering the second *Road Investment Strategy* (RIS2) we agreed with government for the second road period (2020-2025). We are also planning for the third road period (2025-2030).

This *Initial Report* completes the first stage of the process, as set out in our Licence, summarising:

- our performance so far over the second road period
- extensive research into the priorities of customers, communities and stakeholders, as well as local, regional and national requirements
- the condition of our network
- proposals for investment, including how we would deliver these and possible outcomes

It has also crucially been guided by our 20 *Route Strategy Initial Overview Reports*, along with *Connecting the country: Our long-term strategic plan*. To access these documents online, including this *Initial Report*, please go to www.nationalhighways.co.uk and click on the publications tab.

Government will now consult on this report, to inform the its draft Road Investment Strategy (RIS) for the third road period.

► **For more details on the strategic planning process and the next steps, please see page 160.**

The proposals in this report are intended to advise Government on the needs of the Strategic Road Network, but are not decisions or committments for delivery. Government will use this report to inform decisions on the outcomes, priorities and funding available for the road period. It will set this out in its Road Investment Strategy. We will then publish our Delivery plan setting out our final commitments, how we will deliver them, and provide confidence our plans are affordable and provide value for money for the taxpayer.

Footbridge over the M621

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M6 in Cumbria

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Introducing our network and our role

The Strategic Road Network (SRN)

Running the length and breadth of England, our SRN forms part of the country's critical national infrastructure, necessary for the country to function and upon which daily life depends.

Our network is the second largest infrastructure asset by value that the UK government owns. At 31 March 2022, the assets we hold were valued at £144.2 billion.

Our role as network custodians

Our investment supports economic growth and prosperity across the country, both directly through the contracts we let, and indirectly through the role it plays connecting businesses to their customers and suppliers. It enables people to access jobs and education, as well as connecting the UK as a trading economy with high quality domestic and international links.

To further support the benefits from our investment, we are transforming, to offer more than road improvement and management: we want to be leaders in our field, working with government, customers, communities and stakeholders to make road transport safer, more reliable and ready for the future. In 2021, we changed our name from Highways England to National Highways, in part to reflect the fundamental role we play in setting road standards in England and for the UK.

We deliver benefits for all our customers. We also aim to leave a positive legacy for communities and the environment as we strive to cut carbon emissions and improve our wider environmental outcomes.

Our three corporate imperatives guide all our activity and remain our core focus:

Delivery: Making a positive impact on the country and the economy. We will always aim to work in an efficient and effective way, making best use of taxpayer money and minimising disruption.

Safety: Our top priority. This means safety for everyone who uses or works on our roads, for all our people and for the communities alongside our network.

Customer Service: Helping our customers have the journeys they need and want. We listen to the people who rely on, or are impacted by, our roads. We make sure that our customers' views and experiences shape the things we do.

Motorway
All purpose
Toll roads

Map of Great Britain, outlining the SRN

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The Strategic Road Network is a critical service that everyone depends on

With a third of motor vehicle miles and two-thirds of HGV miles being made on the Strategic Road Network (SRN), our roads play a vital part in everybody's daily lives. Cars are the usual method to travel to work for 68% of commuters in England and, in rural areas, 72% of road vehicle miles are by cars and taxis. In these rural areas, where access to public transport is more limited, the SRN can be a lifeline. Our network links all of England's major towns and cities, connecting people to families, communities, leisure activities, work, education and other services. In this way, our roads enable people and places to prosper.

Even those of us who don't use our motorways and major A-roads directly are dependent on them and the goods they move. Our network forms a crucial part of the infrastructure which connects goods to depots, businesses and customers across the country, the wider nation and the rest of the world. With freight and logistics traffic now comfortably above pre-pandemic level (105%), this dependence will only grow. 91% of businesses in England are located within 9 miles of the SRN. In total, over £409.7 billion of gross value added (GVA), used as an indicator of the health of a national economy, is generated by the sectors that rely on our network.

This is projected to grow by 41% by 2050, to reach £578 bn, with employment in these sectors projected to grow by 5.5% to 8 million people. Our own investment supports up to 64,000 jobs in the construction industry in Road Period 2.

The SRN operates within, and provides resilience for, a wider integrated transport network. It supports local roads and connects other modes of public transport and travel, such as air, maritime and rail. In England, 4 of the 5 busiest airports are directly served by the SRN, and 7 of the 10 key ports in England have SRN links.

Our customers tell us that they want predictable, issue-free journeys on safe roads which are free from delay. Our role will remain to meet these and the changing needs of our customers, communities and everybody impacted by the SRN.

The Strategic Road Network is a critical service that everyone depends on, and with the plans we have set out, we will continue to provide a vital service that all of the UK can rely on.

A12 near Copdock

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At a glance

4 of the 5 busiest airports in England are directly served by the SRN.

By 2050, the industries reliant on our growth are expected to grow by **41%**, taking into consideration forecast growth in people, housing, e-commerce and expectations for the same-day or next-day delivery.

By the end of 2020-21, our **28** RIS1 growth and housing fund schemes facilitated the delivery of **45,000** homes, **44,000** jobs and **1.7 million m²** of commercial floor space.

For the second road period 2020-2025, we expect that for every **£1** invested in our major projects, we will generate **£2** of societal benefit.

From 2015 to 2021, we invested over **£85 million** towards the creation of 160 new and upgraded cycle ways and footpaths across England, providing safe, attractive and accessible facilities.

In 2021-22, we invested **£26.3m** in 76 cycling, walking and horse riding schemes.

In **2019** roads carried over **300 million tonnes** of goods to and from UK ports.[1]

Sectors that rely on our network generate over **£409.7 billion** of GVA.

Over two-thirds of lorry miles in England are driven on the SRN.

Our road workers spend over **39 million** hours every year maintaining, renewing and improving our network.

121 billion tonne miles of domestic freight was moved in 2019, 79% of which was moved by road.

Road freight contributed **£13.6** billion to the UK economy in 2019.

The SRN accounts for **2.4%** of the nation's roads by length, but almost one third of all vehicle miles were driven on the SRN in 2020.

Almost **nine out of ten passenger** miles are travelled on roads.

79% of households have access to a car or van.

Between 2022-2025, we will invest **£20m** in improving existing lorry parking facilities.

Cars are the usual method of travel to work for **68%** of commuters in England.

In rural areas **72%** of road vehicle miles are by cars and taxis.

In 2021-22, we improved resilience at **44** locations vulnerable to flooding and delivered **4** water quality initiatives, improving over **9.5** miles of waterbody.

We also started monitoring our own corporate carbon emissions. Data for 2021-22 shows that we reduced emissions by **68%** against the 2017-18 baseline, towards our target of a **75%** reduction by 2024-25.

☐ Connecting business   ☐ Connecting people   ☐ Connecting for a wider integrated transport network

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Overview of our third road period proposals

M5 near junction 20

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Our third road period proposals

Grounded in evidence

We have worked to understand the potential needs of and challenges facing every part of our network. This has included working more closely and collaboratively with key stakeholders and partners. Never before have we had this much detailed insight, granular data or clarity so early in the planning process.

Guided by insight

We have conducted extensive research to understand the priorities of customers, communities and stakeholders at local, regional and national levels. This includes gathering our own insights as well as learning from other organisations, including Transport Focus.

Focused on meeting our long-term vision

Rather than basing our plans around predictions of the future, we have taken a 'decide and provide' strategic approach. We have determined our preferred long-term vision and then identified the steps needed to make this future a reality. The vision we have set out is challenging and aspirational.

We believe it is also achievable, subject to the level of funding available. We know that the future is not certain and, in crafting our vision, we have examined alternate futures and the range of uncertainties ahead, including around demand for road travel. We will need to continually evaluate the trends and our progress to ensure we remain on the right path.

Thinking in this way has enabled us to go beyond our traditional remit, planning as part of a wider transport system and as part of the solution to national and global challenges.

Importantly, our proposals for the third road period are targeted at helping us achieve every aspect of this new vision. These range from an even greater emphasis on safety, to ensuring our network can support future connected roads and autonomous vehicles.

► **For an overview of our 2050 vision see page 18, or for more details, please see pages 69 to 87.**

Taking a sustainable approach to road investment

The *Climate Change Act 2008* requires the UK government to achieve net zero greenhouse gas emissions by 2050. Progress is driven by five year carbon budgets. The sixth budget, covering the years 2033-2037, has been highlighted as setting the world's most ambitious targets, seeking emission reductions of 78% by 2035 compared to 1990.

To play our part, we propose applying a global standard for managing infrastructure carbon, called PAS 2080, to RIS funding and investment decisions. This standard looks at the whole value chain, aiming to reduce carbon and minimise costs through more intelligent design, construction and use. Applying PAS 2080 to our investment decisions requires using the hierarchy of: building nothing; building less; building cleverly; and building efficiently. At a high level, this means:

Our investments should first and foremost, make the most of our network, by:

- keeping our network in good order so our roads can continue providing the same service as before

- offering increased choices to enable customers to travel differently

It is only after these steps that we improve our network, working cleverly and efficiently to improve safety and performance, by:

- increasing capacity through technology

- providing more physical space at junctions

- providing more physical space on the main carriageway

► **For details on this approach, please see page 120.**

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How our plans support growth

We know that our Strategic Road Network (SRN) is unique in its ability to support growth in the UK. Industries dependent on our roads contribute over £400bn in GVA to the economy. The freight industry, which relies heavily on the SRN, contributed £13.6 billion to the UK economy in 2019. We also know that the SRN best supports growth and prosperity for the country and economy when it runs reliably, safely and smoothly.

We have planned our Strategic Road Network (SRN) Initial Report around five areas which are key for supporting growth and will ensure the reliable, safe and smooth running of our roads. They are informed by what our customers and stakeholders have told us are a priority, as well as our own evidence from route strategies and research.

The choices we make for RIS3 will deliver immediate benefits for our customers today and will pave the way for improvements for our customers of the future.

To drive growth, productivity, and prosperity we believe there is a need for balanced investment across a range of areas. These proposals are set out in our chapters and summarised here.

Improving safety for all

Above all, our roads must be safe. This is a top priority for us, our customers and industry. By making our roads safer and more accessible, we will enable even more people to benefit from our SRN, connecting them to families, work, education and other opportunities.

For RIS3, we want to focus on reducing the risk on our 1-star and 2-star roads, rated by the International road Assessment Programme (iRAP), lifting the rating to 3-star or better where possible. We will also continue

our work to influence positive driver behaviour and vehicle standards through driver education programmes, reaching as many of our customers and communities as possible. We will increase professional driver training with operators with a focus on maintaining the roadworthiness of HGVs and vans.

We are committed to improving our understanding of the experiences of disabled people who use our roads and how we can improve our infrastructure and services to meet their needs. By doing this, we will be able to offer a more inclusive, accessible experience to all of our road users. We will continue to invest in initiatives to protect our vulnerable users such as walkers, cyclists and horse riders. For example, by installing barriers to separate non-motorised users from our network, and providing signed and well-lit dedicated crossing points and lanes.

Our proposal – Creating a step change in road safety

Reducing the risk on our 1-star and 2-star iRAP rated roads, lifting the rating to 3* or better where possible, and play a stronger role in influencing user behaviour and vehicle standards.

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Providing a smooth-running, high-speed road network

Simply having road connections in place is not enough for the over 90 billion vehicle miles travelled on our roads per annum. To support growth and prosperity for people and businesses across the UK, we must also keep our roads running reliably. Research from Transport Focus shows us that this is a top priority for our customers, particularly for those in the freight industry, who depend on being able to reliably plan their journey in advance.

By keeping the existing network running reliably and in good repair, we can support the growth of our economy, and get our customers, safely and smoothly, to the people and places they need to be. Our operations, maintenance and renewal activities are what makes this happen. From traffic officers and control centre workers, to the teams that inspect our network, keep our roads, drains and signage free from litter and obstruction, and carry out renewals and repairs; they all have a part to play in ensuring our road network remains smooth-running.

We know that temporary restrictions such as lane closures or weight limits can have an economic cost and can be hugely disruptive to our customers and communities. The unplanned closure of Clifton bridge in Nottingham following the discovery of corrosion led to high levels of congestion in that evening peak, with journeys taking three times longer than usual. Although this was quickly addressed, situations like this demonstrate the importance of keeping our existing roads running smoothly. Unplanned closures and delays also have a hugely negative impact on freight and logistic businesses, including lost working time and missed shipment slots. Our renewals programme proposed in RIS3 is designed to address these and provide our users with the reliability they need to be able to plan their journeys in advance.

Our proposals - Making the most of our network

By operating increasingly connected roads, undertaking increasing proactive maintenance, making our technology more resilient and investing in vital renewals to deliver safer, more reliable journeys.

Tackling congestion for faster and more reliable journeys

In our first full Road Period (2015-2020) our completed enhancements schemes created £4 in benefit to the economy and society for every £1 spent. We believe that our enhancement schemes are valuable programmes that improve safety, tackle congestion and support socioeconomic growth and development across the country. Our research tells us that our customers still believe in the need for these schemes to address existing issues. Our customers are also showing a growing preference for smaller schemes that bring local, tangible benefits. In RIS3, we want to address these needs and work towards our long-term vision by maintaining a focus on finishing delivery of schemes already committed, while planning for more smaller schemes as part of a balanced future portfolio.

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Our major enhancement schemes can bring very significant benefits to the local and national economy. For example, the existing Dartford Crossing was originally designed for 135,000 vehicles a day but is now regularly used by over 150,000, meaning that at peak evening time, 19 out of 20 northbound journeys are delayed. Our plans to build a new Lower Thames Crossing will not only alleviate existing congestion with all the associated negative impacts this has, but will also open significant growth opportunities for local businesses and communities.

We can also deliver significant benefits by upgrading and improving our existing network. For example, the recently completed A1 Scotswood to North Brunton scheme will reduce congestion and improve reliability, and provide wider economic benefits for business users and freight through the improvement of links between locations of economic importance in the region, such as Team Valley Employment Zone, Intu Metrocentre and Newcastle Airport.

Smaller schemes can be flexible in delivery, have shorter development times and can quickly tackle issues that impact communities, enabling them to unlock local investment. For example, our work on the Roger Millward Way roundabout in Hull city centre (as part of designated funds), delivered a £4.5 million improvement scheme to reduce congestion and improve journey times at one of England's busiest junctions, as well repairing the existing drainage.

Our schemes can deliver wider benefits beyond improving the road network. Our programme currently supports up to 64,000 jobs, and our major schemes look to maximise the use of local resources and employment during construction work. We work with local and regional schools, colleges, academies, universities and community groups; growing the industry by encouraging the engineers of the future to choose a career in construction.

Our Proposal - Taking a targeted approach to enhancing our network

Continuing to invest in our network, following the fundamental principles of PAS 2080 and only building when the problem cannot be fixed by other approaches. Meeting network needs by completing committed schemes, investing in Lower Thames Crossing, and delivering more, smaller value, £2 million - £25 million schemes where funding allows.

Improving the journey experience and making better local connections

The SRN does not exist in isolation from other parts of the transport network and most journeys do not start or end on our network. Our ambition is to improve our customers' end to end journeys, not just the part of their journey which takes place on the SRN. We can do this by working collaboratively with Sub-national Transport Bodies (STBs), local authorities and other transport providers, and aligning our investment to local transport plans as far as possible. This can make our investment go further and continue to contribute to growth and prosperity in our regions, towns and cities. For example, in 2019, we contributed to the creation of a new transport interchange in Cornwall, bringing together journeys by road, rail, bike and foot. This included introducing a signalised junction, providing safer crossings and improving local footway links to train and bus stations. This work helped to ease congestion and supported local journeys, no matter the transport mode.

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Over Road Period 3 we want to improve the journey experience for road users. We want to provide more accurate and useful data about the network to help people make decisions about their journeys. Research from Transport Focus highlights the particular importance of data and information for commercial users who need to be able to plan journeys in advance with confidence. Improving information on road closures or restrictions helps commercial users to be sure of alternative routes and factor delays into their plans, reducing disruption and negative economic impact. In developing RIS3 we also want to work with Government to explore how we can support improved provision of freight facilities across the SRN.

More broadly, investment in the SRN can play an important role in unlocking housing and commercial developments - anywhere between small housing developments up to major multi-billion pound inward international investment. As a statutory planning consultee, we provide recommendations to inform planning for over 150,000 new homes per year. By engaging earlier and more proactively with proposed developments, we can help these to be delivered more quickly and ensure they meet wider government objectives and priorities.

Our proposal - Evolve our customer and community services.

By improving the data and information we provide to our customers. Taking a broader approach to supporting end to end journeys, including improved facilities for freight and non-motorised users. Supporting growth and development alongside the SRN and addressing legacy impacts on our network, including air quality and noise.

Driving sustainable growth

Transport remains the highest carbon-emitting sector, accounting for 27% of the UKs carbon emissions. We see road investment not only as part of a net zero economy, but as a critical factor in creating it. We are ready to play our full part in supporting carbon and environmental targets.

Our RIS3 approach has been influenced by our commitment to reducing carbon emissions across all our activities. We will take a sustainable approach to adding new capacity to our network as summarised on page 73.

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Unique to us is the significant buying power that we have and our ability to use this to drive positive change and innovation around net zero carbon materials and approaches. We have already committed to a 40-50% reduction in carbon from construction and maintenance over RIS3 and will work closely with our supply chain and wider industry to achieve this. We will share our learnings with other projects and sectors, so everyone can benefit. Our flagship Lower Thames Crossing scheme is being developed as a Pathfinder scheme that will explore carbon neutral construction.

We also believe strongly in the importance of supporting the wider decarbonisation of travel by enabling the increasing use of low emission and electric vehicles. We are working with the Government to support the delivery of rapid charging points across the network. In addition, we need to further ensure our network, including structures, drainage, earthworks or the land which runs alongside our roads, can cope with future severe weather as a result of climate change.

Our proposal – drive decarbonisation and environment sustainability

Achieve net zero corporate emissions, and reduce maintenance and construction emissions between 40 and 50%. Facilitate low-carbon travel and demonstrate wider environmental leadership, including around biodiversity and climate resilience. Invest in low carbon technology to drive a step change in manufacturing.

Delivering efficiently, effectively and rapidly

Since the creation of our organisation as part of Roads Reform in 2015, we have also grown in capacity and capability as an organisation. We have adopted a more commercially-driven culture of efficiency, high performance and continuous improvement, recognised by the recent evaluation of roads reform. In delivering RIS3 we will continue to support wider government ambitions for our sector, our supply chain, and infrastructure delivery, as well as continuing to provide confidence in our investment of public funds.

We will continue to invest in our workforce to ensure it is highly capable and can provide the new skills we need – from an increased focus on digital to growing environmental consciousness. We are investing in early talent programmes to develop our future leaders and are focused on attracting talent from a wide variety of backgrounds.

Our supply chain is critical to us achieving our objectives and imperatives. We will build upon the success of our existing frameworks and routes to market by continuing with those that work effectively whilst also addressing opportunities for improvement. We will continue to look for opportunities to simplify and speed up our planning and development processes, applying the lessons from our trials on the A66 Northern Trans-Pennine upgrade, to enable quicker delivery and realisation of benefits for future public investment projects.

We will advocate and embrace how we can employ new technologies such as digitally enabled design, modular construction, and automated plant and connected construction sites. Using these to transform the delivery of our major enhancements schemes and renewals programme. Use of these technologies will provide greater safety to our users and workers, reduce our carbon outputs and environmental impacts, and increase our design and onsite productivity. We will continue to share knowledge, insights and capability with our supply chain, helping to grow skills and capability which will be vital in supporting ambitions for RIS3 and the SRN.

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Our third road period proposals

Our proposals

We have developed five targeted proposals to help us deliver and balance the broad range of objectives specified by government, while also ensuring we make progress towards our long-term strategy. We also set out how we will evolve and change as an organisation to meet our changing demands and deliver our ambitions.

1. Improving safety for all

Reducing the risk on our 1-star and 2-star iRAP rated roads, lifting the rating to 3* or better where possible, and play a stronger role in influencing user behaviour and vehicle standards.

2. Making the most of our network

By operating increasingly connected roads, undertaking increasing proactive maintenance, making our technology more resilient and investing in vital renewals to deliver safer, more reliable journeys.

3. Evolve our customer and community services.

By improving the data and information we provide to our customers. Taking a broader approach to supporting end to end journeys, including improved facilities for freight and non-motorised users. Supporting growth and development alongside the SRN and addressing legacy impacts on our network, including air quality and noise.

4. Taking a targeted approach to enhancing our network

Continuing to invest in our network, following the fundamental principles of PAS 2080 and only building when the problem cannot be fixed by other approaches. Meeting network needs by completing schemes committed as part of the RIS process, investing in Lower Thames Crossing, and delivering more, smaller value, £2 million - £25 million schemes where funding allows.

5. Drive decarbonisation and environment sustainability

Achieve net zero corporate emissions, and reduce maintenance and construction emissions between 40 and 50%. Facilitate low-carbon travel and demonstrate wider environmental leadership, including around biodiversity and climate resilience. Invest in low carbon technology to drive a step change in manufacturing.

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Defining our future

Our 2050 vision

In *Connecting the country: Our long-term strategic plan*, published alongside this report, we set out our 2050 vision that: "the SRN is part of a seamlessly integrated transport system that meets our customers' needs by connecting the country safely and reliably, delivering economic prosperity, social value and a thriving environment".

A   Realised regional ambitions

B   Fully integrated with other modes, roads and hubs

C   A net zero carbon network

D   Healthy and vibrant communities

E   A thriving natural environment

F   A zero harm network

G   Sustainable community development

H   An elevated end-to-end customer experience

I   Connected network, informed customers

J   Unimpeded freight access to domestic and world markets

K   An operationally resilient network

Our vision for the SRN

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Route strategies: evidence and strategic objectives

	South-West	The Midlands
Growing the economy	▪ Reduced impact of tourist and holiday season traffic and increased traffic demands on wider economy and communities (M3 and M27, M5 south of Bristol, A303, A30 West Cornwall, wider south-west Peninsula).	▪ Improved network performance for increased development, economic growth and inward investment (including M1, A5). ▪ Sustainable travel approach to accommodate expected significant increases in travel demand to employment, housing and retail developments (including A49).
Improving Safety	▪ Reduced impact from inconsistent standard of A-roads on safety, reliability, environment, communities, flooding (high number and long single carriageway sections: A30, A31, A35, A36, A38, A303 throughout the south-west).	▪ Safety improvements for smart motorways (including M1, M42). ▪ Junction improvements (M1 Junction 28) ▪ Suitable diversionary routes required (including A40, M42).
Network Performance	▪ Improved journey time reliability particularly in peak times and during holiday season (Junction of M4/M25, M3 and M27, A303 Stonehenge, access to ports such as Bristol Airport and Port of Southampton, A38 south-east Cornwall). ▪ Greater consideration of modal shift and integration with alternative modes of transport and connectivity (M3/M27 Southampton, M4 Reading, M5 Gloucester, M4/M5 Bristol, Exeter, A419 Swindon). ▪ Improved north-south links between M4 (Midlands) and the south coast. ▪ Completion of second strategic route to south-west (A303) and opportunities for alternative routes to improve resilience in peaks/incidents. ▪ Improved resilience of our network at key intersections (M4/M5 Bristol, M5/A30 Exeter, M3/A34, M4/A34).	▪ Improved connectivity to support regional growth and benefit economic performance (including A46, A50). ▪ Improved integrated, multimodal planning of roads, public transport, sustainable modes and freight (including M1, A1 corridors). ▪ Greater preparation for future-proofing our network as a result of changes in travel behaviour (including A5, A40, A49). ▪ Improved integrated traffic management and communication to improve capacity and congestion (including M1, A1).

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Appendices

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Appendix 1: Route Strategies List

Introduction

We prepare and publish route strategies, a vital set of research documents which directly inform our investment priorities and government's RIS.

The tables over the following pages list all 134 of our route objectives detailing the:

- route through which they run
- objective they relate to as set out in the *Route Strategies Initial Overview Reports*
- route objective

Route	Objective Letter*	Route Objective
Birmingham to Exeter	A	Maintain the strategic function, safety and resilience of the M5 as the key north-south route between the Midlands, West of England and south-west regions, supporting sustainable economic activity and communities through the safe and effective movement of people and freight.
Birmingham to Exeter	B	Facilitate safe and effective connections to adjoining east-west routes, including the Severn Crossings, the A46 Trans Midlands Trade Corridor and Exeter Gateway, to promote strategic and regional connectivity and support sustainable economic activity.
Birmingham to Exeter	C	Support safe and effective connections to international gateways in the south-west, West of England and neighbouring regions, including Bristol and Plymouth ports and Bristol and Exeter airports, to enable international trade and investment, and the movement of people and freight.
Birmingham to Exeter	D	Support delivery of regionally significant and sustainable economic development and housing, while maintaining the safe and effective operation of our network.
Birmingham to Exeter	E	Improve resilience to seasonal traffic flow demands along the M5, particularly between Bristol and Exeter, to support trade, investment and tourism in the south-west peninsula.
Birmingham to Exeter	F	Support effective local connections and integration with bus and rail, particularly for key urban areas along the route, and facilitate travel choice for people and goods to reduce route demand and support decarbonisation.
Birmingham to Exeter	G	Be a better neighbour by safeguarding the environment, reducing severance, and reducing any significant noise and air quality impacts for local communities, particularly at Wychbold, Droitwich, Ashchurch, Gloucester, the north fringe of Bristol and Avonmouth, Cullompton and Exeter.

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Route	Objective Letter*	Route Objective
East of England	A	Provision of a safer, more resilient and consistent network that improves road user experience of safe and reliable journeys through provision of a more consistent network.
East of England	B	Support improved connectivity across the route that supports local accessibility for residents near the route and other areas that experience high volumes of collisions involving walkers and cyclists limiting connectivity within local communities.
East of England	C	Improve conditions and facilities for freight drivers travelling between the region's international gateways that supports economic growth associated with the region's major ports, airports and distribution centres through providing safe and regular facilities.
East of England	D	Improve communications to better inform drivers of incidents to reduce delay and uncertainty surrounding journey time reliability to drivers and improve their end-to-end journey experience to support the regional and national economy.
East of England	E	Support sustainable growth of the East Anglian coast and International Gateways that supports the development of international gateways (including the ports of Felixstowe, Ipswich, Harwich, Great Yarmouth and Lowestoft and Stansted and Norwich airports), offshore energy and year round tourism.
East of England	F	Support sustainable growth and levelling up for deprived areas and coastal communities that improves connectivity to key developments including proposed housing and business growth enabling residents to better connect to jobs and services and supports the continued economic growth of more deprived areas.

Route	Objective Letter*	Route Objective
East of England	G	Be a better neighbour by protecting environmentally sensitive sites and improving environmental conditions for residents impacted by the SRN that minimises impacts at environmentally important locations and supports improved air quality and noise conditions.
East of England	H	Increase the resilience of the A47 and A12 against future adverse weather events that supports reliable journeys for road users through reducing the impact of adverse weather events on the route.
Felixstowe to Midlands	A	Investigate safety issues at identified locations. Consider known safety issues on links and junctions such as A14 at Bury St Edmunds, Copdock as well as between Ellington and Thrapston to the benefit of motorists, local communities and active travel users.
Felixstowe to Midlands	B	Supporting strategic east-west connections to support the Energy Coasts. Develop safe and efficient east-west connectivity for strategic movements to and from the East of England to support both the local and national economy.
Felixstowe to Midlands	C	Promote sustainable access to key freight destinations. Support partners to encourage modal shift away from car and HGV to more sustainable modes to and from Freeport East to the benefit of the environment, communities and road users with a particular focus on freight movements.
Felixstowe to Midlands	D	Improve communications to better inform drivers of incidents to reduce exposure to potential delay and uncertainty surrounding journey time reliability and improve their end-to-end journey experience on the A14 corridor and M6 to support the regional and national economy.

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Route	Objective Letter*	Route Objective
Felixstowe to Midlands	E	Support the needs of the freight industry. Support the development of more rest facilities and parking particularly on the A14 for HGVs by providing additional driver service areas and facilities for HGVs to ensure their safety and support the national economy.
Felixstowe to Midlands	F	Reduce the impact of strategic traffic using local roads. Reduce the impact on local communities caused by strategic traffic using local roads at junctions.
Felixstowe to Midlands	G	Support sustainable housing and business development in growth areas such as Kettering, Northampton and Bedford to benefit the regional economy.
Kent Corridors to M25	A	Support safe and efficient freight movement to and from air, rail, sea and freeports in the Kent Corridors. Support driver welfare, including supporting provision of appropriate driver facilities and reducing delay, particularly on the M2/A2, A249 and A13/A1089.
Kent Corridors to M25	B	Support sustainable development within Kent and Thurrock. Support effective local and regional connectivity through improved integration with sustainable transport modes to minimise the impact of short distance trips from key growth areas and strategic development sites to benefit the economy.
Kent Corridors to M25	C	Promote the Kent Corridors as a region that sets the standard in supporting the use of technology. Improve communication technology to better inform users during periods of disruption, providing an improved end-to-end journey experience. Maximise the use of emerging technologies to support the net zero economy, and use schemes such as the Lower Thames Crossing to test low carbon innovation and approaches.

Route	Objective Letter*	Route Objective
Kent Corridors to M25	D	Improve resilience of routes from Dover, Sheerness, Tilbury and Thames Gateway Ports to the M25. Provision of safe, suitable, and efficient routes to improve resilience between the M20/A20 and M2/A2 corridors and A13/A1089, improving journey time reliability and reducing impact on the local road network.
Kent Corridors to M25	E	Promote sustainable connectivity in the region. Improve connectivity of ports, airports and the rail network (including access to high-speed services and east-west connectivity), to broaden mode and route choice and reduce vehicle use where possible.
Kent Corridors to M25	F	Be a better neighbour by safeguarding the environment and reducing the impact of poor air quality and noise on local communities including Dover, Maidstone, Aylesford, Ashford and Canterbury. Support schemes that reduce the impact of travel on neighbours, and protect areas with environmental designation around the route notably the Kent Downs ANOB and Special Areas of Conservation which lie directly adjacent to the M20 and A2.
London Orbital and M23 to Gatwick	A	Promote the safe and reliable strategic function of the London Orbital. Improve efficiency of our network for strategic journeys using the M25 and support improved choices for local journeys travelling on the SRN within the region, in particular the south-west quadrant and at Dartford.
London Orbital and M23 to Gatwick	S	Support sustainable development in London and the wider south-east region, improve regional connectivity including through effective integration with sustainable transport modes to minimise the impact of short distance journeys from key growth areas and strategic development sites, notably in the Thames Gateway and Essex, to benefit the economy.

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Route	Objective Letter*	Route Objective
London Orbital and M23 to Gatwick	C	Encourage sustainable access to London's International Airports. Support mode choice solutions for access to the key international airports in and around London, notably at Heathrow and Gatwick, broadening route choice and improving experience for road users travelling to the airports and sharing road space on the M25 sout-west quadrant and M23 in particular.
London Orbital and M23 to Gatwick	D	Address severance issues between the SRN and urban environments within and around London. Be a better neighbour in particular in and around the M1, M11, M3 and M4 corridors to reduce severance by complementing the quality of life, and interaction with local communities at its point of integration with the urban environment.
London Orbital and M23 to Gatwick	E	Improve transport connections into the capital. Improve transport connectivity on arterial routes between the capital and the surrounding regions, to provide consistent and connected journeys to improve end-to-end experiences for all users of transport networks.
London Orbital and M23 to Gatwick	F	Support UK economic growth with safe and efficient freight connections to international gateways. Improve network resilience and reduce delay for freight, notably in the east and north of the London Orbital, with improved cross-river connectivity for all road users connecting to international gateways, notably on the south coast & Thames Estuary.
London Orbital and M23 to Gatwick	G	Support the London Orbital by being a better neighbour. Ensure the environmental impacts of the London Orbital are minimised by enabling sustainable infrastructure for all road users, reduce the impact of travel on neighbours, and protect areas with environmental designations around the route notably adjacent to SSSIs, Kent Downs and Surrey Hills AONB.

Route	Objective Letter*	Route Objective
London to Leeds	A	Provide safe journeys on the A1, A1(M) and M11, to benefit road users and local communities.
London to Leeds	B	Support reliable strategic connectivity for the UK for people and goods between the north, East Midlands, eastern and south-east England, including their ports and airports, promoting the UK and regional economies.
London to Leeds	C	Improve the reliability of freight and coach journeys along the A1, A1(M) and M11, alongside improved driver parking and welfare facilities to support both the local, regional and national economy.
London to Leeds	D	Support sustainable economic and housing growth, particularly in growth areas and other economic clusters in Yorkshire, Newark, Grantham, Peterborough, Cambridgeshire, Hertfordshire and Essex.
London to Leeds	E	Be a better neighbour by safeguarding the environment and reducing the impact of adverse air quality, noise and severance on local communities along the A1, A1(M) and M11, in areas such as Sandy, Beeston, Seddington and around Doncaster.
London to Leeds	F	Improve communications to better inform drivers and improve their end-to-end journey experience for journeys involving or crossing the A1/A1(M) and M11, to allow drivers to make informed route choices.
London to Scotland East (North)	B	Support sustainable economic growth and levelling up in the north through efficient and reliable journeys on the M1, A1 and A19.

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Route	Objective Letter*	Route Objective
London to Scotland East (North)	G	Support effective connectivity to urban centres, including Sheffield, Leeds and Newcastle, through improved integration with sustainable transport modes to minimise traffic impact on the route and benefit the environment.
London to Scotland East (North)	E	Support the Yorkshire and north-east visitor economy by improving gateways to the Northumberland National Park, the Nidderdale AONB, the Yorkshire Dales National Park, North Pennines AONB and the North York Moors National Park.
London to Scotland East (North)	C	Support the needs of the freight industry through the efficient movement of goods on the M1 and A1, to support the regional and national economy.
London to Scotland East (North)	F	Minimise the impact on communities in locations such as Wakefield, Darlington, Hartlepool and Stockton-on-Tees due to strategic traffic using the local road network when collisions and closures occur on the SRN.
London to Scotland East (North)	A	Improve user experience of safe journeys through provision of a resilient and consistent network across the route.
London to Scotland East (North)	D	Be a better neighbour by safeguarding the environment and reducing air quality and noise impacts on settlements within close proximity of the route.
London to Scotland East (South)	A	Improve road safety on the A5 between Milton Keynes and Rugby and address locations with higher numbers of accidents on the M1 including around Luton, Leicester and Mansfield.

Route	Objective Letter*	Route Objective
London to Scotland East (South)	B	Be a better neighbour by safeguarding the environment and reducing the impact of adverse air quality and noise impacts on local communities adjacent to the M1 and A5 in Luton, Newport Pagnell, Leicester, Nottingham, North Nottinghamshire and Milton Keynes.
London to Scotland East (South)	C	Support reliable UK strategic north-south connectivity for people and goods between London and the south-east of England, the North of England and Scotland.
London to Scotland East (South)	D	Support reliable UK strategic connectivity for people and goods between the south-west, South Wales and the North of England and Scotland, via connections to the A38/ M42, A43 and A46 corridors.
London to Scotland East (South)	E	Support access for essential mobility of people and goods to the cities, towns and international gateways along the route: Sheffield, Nottingham, Derby, Leicester, Northampton, Bedford, Luton, Milton Keynes, Hemel Hempstead, East Midlands Airport and London Luton Airport.
London to Scotland East (South)	F	Support regionally significant and sustainable employment growth close to the M1 and A5 including at East Midlands Gateway, Magna Park in Lutterworth, DIRFT, Northampton, Milton Keynes and London Luton Airport.
London to Scotland East (South)	G	Support regionally significant and sustainable housing growth close to the M1 and A5 including around Leicester, Derby, Northampton, Rugby, Bedford, Luton and Hemel Hempstead.
London to Scotland West (North)	B	Improve road user experience and support the economy by improving technology to better communicate with drivers.

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Route	Objective Letter*	Route Objective
London to Scotland West (North)	C	Support sustainable economic growth through safe and reliable access for housing and employment sites such as Bailrigg, St. Cuthberts, Parkside, and Cuerden.
London to Scotland West (North)	D	Reduce the adverse impacts of severance created by the SRN on local communities by ensuring the M6 is not a barrier to sustainable modes, particularly at motorway junctions.
London to Scotland West (North)	E	To be a better neighbour by safeguarding the environment and reducing the impact of emissions on local communities, with particular focus on areas such as Cheshire, Warrington, and Wigan.
London to Scotland West (North)	F	Improve the facilities for freight and coach journeys on the M6, alongside improved driver parking and welfare facilities to support both the local, regional and national economy.
London to Scotland West (North)	A	Provide safe journeys on the M6, particularly in Central Lancashire, near Preston and the M6 around Warrington and St Helens, to benefit road users and local communities.
London to Scotland West (South)	A	Providing safe journeys on the M40, M42, M5, and M6 to benefit road users, including vulnerable users crossing motorway junctions.
London to Scotland West (South)	B	Support reliable strategic and cross border connectivity for the UK for people and goods between London, the Midlands, the north-west, and Scotland, promoting the UK and regional economies.

Route	Objective Letter*	Route Objective
London to Scotland West (South)	C	Supporting sustainable economic growth and development, including local plan development, at key sites around the M40 around Oxford and Banbury), M5 near Bromsgrove, M42 near Solihull, M6 near Stoke-on-Trent and along the wider corridor.
London to Scotland West (South)	D	Enable effective local connectivity through better integration and coordination with active travel modes at locations on or near to the A5, A458, A483, A49 and A40 north of Gloucester, to benefit active travel users and local communities.
London to Scotland West (South)	E	To be a better neighbour by safeguarding the environment and reducing adverse air quality, noise and severance impacts on local communities surrounding the route.
London to Scotland West (South)	F	Improving communications to better inform drivers and improve driver experience throughout the route, including on local roads approaching SRN junctions.
London to Wales	A	Provide safe and reliable journeys through provision of a resilient and consistent route particularly on the M4, Berkshire, Bristol, and A417.
London to Wales	B	Promote strategic connectivity between England, M49, M4, M48, M5 and M32, and South Wales as well as facilitating efficient access to key gateways at Heathrow Airport, Port of Bristol and Bristol Airport.
London to Wales	C	Support the delivery of regionally significant and sustainable economic development in Berkshire, Swindon and Bristol while maintaining the safe and effective operation of our network.

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Route	Objective Letter*	Route Objective	Route	Objective Letter*	Route Objective
London to Wales	D	Support effective local connections and integration with other transport modes to reduce short distance travel demands on the SRN and promote transfer to alternative modes of transport and reduce carbon particularly in Berkshire, Bristol and Swindon.	Midlands and Gloucestershire to Wales	E	Enable effective local connectivity through better integration and coordination with active travel modes at locations on or near to the A5, A458, A483, A49 and A40 north of Gloucester, to benefit active travel users and local communities.
London to Wales	E	Support regional and national economies through the efficient movement of freight on the M4 and A417/A419, by enhancing lorry parking and driver facilities along with the transfer of freight to alternative modes, where appropriate.	Midlands and Gloucestershire to Wales	F	Be a better neighbour by safeguarding the environment and reducing air quality and noise impacts along the A49, A483 and A5, and on settlements with AQMAs and Noise Important Areas.
London to Wales	F	To be a better neighbour by safeguarding the environment and reducing the impacts of severance, adverse air quality and noise on local communities along the M4 in Reading, M4 and M32 in Bristol and A417/A419 in Swindon.	Midlands and Gloucestershire to Wales	G	Promote improved communications to better inform drivers and improve driver experience throughout the route, including on local roads approaching SRN junctions.
Midlands and Gloucestershire to Wales	A	Provide safe journeys on the sections of the A40, A49, A5, A458 and A483 with low safety ratings, to benefit all road users and local communities.	North and East Midlands	A	Providing safe journeys around Leicester and A46 near Lincoln, A52 near Nottingham and A500 near Stoke-on-Trent to benefit road users, customers and local communities.
Midlands and Gloucestershire to Wales	B	Improve the gateways of the A5, A458, A483 and A40 between Wales and the Midlands, supporting cross-border connectivity, freight strategy, economic links and the tourism industry of the Marches and mid-Wales.	North and East Midlands	B	Improve road users experience of reliable journeys through provision of a resilient network.
Midlands and Gloucestershire to Wales	C	Enable and support effective connections between communities with high deprivation and key employment opportunities and services in the West Midlands, Gloucester and Bristol.	North and East Midlands	C	Be a better neighbour by safeguarding the environment and reducing the impact of air quality, noise and severance on local communities near the A500 Stoke-on-Trent, A38 Derby and A52 Nottingham.
Midlands and Gloucestershire to Wales	D	Provide efficient, safe and reliable north-south connectivity for people and goods between and within settlements on the A49 corridor, particularly the economic centre of Hereford.	North and East Midlands	D	Supporting sustainable economic and housing growth at key sites to the south of Derby, north of Leicester, East Midlands Gateway, east of Nottingham and Lincoln.

Appendix 1: Route Strategies List

Route	Objective Letter*	Route Objective
North and East Midlands	E	Support the needs of the freight industry, including HGV facilities, to ports both within the route corridor, such as East Midlands Airport, and as a connector to ports, including freeports, and destinations outside the rout, (such as Ports of Immingham and Liverpool, and Birmingham Airport.
North and East Midlands	F	Improve communications to better inform drivers and improve driver experience throughout the route, including on local roads approaching SRN junctions.
North Pennines	B	Support reliable access to the east and west coast ports and airports, serviced by the A66, A69, A590 and A595, to encourage sustainable economic growth and strategic connectivity.
North Pennines	C	Support Trans-Pennine connectivity for all users, particularly freight and coaches, between the Cumbrian and north-east energy coasts and centres of highly skilled industries, and support, where appropriate, future growth locations, to assist in levelling up the region.
North Pennines	D	Support access to regionally-significant sustainable development, in locations including Carlisle, Whitehaven, Kendal, Barrow-in-Furness, Ulverston, Cockermouth and Newcastle.
North Pennines	E	Support the North of England visitor economy by improving gateways to the Lake District National Park, such as Newby Bridge, Warwick Bridge, Kendal, Keswick and Whitehaven, and other significant tourist destinations accessed by the route, such as the North Pennines AONB, the Yorkshire Dales and Hadrian's Wall.

Route	Objective Letter*	Route Objective
North Pennines	F	Support effective local connectivity through improved integration with sustainable transport modes on the A66, A595, A590 and A69, benefitting rural communities and the environment.
North Pennines	A	Improve user experience of safe and reliable journeys through provision of a resilient and consistent network across the route.
North Pennines	G	Improve communications to better inform drivers and improve their end-to-end journey experience, to support the regional and national economy.
Solent to Midlands	A	Facilitate improved strategic access to the corridor from the wider road network by managing issues related to safety and congestion. With a focus on supporting links with local and strategic centres via key SRN junctions including the A34/A303, A43/M40 and junctions between the M4 and M40.
Solent to Midlands	B	Support local access and active travel modes where infrastructure integrates with or impacts the SRN. Promotion of non-motorised transport usage by improved access and safety on cycle routes along the A34 corridor in Oxfordshire and the M3, M27 and M271 in Hampshire.
Solent to Midlands	C	Maintain the strategic function of the corridor and manage the integration of local traffic needs to improve customer service. We aim to support the strategic function of the A34, M3 and M27 where they provide a mixed strategic and local function near the urban areas of Oxford, Winchester and Southampton.

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Appendix 1: Route Strategies List

Route	Objective Letter*	Route Objective
Solent to Midlands	D	Enable more efficient freight movements along the corridor, M3 and A27 to and from key gateways. With a focus on Southampton, Portsmouth, and the wider Freeport. Encourage access to freight based multimodal interchanges in addition to recognising the importance of lorry parking facilities in strategically important locations for freight and logistics.
Solent to Midlands	E	Support regionally significant planned developments. We aim to support sustainable future economic growth stemming from large housing and employment developments on the A43, A34 between Bicester to Didcot and M3/M27 between Winchester and Portsmouth.
Solent to Midlands	F	Be a better neighbour and protect residents and assets from adverse environmental impacts of the SRN. Where the A34 passes in close proximity to homes, schools and other local facilities we aim to be a better neighbour by minimising adverse impacts and improve wellbeing for local communities and protected areas between the M4 and M40 junctions.
Solent to Midlands	G	To support sustainable transport options in the north of the route. We aim to encourage connectivity to and from Oxford and surrounding towns including Didcot and Bicester, through improved integration with sustainable traffic modes to benefit local residents.
Solent to Midlands	H	To support sustainable transport options for the south of the route. We aim to encourage connectivity to and from Southampton and surrounding cities and towns including Portsmouth and Winchester, through improved integration with sustainable traffic modes to benefit local residents.

Route	Objective Letter*	Route Objective
South Coast Central	A	Provide a safe and serviceable network to improve journey quality, user experience and safety for customers, particularly on the A21 and A27 corridors.
South Coast Central	B	Support the strategic functions of the corridors by enhancing strategic travel and improve integration of local and strategic trips particularly for road users and communities on the A27, A21 and A3 corridors.
South Coast Central	C	Protect communities and environmentally sensitive assets, acting as a better neighbour to enable appropriate and effective local access to visitor destinations, including ANOB and South Downs National Park.
South Coast Central	D	Support sustainable regional and local growth aspirations adjacent to corridors, improve opportunities for freight movement and business and community interaction on the A27, A3 and for the Gatwick Diamond.
South Coast Central	E	Support sustainable travel and integrated transport improving local community accessibility, enhancing connectivity and east–west movement in the region.
South Coast Central	F	Maximise the opportunities offered by new technologies to better inform road users and improve reliability and access to innovations and information systems.
South Midlands	A	Provide safe journeys on the A46 and A5, for local communities and all road users, including walkers, cyclists and horse riders.

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Appendix 1: Route Strategies List

Route	Objective Letter*	Route Objective
South Midlands	B	Support sustainable development in employment centres and housing in Leicester (M69), Coventry (A46), Burton-upon-Trent (A38), Wolverhampton (A449), Tamworth and Rugby (A5).
South Midlands	C	Improve regional connectivity between the West and East Midlands, connecting the main regional economic centres and improving accessibility to international gateways such as East Midlands Airport and Birmingham Airport.
South Midlands	D	Improve integration with sustainable transport modes to reduce the number of short distance journeys by car and encourage active travel along the A5 and A46.
South Midlands	E	Provide facilities to enable the efficient movement of goods, and help improve driver welfare, within the Midlands region and to strategic destinations across the UK.
South Midlands	F	Be a better neighbour by safeguarding the environment and reducing the impact of air quality and noise on communities along the route.
South Pennines East	A	Improve the safety on the route, particularly the A64 between Hopgrove and Flaxton, Welburn to Musley Bank and Rillington to Sherburn on the A180 and A160 near Immingham.
South Pennines East	B	Grow the visitor economy by enabling better access to visitor attractions in York and the east coast via the A64 and tackling seasonal delays.

Route	Objective Letter*	Route Objective
South Pennines East	C	Enable sustainable economic growth and levelling up enabling improved freight access to Freeport sites in Hull, Immingham, and Goole, and logistics hubs in locations such as Doncaster.
South Pennines East	D	To be a better neighbour by safeguarding the environment and reducing adverse air quality, noise and severance impacts on local communities surrounding the route.
South Pennines East	E	Minimise traffic from the SRN diverting through local communities, particularly in Malton from the A64, Brough and North Ferriby from the A63, and Hatfield and Thorne from the M18.
South Pennines East	F	To be a better neighbour by reducing air quality and noise impacts on local communities in Scunthorpe, Hull and Malton, on the A64 and M18 Doncaster and the clean air zone in York.
South Pennines East	G	Reduce severance for sustainable transport modes into towns such as Malton on the A64, Goole and Howden by the M62, Brigg on the M180; as well as communities on the A63 corridor west of Hull, to benefit local communities, connectivity and the environment.
South Pennines West	A	Benefit road users and local communities by providing safe journeys on the route, particularly focusing on vulnerable road users where they interact with the SRN in urban areas.
South Pennines West	B	Support effective local integration with sustainable transport modes in urbanised areas such as Greater Manchester, Merseyside, Lancashire and West Yorkshire, to minimise the impact of short distance journeys and benefit the environment.

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Appendix 1: Route Strategies List

Route	Objective Letter*	Route Objective
South Pennines West	C	Be a better neighbour by safeguarding the environment and reducing the impact on air quality and noise, where possible, where the SRN passes through urban areas such as Greater Manchester, West Yorkshire, and Merseyside.
South Pennines West	D	Promote sustainable economic growth, the visitor economy and levelling up in the North through efficient connectivity to both existing and future housing and employment sites in Preston, the Fylde Coast, East Lancashire, Greater Manchester, the M57 corridor in Liverpool, St Helens, and the Wakefield District including the towns of Pontefract, Normanton, and Castleford.
South Pennines West	E	Support safe and reliable trans-Pennine journeys on the M62, A628 and A616 to ensure that economic activity can grow across the Pennines.
South Pennines West	F	Support cross-border connectivity for people and goods between Wales and the North of England with a focus on reliability and safety on the M56, M53, A55 and connecting SRN routes to Wales, promoting the UK and regional economies.
South Pennines West	G	Support the needs of the freight industry including major businesses and logistics hubs such as the Ports of Liverpool and Salford, Mersey Freeport, Trafford Park and Manchester Airport, to support the regional and national economy through the efficient movements of goods.
South West Peninsula	A	Promote safe and reliable journeys to improve customer experience through the provision of a resilient and consistent network particularly along the A31/ A35, A38, A30 and on the A36 / A46 and A303.

Route	Objective Letter*	Route Objective
South West Peninsula	B	Improve the resilience to and management of additional seasonal traffic flows to tourism locations such as the New Forest, Dorset, Stonehenge, Bath, Exmoor, Dartmoor and Cornwall to support the route's wider economic function for all users.
South West Peninsula	C	Support regionally significant and sustainable economic and housing growth, particularly in garden communities, enterprise zones and freeport sites, whilst maintaining the safe and effective operation of the route.
South West Peninsula	D	Support the needs of the freight sector to achieve the efficient movement of goods on the east-west M3, M27, A303, A35, A30, A38 corridors and north-south on the A46 and A36 corridor.
South West Peninsula	E	To be a better neighbour by reducing adverse impacts of air quality, noise and severance on the communities on the A31 in Dorset / Hampshire, A35 in Devon and Dorset, A303 in Somerset and Devon, A36 in Bath and Wiltshire, and the A30 / A38 in Devon and Cornwall.
South West Peninsula	F	Support shifts in modes of transport through better integration with public transport and improved active travel options to relieve pressure on the SRN, particularly in urban areas including Southampton, Bournemouth, Salisbury, Exeter, Plymouth and Truro.
South West Peninsula	G	Support improved connectivity for the strategic movement of traffic between the M4, Dorset Coast and Southampton through the provision of a resilient and consistent route.
South West Peninsula	H	Support the role of the A303/A30/A358 corridor as the key strategic route between London and the far South West, to improve long distance connectivity and to support regional economies.

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Route Strategy Initial Overview Report

South Midlands

May 2023

national **highways**

Executive summary

Introduction

Our strategic road network (SRN) is the backbone of the country. More than 4,500 miles of motorways and major A-roads connect people, build communities, create opportunities and help the nation thrive. To plan for the future, we take a long-term view of our network and the trends that could impact transport, road travel, and personal and commercial mobility. Route strategies are at the centre of this dynamic future planning of our network, informing how we operate, maintain and renew our network. This report is the Initial overview report for the South Midlands route and summarises the outcomes of the route strategy. The report builds on the first two rounds of route strategies in 2015 and 2017. It aims to be more forward looking, integrated and collaborative, while being dynamic enough to respond to the future needs of our customers and neighbours.

In this report, we detail the route context, current constraints on the route, and opportunities for improved connections with local roads and rail links. We set out intelligence-led route objectives aligned with the Department for Transport's (DfT's) six strategic objectives. These objectives aim to ensure the route can serve its function, while mitigating the identified constraints and challenges. They conclude with locations for further consideration to achieve the route objectives. The route objectives and locations for further consideration will be presented to the Department for Transport to inform future decision-making about investment planning through the Road investment strategy (RIS). It should be recognised that not all aspirations outlined in this report can be funded or delivered.

DFT'S SIX STRATEGIC OBJECTIVES FOR THE STRATEGIC ROAD NETWORK

- Improving safety for all
- Network performance
- Improved environmental outcomes
- Growing the economy
- Managing and planning the SRN for the future
- A technology-enabled network

For clarity, this document does not:

- identify committed schemes for delivery as part of future RIS periods. This will be part of the wider RIS setting process

- commit to the delivery of local plans or economic growth developments mentioned

- guarantee funding for any locations identified for further studying to understand the challenges and issues in more detail

- preclude the inclusion of other locations for consideration in the light of other evidence or imperatives

Customers and neighbours

Engagement with our customers and neighbours has been central to developing our route strategies. We have already gathered a wealth of evidence from the previous rounds of route strategies and through our ongoing monitoring of road condition and performance.

Our performance is monitored through the National Highways' Performance Framework. This Performance Framework was established at the start of the second road period (2020 – 2025) and sets out National Highways' commitments to 2025. It is outlined in the RIS2 *Delivery plan (2020 - 2025)*[1]. We will continue this monitoring approach into the third road period (2025 – 2030).

To add to this existing evidence, we carried out a detailed engagement programme for this round of route strategies to understand the current and future needs of those using and living alongside the SRN.

The route

The South Midlands route includes approximately 186 miles of the SRN through the counties of West Midlands, Worcestershire, Warwickshire, Leicestershire, Derbyshire and Staffordshire. The route provides important east–west and north–south transport links, connecting the East and West Midlands via the A38, A5148, M42 and A42, and north–south of the region via the A5, A46 and M69, which connect the M1 to the M6 and M5 respectively.

This route strategy report can be read alongside other interacting route strategy reports, including:

* Midlands and Gloucestershire to Wales

* North and East Midlands

* London to Scotland East (North)

Challenges and issues

We have identified challenges and issues of those using the route and living alongside it. These correspond to the DfT's six strategic objectives, which are the strategic objectives for RIS3. They were agreed by National Highways and DfT, and are set out in the RIS3 *Planning ahead*[2] document in December 2021.

Improving safety for all:

* Sections of the A5 and A46 with low International Road Assessment Programme and Road Safety Foundation safety ratings

* Walking, cycling and horse riding casualties along sections of the A5, A46 and M69

* Limited active travel mode use along the A5 and A46 due to safety concerns, as noted by interested parties

Network performance

* Delays and reliability on route sections of the A5, A46, A38, M42 and A42

* Increasing delays and unreliability on route sections of the A5, A38 and A46 by 2031 due to wider economic growth

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1 Highways England (2020) *Delivery Plan: 2020–2025*. https://nationalhighways.co.uk/delivery-plan/

2 Department for Transport (December 2021) *Planning ahead for the Strategic Road Network: Developing the third Road Investment Strategy*. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1045938/planning-ahead-for-the-strategic-road-network-developing-the-third-road-investment-strategy.pdf

Improved environmental outcomes

- A desire to achieve carbon reduction targets

- A desire to reduce greenhouse gas emissions

- Protecting Areas of Outstanding Natural Beauty and other locations with environmental designations or of cultural heritage importance

- Receptors within 100 metres of the route which may be more exposed to adverse air quality impacts

- Receptors within 300 metres of the route which may be more exposed to adverse noise levels

- Communities that are at risk of flooding along the A38, A46 and M42

- Severance and the low proportion of journeys made by active travel modes

Growing the economy

- Planned housing development along the A38, A42 and A46

- Major employment centres and strategic rail freight interchanges along the A5

- Planned further investment in logistics sites along the A38, A5 and around the M1, M6 and M69

- Areas which fall into the worst 10% of areas on the Index of Multiple Deprivation[3], notably Leicester, Coventry and Nuneaton

Managing and planning the SRN for the future

- Contributing toward the national target of 96.2% or more of carriageway being in good condition

- Maintaining the good condition of the strategic road network's geotechnical assets

- Ensuring that drainage assets are maintained so that their good structural and service conditions can be upheld

A technology-enabled network

- Limited communications for road users, particularly on the A38, A5, A42 and A46

- Limited facilities for alternative fuel vehicles, particularly along the A5, A46, A38, M42 and A42

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3   Ministry of Housing, Communities & Local Government (September 2019) *English indices of deprivation 2019.* https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

BUR
UPON

A38

LICHFIELD

A449

A5

TAMWORT

A5

M6

WOLVERHAMPTON

BIRMINGHAM

M5

M40

M5

A46

WORCESTER

M5

STRAT
UPON

EVESHAM

A46

BURTON-
ON-TRENT

A42

LOUGHBOROUGH

M1

M42

TH

LEICESTER

M69
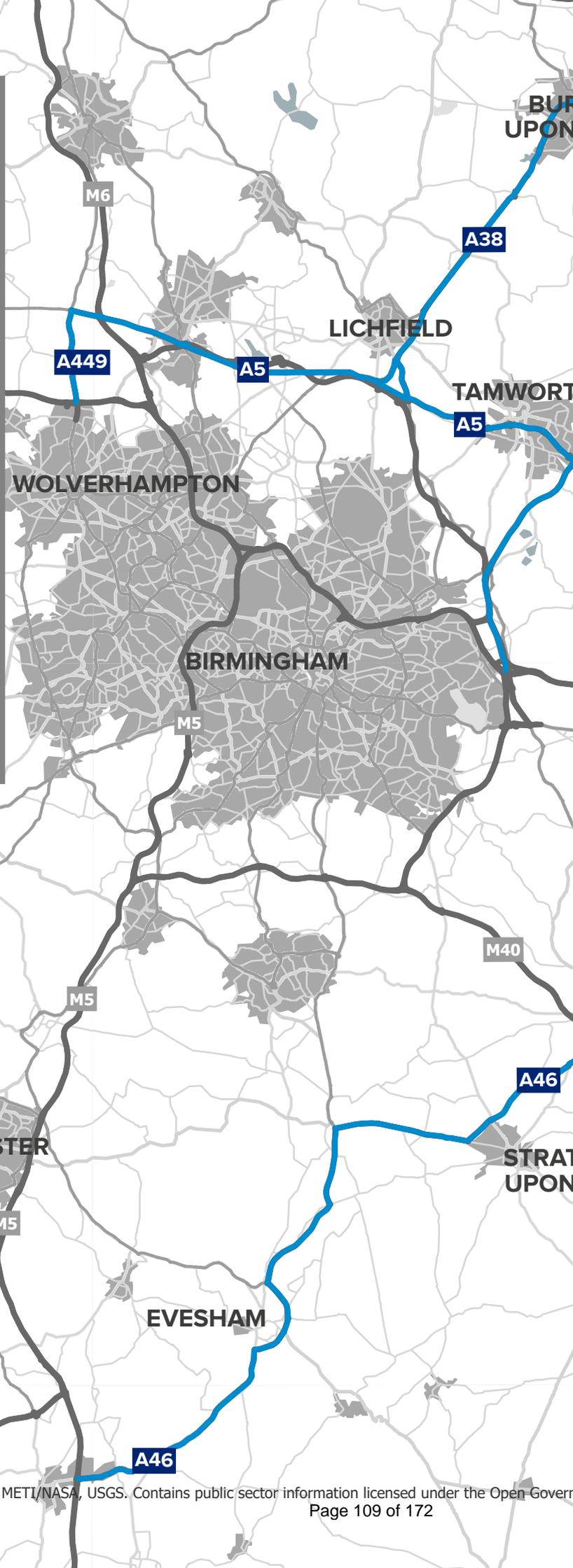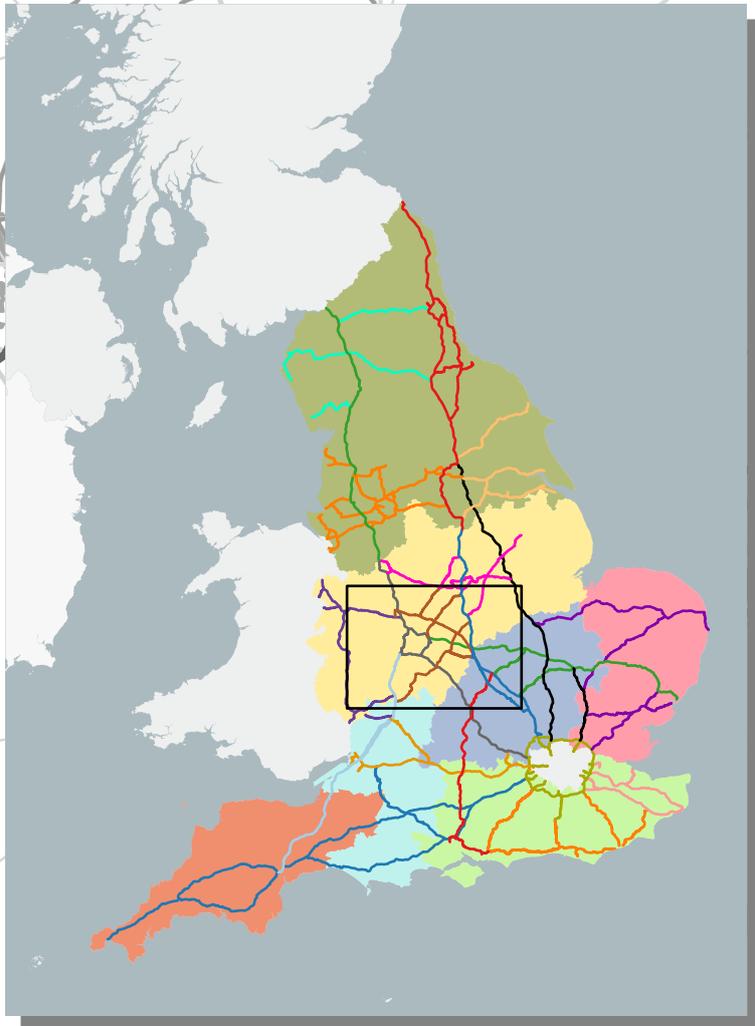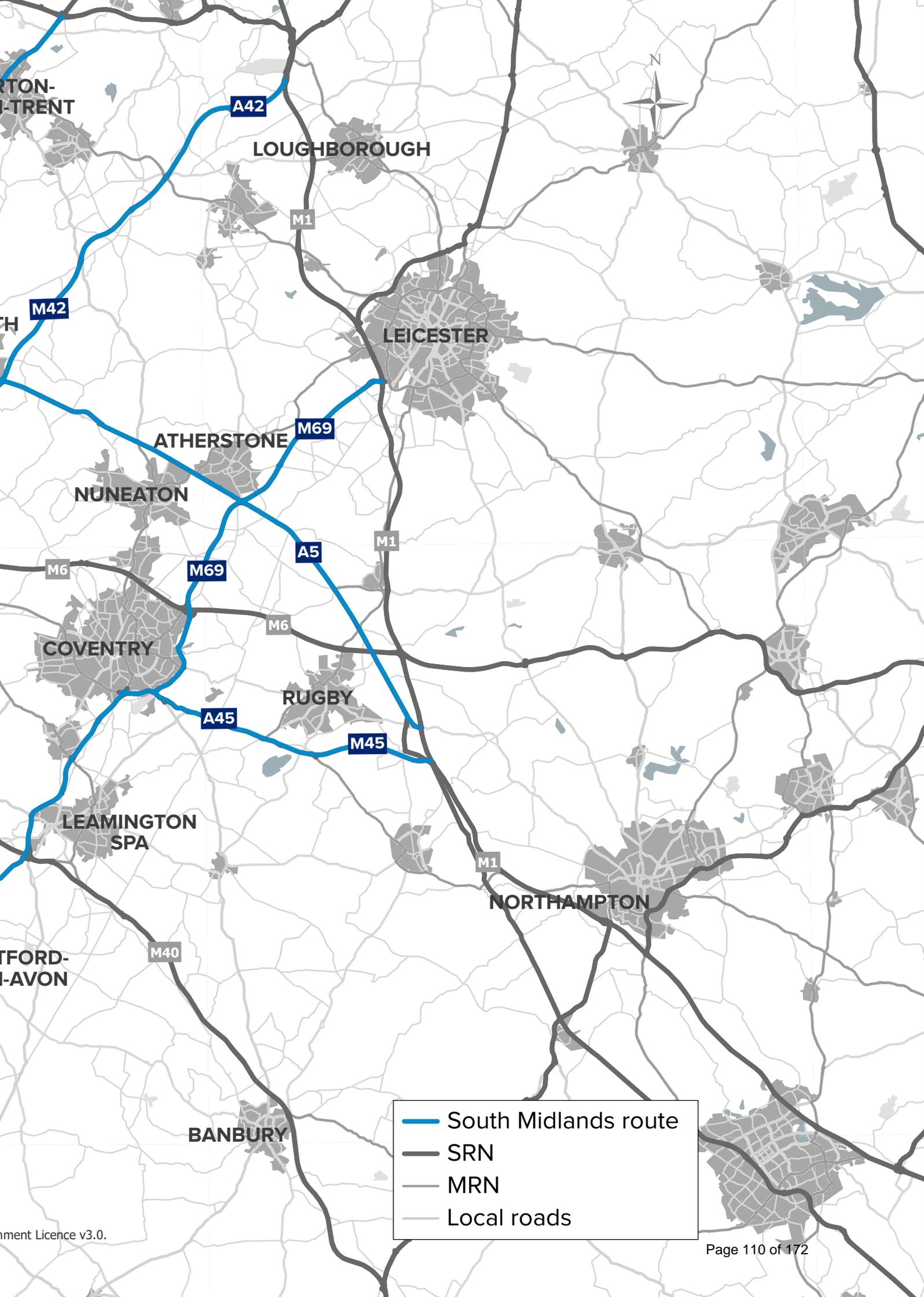
ATHERSTONE

NUNEATON

A5

M69

M1

M6

M6

COVENTRY

RUGBY

A45

M45

LEAMINGTON
SPA

NORTHAMPTON

M1

M40

TFORD-
N-AVON

BANBURY

South Midlands route

SRN

MRN

Local roads

Initial route objectives

We want to provide safer and more reliable journeys for all those who use or live alongside our network, and support the route in achieving the economic and housing growth ambitions of surrounding areas. Based on our engagement and data analysis, we have defined a set of objectives for the route. The table below shows the route objectives and how they contribute to the DfT's six strategic objectives for the SRN as a whole.

		DfT's strategic objectives for our network					
Ref.	Route objective	Improving safety for all	Network performance	Improved environmental outcomes	Growing the economy	Managing and planning the SRN for the future	A technology-enabled network
A	**Improve safety for all:** provide safe journeys on the A46 and A5, for local communities and all road users, including pedestrians, cyclists and horse riders	✓					
B	**Support sustainable growth:** support sustainable development in employment centres and housing in Leicester (M69), Coventry (A46), Burton-upon-Trent (A38), Wolverhampton (A449), Tamworth and Rugby (A5)				✓		
C	**Enhance regional connectivity:** enhance regional connectivity between the West and East Midlands, connecting the main regional economic centres and improving accessibility to international gateways such as East Midlands Airport and Birmingham Airport		✓				✓
D	**Support local connectivity and sustainable transport modes:** improve integration with sustainable transport modes to reduce the number of short journeys by car and encourage active travel along the A5 and A46		✓	✓			
E	**Support the efficient movement of goods:** support facilities to enable the efficient movement of goods, and help improve driver welfare, within the Midlands region and to strategic destinations across the UK	✓	✓		✓		✓
F	**Be a better neighbour:** be a better neighbour by safeguarding the environment and reducing the impact of air quality and noise on communities along the route			✓			

Next steps

The 20 route strategy Initial overview reports will combine with other related evidence to inform the broader *SRN initial report* as part of the RIS process for the third road period (2025-2030). The *SRN initial report* includes an assessment of the current state of the network and user needs from it, potential maintenance and enhancement priorities, and future developmental needs and prospects. DfT will consult on this *SRN initial report*[4], which will serve to inform the *RIS and Strategic business plan*[5].

We will finalise the Route strategy overview reports following feedback on the publication of these Initial overview reports. They will be used as a forward planning tool by National Highways to help identify investment opportunities for enhancements, as well as to support decisions around operating and maintaining our network. Providing an understanding of the strategies for each route will also help inform the decisions taken by our interested parties. These finalised Route strategy reports will also serve to inform the RIS and *Strategic business plan.*

4   National Highways (2023) *SRN initial report,* https://nationalhighways.co.uk/futureroads
5   National Highways' *Strategic business plan* will be published later in road period 2 (2020-2025)

Report of the Chief Executive   The Serious Violence Duty

1   **Summary**

This report provides a summary of the requirements of the Council in meeting the Serious Violence duty and proposes suitable governance arrangements to meet these responsibilities.

Recommendation to the Board

a   **That the Council agree to adopt the Serious Violence Strategy (Appendix 2);**

b   **That the Chief Executive be authorised to sign the Partnership Agreement to discharge the Duty (Appendix 1); and**

c   **A commitment is given to participate and contribute to the development of the countywide delivery plan, develop the Local Delivery Plan, and contribute to the implementation of the Local Delivery Plan to reduce serious violence in North Warwickshire.**

Recommendations to Council

d   **To adopt the Serious Violence Strategy, and to include it in the Council's Constitution in the list of Council Plans and Strategies; and**

e   **To amend the Terms of Reference for the Safer Communities Sub Committee to include a specific reference to scrutiny of crime and disorder and serious violence duties.**

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2   **Report**

2.1   On 31 January 2023 a new statutory duty on the Council came into effect – the Serious Violence Duty. The Police, Crime, Sentencing and Courts Act 2022 places the new duty on 'specified authorities', including North Warwickshire Borough Council, to

(1)   conduct a Strategic Needs Assessment.

(2)   develop a Serious Violence Prevention Strategy; and

(3)   develop and implement a Serious Violence Delivery Plan for the local area.

2.2   The Duty requires specified authorities to work together to share information, target their interventions, collaborate and plan to prevent and reduce serious violence within their local communities.

2.3   The Act also introduces Serious Violence Homicide Reviews, which requires specified authorities to conduct a review into the circumstances of certain homicides where the victim was aged 18 or over, and the events surrounding their death involved, or were likely to have involved the use of an offensive weapon. These reviews will be like safeguarding Serious Case Reviews or Domestic Homicide Reviews.

2.4   Specified Authorities are:

- Local authorities – District/Borough and County Councils
- Police - Chief Officers of police for police areas in England and Wales
- Justice - Probation Services and Youth Offending Teams
- Fire and rescue authorities - Operating in England and Wales
- Health - Integrated Care Boards including Public Health

2.5   There is also a requirement that educational authorities (schools, colleges, independent educational establishments and approved premises) and secure estates (prisons and youth custody), must collaborate with specified authorities to prevent and reduce serious violence in the area. These are referred to as Relevant Authorities.

2.6   The Home Office has amended sections 5, 6, 17 and 19 of the Crime and Disorder Act 1998 to require Community Safety Partnerships to prepare strategies to prevent people from becoming involved in serious violence in the area and reducing instances of serious violence in that area.

2.7   Section 19 of the Police and Justice Act 2006 has been amended so that local authority scrutiny of crime and disorder functions now includes the serious violence duty. There is therefore a recommendation to amend the delegation from this Board to the Safer Communities Sub Committee for that purpose, as follows (additional wording underlined):

" C. Powers Delegated to the Safer Communities Sub-Committee

To implement the approved Crime and Disorder Strategy with specific obligation to discharge the serious violence duty, focussing in particular on drugs and alcohol issues, support to victims, reducing offending behaviour, partnership working and CCTV.

To Act as the Council's Crime and Disorder Scrutiny Committee in accordance with Section 19 of the Police and Justice Act 2006.

To make reports and recommendations to the Council on matters related to Crime and Disorder."

10/2

2.8   Serious violence has a devastating impact on the lives of victims and families, instils fear within communities and is extremely costly to society. Incidents of serious violence involving knives and other weapons has increased significantly, with regular media broadcasts of young people sustaining life changing injuries or death as a result.

2.9   The Duty is a key part of the Government's programme of work to prevent and reduce serious violence taking a multi-agency approach to understand the causes and consequences of serious violence, focusing on prevention and early intervention, and informed by evidence.

2.10   In addition to tough law enforcement, there needs to be an understanding to address the factors that cause someone to commit violent crime in the first place, this includes where coercion is a factor regarding vulnerable children and adults, where they are groomed, exploited or cuckooed. The Duty aims to ensure that agencies are focussed on their own activity and multi-agency work to prevent and reduce serious violence in their area.

2.11   The legislation allows two or more specified authorities to collaborate to prevent and reduce serious violence in a "local area". This means that authorities are permitted to work across local government boundaries and in doing so, collaborate on strategies which cover areas greater than that which they primarily provide services in.

2.12   The Duty does not specify a 'lead' authority to be responsible for coordinating activity. However, there is a consensus across partner agencies, including District and Borough Council community safety officers, that the Warwickshire County Council will take the lead on behalf of all the specified authorities for the strategic and analytical work and responses to the Home Office on how the Duty is being met, with local CSPs, Districts and Boroughs, leading on local multi-agency delivery plans and interventions.

2.13   The Office of the Police and Crime Commissioner has specific functions granted to them through the legislation, including a requirement to administer and distribute funding provided by the Home Office. The funding allocated to Warwickshire PCC is £575,214 over three years.

2.14   Warwickshire County Council will undertake the following on behalf of all the specified authorities to discharge the Duty:

- Undertake a countywide Strategic Needs Assessment but with deep dives into areas most affected by serious violence, or where the causal factors related to serious violence are evident.
- Agreeing a joint Warwickshire Delivery Plan that provides all the specified authorities and Community Safety Partnerships with the evidence that they are meeting the requirements of the Serious Violence Duty.
- Funding a dedicated Countywide lead officer to support all the specific partners to meet the duty. This approach is like the Prevent Co-ordinator post already hosted by Warwickshire County Council.
- Development and implementation of a 'Contextual Safeguarding Common

Assessment Framework' for serious violence interventions, delivered to all specified authorities and relevant authorities. Training programme for front line teams on the Duty, signs and symptoms of serious violence involvement, intervention options and clear referral pathways. This will include ensuring specified authorities have processes in place for data protection compliance, designated lead officers and referral pathways.

- Expansion of the current Whole Schools Violence Prevention programme, accessible by all secondary schools in the county.
- Develop bespoke interventions that improve pathways into support, such as access to mental health, employment or vocational attainment.

2.15   Local responses, based on the findings of the Strategic Needs Assessments, will be led by local partners through their Community Safety Partnership, with the support of the Warwickshire County Council lead officer as required. Home Office Serious Violence Duty funding will be allocated to each Community Safety Partnership to deliver local responses.

2.16   By adopting this approach relevant authorities, including North Warwickshire Borough Council, in meeting the Duty is reduced and North Warwickshire Community Safety Partnership will receive funding to deliver tailored local responses, embedded through local community involvement, case management and governance structures.

2.17   The Home Office have commissioned Crest Advisory Group to work with the specified authorities on their readiness and to provide tailored support to local areas. The Home Office is convening a National Oversight Group (NOG) which will act as a crucial body, monitoring and scrutinising Duty activity.

2.18   To fulfil the Serious Violence Duty, the Home Office has set out a series of mandatory requirements for specified authorities to deliver against with clear time frames. A considerable amount of work has already been undertaken by officers to prepare for the Serious Violence Duty, as below:

Serious Violence Requirement	Current situation
March 2023: Specified authorities will need to provide an existing or produce a new Partnership Agreement **(Appendix 1)** to demonstrate that all the specified authorities under the legislation are included in the local delivery of the Duty, and that decision making is being shared between them.	A Partnership Agreement has been prepared **(Appendix 1).** The Agreement defines the 'local area' as Warwickshire. The Agreement sets out the governance arrangements at county and local CSP/District/Borough level.
30 April 2023: Delivery Plan - The specified authorities will need to jointly agree the activity they will deliver under the Duty.	Commencement of a Warwickshire Partnership Delivery Plan is underway. Local CSP/District/Borough delivery plans are yet to be established and will be presented to the North Warwickshire Community Safety

. . .

Serious Violence Requirement	Current situation
	Partnership.
January 2024: Strategic Needs Assessment (SNA) - must be created jointly by all the specified authorities within a local area to formulate a robust, common understanding of the serious violence problem within that area. The SNA will need to be used to develop a definition of serious violence for the purpose of the Duty and inform the development of a local strategy to address findings.	The development of a Strategic Needs Assessment is underway.
Serious Violence Requirement	**Current situation**
January 2024: – Local Strategy - the local strategy will need to set out how actions being undertaken by the specified authorities will address findings of the SNA in alignment with the area's local definition of serious violence. This is where the specified authorities can demonstrate that they are meeting the multi-agency elements, providing both short-term and long-term solutions.	The Warwickshire Serious Violence Prevention Strategy has been developed and was approved by the Safer Warwickshire Partnership Board in December 2022 **(Appendix 2).**

2.19 Interventions related to the delivering programmes or projects can prevent or reduce serious violence. The Home Office refers to this as Non-Labour costs. The amount allocated for 2023/4 is £83,506. In discussions across the Warwickshire partnership, the following is proposed that each of the 5 District and Boroughs will receive an equal amount of £10,000 for violence prevention programmes in 2023/4.

2.20 The Warwickshire Community Safety Team will actively support each CSP in the development of violence prevention programmes, from defining the problem to delivery and impact assessment. This will include supporting each CSP, in demonstrating how the programmes meet one of more of the three priorities as set out in the Warwickshire Serious Violence Prevention Strategy including:

- Preventing violence before it happens
- Responding to immediate risk
- Long term support or care

.
2.21 The remaining £33,000 will be used to support countywide programmes such as the Whole Schools Approach or increasing the countywide mentoring capacity. WCC are currently working in 8 secondary schools across the county but have a growing list of schools seeking support. There are currently 3 mentors. The £33,000 will not meet the total funding required. However the Warwickshire Community Safety team will use other monies to support this countywide provision for 2023/4.

2.22 A Serious Violence Prevention training programme will be rolled out in 2023/4 part funded by the Police and Crime Commissioner.

2.23 Updates on the development of the local delivery plan, its implementation and impact will be reported to the Safer Communities Sub-committee.

3 **Report Implications**

3.1 These are set out in the report.

The Contact Officers for this report are Julie Taylor (719437) and Steve Maxey (719438).

PARTNERSHIP AGREEMENT BETWEEN NAMED SPECIFIED AUTHORITIES

WARWICKSHIRE SERIOUS VIOLENCE DUTY

The following document sets out a partnership agreement between the Specified Authorities to meet the Serious Violence Duty as defined out in the Policing Crime Sentencing and Courts Act 2022.

The Serious Violence Duty requires Specified Authorities in a "local government area to work together and plan to prevent and reduce serious violence, including identifying the kinds of serious violence that occur in the area, the causes of that violence (so far as it is possible to do so), and to prepare and implement a strategy for preventing, and reducing serious violence in the area.

The Duty also requires the specified authorities to consult educational, prison and youth custody authorities for the area in the preparation of their strategy. These are referred to as Relevant Authorities

For the purpose of the Act, Specified Authorities are:-

- **Police** – Chief Officers of police for police areas in England and Wales
- **Justice** – Probation Services and Youth Offending Teams
- **Fire and rescue authorities** operating in England and Wales
- **Health** - Integrated Care Boards including Public Health
- **Local authorities** – District/Borough and County Councils

Warwickshire definition of Serious Violence

The Safer Warwickshire Serious Violence Prevention Strategy 2022/27 set out the following definition of Serious Violence:-

"The intentional use of physical force or power, threatened or actual, against oneself, another person, or against a group or community, that either results in or has a high likelihood of resulting in injury, death, psychological harm, maldevelopment, or deprivation."

Our definition includes coercive and/or controlling behaviour and financial abuse which are part of the underlying causes of violence, as set out in this Strategy. This ensures our approach aligns with other key strategies which address other forms of violence, such as Domestic Violence and Violence Against Women and Girls.

The Local Government Area

The local government area for the purposes of this agreement is defined as the County of Warwickshire, including the 5 District and Borough areas.

Lead Authority

Whilst the Duty does not specify a 'lead' authority to be responsible for coordinating activity, Warwickshire County Council Community Safety Team (CST) will carry out the following functions on behalf of all of the Specified Authorities within in the area of Warwickshire.

Serious Violence Duty Delivery Plan – the CST will engage a Serious Violence Prevention Co-ordinator to develop and oversee the Serious Violence Duty Delivery Plan, on behalf of all Specified Authorities and in consultation with Relevant Authorities.

Strategic Needs Assessment – the CST will engage analytical leads to undertake a Serious Violence Strategic Needs Assessment using qualitative and quantitative data.

Serious Violence Prevention Strategy – Safer Warwickshire Partnership Board have already adopted a Serious Violence Prevention Strategy. The recommendations for the Strategic Needs Assessment will be reflected in the Strategy, in developing and adopting a Theory of Change which forms part of the Home Office requirements.

Training and Awareness Programme – the CST will lead on behalf of all Specified and Relevant Authorities in the development and delivery of training. The team will ensure there are sufficient trainers to deliver awareness sessions to front line practitioners as agreed by each Specified Authorities. In addition, a training programme for Single Points of Contact in lead services will be delivered, including a referral and assessment process.

Lead Sponsor – The Service Manager for Trading Standards and Community Safety for Warwickshire County Council will act as the Lead Sponsor on behalf of all of the Specified Authorities, reporting to relevant boards at District, Borough and partners agencies. They will lead in the response to the Home Office assessment process in relation to the Duty, ensuring there is an evidence of actions to meet the timeframe as set out by the Home Office.

Whole School Approach – The CST will ensure that there is a consistent offer to all educational settings to provide universal and targeted support as well ask training of staff and parents under the current trends, signs, symptoms and referral processes.

Specialist Mentoring Provision – The CST will provide independent specialist mentoring provision on behalf of the Specified Authorities to support individuals and families involved in or affected by serious violence. This will include project that help deescalate group on group violence as required.

Local delivery

In areas which are affected by serious violence, as highlighted in the Strategic Needs Assessment and Serious Violence Prevention Strategy, local partner

agencies will develop and co-ordinate the local response. The CST will support as required.

All local delivery programmes will be assess on the three serious violence prevention pillars:-

Prevent Serious Violence before it happens	Developing a series of universal, targeted, and intensive interventions that prevent people becoming involved in county lines, group, or gang violence, carrying, or using a weapon, or becoming involved in social media that leads to violent conflict.
Respond to emerging or immediate risks of serious violence	Co-ordinate a response led by criminal justice, safeguarding, education and community safety leads to reduce the immediate threat of county lines, gang or group violence and weapon related violence.
Long Term Support	Strengthen communities to create an environment where serious violence is recognised and challenged; and collaborate with partner and communities to embed long-term violence prevention approach

Role of the Office of Police and Crime Commissioner

Local policing bodies, being Police and Crime Commissioners, the Mayor's Office for Policing and Crime (MOPAC) and the Common Council of the City of London in its capacity as a police authority, are not specified authorities under the Duty.

However, they are strongly encouraged to take on a role as lead convener for the local partnership arrangements for the Duty in order to support the development and implementation of Serious Violence Duty and local strategy.

In line with the current arrangements the above specified authorities will co-operate with the Warwickshire Office of Police and Crime Commissioner in the monitoring the named specified authority in exercising its functions under the Duty as set out in the Partnership Agreement.

Funding Provision

The Home Office is providing funding over the period January 2023 – March 2025 for specified authorities in the local area to meet the above requirements. The funding is divided into two distinct cost areas

- **Labour Costs** - This includes the costs associated with preparing and developing the SNAs and local strategies. It includes familiarisation costs, training, meeting costs, analysis, and strategy development. The Home Office is flexible on how labour funding is spent provided that the specified authorities jointly agree on how it is used. This funding must be used to meet the specified authorities' labour costs incurred under the Duty, this can include the cost of additional resource

in the local area to reduce the burden on the specified authorities, should they agree.

- **Non-Labour Costs** – This includes the costs associated with implementing the specified authorities' local strategy to reduce serious violence (the interventions). This can include the salary costs for delivering these interventions.

Home Office funding for Warwickshire is as follows:

- 2022/23   **£30,000** (Labour Costs only)

- 2023/24   **£263,506.30** (Labour:£180,000, Non-labour: £83,506.30)

- 2024/25   **£311,679.57** (Labour: £77,041.71, Non-labour: £234,637.86)

The projects as set out above will be funded as follows:-

- **Strategic Needs Assessment** – Labour Costs
- **Serious Violence Prevention Strategy** – Labour Costs
- **Training and Awareness Programme** – Labour Costs
- **Lead Sponsor** – No costs
- **Whole School Approach** – Non Labour Costs
- **Specialist Mentoring Provision** – Non Labour Costs.
- **Local delivery** – Non Labour Costs

Governance Structure

Countywide

Strategic

Safer Warwickshire Partnership Board will oversee the strategic direction of the Serious Violence Duty and the Serious Violence Prevention Strategy.

The Serious and Organised Crime Joint Action Group will act as the lead partnership body for the delivery of the Duty, the delivery plan, the Strategic Needs Assessment and the Serious Violence Prevention Strategy. The group will be amended to the Serious Violence Strategic Board.

The Lead Sponsor will liaise with the Warwickshire Health and Wellbeing Board who are seen as a key body in terms of embedding violence prevention within the wider health agenda.

Operational

The existing Serious Organised Crime Tactical Group (SOC Tactical) will oversee the countywide operational activity related to serious violence. This will include emerging trends and performance which will help shape the Strategic Needs Assessment and the Serious Violence Prevention Strategy.

Locally

The local structure will be governed as follows:-

Strategic

The four Community Safety Partnership Boards will oversee the local delivery of the Serious Violence Prevention Strategy and ensure that the Strategic Needs Assessment fully reflects the local profile of each District and Borough area. The Project Sponsor will provide a quarterly update report to the of the boards on delivery plan, Strategic Needs Assessment and Strategy.

The four Community Safety Partnership Boards are:-

- North Warwickshire RAG
- Nuneaton and Bedworth Community Safety Partnership Board
- Rugby Community Safety Partnership Board
- South Warwickshire Community Safety Partnership Board

The above Partnership Agreement is for the period 31st January 2023- 31st March 2025 and will be reviewed on a quarterly basis by the Serious Violence Strategic Board.

Operational

Critical Incident Operational Groups (CIOG) will be established to align with the 3 area Police Command Structure, (North, East and South) A CIOG will be established in each area with responsibility for assessment of local serious violence incidents and emerging issues. This will be support by a partnership case management process.

Review period

The above agreement will be reviewed bi-annual through the Safer Warwickshire Partnership Board.

Signed by and on behalf of

Name

Position

Organisation

Signature   Date

Safer Warwickshire Serious Violence Prevention Strategy

2022 - 2027

safe in...
warwickshire

Contents

Why is the Serious Violence Prevention Strategy required?

1

Warwickshire is one of the safest places to live, work and visit in the country. Our cases of serious violence, particularly those involving a weapon, remain low for the region and nationally.

As a county we are not immune from the impacts of serious violence, be that as a result of Organised Criminality and County Lines, as a result of local Street Gangs, or linked to the Night-Time Economy.

Despite the considerable efforts of policing and community safety partners in Warwickshire, rates of Violence with Injury continue to increase in the county. There is also real concern about the rate of knife-related violence, as well as the number of individuals found by police to be carrying knives and other weapons.

And we cannot ignore the impact of Violence Against Women and Girls. Domestic Violence and Sexual Violence continue to be some of the most under-reported and most impactive crimes in Warwickshire. Yet despite being underreported, over a third of all Violence with Injury reports to Warwickshire Police relate to Domestic Violence.

Philip Seccombe
Police and Crime Commissioner for Warwickshire

The physical and psychological damage that Serious Violence can cause to individuals, families, our communities and wider society, is immeasurable. Even one death or life-changing injury in Warwickshire as a result of Serious Violence, is one too many. Together, we should have a collective ambition of zero incidents of Serious Violence in the county.

And preventing Serious Violence does require a collective and collaborative approach. No one agency alone can prevent Serious Violence. It is everyone's responsibility. Police action alone will not solve the societal problems that underpin the causes of Violent Crime. It requires a long-term, whole-system, multi-agency solution.

This means a combined, sustained effort by all key organisations. We need to make this effort, not only to protect our communities today, but to make a generational change that will protect the communities of tomorrow.

But if we want to prevent Serious Violence from occurring in the first place and make a difference over the long-term, we need to understand the causes of Serious Violence in Warwickshire; and what we can do individually, together, and with our communities, to remove those causes, and prevent the cycle of reoccurrence.

This will not be an easy task, but it is a most important one. It requires a step-change in approach from all of us. This strategy sets the framework and direction in which we can achieve this goal and will help bring about real and lasting change.

Foreword

The Warwickshire Serious Violence Prevention Strategy sets out a long term commitment by partner agencies to tackle the causes of violence, respond to emerging issues of violence to protect those most at risk, and develop long term support, recognising that the impact of violence on families, schools and the wider community impacts across generations.

The Police Crime, Sentencing and Courts Act 2022 sets out a Statutory Duty for partner agencies and educational establishments to work together to develop plans to reduce violence. However, as portfolio holder I want this strategy to be much more than a response to the Duty. I have seen first hand how serious violence can devastate families and have a long-lasting impact on local communities. If we are going to address the causes of violence, we have to fundamentally shift the conversation to what can we do to prevent violence, challenging the very concept that violence has any place in our society.

This is ambitious. Our strategy is ambitious. We should be ambitious because we already know that experience of violence restricts choice, limits opportunity and creates the very environment for those who intimidate, coerce, threaten and inflict violence to act with impunity.

I hope that in reading this strategy you will recognise steps that you, your school, organisation or community can take that can help prevent violence. Importantly, you will not be alone. We have provided links where you can get help and advice. I hope you will join us on our journey and in our determination.

Cllr Andy Crump
Portfolio Holder –
Fire and Rescue and
Community Safety & Chair
of the Safer Warwickshire
Partnership Board

Safer Warwickshire Serious Violence Prevention Strategy

A long-term approach partnership approach to address the causes of violence

Who should read this strategy?

This strategy has been written so that it is accessible to any individual, agency, business, organisation or community group who wants to:-

☐ Understand the causes of serious violence

☐ Understand the roles that key agencies can have to prevent violence recuring

☐ Use their skills and experience to make a difference to tackle serious violence and create opportunities for those affected by it to make positive life choices.

It is fully recognised that no one agency alone can prevent 'Serious Violence'. Our strategy highlights the importance of a combined, sustained effort on behaviour of key organisations, built on strong community foundations. Only by adopting an approach whereby, will we make the fundamental differences that are required for current and future generations impacted by serious violence.

"preventing serious violence is everyone's responsibility",

Why do we need a long-term violence prevention approach?

Prevention is at the core to any successful violence reduction approach. It requires a long-term commitment by a range of agencies, individuals and communities to prevent the physical and psychological damage that violence can cause for individuals, families, our communities and wider society.

By adopting a long-term approach, predicated on public health and community safety outcomes and as set out in our Warwickshire Violence Prevention Model below, we stand a greater chance to deliver and support families and young people to prevent violence now and for future generations.

What Does our Data tell us?

Warwickshire is one of the safest places to live in the country. Our cases of serious violence involving a weapon remain low within the West Midlands region and compared nationally. However, there are underlying risk and causal factors which highlight challenges for the county. The following section sets out the data analysis and how those underlying factors are impacting across the county.

Warwickshire compared to National and Regional Trends

County Lines

County lines is defined as the movement of drugs from one area to another for financial gain. County lines often involves the exploitation of people through couriering drugs from one area to another, by involving people in the operating of the local market, exploiting vulnerable people and taking over their home, or coercing or controlling people so that they are forced into a criminal or violent lifestyle.

It has been estimated that there are around 2,500 county lines operating across England. The majority of county lines originate from large metropolitan areas, with those orchestrating lines running routes in multiple areas. The county lines profile has changed over the past 5 years. As county lines become established, local bases are set up whereby by key individuals are moved into an area and local people are actively recruited. These newly established bases are used to expand the county line network, so that local towns and villages become affected.

In Warwickshire, there are usually around 12-15 known county lines operating at any one time. The vast majority of these county lines come from Coventry, Birmingham and the West Midlands region. However there are county lines from other Metropolitan areas operating in Warwickshire, such as London and Manchester.. Warwickshire Police work closely with the West Midlands Regional Organised Crime Unit to disrupt county lines activity and, since 2020, a series of successful police operations has contained the number of lines.

Domestic Abuse

Warwickshire's Domestic Abuse Service supported 806 victims-survivors. 30 - 40% of victims experienced domestic abuse (DA) multiple times and around 1,600 children and young people were impacted. DA has a lasting impact on physical and mental health,as well as resulting in financial and housing insecurity.

This strategy adopts the Government definition of domestic abuse which is outlined in the 2021 Domestic Abuse Act3. The new definition emphasises that domestic abuse is not only physical violence, but can also be emotional, coercive or controlling behaviour, and economic abuse.

Knife Crime

In the period October 2020-September 2021, the highest rate for Knife Crime Offences recorded in England and Wales was in West Midlands Police Force with 149 offences per 100,000 population. West Midlands Police Force is consistently the force with the highest rate of these offences in England and Wales.

For the same period, Warwickshire Police Force recorded 49 offences per 100,000 population for offences involving a knife or sharp instrument. See Graph 1 opposite.

Offences involving knife or sharp instrument rate per 100,00 population recorded by the police for selected offences, by police force area, October 2020 to Aeptember 2021
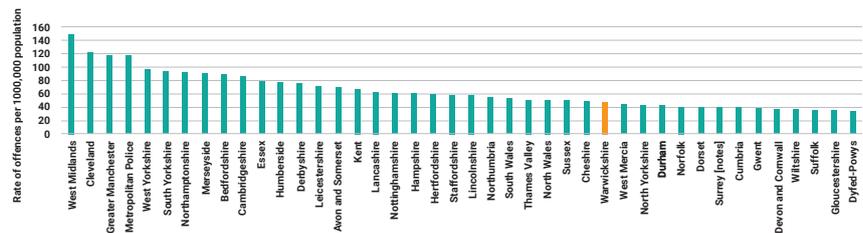

(Graph 1 Recorded Offences involving a knife or sharp instrument October 2020 – September 2021 per 100,000 population by police force areas), Source: ONS 'Crime in England and Wales Police Force Area Data Tables, Jan 2022

Firearm Offences

Nationally the use of a firearm (whether it has been fired, used as a blunt instrument against a person, or used as a threat) fell by 9% per 100, 000 population between October 2020 and September 2021 compared to the previous 12 months. For the West Midlands region, the reduction was 3% in the same period.   Cleveland Police recorded the highest volume of firearm offences, (26.5) whilst the Metropolitan Police Force has the highest number of offences at 1,123 (see graph 2 opposite)

Firearm offences (excluding air weapons) rate per 100,000 population by police force area, England and Wales, Octover 2020 to September 2021

https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/policeforceareadatatables
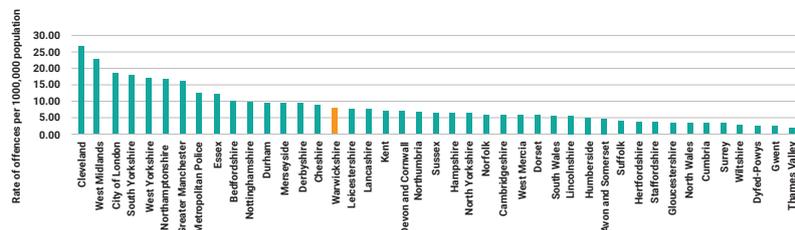
Warwickshire has low rates of both volume of firearm offences and the number of offences per 100,000, when compared Nationally and in the West Midlands.

However, Warwickshire is the only area in the West Midlands which has seen increases in recorded offences. The rate of offences has increased from 6.5 offences to 8 offences per 100,000 population in the last 2 year period. This is in comparison to 22.7 offences per 100,000 in the West Midlands Police Force area, which has remained the same for both years (see Graph 3 below). In the year ending September 2021 Warwickshire recorded the 3rd highest volume of firearm offences for the West Midlands region.

The number of recorded offences in Warwickshire during a 12 month period increased by 9 in October 2020 to September 2021, from 38 to 47 offences.

Firearm offences (excluding air weapons) rate per 100,000 population by police force area, West Midlands Region
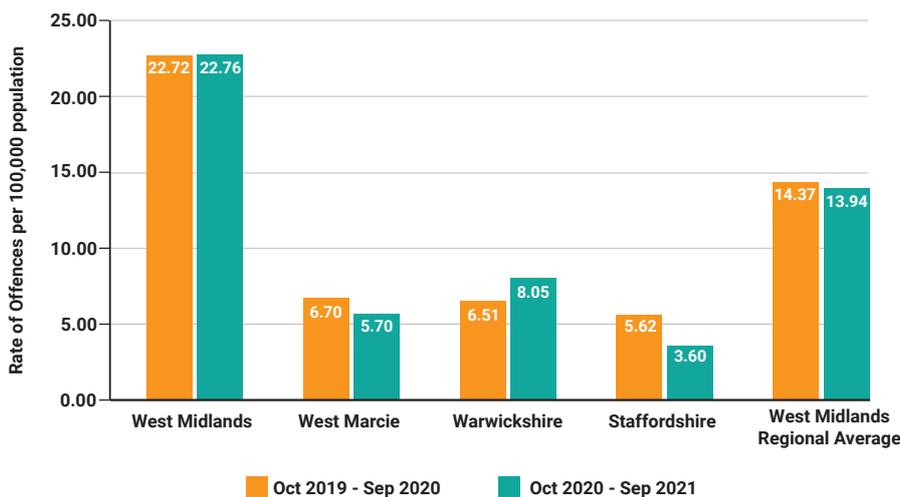
Graph 3 – based on data from Office of National Statistics Table: Rate of firearm offences (excluding air weapons) per 100,000 population by police force area, Jan 22. , Source:ONS 'Crime in England and Wales Police Force Area Data Tables, Jan 2022
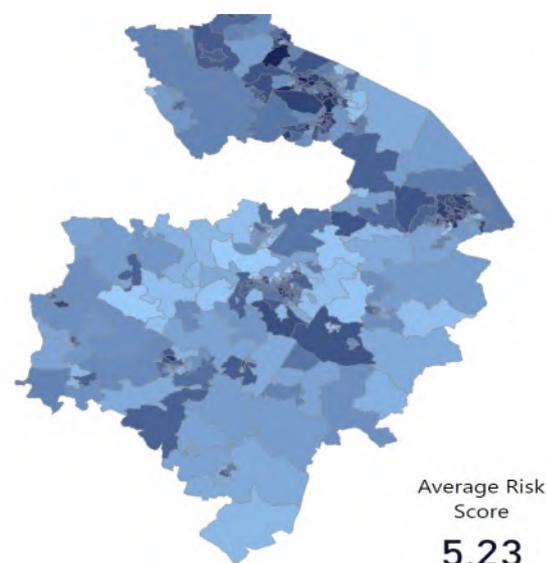
Causal Factors

Alongside the crime data set out above, we have taken the opportunity to look deeper into the underlying factors that create an environment where violent conflict can become established.

These causal, or risk factors, fall under four headings:-

☐ **Health and societal risk factors** – this includes the level of social and economic deprivation, and access to free school meals

☐ **Causal crime risk factors** – this data covers recorded incidents of anti-social behaviour, drug offences, violent offences and domestic abuse incidents

☐ **Educational attainment factors** – the data is drawn from a range of data related to health care, educational attainment, pupil absenteeism and exclusion rates

☐ **Safeguarding risk factors** – the final set of data includes safeguarding cases per area across domestic abuse, parental mental health and parental substance misuses, as well as behavioural and safeguarding concerns.

| LSOA	17-18	18-19	19-20	AVERAGE
Bar Pool North & Crescents	10.00	10.00	10.00	10.00
Camp Hill Village & West	10.00	10.00	10.00	10.00
Mancetter South & Ridge Lane	10.00	10.00	10.00	10.00
Kingswood Grove Farm & Rural	10.00	9.00	10.00	9.67
Atherstone Central - Centre	9.00	9.00	10.00	9.33
Hill Top	10.00	9.00	9.00	9.33
Lillington East	10.00	9.00	9.00	9.33
Middlemarch & Swimming Pool	10.00	9.00	9.00	9.33
Bede Bedworth Town Centre	9.00	8.00	9.00	9.00

Average Risk Score

5.23

Map 2 and Table 1 - Areas where there are high risk factor scores, against an Countywide average score of 5.3

As part of our review of the causal risk factors we looked at the areas that have had the biggest increases across the three-year period. Map 3 and Table 2 highlights the 6 areas in Warwickshire which had a risk score increase of 3 or more.

LOWER SUPER OUTPUT AREAS	AVERAGE RISK SCORE			
	17-18	18-19	19-20	CHANGE
Thurlaston	1	3	6	5
Crown North East	3	4	6	3
Southam North	4	5	7	3
St Nicholas East & The Long Shoot	5	5	8	3
Weddington South West & River	3	5	6	3
Weddington North	4	5	7	3

Map 3 and Table 2 - Areas in Warwickshire which had a risk score increase of 3 or more
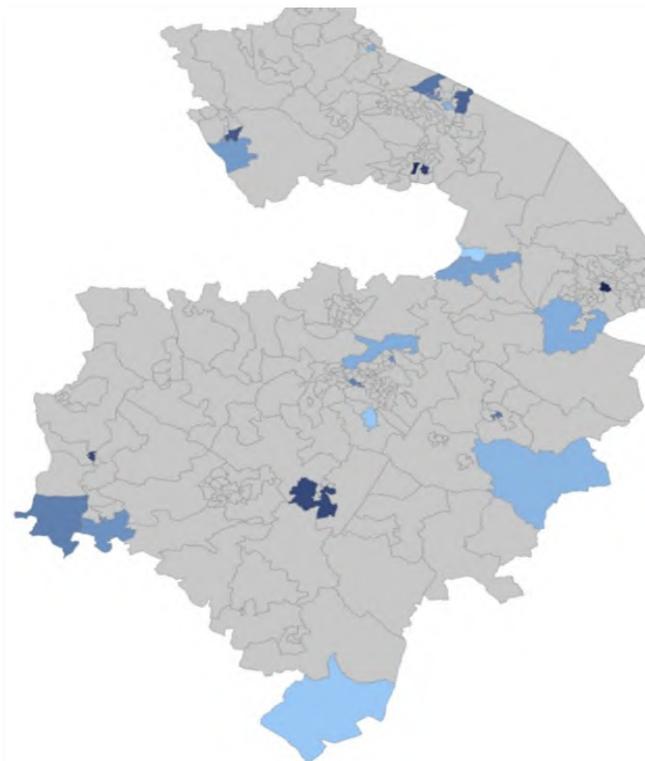
Causal factors – case Analysis

A recent assessment of 23 cases referred to the Warwickshire Serious Organised Crime Interventions Group has highlighted that:-

- ☐ **In one in three cases, there is a history of domestic violence and/or abuse in the family.**
- ☐ **Over half of those referred had been exposed to violence within their peer group and wider community.**
- ☐ **Approximately a quarter of cases had reference to substance misuse, whether associated with the individual or within their family.**
- ☐ **One in five cases made reference to bereavement or long term chronic ill-health in the family.**
- ☐ **In one in three cases, the person referred had been a victim of crime or bullying.**

These findings are consistent with other similar research on cases referred to Serious Violence Reduction Programmes, nationally and internationally.

Summary

Whilst Warwickshire records significantly lower levels of knife and gun offences, the impact of drug markets through county lines is a growing issue which affects a number of communities across the County. This is of particular concern in areas where there are high levels of health, societal, educational attainment, causal crime and safeguarding risk factors, or where those risk factors are increasing.

Developing programmes and projects in those areas which have a long-term impact in reducing these risk factors will be key in delivering serious violence prevention for local communities.

Our Vision

"**For Warwickshire to be a place where people, across all walks of life, work together to tackle the causes and consequences of serious violence, through collaboration, and to create a network of support so that the cycle of serious violence is broken.**"

Our Definition of Serious Violence

We have adopted the World Health Organisation definition of violence as follows:

"The intentional use of physical force or power, threatened or actual, against oneself, another person, or against a group or community, that either results in or has a high likelihood of resulting in injury, death, psychological harm, maldevelopment, or deprivation."

Krug et al, ed. World report on violence and health. 2002, World Health Organisation: Geneva

(A whole-system multi-agency approach to serious violence prevention HM Government Oct 2019[4]

However, our definition will include **coercive and/or controlling behaviour and financial abuse** which are part of the underlying causes of violence, as set out in this Strategy. This will ensure our approach aligns with other key strategies which address other forms of violence, such as Domestic Violence and Violence Against Women and Girls.

In the 2018 Serious Violence Strategy[5], the government set out serious violence as including:

"specific types of crime such as homicide, knife crime, and gun crime and areas of criminality where serious violence or its threat is inherent, such as in gangs and county lines drug dealing. It also includes emerging crime threats faced in some areas of the country such as the use of corrosive substances as a weapon".

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[4] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862794/multi-agency_approach_to_serious_violence_prevention.pdf)

[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/698009/serious-violence-strategy.pdf

What our strategy covers

Warwickshire's Serious Violence Prevention Strategy includes:-

☐ **Domestic Abuse -** Domestic abuse is abusive behaviour of a person towards another if both are aged 16 or over and are personally connected to each other. Behaviour is abusive if it consists of any of the following:
- physical or sexual abuse
- violent or threatening behaviour
- controlling or coercive behaviour
- financial abuse (which is behaviour that substantially affects a person's ability to either acquire, use or maintain money or other property, or obtain good or services)
- psychological, emotional, or other abuse.

☐ **Sexual Offences** - Sexual abuse encapsulates various forms of crime including rape and sexual assault, sexual harassment, online grooming, and domestic abuse or violence. Sexual abuse is when someone is forced, pressurised, or tricked into taking part in (or witnessing/watching)

any kind of sexual activity with another person. Examples of sexual abuse include:
- unwanted touching
- indecent exposure
- being forced to look at sexual pictures or videos
- sexting
- child pornography.

☐ **County Lines** – The exploitation of individual, families or groups, through a network of drug supply from one area to another, carried out by organised criminal networks

☐ **Violence involving a weapon** - Including knife crime, gun crime and corrosive substances

☐ **Street gangs** - Including feuds, disrespect, territory-based violence

☐ **Serious violent acts driven through social media –** Using threats or coercion or using social media to promote serious violent conflict

☐ **The Causal factors of serious violence** – The underlying factors that directly impact on serious violence. These factors, can relate to an Individual (such as experiences of violence, bullying, bereavement or loss), Family (for example domestic violence, violence against women and girls, family breakdown or chronic ill health within a family member), Peer (such as conflict or feuds between peer groups), School (low attendance, engagement or educational attainment), and Community (for example poor housing, environmental neglect, poot transport links, high levels of unemployment).

Our core principles – A Trauma Informed Approach to Serious Violence Prevention

Public Health England, in its publication, "A whole system multi agency approach to violence prevention" (see footnote 4), sets out three levels of violence prevention:

1. primary prevention
(preventing violence before it happens)

2. secondary prevention
(an immediate response to instances of violence) and

3. tertiary prevention
(focusing on long term care and support).

Interventions to address violence are defined as universal (aimed at a general population); selected (targeted at those more at risk); and indicated (targeted at those who use violence).

The Warwickshire Serious Violence Prevention Model, which is described in detail below, combines these universal and selected interventions, supporting those most impacted by serious violence whilst creating a climate where serious violence is not tolerated, thereby protecting future generations. (See Diagram 1)

A Trauma Informed Approach to Serious Violence Prevention

At the core of our Model is a Trauma Informed Approach to Serious Violence Prevention.

Trauma-informed, is a strengths based framework that is grounded in an understanding of and response to, the impact of trauma. It emphasizes physical, psychological, and emotional safety for those affected by Serious Violence, and creates opportunities to rebuild a sense of control and empowerment.

Our Trauma Informed approach to Serious Violence Prevention:-

☐ Realises the widespread impact of trauma for individuals, families, peer groups, schools and local communities affected by serious violence, and understands potential paths for recovery;

☐ Recognises the signs and symptoms of trauma in clients, families, staff, and others affected by serious violence;

☐ Responds by fully integrating knowledge about trauma into policies, procedures, and practices; and seeks to actively resist re-traumatisation

☐ Resists Re-traumatisation of those we work with and our staff.

The following diagram illustrates our Warwickshire Trauma Informed Violence Reduction Framework, developing a range of Trauma Informed programmes that can:-

☐ Prevent serious violence by working across our partners to identify those most at risk of violence due to previous trauma and adversity.

☐ Respond to immediate issues by offering trauma informed support across our partnership services.

☐ Adopting a long-term approach, by embedding trauma informed practice at a school and community level.

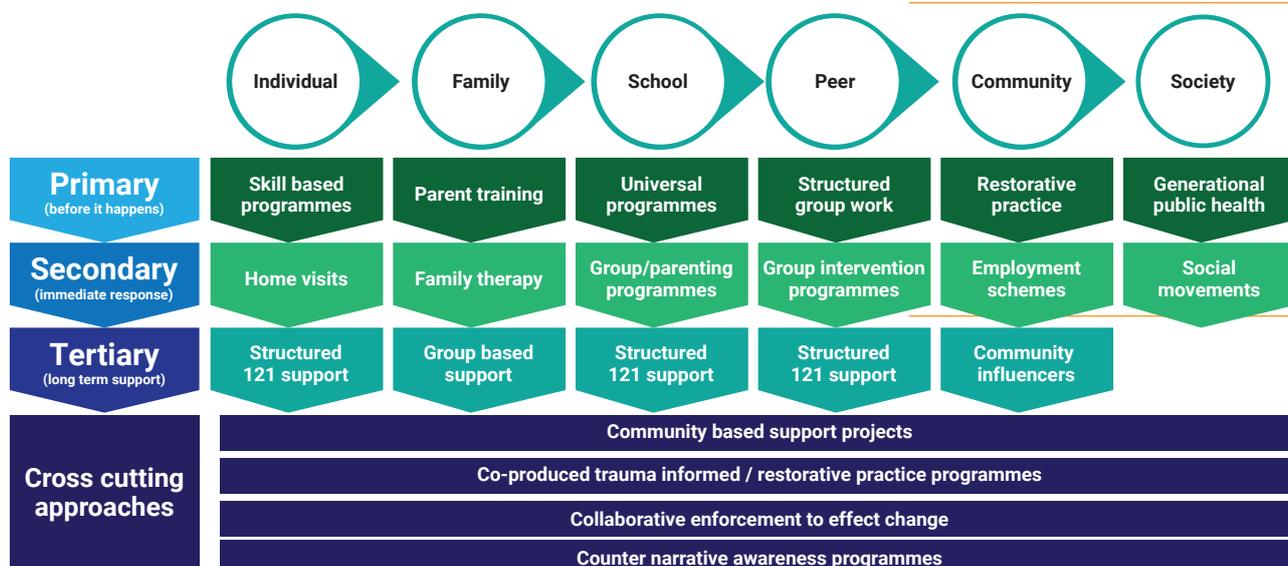|	Individual	Family	School	Peer	Community	Society
Primary (before it happens)	Skill based programmes	Parent training	Universal programmes	Structured group work	Restorative practice	Generational public health
Secondary (immediate response)	Home visits	Family therapy	Group/parenting programmes	Group intervention programmes	Employment schemes	Social movements
Tertiary (long term support)	Structured 121 support	Group based support	Structured 121 support	Structured 121 support	Community influencers	
Cross cutting approaches	Community based support projects					
	Co-produced trauma informed / restorative practice programmes					
	Collaborative enforcement to effect change					
	Counter narrative awareness programmes					

Diagram 1 – Trauma Informed Serious Violence Preventative model

A Statutory Duty to Prevent Serious Violence

The Police, Crime, Sentencing and Courts Act 2022 sets out a Statutory Duty for named services to share data, intelligence and knowledge for the purposes of understanding and addressing the root causes of serious violence. The Duty states that the following agencies should *"work together to identify and publish what actions they need to take collectively to reduce violent crime"* (including domestic abuse and sexual offences) and will be accountable for their activity and co-operation.

The Duty is intended to create the right conditions for authorities to collaborate and communicate regularly, to use existing partnerships to share information and take effective coordinated action in their local areas.

Whilst the duty does not specify a lead authority, the approach for Warwickshire will be that the Safer Warwickshire Partnership Board will take the lead, working collaboratively with the Health and Well Being Board and Local Criminal Justice Board.

This is the first time that educational establishments are recognised as having a crucial role and duty in collaborating with other agencies to prevent violence. Our ambition will be to create a framework where educational establishments can agree approaches and share best practice in how to embed a violence prevention approach across Warwickshire.

- ☐ **Police,**
- ☐ **Local councils,**
- ☐ **Fire and Rescue**
- ☐ **Local health bodies such as NHS Trusts and Integrated Care Boards,**
- ☐ **National Probation Service and**
- ☐ **Education Authorities, educational representatives and**
- ☐ **Youth Offending Services**

It is recommended that the partnership takes a Public Health Approach to tackling and preventing serious violence.

Serious Weapon Homicide Reviews

In addition to the above Duty, the Act has introduced Serious Weapon Homicide Reviews. The Act makes provisions into the circumstances of certain homicides where the victim was aged 18 or over and the events surrounding their death involved or were likely to have involved the use of an offensive weapon.

An offensive weapon includes (but is not limited to) knives, guns or corrosive substances.

These reviews adopt a similar approach to Domestic Homicide Reviews, by looking at the involvement of key agencies and the lessons learnt that could prevent similar tragic deaths occurring. Warwickshire will seek to be an early adopter of this approach, benefitting from the learning at the earliest opportunity.

The Warwickshire Violence Prevention Model

The Warwickshire Serious Violence Model is based on well researched Public Health approaches to violence reduction, combined with current safeguarding principles.

Our model is described in the following diagram and is based on:

☐ **The 5 C's approach** – Collaboration, co-production, co-operation in data intelligence and sharing, a counter narrative, embedded in a community consensus approach are recognised by Public Health England as core elements to any violence prevention approach

☐ **Trauma and Adversity** - Led by Public Health Wales, there is strong evidence of the association between childhood adversity and poorer physical and mental well-being across a person's life through childhood, adolescence, and into adulthood. The evidence shows that adverse experiences can have a negative impact on child and adolescent brain development, which are associated with a variety of health harming behaviours in adolescence that can impact on physical and mental health and well-being. There is evidence to suggest many who have adverse experiences will have been exposed to other adversities during childhood, including those related to structural and social inequalities, poverty, bereavement, loss and discrimination. Our model assesses these experiences, developing interventions that can have a long-term positive impact in a person's emotional and social development.

☐ **Understanding Risk and Protective factors** – Alongside trauma and adversity, risk and protector factors enable agencies to recognise the risks in a person's life and the positive elements that can be built on. This approach acts as a counter narrative to the issues that a person affected by serious violence may present, building on the positive abilities, or relationships, that can keep them safe.

☐ **Contextual Safeguarding** – Professor Carlene Firmin developed an approach to safeguarding which looks beyond their individual and family dynamics, by exploring, their peer, school and wide community relationships. Each context is weighted, for each individual, looking at the risks and protective characteristics.

☐ **Capricorn Framework** – developed by Public Health England, the Capricorn Framework recognises the opportunities for collaborative approaches to prevent offending and re-offending by children, by looking at primary (or 'upstream') causes of offending, as well as secondary (or 'downstream') causes.
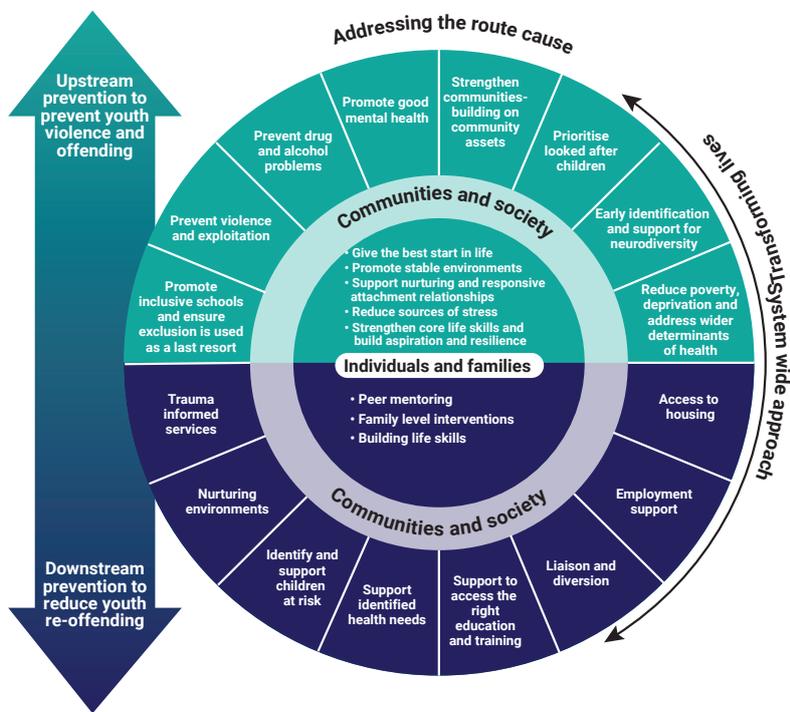
Figure 2 (Capricorn Framework – PHE 2019)

The following two diagrams illustrates how we have combined these approaches to create our Warwickshire Violence Prevention Model.
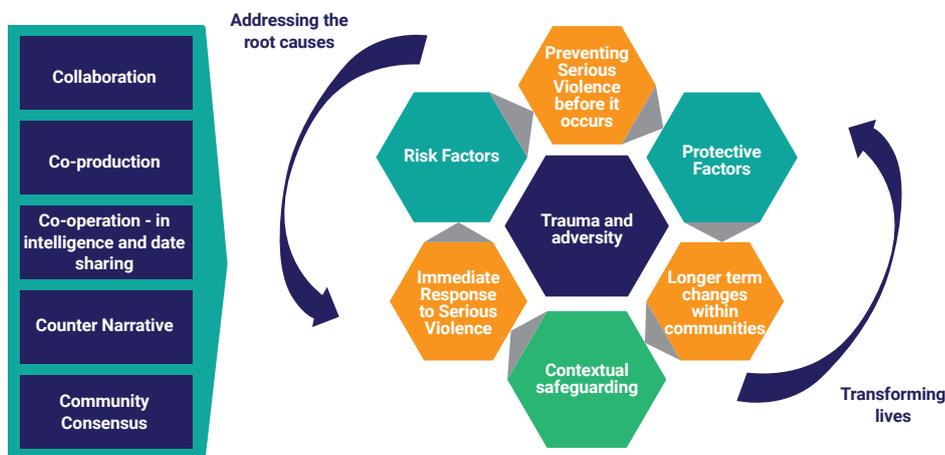
Warwickshire Serious Violence Prevention Model

Diagram 3 – Public Health Approaches to Violence Prevention

Pre birth....   Life Journey   ...Early adulthood

Risk factors

- Hyperactivity
- Lack of guilt and empathy
- Maltreatment (physical/ verbal/sexual/emotional
- Exposure to violence
- Violent aggression
- Positive attitude towards delinquency
- Previous criminal activity

- Family poverty
- Parental separation
- Domestic violence
- Bereavement of loss
- Homelessness
- Mental illness or chronic ill health in the family
- Alcohol abuse and/ or drug use
- Incarceration
- Anti social parents

- Delinquent peers
- Commitment to delinquent peers
- Peer rejection

- Academic under performance
- Low commitment to school
- Frequent truancy

- Neighbourhood disorganisation
- Availability of drugs
- Social, economic and environmental deprivation
- Poor transport links
- Wider societal conflict/ disorientation
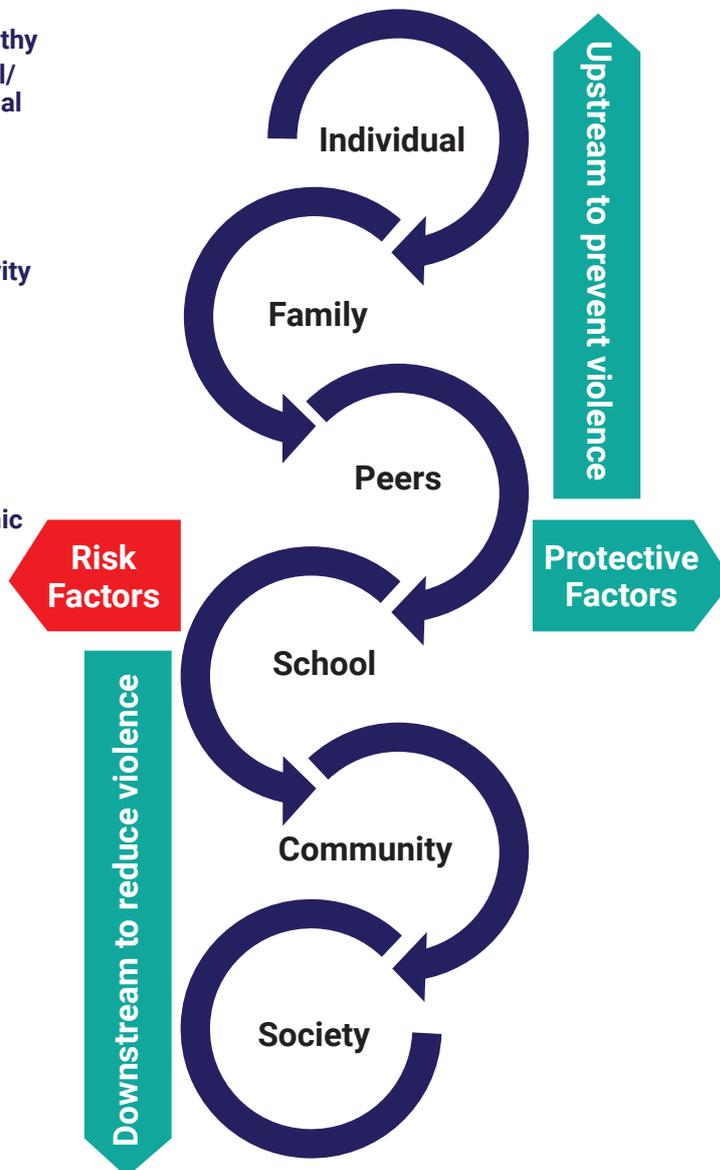
Protective factors

- Belief in moral order
- Positive attitudes, values or beliefs
- Conflict resolution skills
- Good mental, physical, spiritual and emotional health
- Low impulsivity
- Positive self-esteem

- Good parenting skills
- Parental supervision
- Family bonds and stable family structure
- Infrequent parent/child conflict
- Positive peer group
- Strong moral values

- Friends who engage in conventional behaviour
- Low peer delinquency
- Positive social peer group
- Strong sense of identity within peer group

- School inclusion
- Positive recognition/ successful achievement at school
- High educational aspirations
- Positive educational peer group
- Supportive individual(s)

- Accessible local facilities
- Positive community role models
- Employment support
- Strong social supports
- Low economic deprivation
- Neighbourhood interaction, neighbour support

Individual

Family

Peers

School

Community

Society

Upstream to prevent violence

Protective Factors

Risk Factors

Downstream to reduce violence

Diagram 4 – Warwickshire Violence Prevention Model

In summary we will use the Warwickshire Serious Violence Model to:-

Prevent Serious Violence before it happens	**Developing a series of universal, targeted, and intensive interventions that prevent people becoming involved in county lines, group, or gang violence, carrying, or using a weapon, or becoming involved in social media that leads to violent conflict.**
Respond to emerging or immediate risks of serious violence	**Co-ordinating a response led by criminal justice, safeguarding, education and community safety leads to reduce the immediate threat of county lines, gang or group violence and weapon related violence.**
Long Term Support	**Co-produce a series of interventions that offer routes out of county lines or violent conflict, strengthen communities to create an environment where serious violence is recognised and challenged; and collaborate with health colleagues to embed violence prevention at the core of the long-term approach to the determinants of health.**

Recommendation –
Our model recognises that the interventions that we develop are not restricted by an arbitrary age range or moment in time. This is because we know that key moments of change, developmentally and emotionally can take place at different times including in early adulthood. Our ambition will be create an offer that is available at the reachable moment for a person affected by violence, whenever that is.

Table 2: Households who presented as homeless as a result of Domestic Abuse broken down by District and Borough in Warwickshire (2018-2021)

Setting out our long-term Strategic Approach

Warwickshire partners want this strategy to be different. We want to bring it to life so those that read it recognise the importance of a preventative approach and the role they can have in delivering it.

In order to do that we have taken a series of real-life case studies of people affected by serious violence and merged them into one life journey. Each chapter sets out part of that journey from early years to adulthood. Each chapter uses the Warwickshire Violence Prevention Model to define the issues, identify the opportunities and what we will do to make a difference, collaboratively.

We fully recognise that a number of the challenges we face are both generational and societal. By basing them on a real life journey, we can start to see how we can affect change by defining the problem, identifying the causes, and delivering interventions at the right time with the maximum impact. This will allow us to scale up our success, for the benefit of communities across Warwickshire.

Aim – To use the Strategy as an awareness raising training programme with key partners across health, criminal justice, police, educational providers, children and families and community organisations so that they can recognise the crucial role they play in violence prevention.

"The journey in the life of………"

0-5 My early years

"My early years? To be honest you are the first people to ask me that.

It's a bit like a jigsaw puzzle. I've heard what people have said about my first few years. My mum was young when she had me, 17 I think, she had lots of issues, mostly drugs and alcohol. When she was up she was like really up, but there were lots of dark times, I remember them. My dad, well I can't say much about him. I had an older sister and my grandmother. I remember being safe with them.

What I do remember is being cold and hungry, I remember being frightened when we weren't allowed in the house.

I remember being frightened when my dad came round, the fights and the beatings. I remember being beaten when I wet the bed and I remember when the front door was smashed in by the police and crying when social workers came to take us away. I remember the times we were evicted, not all of them, but I remember my sister crying and being scared at night in the places we lived. They were never a home.

I cannot see these things clearly, but I still feel them, being cold, frightened and hungry, unwanted. I suppose that's why I did what I did to survive."

What we will do to make a difference

Countywide

Train all front-line family health providers to recognise Aversity and Trauma and Contextual Safeguarding

Create a single front door for lone parents 16-24 with complex needs

Ensure that those residing in DA safe Accommodation are supported with financial, practical, social and emotional support

Commission an all-age drug and alcohol service that focuses on early intervention, prevention and appropriate treatment provision

Local

Create locally based emotional support programmes for extended family carers

Assess local community assets to ensure there are accessible facilities offering social, practical, and emotional support for young parents and carers.

Defining the issues and opportunities

☐ **Collaboration-** Recognising the factors related to adversity and trauma. Opportunity for collaboration across agencies to address drug, alcohol and domestic abuse through a single co-ordinated response

☐ **Co-production** – Importance of co-produced, co-ordinated heath care support with front line staff able to recognise the risks within the family

☐ **Co-operation** – key information shared across all agencies to better assess risk and protective factors

☐ **Counter Narrative** – stable and safe accommodation could have provided the opportunity for co-ordinated support. Missed opportunity to work with other supportive family members. Provide direct support for the father through DV perpetrator programmes

5-11 My primary years

"I remember my first day at school. Yeah, that was special. It felt like an escape. My sister took me cos she was a few years older and my mum was having one of her dark times. I tried real hard to make friends, I wanted to be someone people liked; that wanted to be my friend. It was important. Yeah I was physical, but not violent.

I did well in my first year. I loved art and I was told I was gifted. That was a big thing, I still remember it. It was in the second year when I started to get bullied. It was my clothes to start with, then people said I smelled. That hurt. After a while it got the better of me, so I started to deal with it, to fight back. I got labelled, but I also got different friends, more loyal. Some of them are still my friends now. My Gran got called in, like every few weeks. Then I got suspended. I stopped doing art cos it didn't fit with the image I had….I wanted.

My Gran died when I was 9. I don't want to talk about that.

Mum had a new boyfriend and he was good for her. She started getting straight and we stopped having lots of different people in our house, night and day. Her boyfriend? I didn't like him and after a while my sister starting to stay out, stayed at friends, even though he would go searching for her. I missed her but she had her life and I couldn't protect her."

Defining the issues and opportunities

- **Collaboration-** collaboration between schools, children, families and health providers to ensure that emotional support for young people affected by trauma is accessible at the point of need.

- **Co-production** – issue of bullying connected to challenges within the family, financially and emotionally that require a co-produced intervention. Opportunity to universally address bullying and the impact of a young person at risk.

- **Co-operation** – review how intelligence is shared across agencies from a contextual safeguarding perspective so that a wider range of agencies can be involved in determining risks for the whole family.

- **Counter Narrative** opportunity to focus on the positive characteristics and provide additional support in school and at a community level could have developed stronger self-esteem.

- **Community Consensus** – involvement in community based programmes offer an opportunity to develop pro-social friendship groups.

"I remember my first day at school. Yeah, that was special. It felt like an escape. My sister took me cos she was a few years older and my mum was having one of her dark times. "

What we will do to make a difference

Countywide

Develop a training and awareness toolkit for all educational providers to recognise the signs associated with adverse experiences which can harden trauma and the impact of trauma.

Establish an advice and support service for schools and college staff to discuss emerging trends and issues

Define an accessible emotional support programme for young people and families affected by loss.

Work with Street Doctors to introduce First Aid, Knife Awareness sessions for year 6 and year 7 groups.

Local

Ensure that practical support for families is easily accessible and does not create stigma.

Local intelligence sharing across early years and primary education, local authorities and children and family services so that practical and emotional support can be provided by local services.

Create local Serious Violence Prevention Community Forums, engaging with community and voluntary sector organisation to develop and deliver local intervention programmes.

11-16 Shaping my identity

"My first year at secondary school was tough, bit of an initiation I suppose. I got robbed to start with, school bag, money, my shoes. Mum got angry and reported them at first, to the school and the Police. Nothing changed. I wasn't the only one.

By the second year me and my friends started forming our own alliances with some of the older kids. They got me a bike and I did some work for them to pay them back, nothing heavy. We looked out for each other. Yeah, there were a group of us, boys and girls. That's one thing you lot have got wrong you know. You always focus on the boys when its often the girls that bring things on.

By year 9 I had a rep. I did a few things I won't lie. But I was earning money and I was current. That's something else you lot need to understand; what it means to be current.

By the time I was 15 I had a plan. I stayed at school. I could of got expelled but I'm not stupid. I made sure school worked for me.

My mum? She had two other kids with her man. I was close to the oldest. He was 5 or 6 by the time I was in year 10. He looked up to me and I looked out for him. Then mum got cancer. Her man said I should take care of her, but I wasn't invested in her like that. My sister moved back in to help out. She was 18 then, had a kid on the way. But she moved back for mum. She told me what mum's boyfriend did to her. That's when things really turned. I got my friends over, even some of the olders, we dragged him out the house and beat him, in the middle of the street. Police got called. But no one said anything, not even my mum. What did I feel? An adrenaline rush, that's what's I felt. I got fixed on it, for the first time in my life I felt alive.
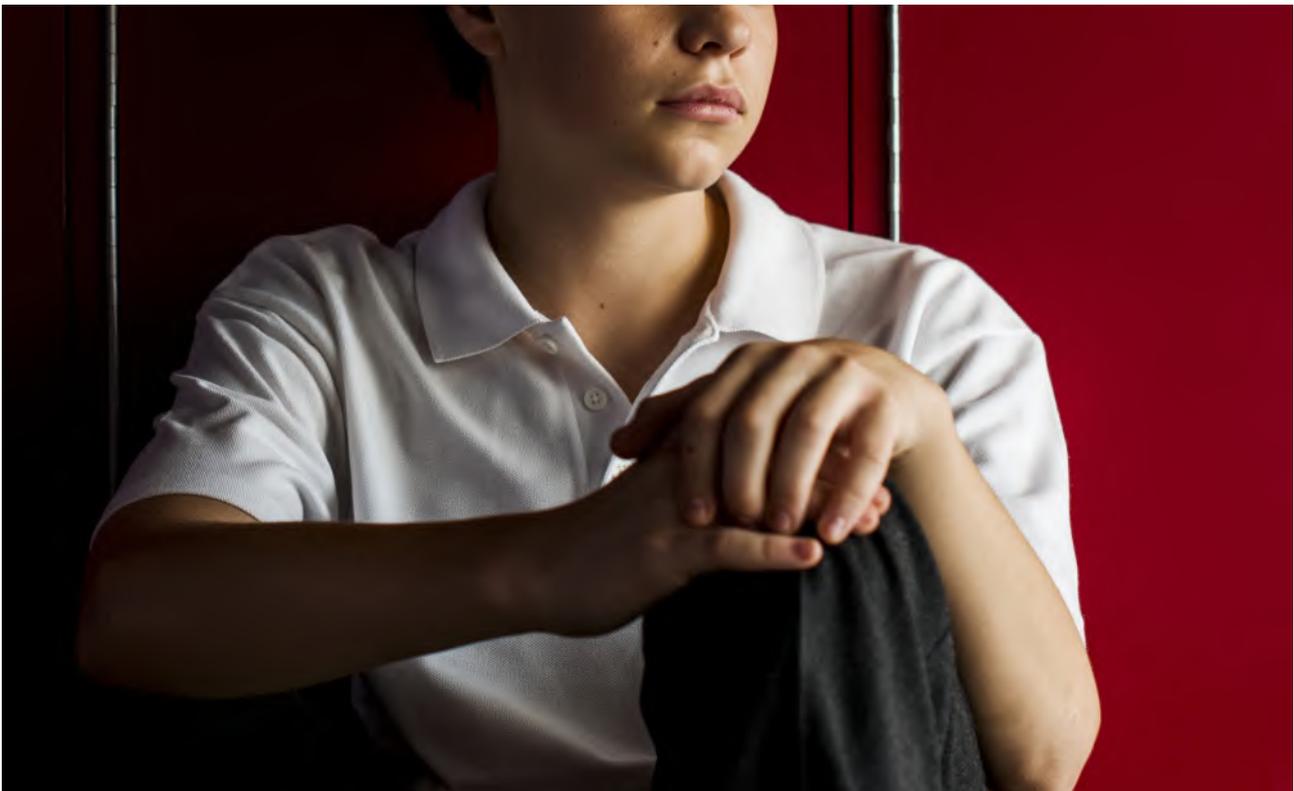
Defining the issues and opportunities

☐ **Collaboration** – Emerging issue of services working in isolation as they address issues as they arise. Opportunity to collaborate between the school, community organisations, target youth support, police and health agencies to design interventions that can be delivered within and outside of the school setting

☐ **Co-production** – Opportunity of co-produced support between health providers and family nurse partnership to support families with complex health needs.

☐ **Co-operation** – co-operation between police and educational establishments to share low level intelligence on incidents that could lead to an escalation in risk, including violence through social media

☐ **Counter Narrative** – Opportunity to build on the positive relationship with younger sibling(s). Opportunity to involve the wider peer group in programmes focused on the positive strengths.

☐ **Community Consensus** – Local communities are best placed to identify patterns of behaviour that could lead to escalation in violence. There is an opportunity to provide community and voluntary sector leads with greater knowledge of the signs to look out for and where to seek advice and refer.

What we will do to make a difference

Countywide

Embed the Warwickshire Whole School Approach to Violence Prevention across all Secondary Schools in the County

Introduce the "Mentor in Violence Programme" for Schools to invest in for both staff and pupils (see below)

Expand the Warwickshire "Identity Programme" for both parents and young people (see below)

Review the commissioned provision of Mental Health and Emotional Support Services for children and young people to ensure it is accessible and responsive to those most at risk of becoming involved of serious violence

Embed the Warwickshire Violence Prevention Model across agencies and expand the attendees at SOCJAG interventions to include schools and key health providers.

Review our social media and cyber educational programmes to ensure they focus on violence prevention and risks of exploitation

Local

Carry out a review of local community and voluntary provision that young people and parents with complex health needs can be sign posted to.

Identify local community and voluntary sector providers that would run sessions within the school environment.

16-21 Becoming an adult?

To be honest, once I finished school things got mad. I got my GCSE's, including Maths and English. I got signed up for college. But, in reality, it was all about my friends, what we did on the road, the parties, earning money, staying current. Yeah, we smoked and took stuff. But we weren't like those nitties. We carried stuff, set up houses, carried phones, got paid for all sorts of work. Fed's were all over us, but there we were a crew so they couldn't pin anything.

I first got stabbed when I was 16. I was dumb. Wrong place with the wrong people. But it helped my rep. I posted selfies of me in the hospital with the stiches in leg. Yeah I've been stabbed three times, but back then it's like I was invincible. When we got to about 18-19 some of my friends wanted out. There was a lot of beef over that. Some of the olders stepped in. One of my friends was called out. He got stabbed by others in our group. He was lucky to survive. That's when it all started to fall apart then. We didn't know who to trust. So we kept it tight, between 3 or 4 of us and started to recruit our own youngers.

Arrested? Yeah I got arrested lots of times. Most of them just go NFA'd. I had a number of people who worked with me, from social services I think or the youth offending team . Most of them were busy and they changed every few months. Some of them described me as being "exploited"! Like seriously, who do you think has exploited me? There was one worker, she was good but then when I got to over 18 that all stopped. Seems that being 18 changes you. By then I had left home. I was mainly sofa surfing and if I didn't have anywhere to stay I paid for a hostel. I learnt to drive, bought a car and some nights slept in that. When I was 20, I got arrested on the M1 with a kilo of coke and £5,000 in cash. I had a younger in the car, 14, 15 years old. He took the main rap. But I still got time.

Prison? Yeah prison was hard. Too much time locked in a cell. I wasn't ready for that. That's when I got into drugs, not like addicted, just to get through the days so I didn't have to think much.

Defining the issues and opportunities

□ **Collaboration** – Issues of multiple interventions that are time limited, with no long term consistency. Opportunity for NHS Trusts and mentoring agencies to work together supporting young people up age 24 who have a stabbed/gun shot injury

□ **Co-production** – Issue of how intervention and enforcement agencies work together to co-design targeted interventions pre and post custody. Issue of co-produced intensive support programmes for 17-24 year olds.

□ **Co-operation** – Opportunity for sharing intelligence across enforcement, criminal justice and intervention providers to better assess escalating risks so that interventions can be more targeted.

□ **Counter Narrative** – Opportunity to build in the entrepreneurial/business skills that have been developed, to create legitimate employment or business opportunities.

□ **Community Consensus** – Opportunity of working with local communities to better understand the local dynamics that are affecting serious violence and in designing local solutions.

"I first got stabbed when I was 16. I was dumb. Wrong place with the wrong people. But it helped my rep. I posted selfies of me in the hospital with the stiches in leg. Yeah I've been stabbed three times, but back then it's like I was invincible."

What we will do to make a difference

Countywide

Establish a Community Violence Navigators Programme that can be rolled out in local areas affected by serious violence

Establish a Warwickshire based programme of youth workers linked to NHS Trusts to support any young person, aged 14-25, who have suffered a serious violence injury.

Establish a sustainable Countywide Serious Violence Exit programme based on the principles of the Boston Ceasefire Model(see below).

Expand our Fair Chance employability and skills offer for young people affected by serious violence so that they are both work ready and successful in seeking employment opportunities

Local

Establish a local employment opportunities scheme or employment placements for young people at risk of becoming involved in serious violence.

Identity local funding opportunities for training programmes for young adults.

Train community-based Violence Interrupters in key local areas affected by serious violence.

21 plus Moving on?

I did just over 2 years. By the time I came out my friends had moved on. Seems I wasn't current anymore. I got put into an AP, cos I refused to go home. I did some work, nothing heavy, just to earn some money. I got arrested few times, returned to prison and re-released. By the time I was 23-24 I had enough. So, I got some night work on the railways. It was alright until they did a random drugs test, then I was let go. I got my CSAS card through my Probation Worker. Respect to her. I'm back at college now training to be a painter/decorator and working for a construction company. Seems I'm quite good at it. My Probation Worker said she would get some counselling, but turns out I'm not eligible. I'm not bothered.

Did I mention I had a kid? Yeah, he's 5 now. That changed a lot. My sister has helped bring him up so I didn't lose touch. She's got her own place now, she's training to be a nurse. I'm also seeing someone, its good, we argue but I don't know any relationship where there isn't some heat every now and then.

Mum? Her man left her just after she got sick. But she's clean, she's been clean for a few years. She works in a home supporting older people. She's doesn't get paid much but she's got a new man, whose got his own kids and he's good for her. I don't go round.

My younger brother? I still keep an eye out for him. He's between schools right now, but he needs to make his own choices.

I still see some of my friends, we meet up for a smoke. Most have moved on but those that haven't we still stay close to. You cannot just walk away you know! When you think about it, there a lot you cannot just walk away from.

What would I change in my life? I don't know, no one ever asked me that before. I don't know how to answer. What would you change?

Defining the issues and opportunities

☐ **Collaboration** – Opportunity to strengthen the relationships between secure estate, Probation and local employers to create skills and educational opportunities for those exiting serious violence lifestyles.

☐ **Co-operation** – Issue of how criminal justice agencies safely share information on clients with employees to enable better support within the work place and employment opportunities to be maintained.

☐ **Community Consensus** – Opportunity of working with local communities, including local businesses to establish employment pathways, with the result of creating positive role models.

☐ **Co-production** –Issue of increased threats, intimidation and violence against those seeking to exit a group. Opportunity to co-produce a programme between Police, criminal justice and front line services to reduce conflict before it escalates.

☐ **Counter Narrative** – The positive influence of having a child is a key opportunity for change and reinforcing the positive opportunities of change.

What would I change in my life? I don't know, no one ever asked me that before. I don't know how to answer. What would you change?

What we will do to make a difference

Countywide

people to become skilled mentors to provide long-term support.

Establish a countywide Business Entrepreneurs programme directly focused on young adults affected by serious violence.

Establish a dedicated support service to support employers who are willing to offer employment or volunteering opportunities for young people affected by violence.

Establish a multi-agency serious violence interventions team, targeting support for those seeking to exit serious violence lifestyles, including practical, social and emotional support.

Establish a Warwickshire Conflict Mediation Service with the aim of reducing the conflict between group or within groups to enable people to exit safely.

Embed the Caring Dads programme across the county

Local

Work with local Business Improvement Districts and Growth Hubs to expand the employment and skills opportunities as a pathway for those looking to exit serious violence lifestyles.

Working with local colleges to review the vocational educational courses so they are accessible to young adult offenders.

Warwickshire Identity Model

The Warwickshire Identity Model has been designed in partnership with voluntary organisations, schools and Public Health colleagues. The model can be used by front line workers and is designed to both assess and challenge young adults on five dynamics which shape their identity. It can also be used in working with parents to help them in understanding and influencing the identity of their young adults.

The aim is to help young adults to explore what influences them and how they can evaluate what makes them the person they are and the person they want to be.

The 5 dynamics are:-

☐ **Moral** – Understanding the Moral Values they have and why they are important. Through reviewing what is morally acceptable by exploring different moral dilemmas creates the opportunity to reset their Moral Compass for themselves but also in terms of those around them.

☐ **Social** – Exploring how current social issues shape and influence them. Debating social issues creates the opportunity to understand different perspectives and how they can influence societal changes.

☐ **Emotional** – Understanding what influences our emotions, recognising the importance of those influences and how to channel them in positive ways. Defining Emotional Intelligence and developing skills to recognise how others are affected by their own emotional journey.

☐ **Cognitive** – Recognising how others are affected by their actions, or how others perceive them. Reflecting on how their actions or perceptions impact on others creates the opportunity for changing their approach to confrontational or challenging situations

☐ **Cultural** – Exploring their cultural journey and how their journey is different to that of their parents, siblings and peers. Taking the opportunity to value and celebrate that journey, rather than reflecting on the issues or confrontation that it has or could create.
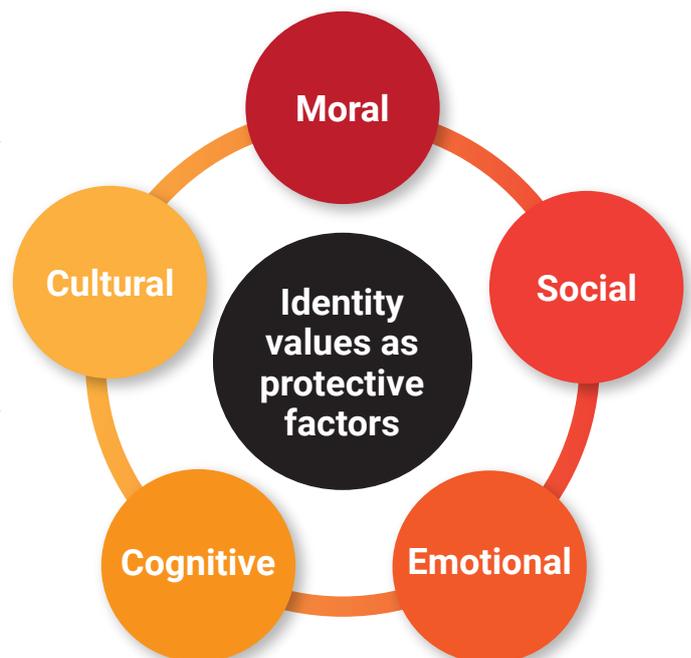
Boston Ceasefire Model

The Boston Ceasefire Model is a problem-orientated police model originally designed to reduce gun violence in the US city of Boston. The Model was originally based on two strategic approaches: to co-ordinate enforcement agencies to maximise every opportunity to disrupt those involved in gun violence; to develop interventions that deter violence, referred to as "pulling levers". The Model was introduced in other US cities and in the UK in the mid 2000's. Research has highlighted that the Model has a value as part of a sustained multi-faceted violence intervention programme.

Principle of the "pulling levers" approach is:-

☐ Target gangs/groups directly involved in violence

☐ Reach out to those involved, as a group or individual, with an offer of help to move away from a lifestyle of violence

☐ Re-enforce the message that violence will not be tolerated. This message is given from authorities and local community leads

☐ Co-ordinate enforcement action against those who chose to continue with violent conflict

In the UK, this approach was delivered by a series of "Call-In's" involving partnership organisations, key community influencers and the voice of those affected by violence. The offer of support formed part of other criminal justice interventions, rather than delivered separately. This has increased compliance and resulted in better outcomes.

Warwickshire Serious Violence Prevention - Whole Schools Approach

A whole school approach is vital for the sustainability of a County Line and Serious Violence Prevention Model. In essence the ambition is to take every opportunity to embed programmes within the fabric of the school, educationally, socially and culturally, to provide young people and parents with the skills to recognise the risks and have the support to make alternative choices to prevent violence.

The aim of the model is:-

"To support young people to make positive choices, to recognise the risk and long term consequences of county lines and provide specialist support for those young people at risk of being exploited by county lines and serious violence associated with county lines".

Nationally there are a wide range of whole school programmes available.

This evidence is strongest where there is:-

☐ A core theme, or core programme which remains central and committed to its original objective.

☐ The core theme, or core programme is sustained over a number of years.

☐ The schools approach is part of a wider, community response to violence prevention, where local partners and community leaders co-produce the programme.

The Warwickshire Whole Schools approach works with the Senior Leadership Team of a school, College or Trust to design a structured programme that supports teachers, students and parents, based on the issues that the school is facing. The programme can be delivered through a universal offer, aimed at groups of students and parents who are affected by gangs, knife crime or county lines, or through bespoke 121 support. Where the opportunity allows, the programme directly involved local community organisations and businesses with the aim of developing local interventions or pathways out.

Warwick Community Impact Operations Group CIOG

Following two county lines related murders in 2020, the South Warwickshire Community Safety Partnership established a partnership to identify those most vulnerable to exploitation through county lines and also develop a range of local disruption tactics to prevent criminal networks establishing drug supply networks in local areas.

Since the group was established 309 individuals have been identified, many of which received positive partnership interventions.

One example of the success of the group relates to a vulnerable male who was being exploited by a County Lines from Coventry. His flat was cuckooed using a combination of violence and the promise of free drugs. Warwickshire Police made a number of arrests at the property and support services were able to engage with the victim supporting him to access a 12 month rehab placement out of area. As a result this person has relocated and now volunteers at the hospital where he recovered

How we will deliver the Strategy

The Safer Warwickshire Partnership Board is the strategic board which sets the ambitions and priorities for the county to reduce crime and the fear of crime. However, as we have highlighted above, delivering a long-term approach to serious violence prevention requires collaboration across other strategic partnerships and the co-production of programmes.

The Health and Wellbeing Board is a crucial strategic partnership. Our intention will be for these two boards to co-design our approach, maximising the resources available and, importantly, to use their influence across partner organisations to deliver the Serious Violence Prevention Model set out in this strategy.

In 2021 the Safer Warwickshire Partnership undertook a review of the Board, setting out three long term strategic ambitions:-

☐ Addressing the root causes of violence

☐ Safer, Healthy and Empowered Communities

☐ Tackling discrimination in all of its forms

Preventing serious violence is a key priority for the Safer Warwickshire Partnership and this Strategy is critical in achieving the ambitions that have been set.

The following structure sets out our partnership approach.

☐ **Warwickshire Serious Organised Crime Strategic Group** – Sets the partnership priorities and delivery plan to ensure that the Warwickshire Serious Violence Prevention Model is delivered.

☐ **Warwickshire Serious Violence Tactical Group** – Police and criminal justice led fortnightly meetings to assess the most up to date threat and harm from county lines and gang violence. The meeting reviews the impact of county lines operating across Warwickshire, those involved and the partnership disruption tactics. In addition, the meeting identifies key individuals or groups who affect others or are at risk of being affected into county lines and violent conflict.

☐ **Warwickshire Serious Violence Interventions Group** – The Interventions Group receives referrals from the Tactical group, local community safety groups, Youth offending Service, National Probation Service, Exploitation and Safeguarding groups, partner agencies and schools. Referrals can be on individuals involved in, or at risk of becoming involved in, serious violence, or groups who are engaged in violent conflict. The Interventions Group includes a range of partner agencies and community organisations who assess each referral using the Warwickshire Serious Violence Interventions Model as set out above. Bespoke interventions are designed with the aim of supporting the individual or group into positive lifestyles

☐ **Local Community Safety Partnership Violence Prevention Operational Groups** – Each of the 4 Community Safety Partnerships across the County have established local operational groups based on the local challenges related to serious violence. These vital Operational groups use a Problem Solving approach to identify those most at risk of county lines or group conflict, develops a series of disruption tactics and develops locally based interventions, or routes out. Individuals or groups who are assessed as emerging threats are referred to The Warwickshire Serious Violence Tactical or Interventions Group, as appropriate.

Our Structure

Our structure for delivery is aimed to maximises the resources at our disposal and ensure that the those who need support can access it consistently across the county. The following Venn diagram illustrates our structure. It is based on the interdependences of working regionally, countywide and locally.

☐ **Regionally** – to ensure that Warwickshire benefits from regional resources and importantly uses its influence to ensure that regional programmes do not adversely impact on communities across the county.

☐ **Countywide** – to develop programmes that are cost effective and consistent across Warwickshire. A number of programmes such as Mentoring Provision, gang conflict resolution services, parenting support, access to well-being services or a universal Whole Schools Approach are best developed and delivered at a county level
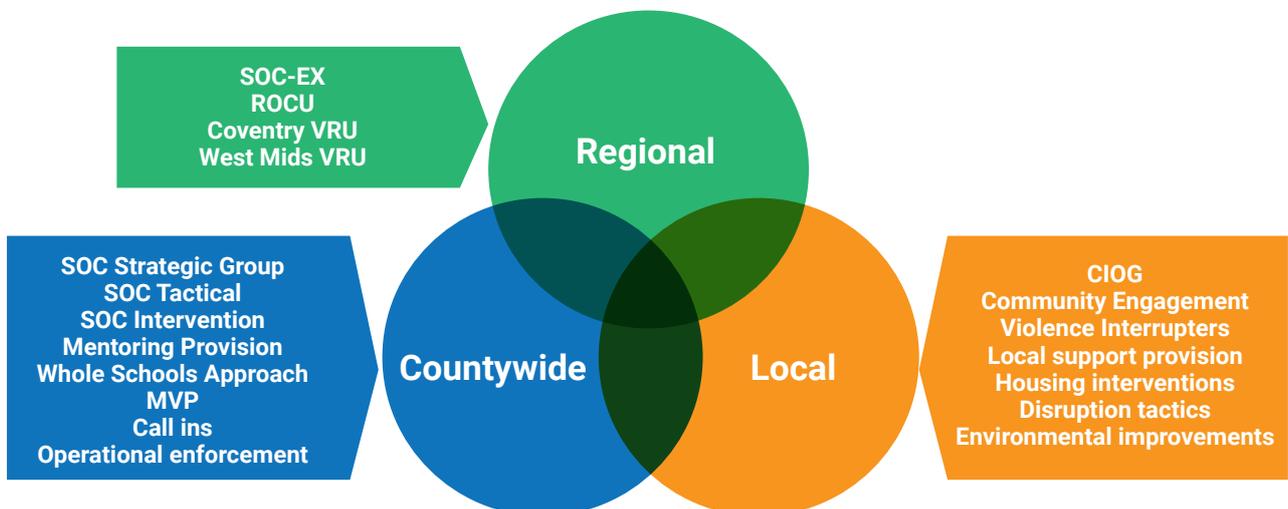
☐ **Locally** – local community safety partnerships are best placed to understand the local issues and dynamics with local communities. Developing disruption programmes. developing local educational or employment schemes, local, environmental improvement or community responses are best delivered at a local level.

It is recognised that there is an opportunity to reframe our structures to minimise duplication and ensure that our interventions are co-designed and have maximum affect.

There is a commitment across partner agencies, educational bodies, and the community and voluntary sector prevent serious violence and the causes of serious violence. To ensure this is a sustained long-term approach it is recommended that a Chief Officers Group is established to provide strong leadership in driving and implementing this and other cross cutting strategic priorities.

Warwickshire Serious Violence Structure

SOC-EX
ROCU
Coventry VRU
West Mids VRU

Regional

SOC Strategic Group
SOC Tactical
SOC Intervention
Mentoring Provision
Whole Schools Approach
MVP
Call ins
Operational enforcement

Countywide

Local

CIOG
Community Engagement
Violence Interrupters
Local support provision
Housing interventions
Disruption tactics
Environmental improvements

Outcome Measures

The following draft outcome measures and will be formalised through the consultation process. Our ambition is to align the outcome measures with key strategies to ensure we maximise the partnership opportunities. The diagram below illustrates the connection between Warwickshire Community Safety Strategies and National strategies and plans.

On agreement of the Outcomes and delivery plan will be developed. This will be shared across the Community Safety Strategic Boards, but will be the responsibility of the Warwickshire Serious Organised Crime Strategic Group to ensure delivery.

The structure of the delivery plan will be based on the three overarching priorities and the actions or activities will be shared, rather than individual agency. The following table is an illustrative guide to the delivery plan. The plan will be in place by late Autumn 2022 and reviewed quarterly.

Our delivery

Preventing Violence Before it Occurs	**Training**
	Early identification/interventions
Immediate Repsonse to Serious Violence	**Targeted Interventions/support**
	Specialist support
Longer Support with Communities	**Enforcement**

Overarching Outcomes

Safer Warwickshire Partnership Board agreed three overarching strategic ambitions. This strategy is directly relevant to the ambition, "Tackling the Causes of Violence".

The draft outcomes for this strategy are as a follows:-

☐ Implementation of preventative measures to reduce adversity and trauma

☐ Embedding Contextual Safeguarding Across all community safety partners

☐ Undertake violence prevention awareness training to front line practitioners

☐ Improving our assessment and referral processes for those affected by or at risk of serious violence

☐ Embed a Public Health Approach to address Serious Violence

☐ Establish a cross partnership fund to deliver key serious violence preventions programme

OUTCOME:- To ensure that all of the Community Safety Partnership Boards, Health and Well Being Board, Safeguarding and Local Criminal Justice Board, recognise their role in serious violence prevention and co-produce interventions that can have a long term impact to addressing the causes of serious violence.

Interdependent Community Safety Strategies

National plans and strategies

Beating Crime Plan 2021

Serious Violence Strategy 2018

From Harm to Hope Drugs Strategy 2021

Levelling up White Paper

HM Prison and Probation Service Reducing Re offending Plan (West Midlands 2021-24)

VAWG Strategy
- Increase support to victims and survivors
- Increase in the number of perpetrator's brought to justice
- Reduction in the prevalence of violence against women and girls

Youth Justice Plan & Reducing Re offending Strategy
- Encourage children's active participation, engagement and wider social inclusion
- Promote children's individual strengths and capacities
- Prioritise the best interest of children
- Reducing re offending

Serious Violence Prevention Strategy

Operation Diversion ROCU Prevention Strategy
- Stop people being drawn into serious/organised crime
- Raise awareness of the reality and consequences of organised crime
- Share intelligence
- Prohibit offending of those in organised crime

Warwickshire Drugs Strategy
- Breaking drug supply chains
- Deliver world class treatment and recovery services
- Achieve a shift in the demand for recreational drugs

Where to get help and advice.

If you would like further help or advice in preventing serious violence or you are concerned about someone becoming affected by violence you can find support through:-

County lines, gang or knife crime

You can get help and advice through:-

Safe in Warwickshire at **https://safeinwarwickshire.com/contact-us/**
Or email Jonathon Toy at **Jonathontoy@warwickshire.gov.uk**
Crimestoppers at **https://crimestoppers-uk.org** **0800 555 111 or**
Fearless via **https://www.fearless.org/**

Sexual Abuse and exploitation

If you want to report child abuse concern or would like advice in relation child safety, please visit **https://www.warwickshire.gov.uk/childrens-social-care** or call **01926 414144**

Something's Not Right website provides helpful advice and support if you are concerned about exploitation **https://www.somethingsnotright.co.uk**

For support on sexual abuse you can find helpful advice and contact details at **https://www.safeguardingwarwickshire.co.uk/images/downloads/ID10815_WCC_SAAS_Directory_For_Service_Users_V5.pdf**

Domestic Abuse

If you or someone you know is experiencing Domestic Abuse or Violence Against Women And Girls (VAWG)

If you or someone else is in immediate danger, **ring or text 999.**

If you are deaf, hard of hearing or have any speech impairment, **please dial Minicom/ Textphone 18001**

If you're worried a friend, family member, neighbour or colleague might be a domestic abuse victim you can report your concerns anonymously to Crimestoppers online here: **https://crimestoppers-uk.org/keeping-safe/personal-safety/domestic-abuse**

Warwickshire Domestic Violence Service - - If you are experiencing domestic violence in Warwickshire, Refuge's domestic violence service can support you and your children to keep safe. Refuge is a county-wide service that provides support to women, men and children experiencing domesticviolence in Warwickshire.

T: **0800 408 1552**

W: **https://www.refuge.org.uk/our-work/our-services/refuge-warwickshire-domestic-violence-service/**

Rights of Women - Rights of Women aims to increase women's understanding of their legal rights and improve their access to justice enabling them to live free from violence and make informed, safe, choices about their own and their families' lives by offering a range of services including specialist telephone legal advice lines, legal information and training for professionals.

T: **020 7251 6577** (family law helpline – other numbers are available on the website)

W: **https://rightsofwomen.org.uk/**

Galop – Galop is a charity offering advice and support to LGBT+ people who have experienced violence or domestic abuse.

T: **0800 999 5428**

W: **http://www.galop.org.uk/**

Mankind – A confidential helpline is available for male victims of domestic abuse and domestic violence across the UK as well as their friends, family, neighbours, work colleagues and employers.

T: **01823 334 244**

W: **https://www.mankind.org.uk/**

RoSA - RoSA is an independent charity working throughout Warwickshire, offering free confidential support for anyone who has experienced rape, sexual abuse, or sexual violence.

T: **01788 551151**

W: **http://www.rosasupport.org**

Safeline - Safeline is a specialist charity providing a range of services across Warwickshire to support all survivors of rape and sexual abuse.

T: **01926 402498** (or text **07860 027573**)

W: **https://www.safeline.org.uk/**

The Blue Sky Centre

(Sexual Assault Referral Centre) –

The Blue Sky Centre is a SARC where any victim of rape or sexual assault will receive medical care, police intervention (if they wish to report the crime), and various other support services.

T: **01926 507805**

W: **https://blueskycentre.org.uk/**

Respect Phoneline - Is your abusive behaviour costing you your relationship? Help is available.

T: **0808 802 4040**

W: **https://respectphoneline.org.uk/**

A full range of support options are available at:
https://www.talk2someone.org.uk/

Or check out the Safe In warwickshire website at:
https://safeinwarwickshire.com/support/.

Report of the   **Exclusion of the Public and Press**
Chief Executive

Recommendation to the Board

To consider, in accordance with Section 100A(4) of the Local Government Act 1972, whether it is in the public interest that the public and press be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined by Schedule 12A to the Act.

Agenda Item No 12

Honorary Aldermen – Report of the Chief Executive

Paragraph 1 – Information relating to any individual.

In relation to the item listed above members should only exclude the public if the public interest in doing so outweighs the public interest in disclosing the information, giving their reasons as to why that is the case.

The Contact Officer for this report is Julie Holland (719237).