



Hinckley & Bosworth
Borough Council



Leicestershire
County Council

**LEICESTERSHIRE COUNTY COUNCIL HIGHWAY FORUM
FOR HINCKLEY AND BOSWORTH**

THURSDAY, 26 JANUARY 2017 AT 4.30 PM

**TO BE HELD AT HINCKLEY AND BOSWORTH DISTRICT
COUNCIL OFFICES**

AGENDA

<u>Item</u>	<u>Pages</u>
1. Chairman's welcome	
2. Apologies for absence	
3. Any other items which the Chairman has decided to take as urgent elsewhere on the agenda	
4. Declarations of interest in respect of items on the agenda	
5. Minutes of the previous meeting	(Pages 3 - 10)
6. Chairman's update	
(a) Grass cutting update	(Pages 11 - 14)
(b) Highway Maintenance Strategy and Policy Review	(Pages 15 - 52)
7. Presentation of Petitions under Standing Order 36	

A petition with 500 signatures from Ms Helen Cobley will be presented. The petition requests that Leicestershire County Council reinstate some of the central reservations in the Hollow, Earl Shilton.

“We the undersigned request action be taken by Leicestershire County Council for reasons of safety to reinstate some of the central reservations in the Hollow before someone is seriously injured or even killed. Many residents especially the elderly and disabled are now too frightened to cross the road in these areas.”

**Officer to Contact: Sue Dann, Democratic Support ◦ Department of Environment and Transport ◦
Leicestershire County Council ◦ County Hall**

Glenfield ◦ Leicestershire ◦ LE3 8RJ ◦ Tel: 0116 305 7122 ◦ Email: ETDdemo@leics.gov.uk



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A report in response to this petition can be found at item 8

8. Response to petition- request for the reintroduction of traffic islands at the junction of the Hollow, Earl Shilton (Pages 53 - 56)
9. Response to petition- request for the construction of a new bus shelter (Pages 57 - 60)
10. Hinckley Area Project update (Pages 61 - 66)
11. 2016/17 maintenance and improvements programmes- information item (Pages 67 - 74)
12. Programme of traffic management work- current position- information item (Pages 75 - 78)
13. On-going action statement- nothing to report
14. Items for discussion

Will Members please submit these in writing to the officers prior to the meeting

15. Any other items the Chairman has decided is urgent
16. Date of next meeting- Tuesday 27th June 2017 (4.30pm) at Hinckley & Bosworth Borough Council Offices
17. Chairman's closing remarks

MINUTES OF THE MEETING OF THE LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY & BOSWORTH HELD IN THE COUNCIL CHAMBER
AT THE HINCKLEY AND BOSWORTH COUNCIL OFFICES ON TUESDAY 27TH SEPTEMBER
2016 AT 4.30PM

PRESENT

County Councillors	Borough Councillors
Cllr R Camamile (Chairman)	Cllr M B Cartwright
Cllr D C Bill	Cllr W J Crooks
Cllr K W Lynch	Cllr M A Hall (substitute)
Cllr M T Mullaney	Cllr J Kirby
Cllr I D Ould	Cllr B E Sutton
Cllr J Richards	Cllr P Wallace
Cllr D A Sprason	Cllr B Witherford

The following also attended the meeting:

County officers present: A Carruthers, F Blockley, M Palfreyman, S Dann and S Merrigan

Borough officer present:

183. CHAIRMAN'S WELCOME

The Chairman welcomed Members and officers to the meeting.

184. APOLOGIES FOR ABSENCE

Apologies for absence were received from County Councillors O'Shea and Bray and Borough Councillor Cook.

185. URGENT ITEMS

There were no urgent items to discuss.

186. DECLARATIONS OF INTEREST

There were no declarations of interest.

187. MINUTES OF THE PREVIOUS MEETING

Minutes of the previous meeting held on Tuesday 28th June 2016 were confirmed and signed by the Chair as a true record of the meeting.

188. CHAIRMAN'S UPDATE

UPDATE ON THE RESPONSIBILITIES UNDERTAKEN BY LEICESTERSHIRE COUNTY COUNCIL AS THE LEAD LOCAL FLOOD AUTHORITY

The Forum considered a report by the Director of Environment and Transport which gave an update on the responsibilities by Leicestershire County Council as the Lead Local Flood Authority. The report was introduced by Ms Carruthers with a copy filed with the minutes.

Ms Carruthers explained that this report was written due to the number of flash flooding events that happened in June and August of this year in different parts of the County that caused problems for property owners.

It was felt that due to the complexities of this, it would be beneficial to bring a report to the Forum to clarify the role that the County Council have now taken on, following the introduction of the Flood and Water Management Act in 2010.

Ms Carruthers stated that the County Council now carry out the Lead Local Flood Authority role (LLFA) for the County. The role of the LLFA dictates a number of statutory duties that need to be performed, which include the investigation of flooding incidents and the identification of the relevant parties (Severn Trent Water, Anglian Water, Environmental Agency (EA) or the highways authority) who may be responsible and to then co-ordinate a solution. It was stressed that the LLFA had no responsibility to implement the solution.

Ms Carruthers stated that the LLFA is also a statutory consultee of planning applications for developments of 10 houses or more or commercial developments. The County Council will assess and advise on the surface water drainage systems and associated flood risk in relation to those development applications.

Ms Carruthers also stated that Water Utilities such as Severn Trent Water and Anglian Water who look after the surface and foul water systems have a responsibility to provide a drainage network for new developments to connect to.

Ms Carruthers stated that Highways also have a role which is separate to the LLFA as the highways authority to clean and maintain the highway drainage system.

Ms Carruthers stated that Riparian Owners are responsible to ensure the ditches and water courses on their land are clear and free flowing. The County Council has powers under the Land Drainage Act to enforce this.

Ms Carruthers summarised that the LLFA role was to identify the causes of flooding and ensure the co-ordination of the relevant agencies in providing a solution. The complexities of the roles and responsibilities of the various parties involved in flooding and drainage matters was acknowledged. The LLFA also has a role in being the main point of contact for the public in relation to flooding events.

Ms Carruthers stated that in the report there was an update on the Flood Alleviation schemes at Barleston Road, Newbold Verdon, Ashby Road, Hinckley and Desford Road, Newtown Unthank and on-going flood investigations for Balliol Road, Burbage.

Ms Carruthers highlighted the combined Local Levy funding bid to the Trent RFCC board which was submitted earlier this year, which will be a key source of funding. The modelling and flood mapping work allow us to bid for further flood defence grants.

Cllr J Richards CC asked if the rule for the developments over 10 houses would apply to developments of over 10 caravans. Ms Carruthers said she would imagine it would but would ask the Planning officers to confirm this and advise Cllr Richards.

Cllr B E Sutton BC raised his concern about the grips put in grass verges for drainage purposes as he felt that these were dangerous for tractors, trailers and horses when they need to use the grass verges.

Cllr I Ould CC stated that he thought a major change would need to happen with the Environment Agency (EA) playing their part in cleaning out their water courses as there would be no benefit from maintaining water courses on your own land if there are problems downstream. Ms Carruthers agreed with the scale of the challenge but suggested that this needs full co-ordination of all parties.

Cllr Kirby asked for a list of rivers that the EA were responsible for. Ms Carruthers explained that this information was published on their website.

Cllr W J Crooks BC said that he felt that applications were being approved at planning stage that he felt that the County Council should have been involved with and felt that this needed looking at.

Cllr D C Bill CC stated that Severn Trent were putting in a Flood Relief scheme on Leicester Road at the top of the hill and he had concerns following a meeting where Severn Trent advised that the flood water would go into the big pond which he thought had been approved to be filled. He asked whether this had been co-ordinated between the County Council, Severn Trent and the EA to address the impact of the situation which would be created. He felt a solution is needed to where this water will go once the pond is filled in. He stated that he had previously discussed this with Lonek at the County Council but he felt it was worth raising this again.

Ms Carruthers explained that as the role of LLFA officers engage with agencies when issues of flooding are raised with us. She said that she wasn't aware of the details of this particular case.

Cllr Bill raised a concern about some minor flooding near Payne's garages in Hinckley. This issue has been going on for 40 years and in order to build a new drain along the boundary the trees would have to be removed, although residents chose to keep the trees due to the noise problem. Ms Carruthers said that she would look into this and report back to Cllr Bill.

Cllr D Sprayson CC asked when the Flood Alleviation Scheme in Barleston would be completed. Ms Carruthers stated that this would be within this financial year by April 2017.

Cllr Sprayson raised concerns about Rothley Brook which is in his patch and also running into Groby and Glenfield. He said that when planning applications are received they never seem to acknowledge Rothley Brook as an issue and he would like it to be added to the 'look at' list for planning applications.

Ms Carruthers reiterated that any flooding issues should be submitted to Leicestershire County Council. She went on to say that there is currently a backlog of 30 incidents and so we need to manage expectations in terms of the complexities of the issues where all the details have to be co-ordinated and understood and a suggested solution proposed.

Ms Carruthers clarified to Members what is meant by the role of Statutory Consultee. It means that County officers offer advice to the planning authority and it is then the planning authority's decision whether to follow that advice.

Cllr B Witherford BC asked when different agencies are involved in providing a solution to a flooding issue, who would communicate the solution back to whoever raised the issues. Ms Carruthers explained that if there was only one agency involved it would be them but if it was a complex issue with many agencies involved this would be co-ordinated through the LLFA.

RECOMMENDATIONS

- i) That the report of the Director of Environment and Transport be noted; and
- ii) officers to investigate whether the rule for developments over 10 houses would also apply to developments of over 10 caravans and advise Cllr Richards; and
- iii) officers to investigate some minor flooding near Payne's garages in Hinckley and report back to Cllr Bill.

189. PRESENTATION OF PETITIONS UNDER STANDING ORDER 36

A petition with 15 signatures from Mr J R Pells will be presented. The petition requests a bus shelter on the bus stop on Coventry Road at the bottom of King George's Way.

The wording of the petitions is as follows:

"I am writing on behalf of the people on the sheets enclosed to see if it is possible to have the shelter put back on the bus stop at the end of King George's Way on the Coventry Road. We understand it was moved because it was blocking a drive surely it can be moved along a bit as it is the stop where most old age people live and use to go to Nuneaton, Atherstone etc to visit relations etc"

The Chairman accepted the petition and stated that Mr Pells was unable to attend the meeting but had confirmed that he now had 40 signatures. The Chairman confirmed that officers would investigate the issue and that a report in response to this petition would be available at the next meeting.

Cllr Bill stated that he sympathised with Mr Pells and gave a bit of background to the issue. He said that 5 years ago a bus shelter was requested but when it was installed it created problems for a resident getting in and out of their driveway. A request was then granted to remove the bus shelter. He went on to say that there are many elderly people living along that road who regularly use the buses so he felt that it would be very helpful to have a shelter installed especially with winter coming up.

The Chairman advised that this issue will be investigated and a response will be brought back to the next meeting.

190. HINCKLEY AREA PROJECT UPDATE

The Forum considered a report by the Director of Environment and Transport which updated Members on the Hinckley Area Project. The report was introduced by Mr Palfreyman with a copy filed with the minutes.

Mr Palfreyman took Members through the report and gave an overview of the funding of the 4 zones of this project. He confirmed that zones 1 and 2 were now completed, zone 3 was 75% through the programme of works, the details of which can be found in the report.

Cllr Richards raised the matter of the crossing in Earl Shilton. It was confirmed that there had been a meeting on site today to discuss this.

Mr Palfreyman referred to an issue on Regent Street where the works were substantially complete apart from signing and lining. He stated that Cllr Kirby had raised concerns about the lights. Mr Palfreyman confirmed that the signal timing was due to be looked at and officers will investigate if anything can be done to improve the issue subject to funding being available.

Mr Palfreyman updated Members on what is included in Zone 4, details can be found in the report. He confirmed that a bid had been submitted to the Leicester and Leicestershire Enterprise Partnership (LLEP) in March 2016 and a decision will be made in the Government's 2016 Autumn Statement. He went on to say that even if the bid is unsuccessful further works will proceed to ensure the authority is best placed for any future bidding and to secure developer contributions.

Cllr Richards thank Ms Carruthers and Mrs Blockley for meeting her on site at The Hollow in Earl Shilton at the crossing and listening to her concerns about traffic speed and congestion. She looks forward to hearing a satisfactory outcome after investigations are carried out.

A concern was raised about the safety of a parking space on Main Street, Barwell from the works on Zone 3. Ms Carruthers and Mrs Blockley agreed to take this back and arrange for a site visit.

Cllr Kirby thanked Mr Palfreyman and the County Council for looking into the issues at Hinckley Parks School and she welcomed further improvements to the parking issues. She stated that she was pleased about the school's 20mph zone and hoped that motorists adhere to this.

Cllr Witherford thanked Mr Palfreyman for his presence in Hinckley and the efforts he has made to look at the issues around the town.

RECOMMENDATIONS

- i) That the report of the Director of Environment and Transport be noted; and
- ii) following an issue raised about the lights on Regent Street, Mr Palfreyman confirmed that the signal timing was due to be looked at and officers will investigate if anything can be done to improve the issue, subject to funding being available, and will contact Cllr Kirby; and
- iii) following a meeting on site with Ms Carruthers and Mrs Blockley, officers will investigate the issues of crossing, traffic speed and congestion at The Hollow in Earl Shilton and contact Cllr Richards with the results.
- iv) Mrs Blockley to arrange a site visit, following a concern raised about the safety of a parking space on Main Street, Barwell from the works on Zone 3.

191. NATIONAL HIGHWAYS & TRANSPORT (NHT) PUBLIC AND PUBLIC REPRESENTATIVE SURVEYS: 2015 RESULTS AND 2016 PARTICIPATION

The Forum considered a report by the Director of Environment and Transport on the results of the 2015 National Highways and Transport (NHT) Public and Public Representatives Satisfaction surveys, and to notify of the 2016 Public and Public Representative satisfaction surveys. The report was introduced by Ms Carruthers with a copy filed with the minutes.

Mr Carruthers advised Members that this is the ninth year this survey has been carried out. She went on to say that it was a very important exercise which provides benchmarking information as well as the results being potentially helpful in the DfT's Incentive Funding documentation for authorities seeking to achieve the maximum Level 3 which impacts on the future highways maintenance funding received by Councils.

She highlighted that the survey showed that the public were more willing to see reductions in public rights of way, subsidies of the buses and community transport services than some other areas. She also noted that our ranking for satisfaction with the maintenance of the roads was very good considering the 20% reduction in funding for this. It was highlighted however that the true impact of this funding reduction would more likely be seen over the next 5-10 years.

Ms Carruthers explained that the full Public Representative Survey 2015 report is appended for Members and the full Public Satisfaction survey is available on the Website.

Cllr Bill asked how this matched up with the highway maintenance consultation which is currently being carried out. Ms Carruthers answered that the survey is about measuring perception and performance and is carried out by IPSOS MORI who are independent. The

A-roads to Zebra consultation, which closed on Sunday, was specifically seeking views on how we maintain our highways assets in the future with the reducing amount of funding available. Ms Carruthers stated that there had been 450 responses to the A-roads to Zebras consultation which will be assessed and then be reported to Environment and Transport Overview and Scrutiny and then to the Cabinet in December to consider the broad principles of this future maintenance approach.

Cllr Crooks stated that, as a cyclist, you realise how good Leicestershire Roads are when you go over the border to other counties.

192. MANAGEMENT OF HIGHWAY DRAINAGE

The Forum considered a report by the Director of Environment and Transport with regard to the current approach and the County's responsibility to the management of highway drainage across the County. The report was introduced by Ms Carruthers with a copy filed with the minutes.

Ms Carruthers took Members through the report and explained the County Council's role in highway drainage.

Ms Carruthers explained the challenges of effectively managing what are often historic drainage systems along with grips used in rural areas to collect and discharge water to water courses or drainage ditches.

Ms Carruthers updated Members on new evidence based approach being put in place for emptying and maintaining gully pots, with a camera investigation team to help and support. There are 6 mechanical tankers to empty gullies across the county and work is being undertaken on recording data on what comes out of the gullies. This will enable a more efficient regime with a reduction in clearing those that don't need doing as regularly as others and working smarter using a more risk based approach.

A comment was made about the issues with gullies being full of leaves as happens in Barleston. Ms Carruthers stated that we have had a programmed approach up until now with reactive work happening as and when but in the future it will be a much more intelligent approach based on our knowledge of the system and hence the frequency areas require cleansing.

Ms Carruthers stated that this may be something the community may want to get involved in and formed part of the recent highways maintenance consultation.

RECOMMENDATION

That the report of the Director of Environment and Transport be noted.

193. 2016/17 MAINTENANCE AND IMPROVEMENTS PROGRAMMES – INFORMATION ITEM

The Chairman informed Members that the LED Programme had been appended to this report.

Cllr Crooks highlighted an issue with the surface dressing in central Barlestone where the surface looks like it is being scraped off which may cause a problem in winter with the ice. He thinks there is a similar problem at the bottom of the B585 Newbold end which is a lorry route.

Members noted the report.

194. PROGRAMME OF TRAFFIC MANAGEMENT WORK – CURRENT POSITION – INFORMATION ITEM

Members noted the report.

195. ON-GOING ACTION STATEMENT

There are no on-going actions.

196. ITEMS FOR FUTURE CONSIDERATION

The Chairman asked Members to let officers have in writing any items for consideration for future agendas within 10 days of the date of the meeting. These items can be sent to Sue Dann, email sue.dann@leics.gov.uk or to the Chair.

197. ANY OTHER ITEMS THE CHAIRMAN HAS DECIDED ARE URGENT

There are no items the Chairman has decided are urgent.

198. DATE OF THE NEXT MEETING

The date of the next meeting is **Thursday 26th January 2017 – 4.30pm** in the Council Chamber at Hinckley & Bosworth Borough Council offices.

199. CHAIRMANS CLOSING REMARKS

The Chairman thanked Members and officers for their attendance at the meeting.

27th September 2016

Chairman

4.30pm – 5.40pm

Date

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY & BOSWORTH

26TH JANUARY 2017

CHAIRMAN'S UPDATE

GRASS CUTTING

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of Report

1. To provide a 2016 end of season update for the cutting of highway grass across the County.

Background

2. County highway grass was previously cut by Lafarge Tarmac under the Highway Works Alliance. That partnership ceased at the end of the 2014 season
3. Subsequently the County Council undertook the grass cutting service via its own direct labour for the 2015 season.
4. Owing to the need to make operational savings for the authority's Medium Term Financial Strategy, and with a positive indication of support from the public consultation "*Leicestershire's Future*", the frequency of urban cuts was reduced from 6 cuts to 5 cuts over the season.
5. Consequently there was a perceived reduction in public satisfaction with the service. The number of customer contacts recorded in relation to highway grass increased by 31% in the 2015 season from those recorded in the 2014 season.
6. In view of the above, a review was undertaken of the management and the delivery of the service.
7. The County Council's Cabinet, at its meeting on 7th October 2015, resolved to support officers recommendations to adopt a series of proposals for the improvement of the grass cutting service ahead of the 2016 season, as outlined below:
 - a) It was proposed to introduce additional resource to deal with the peak growing season between mid-May and the end of June and introduce a variable cutting frequency to deal with the seasonal peaks in grass growth.
 - b) The reduction to 5 urban cuts per annum was considered to have delivered diminishing returns in terms of savings and therefore it was proposed to return to 6 urban cuts per annum for 2016.

- c) A more proactive approach to performance management was to be introduced; including a live 'dashboard' to monitor enquiries and service delivery, with improved management information.
 - d) Further investigation work would be undertaken to utilise technology to minimise missed cuts and provide better management information and maximise efficiency of the service.
 - e) Consideration of the use of small and medium businesses (SMEs) for an additional summer resource.
 - f) Response to customer reported safety concerns (visibility splays) would be directed to a dedicated team so that appropriate resources could be allocated to address the issue.
8. That decision was further considered and supported at the Environment & Transport Overview & Scrutiny Committee on 5th November 2015.

2016 Improvements

- 9. The improvements made including reinstating a 6th urban cut, operating a variable cutting frequency, improved in season performance monitoring and a renewed proactive approach to customer care, each contributed to a significant reduction in the number of customer contacts recorded during the 2016 season.
- 10. The number of customer contacts recorded over the 2016 season was down 40% from 2015; 22% from 2014 and a modest 1% reduction from 2013 when the number of cuts was actually even greater; being 7 cuts over the season.
- 11. Appendix A graphically illustrates the number of customer enquiries recorded over the cutting season each year.

2017 Season

- 12. Notwithstanding the positive improvements made in the management and delivery of the grass cutting operation for the 2016 season, it is the intention of the County Council to continue to refine and embed those improvements, as well as seeking out further opportunities to improve the efficiency of and level of public satisfaction with the service. This is likely to include the increased use of technology enabling more "real time" information on productivity as well as the ability to respond more quickly and with greater accuracy to the customer.

Recommendation

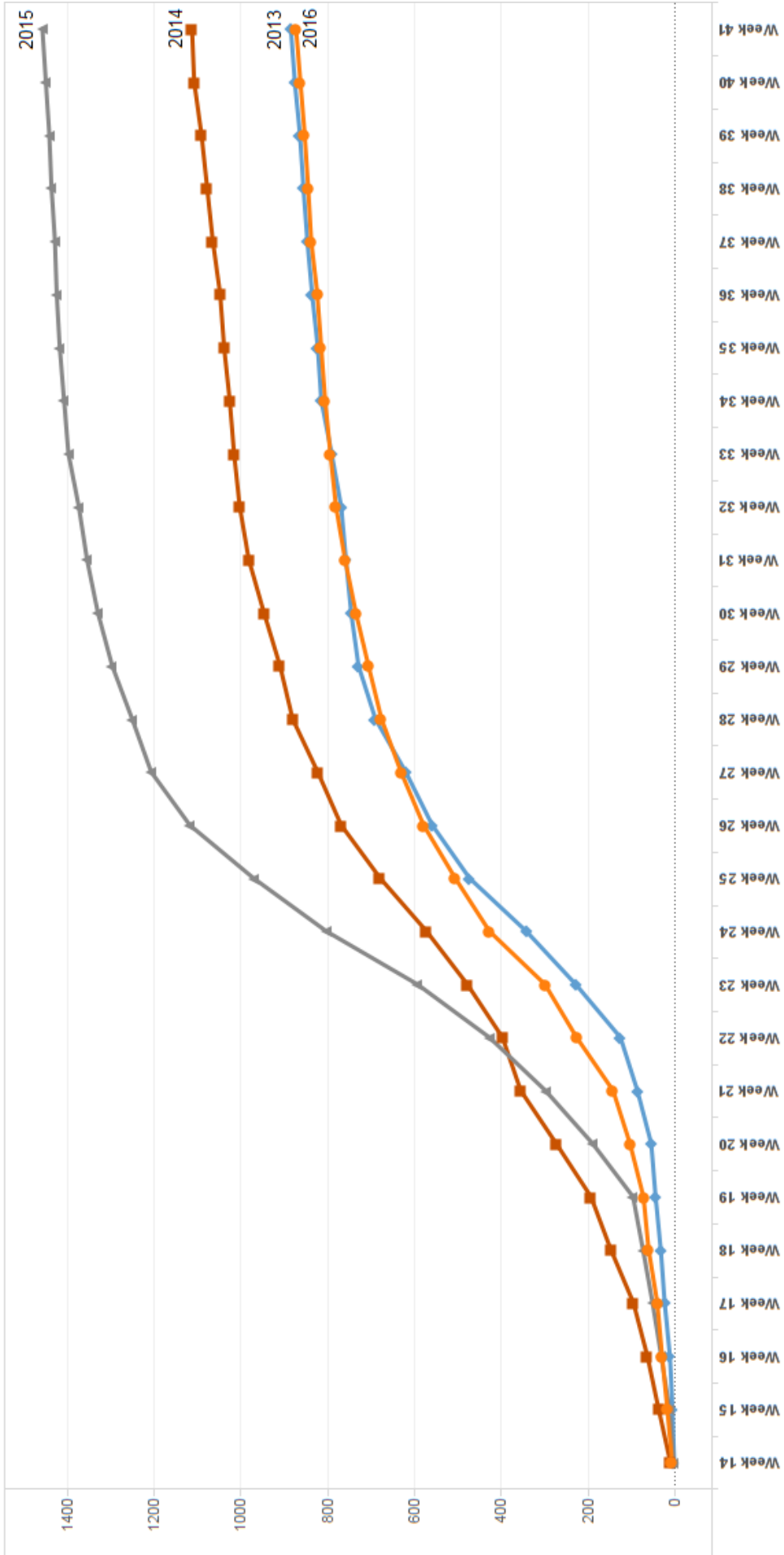
- 13. It is recommended that the contents of this report be noted.

Officer to contact

Matt Archer; Environmental & Preventative Manager, Highway Service Delivery
 Tel: 0116 305 0001 Email: customerservices@leics.gov.uk



Cumulative Number of Enquiries & IPs
by Year & Week for the grass cutting season



Grass Cutting Updates - Week Ending: 29/10/16

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY & BOSWORTH

26th JANUARY 2017

CHAIRMAN'S UPDATE

HIGHWAY MAINTENANCE STRATEGY AND POLICY REVIEW

REPORT OF THE DIRECTOR OF ENVIRONMENT AND
TRANSPORT

Purpose of the Update

1. To update the Forum regarding the review of the County Council's Highway Maintenance Strategy and Policy and Transport Asset Management Plan (TAMP). Including the proposed public consultation that will support this review.

Background

2. The previous report "A-Roads to Zebras – A Comprehensive Maintenance Review", presented to the Forum on 4th July 2016 (Agenda Item 12) outlined the need to review and update current highway maintenance policy and strategy, including a replacement of the authorities Transport Asset Management Plan.
3. The review is necessary in order to;
 - Align maintenance policy and strategy with the current asset management guidance endorsed by the Department for Transport (DfT).
 - Align maintenance policy and strategy with a new national code of practice "Well Managed Highway Infrastructure" published October 2016.
 - Take account of the anticipated reduction in highway maintenance budgets over the period of the current Medium Term Financial Strategy
 - Support the Council's aim of achieving the highest level of performance required to secure the maximum financial allocation available from the DfT's Incentive Fund from 2018/19 onwards.

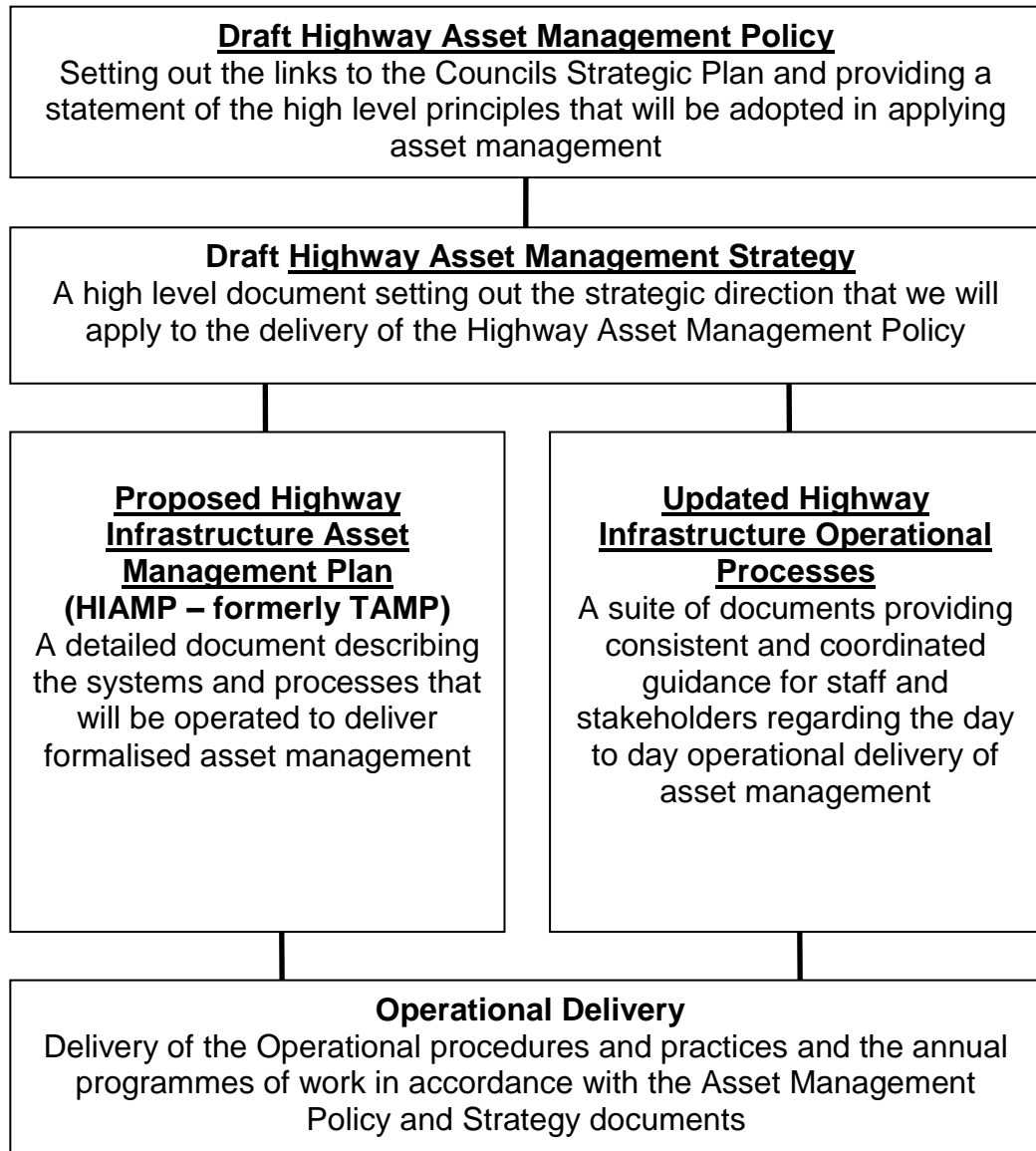
Consultation

4. An initial consultation exercise was carried out between 5th July and 25th September to ensure that the development of the maintenance strategy and policy takes account of stakeholder views.
5. An online questionnaire received 454 user responses and a further 27 responses from parish councils. Three parish and town council workshops were attended by a total of 62 people while just one person from a cycling user group attended a general stakeholder workshop.
6. The consultation has provided comprehensive customer feedback about the current satisfaction with maintenance standards, the priorities that apply to particular assets and opinions about the application of a risk based approach to dealing with critical defects. It also provides views on the options for rationalising particular highway assets as well as the challenges and level of support for further developing opportunities for community involvement.
7. Detailed analysis of the responses is provided in the report presented to Cabinet on 13th December 2016

<http://politics.leics.gov.uk/documents/s125088/Highways%20Maintenance%20Review%20FINAL.pdf> .

Draft Highway Asset Management Policy and Strategy documents

8. Draft Highway Asset Management Policy and Highway Asset Management Strategy documents have been developed taking account of the views expressed during the consultation. These documents support a risk-based, asset management led approach to maintenance, in accordance with the recommendations of the HMEP guidance document and the new Code of Practice for highway maintenance.
9. Copies of these draft documents are appended to this report.
10. To support the draft Highway Asset Management Policy and Highway Asset Management Strategy documents it will be necessary to revise the TAMP and to update current operational processes and procedures. It is intended that the TAMP will be replaced with a new document, the Highway Infrastructure Asset Management Plan (HIAMP).
11. The following diagram presents the framework within which the draft documents would combine to guide the delivery of highway maintenance. This framework aligns with best practice guidance on asset management.



Next Steps

12. At its meeting on December 13th the County Council's Cabinet approved a full public consultation on the draft Highway Asset Management Policy and Highway Asset Management Strategy documents. This consultation will take place early in 2017 and is expected to run for a period of three months.
13. Cabinet also approved the development of a pilot scheme that would provide Parish Councils with the option of introducing Highway Warden/Lengthsman arrangements. It is proposed to run this as an initial pilot scheme to explore the benefits and costs for both Parish and County Councils.
14. A new HIAMP document, to replace the TAMP, will be developed in line with the outcomes of both consultations and national guidance.

15. It is intended that the outcome of the further consultation and the development of the HIAMP will be reported to Cabinet during Summer 2017.
16. It is intended that the pilot scheme for Parish Council's will be developed during 2017.

Recommendations

17. It is recommended that the Highway Forum notes the content of this paper and is encouraged to participate in the forthcoming consultation early in 2017.

Officers to Contact

Phil Crossland - Director
Environment and Transport
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Email: phil.crossland@leics.gov.uk

Ann Carruthers – Assistant Director
Environment and Transport
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Environment and Transport
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Leicestershire County Council

Highway Asset Management Policy

Foreword

We recognise the important role that the highway network plays in keeping people and places connected, especially in a rural county such as Leicestershire. Keeping our highway network in good condition is important to support economic growth, and a good quality of life for the residents, visitors and businesses of the county.

Providing a high quality highway network that meets the needs of our customers is something the Council is committed to. However, we face the challenge of achieving this aim against a backdrop of a difficult economic situation as a result of the ongoing impact of austerity, increasing levels of use and the increasing pressures on other council services.

The Highway Asset Management Policy and Strategy have been developed to help us to take account of these challenges. The policy is designed to drive continuous improvement in the way we maintain our highway network to ensure that it continues to be safe serviceable and sustainable. It sets out the principles that will ensure we adopt and develop a strategic approach that takes account of the expectations of customers and targets the council's resources to deliver a network that supports the future prosperity and well-being of the people of Leicestershire.

The Highway asset management Policy and Strategy reflect the latest guidance on the application of asset management principles to highway infrastructure and the new national code of practice "Well Managed Highway Infrastructure".

1. The Highway Asset Management Framework

The County Council has been applying the principles of a formalised approach to highway asset management for a number of years, implementing its first Transport Asset Management Plan in 2007. Most recently the direction and principles with which we have applied asset management were set out in our second Transport Asset Management Plan (TAMP2) and supported by our Highway Maintenance and Street Lighting Policy and Strategy documents as well as a number of other underlying documents such as our Carriageway Skid Resistance Policy.

The principles of formalised asset management continue to be developed and in 2013 the UK Roads Liaison Group published the document "Highway Infrastructure Asset Management Guidance", produced through the Highways Maintenance Efficiency Programme (HMEP) sponsored by the Department for Transport.

The County Council continues to review its approach to highway asset management in the light of the HMEP guidance and as a result we have developed a Highway Asset Management Framework which brings together the core elements of asset management. This framework places our approach in context, identifying the

enablers that support asset management and the elements of asset management planning and delivery that contribute to our asset management approach.

Diagram 1.1 overleaf shows the Highway Asset Management Framework.

DRAFT

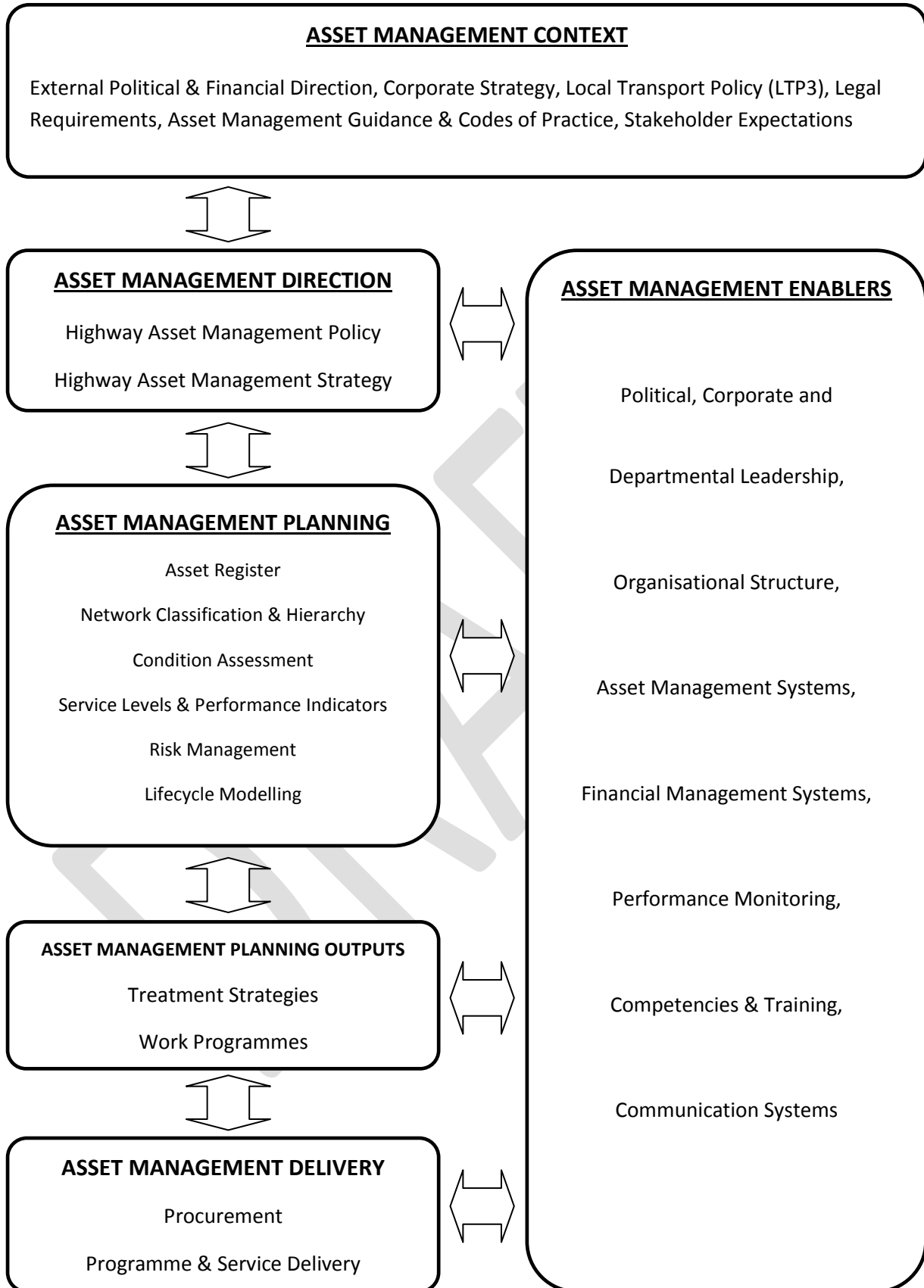


Diagram 1.1 The Highway Asset Management Framework

2. The Document Framework

- 2.1. This policy and the associated Highway Asset Management Strategy document have been developed in accordance with the principles set out in the “Highway Infrastructure Asset Management Guidance Document” (2013) produced by the Highways Maintenance Efficiency Programme (HMEP), commissioned by the DfT and supported and endorsed by the UK Roads Liaison Group.
- 2.2. Diagram 3.1 below shows the framework within which these documents will combine to steer the development of the Highways Infrastructure Asset Management Plan (HIAMP) and a suite of Operational Processes which in turn will guide the delivery of asset management strategy across the network.

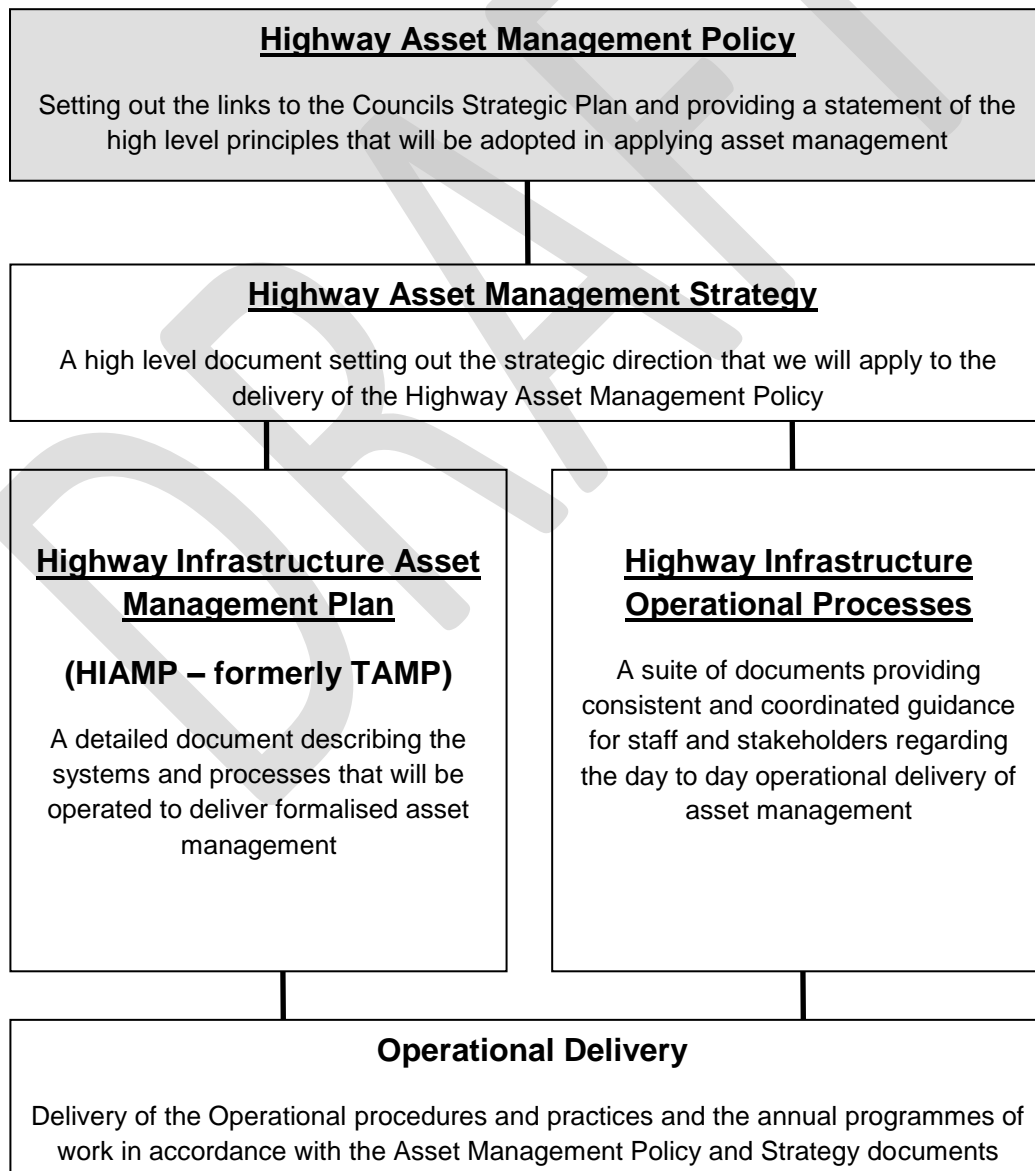


Diagram 3.1

Highway Asset Management Policy

3. Purpose

- 3.1. This policy document sets out the policy and key supporting principles which define the broad objectives and the overarching structure and direction that the County Council will adopt in managing the condition of the county highway network.
- 3.2. This policy will allow better informed decisions to be made about the investment choices required to effectively maintain the whole network, both in the short and the long-term and directly supports the strategic aims of the council.
- 3.3. This policy supports the council's statutory duty to maintain the highway through compliance with section 41 of the Highways Act (1980).
- 3.4. This policy aligns the county council's approach to managing network condition with the principles set out in the national Code of Practice "Well Managed Highway Infrastructure" published October 2016 by the UK Roads Liaison Group.

4. Scope

- 4.1. This policy is applicable to all of the infrastructure forming the highway network that is managed and maintained by the council with the exception of the public rights of way network. Management of that part of the network is dealt with in the Councils Rights of Way Improvement Plan.

5. The Highway Asset Management Policy and Supporting Principles

Policy

AMP1. We will develop and operate a formalised asset management approach to ensure the optimal use and direction of the Council's resources in maintaining the county's highway assets for the benefit of current and future stakeholders.

AMP2. We will prioritise maintenance interventions and treatment choices using a risk-based approach taking account of the safety of stakeholders, customer expectations, network hierarchy, levels of use, network condition, environmental impact and the available resources.

Supporting Principles

- SP1. *We will consult with stakeholders to support the identification of treatment priorities, service levels and the management of risk.*
- SP2. *We will aim to extend the operational life of highway assets through the use of appropriately timed preventative and restorative treatments to maintain safety and serviceability whilst minimising reactive repairs.*
- SP3. *We will develop “life-cycle models” for all key assets to forecast the consequences of maintenance strategies on budget and network condition (both short and long-term). We will use these models to inform our decisions about treatment strategy, budget requirements and priorities.*
- SP4. *We will publish an annual programme of planned works affecting key assets as well as an annual schedule of our key service levels and performance indicators.*
- SP5. *We will review the benefits of non-statutory, low-priority assets against the cost of maintenance and where we identify redundancy or high cost linked to minimal benefits we will seek to rationalise the asset by devolving, decommissioning or reducing the asset or its service levels. Rationalisation will be subject to an assessment of risk and consideration of the views of stakeholders.*
- SP6. *We will use the outputs from our asset management processes to support measures that will focus on improving assets that encourage walking, cycling and the use of public transport.*
- SP7. *We will take account of the environmental impact of our maintenance treatments and services and where feasible, either reduce or mitigate these impacts.*
- SP8. *We will review the resilience of our network to disruptive events, identifying the strategically critical links and recording these as the Resilient Network. We will prioritise the management and maintenance of this network to minimise the impact that severe weather and other disruptive events would have on economic activity and to maintain access to key services.*
- SP9. *We will continue to ensure that as far as possible our Priority 1 and Priority 2 winter maintenance network is treated in advance of forecast snow or ice*

SP10. *We will collaborate with others, particularly our supply chain, local communities and neighbouring authorities, to increase efficiencies, reduce costs and sustain local service levels.*

SP11. *We will continually review and develop our asset management approach across all service areas and seek ways of working more efficiently*

6. How this Policy Supports the Council's Strategic Aims

- 6.1. Our corporate vision, set out in the Council's Strategic Plan is **“that Leicestershire is the best place to be - a place to work and prosper with a strong economy and good transport links, a place to bring up children and for families, a healthy place which supports ageing well and provides joined up health and care services for vulnerable people and a safe place with a good natural environment.”**
- 6.2. The Strategic Plan recognises that in the foreseeable future the council is facing major challenges dealing with the most difficult funding position that it has faced since World War II, with significant reductions now needed in our spending, due to budget deficit reduction requirements imposed by central government. The Strategic Plan sets out how the council will continue to support the corporate vision through this period of austerity by focussing on five strategic priority areas. **The Highway Asset Management Policy** will directly contribute to objectives supporting three of these strategic priorities;
- **Leadership and Transformation**
 - **Enabling Economic Growth**
 - **Safer Communities – A Better Environment/Place**
- 6.3. To support these priorities the council will need to take hard decisions about transforming existing services. We will need to reduce and replace some services and some services will need to be more targeted. We will also need to explore new ways of commissioning services to improve value and quality. Decisions about these difficult adjustments will be better informed by the development of a formalised asset management approach
- 6.4. The first of the priority areas, “Leadership and Transformation”, recognises the need to change the way that we deliver services and to work more closely with communities and partners to preserve the vision through the current period of difficult economic and social change. The Highway Asset Management Policy will underpin the principle of working in partnership with communities to sustain the local highway environment. It will also provide a cornerstone for the commissioning and procurement of more efficient and appropriately focussed

highway maintenance services that take account of the challenging economic pressures faced by the council.

- 6.5. The second priority area within the Strategic Plan is “Enabling Economic Growth”. The council recognises that well maintained highways directly benefit economic growth by enabling the efficient movement of people and goods. An efficient transport network, in good condition, where disruption and delay is kept to a minimum and where journey times are swift and reliable is essential to attract and support. The development of our asset management approach will ensure that we are able to make better informed strategic decisions to ensure that we make best use of these reducing resources to support these objectives.
- 6.6. The Strategic Plan acknowledges that in order to support this strategic priority area, it will be necessary for our declining budgets to be increasingly focused on keeping roads in good repair and that we will continue to place a high priority on delivering a good level of precautionary winter salting and snow clearance.
- 6.7. The Strategic Plan’s fifth priority area “Safer Communities - A Better Environment/Place” includes in its aims the objective of making roads safer as well as protecting the environment.
- 6.8. The council recognises that a network in poor repair is likely to present increased risks to users. This asset management policy will support the development of an analytical “risk-based” approach to asset management to ensure that, within the constraints of reducing budgets, treatments will be more effectively directed to optimise the condition of the network.
- 6.9. Our street lighting strategy is already delivering major reductions in energy use and an associated reduction in carbon emissions as a result of switching lanterns to LED’s. By developing an evidence based approach to the management of all key assets we will minimise the frequency of repairs across the whole network and will extend the life of existing assets, resulting in less frequent renewal and therefore reduced demand for natural resources, reduced carbon emissions due to the processing and transport of materials.
- 6.10. Efficient maintenance of the network will result in less disruption and congestion, leading to reduced carbon emissions.
- 6.11. This policy supports the development of a Resilient Network which will focus resources on sustaining a functioning core network during extreme weather events, mitigating the impact of climate change.

7. Alignment with the Network Management Plan

- 7.1. The Asset Management Strategy and the supporting HIAMP detail the approach that the authority will take to managing and maintaining the fabric of the network.
- 7.2. They will be developed and operated in conjunction with the Network Management Plan which details the council's approach to managing the operation of the network to ensure the expeditious movement of all traffic. In particular, we will develop common network hierarchies to ensure that the Asset Management Plan and the Network Management Plan apply a consistent approach to prioritisation and the consideration of risk and resilience.

8. Supporting the Environment & Transport Commissioning Strategy

- 8.1. The Council recognises the significant challenge that it faces in delivering services against a background of austerity measures. The Medium Term Financial Strategy (MTFS) sets out this challenge and identifies where the council intends to deliver efficiencies and savings in the medium term. To help support these changes the council has developed a Corporate Commissioning and Procurement Strategy which was introduced in 2014/15.
- 8.2. Each department of the council is now in the process of developing a departmental Commissioning Strategy, adopting the principles set out in the Corporate Strategy to ensure that services as a whole remain fit-for-purpose and that decisions about service delivery are evidence based and that the implications of any changes in service delivery are understood and appreciated.
- 8.3. The development of this Asset Management Policy will support the Environment & Transport Commissioning Strategy by setting out an evidence based approach for commissioning appropriate work programmes that will meet the management and maintenance needs of the highway network.
- 8.4. The Environment and Transport Commissioning Strategy explains that whilst the authority's current Local Transport Plan 3 (LTP3) remains in place for the time being, as part of the development of service specific plans and strategies it will be assessed and reviewed where appropriate to ensure that it remains fit-for purpose.

9. Policy Review

- 9.1. This policy is closely aligned to other developing policy documents, particularly the E&T Commissioning Strategy and the Network Management Plan. It will require regular review and sense checking while these documents are in development.
- 9.2. Thereafter it will be reviewed at least every three years or earlier if there are significant changes in the national policy or guidance that affects asset management

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Leicestershire County Council

Highway Asset Management Strategy

Highway Asset Management Strategy

1. Purpose

- 1.1. This document sets out the broad objectives and the strategic direction that the County Council will adopt in support of the principles set out in our Highway Asset Management Policy document.
- 1.2. In conjunction with the Highway Asset Management Policy, it informs the Highway Infrastructure Asset Management Plan (HIAMP) which sets out how we will apply and operate our asset management principles to ensure that our highway network remains safe, serviceable and sustainable for the benefit of our stakeholders, taking account of the available resources.

2. The Challenge

- 2.1. Leicestershire's highway network is a functional asset which faces continual pressure from increasing use and the impacts of weather. Deterioration of the many elements of this network is inevitable and the council must continuously make decisions about when, how and where to intervene and undertake repairs or renew the assets. These decisions are becoming increasingly difficult due to the challenging economic circumstances in which the council is currently operating.
- 2.2. Formalising a strategic approach to maintaining highway assets is therefore essential to ensure that appropriately informed, cost-effective decisions are made about the treatment strategies that we apply.

3. The Core Elements of Our Strategy

- 3.1. This document considers the strategic approach to nine core elements of our asset management plan. When considered together these strategies will ensure that we make the best possible treatment decisions and that the finite resources available to the council deliver the best possible outcomes for our stakeholders consistent with the County Council's statutory duties as Highway Authority.
- 3.2. The core elements are represented in diagram 3.1 overleaf.
- 3.3. The Highway Infrastructure Asset Management Plan(HIAMP) will provide further operational details about how we will apply our strategy for each of these elements.

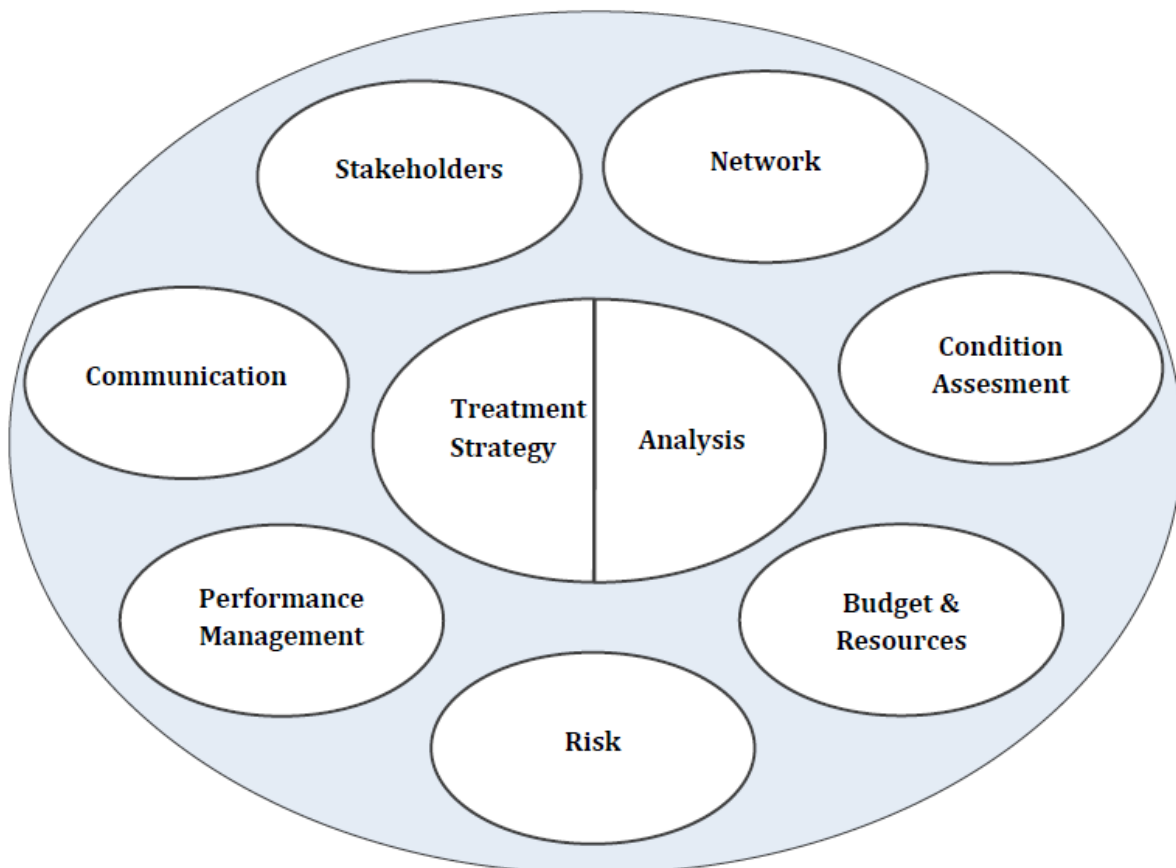
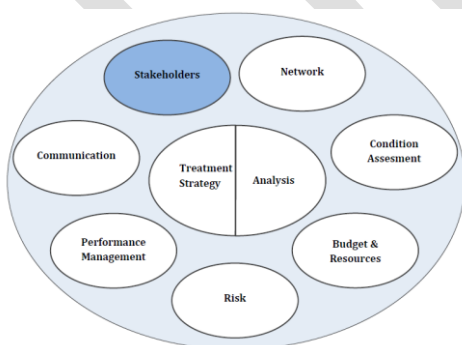


Diagram 3.1 Asset Management Strategy - Core Elements

4. Stakeholders



4.1. The principal purpose of asset management is to ensure that our network meets the needs and expectations of our stakeholders. It is therefore fundamental that we listen to and communicate with stakeholders on an ongoing basis.

4.2. As part of our current review of our highway maintenance strategy and policy we carried out a comprehensive consultation exercise with stakeholders during the summer of 2016 (through an online questionnaire and local workshops) to improve our understanding of stakeholder expectation about the network and its condition, the acceptance of current service levels and the support for proposed changes in delivery. This feedback has been used to support development of our strategies for each of our main

asset groups and will also be used as part of a review of network hierarchy to support an approach to risk and priority, in line with the risk-based principles set out in the new code of practice “Well-Managed Highways”

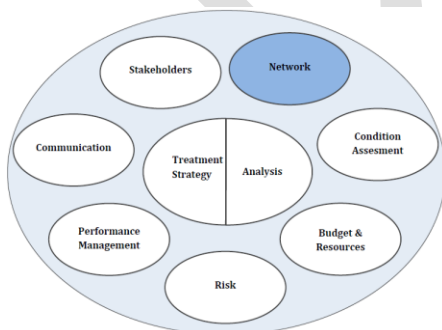
4.3. The council has subscribed to the annual NHT customer satisfaction survey since 2008 and it is our intention to continue this. We are developing a new reporting approach to ensure that we consider more carefully those areas where the survey demonstrates either

- that perception of our service is significantly below that of our peer authorities
- Or that perception of our service is significantly below a defined acceptable level
- Or that perception of our service has fallen significantly below our previous levels.

4.4. We have been managing our day to day customer enquiries since 2005 through the Confirm Highway Management System. More recently we have developed “dashboard” style reports for particular service areas which accumulate enquiries by type and area. We will extend this reporting to help us to identify both local and strategic weaknesses in the network or our service, for example by highlighting the levels of drainage related reports during a certain period or by locality.

4.5. We are investigating options to facilitate the involvement of our Parish Councils more directly into local maintenance. This may include a Highway Warden scheme which would strengthen communication and improve our awareness of and response to local concerns about service levels.

5. The Network



5.1. Understanding our network is fundamental to the delivery of strategic asset management and this begins with an inventory of our assets. The council holds a substantial amount of inventory data, particularly about our key assets; Carriageways, Footways and Cycleways, Structures, Street Lighting and Drainage. However there are some gaps in knowledge of our drainage assets and some of our secondary data, such as line-markings. We are also lacking current inventory data about some of our non-key assets such as bollards, fences and railings.

- 5.2. Work will be ongoing in reviewing our inventory and consolidating our Asset Register. The register will itemise what we will record, how we will collect and update, where and in what form the data will be held, who will have ownership, who will have access and to avoid collecting redundant data, how it will be used.
- 5.3. We are also undertaking a gap-analysis of inventory data, including a consideration of the value and priority for holding data about particular asset groups and the resources and costs involved in collecting and updating any data gaps. We will develop a clear strategy and timeline for updating and adding to our Asset Register, based on the current analysis.
- 5.4. We employ various hierarchies and network categorisations in the current management of our network. Sub-sets of road classification are used for reporting carriageway condition, calculating Depreciated Replacement Costs (DRC for the purpose of Whole Government Accounting) and for apportioning the annual maintenance budget. On the other hand, we use the current hierarchy that is described in the national code of practice “Well Maintained Highway Infrastructure”, for the purpose of categorising inspection frequencies on carriageways and footways, and for prioritising some treatments.
- 5.5. To support a clearer strategic approach and to conform to the new Code of Practice (Well Managed Highway Infrastructure published October 2016) we are reviewing our local road hierarchy to ensure that it reflects stakeholder expectations, levels of use and strategic importance. We will use this revised local road hierarchy to define our inspection frequencies, we will also use it to support an assessment of risk, to reflect network condition and to prioritise our treatments, including every treatment from our response to critical defects and the planning of major works programmes.
- 5.6. To develop treatment strategies and to monitor their effectiveness, we are also developing a classification of our network which takes account of the key characteristics that affect the deterioration of carriageways; commercial traffic volume, adequacy of foundation, carriageway width and the presence of edge restraint.
- 5.7. We are also developing our Resilient Network. During extreme weather, we currently focus resources on our Winter Maintenance network, which breaks the whole network down into four levels of priority. However, in July 2014 the Department for Transport published the ‘Transport Resilience Review – A review of the resilience of the transport network to extreme weather events’. This recommended that highway authorities should develop a “Resilient Network” which will receive priority through maintenance and other measures in order to maintain economic activity and access to key services during severe weather events. The new Code of Practice “Well Managed Highway

Infrastructure” extends the function of the Resilient Network to cover all disruptive events, not just severe weather. Following publication of the new code of practice which provides specific guidance about the identification of the Resilient Network we are now developing criteria for refining our Resilient Network.

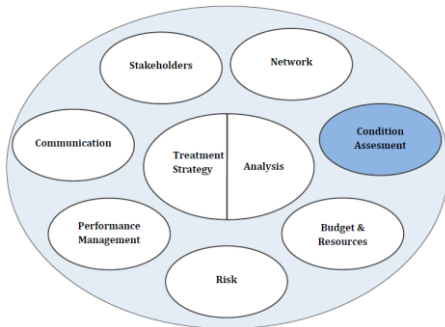
5.8. These three networks will be key factors in categorising risk and determining treatment priorities. For example, a treatment need on a network link that is identified as part of the Resilient Network and which is in the higher levels of the Local Road Hierarchy will be considered a higher risk than a similar need on a link that falls outside these categorisations.

5.9. These revised hierarchies and categorisations will also support our Network Management Plan and are being developed in step with a review of that same document.

5.10. The revised Hierarchies and categorisations are shown in the table below

Hierarchy/ Classification	The Key Factors that Contribute to the Categorisation	How the Hierarchy or Categorisation will be Used
Existing Road Classification Network	<ul style="list-style-type: none"> • Unchanged (based on the strategic level of the links destination) 	<ul style="list-style-type: none"> • For reporting and comparing condition data through national Performance Indicators and Whole Government Accounting/Asset Valuation
Local Road Hierarchy	<ul style="list-style-type: none"> • Traffic Volume • Strategic Purpose • Stakeholder Expectation 	<ul style="list-style-type: none"> • For prioritising treatments and managing risk. • To establish inspection frequencies • To support our Network Management Plan objectives
Carriageway Maintenance Homogenous Road Group Categorisation	<ul style="list-style-type: none"> • Commercial traffic volumes • Adequacy of structural foundation • Carriageway width • Presence of edge restraint 	<ul style="list-style-type: none"> • To develop, deliver and monitor treatment strategies appropriate to the characteristics of the network. • To support the management of risk
Resilient Network	<ul style="list-style-type: none"> • High level strategic purpose • Links to major infrastructure • Connectivity with other key transport networks 	<ul style="list-style-type: none"> • To ensure that the network is resilient to severe weather and other major disruptive events • To support the management of risk

6. Condition Assessment



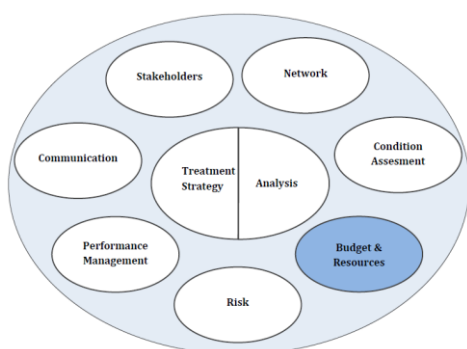
data required for lifecycle modelling and the calculation of Depreciated Replacement Costs (DRC).

6.1. Monitoring the condition of our assets is a fundamental component of asset management in order to demonstrate the levels of service that we are delivering, identify trends in improvement or deterioration, identify priorities for focussing our resources, monitor the effect of our treatment strategies and provide the base

- 6.2. We undertake comprehensive annual surveys to collect condition data about all of our carriageway and footway asset (SCANNER, Griptster and CVI), updating the data through a continuous four year cycle. This data is collected and analysed within the UKPMS framework. We have previously analysed this data using the UKPMS module licenced from the commercial provider “Yotta” but we have now transferred the data into the “Confirm” Highway Management System (HMS) which we also use for works issuing and recording of our scheduled safety inspections. Bringing these processes together within the same system will not only save us money by reducing licencing costs but will also improve the opportunities to link these data sets. We do not intend altering our current levels or methods of UKPMS condition collection.
- 6.3. Our Street Lighting inspections are already recorded in the HMS where we also hold all of the street lighting inventory and works records. Asset management relies on being able to make strategic links between condition, treatment and cost and holding this data within a single highway management system provides clear opportunities for analysis.
- 6.4. We undertake scheduled safety inspections of all highways except on our rights of way network and some of our unsurfaced minor roads, to identify and respond to deterioration that is likely to cause a significant risk to users. Once we have implemented the strategy for revising our network hierarchies and in order to develop our risk-based approach in line with the guidance provided in “Well Managed Highway Infrastructure”, we will revise and update the frequency of these inspections. Frequencies will be established in accordance with the level of risk associated with each level of the local network hierarchy (see section 5) and aligned with the level of available inspection resource. This will help us to identify and respond more effectively to the most critical defects on the network.

6.5. We have recently modified the attributes associated with our inspection lengths so that safety inspections can also record an assessment of the need for various surface treatments to the footway and carriageway. This data will contribute to the process of identifying specific scheme locations by analysing coincidence with the UKPMS defect data.

7. Budget & Resources



7.1. The county council has been dealing with a difficult financial settlement since 2009/10 and diagram 7.1 overleaf shows the anticipated maintenance budget (revenue and capital sources combined) that will be available up until 2020/21. Whilst there have been some helpful initiatives from central government in recent years to ensure more certainty in future budgets, the uncertainties around the future of austerity and the Incentive Fund, Challenge fund and Pothole Fund, introduces a degree of risk to these projections.

7.2. In response to the economic pressures, the council has implemented clear financial direction through its Medium Term Financial Strategy (MTFS) which identifies efficiency savings and service reductions across all areas of service delivery, including highway maintenance. Some of the saving requirements identified in the MTFS are being delivered through a process of transforming the council's operating model. This process has reduced staff resource and in the short term some skill levels have been reduced as a consequence. This includes a recognised short-term reduction of skills and understanding in the area of strategic asset management which the council has addressed through the appointment of temporary specialist consultancy support. A review of highway maintenance strategy and policy is taking place and has established a specific project to deliver the recommendations of the HMEP asset management guidance document and the new Code of Practice "Well Managed Highway Infrastructure". One of the aims of this project will be to promote asset management knowledge and skills throughout the leadership, commissioning and delivery elements of the organisation.

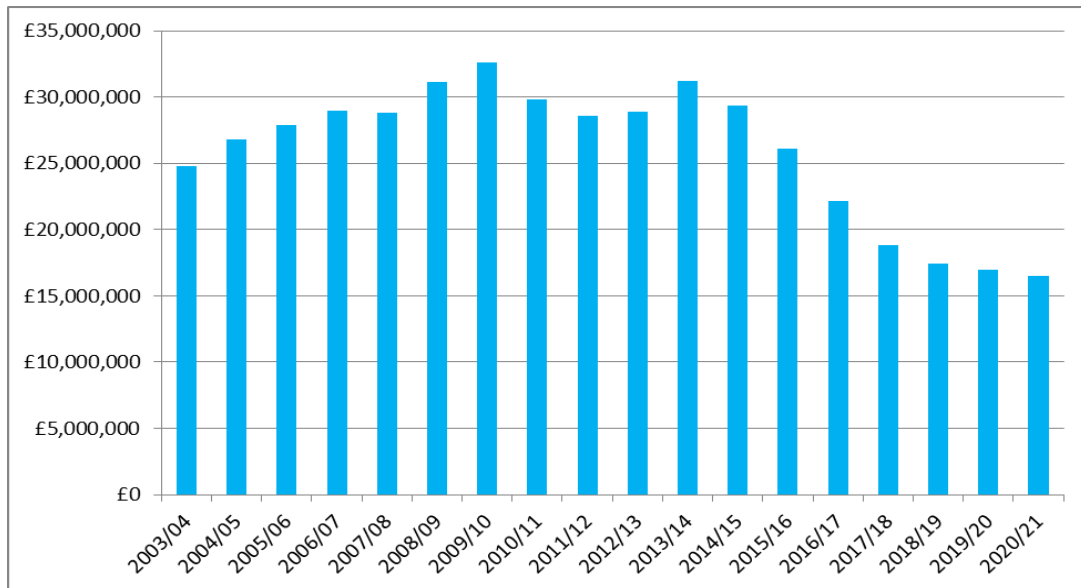
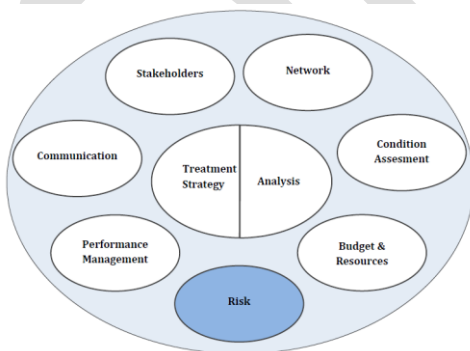


Diagram 7.1

7.3. The budget projection between 2010/11 and 2020/21 represents a reduction in real terms of 78% in spending power when inflation is factored in. This level of budget reduction will require a significant change of approach and is unlikely to be accommodated without an impact on service levels.

8. Risk

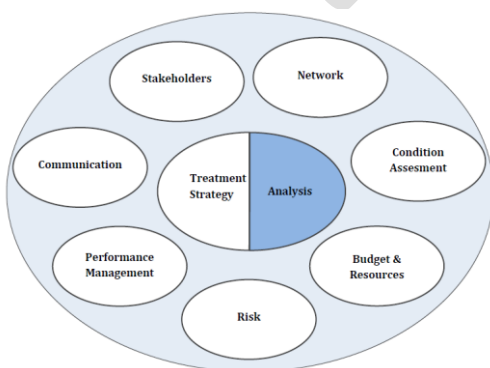
8.1. The analysis of risk applies to asset management from a variety of different perspectives ranging from the broad strategic and corporate risks, such as the loss of the asset or a significant change in the corporate budget to those affecting discrete processes or assets such as the risk that an individual defect might present to stakeholders.



8.2. Risk is present throughout asset management because of the extensive choices, often made without full understanding of the asset, how it will perform and the consequences of failure, combined with a variety of uncertain external factors influencing the performance of the network, including weather, changes in budget provision and political direction and the demand from other service areas.

- 8.3. It is not possible to eliminate all risk from asset management. This means that while some mitigation is possible, the usual approach will be to understand the degree of risk and its possible consequences and then balance this against the cost of reducing or eliminating the risk and the benefits of accommodating the risk.
- 8.4. Risks affecting our strategic objectives are managed throughout the departmental structure, beginning with Team Plans which document our key objectives in support of corporate strategy and include a monthly assessment of the likelihood of a risk occurring and the severity/impact of the consequences. The likelihood and severity are factored to provide a score which is subsequently converted to a RAG rating. Significant strategic or corporate risks are reported through the management chain and consideration given to further mitigation.
- 8.5. More specific risks associated with the maintenance of highway assets will be assessed against an understanding of the strategic importance of the asset or assets concerned. Fundamental to this will be the development of our local road hierarchy and our Resilient Network, both of which will reflect strategic significance. Risks will therefore be rated by considering the likelihood of the risk occurring, against the severity of its consequences but then further factored by the strategic significance of the asset. For example an identical pothole on two different carriageways, both carrying the same volume of traffic would have the same impact if a vehicle collides with it. However, it will have a higher priority on one of the carriageways if it is part of a link with more strategic importance.
- 8.6. As well as identifying our critical assets and developing our local road hierarchy, we will produce a risk register specific to asset management and report details of risks through our management structure on an exception basis.

9. Analysis (Life-Cycle Modelling)

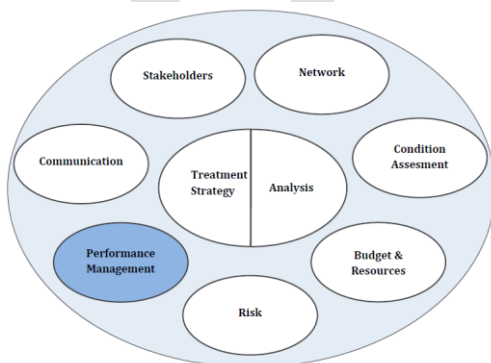


- 9.1. The county council has developed life-cycle plans for carriageways, footways, structures, street lighting and traffic signals. All of these are static assessments of the typical lifecycle that would be applied to these assets in optimum steady-state conditions. They do not include an input of actual budget or

consider how different treatments would be triggered by variations in condition. While these life-cycle plans provide a perspective on network need, they do not reflect our current budget levels or the frequency of treatment interventions and they do not include a dynamic assessment of the impact of treatments on condition.

- 9.2. We will continue to employ this straightforward but static analysis of lifecycle planning to many of our minor asset groups.
- 9.3. For all of our key assets, with the exception of drainage where we do not have enough reliable data about inventory or condition, we will develop, validate and apply dynamic life-cycling modelling techniques. We are currently developing a life cycle model for our carriageway asset using the HMEP Lifecycle Planning Toolkit and in due course we will develop models for the other key assets using the same facility.
- 9.4. These dynamic lifecycle models will allow us to model different scenarios in terms of the three-way relationship between condition, treatment and cost. For example we might model the consequences on condition if we continue with our current spend and compare this with the impact on condition if we apply the anticipated reducing budget. This analysis will be used to support our treatment strategies and to make decisions about the distribution of our budgets
- 9.5. Lifecycle models will not be used to identify specific schemes or programmes of work. Rather they are tools for testing and managing our treatment strategies and to provide evidence to support and make the case for the allocation of budgets.

10. Performance Management



- 10.1. We will include within the HIAMP a Performance Management Framework which will define the indicators that we will use to monitor, inform and develop the performance of our asset management policy and strategy. Many of these indicators are already measured but we will group them in the following way to manage performance through

consideration of levels and changes in Asset Condition, Customer Satisfaction, Communication and Asset Management Delivery.

10.2. Examples of the Performance Indicators that we will use in each of these categories are shown in table 10.1. Where appropriate, performance indicators will also be categorised to reflect performance in terms of maintaining safety, serviceability and sustainability

Condition:	Scanner and CVI Current Condition Indicators Bridge Condition Index Number of Defect Reports (Flooding, Potholes, Blocked Gullies etc) Depreciated Replacement Costs Number of Damage/injury Claims Environmental PI's
Customer Satisfaction:	National Highways and Transport Network (NHT) Customer Satisfaction Survey PI's Customer enquiries (by category) Feedback Forms via Letterdrops "A-Road to Zebras" public consultation feedback
Communication	Response Times (to enquiries) Communication Log (documenting Parish Newsletter articles, press releases,
Delivery:	Internal Asset Management Strategy/Delivery Profiles Climate Change adaptations/Carbon Reduction Strategy Budget/Spend Profiles unit costs Statutory Inspection Completion Decommissioning by type and quantity

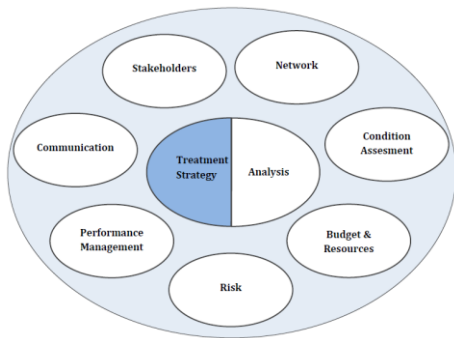
Table 10.1 example Performance Indicators

- 10.3. We also undertake benchmarking via a number of channels but primarily through our membership of the Midland Service Improvement Group (MSIG) and the Midlands Highways Alliance (MHA), which both comprise a consortium of local authorities from our region and beyond. These groups also provides opportunities for sharing knowledge and innovation.
- 10.4. The NHT survey provides a further opportunity to compare our performance with other authorities, as does the annual Asphalt Industry ALARM survey and the DfT's summary site showing the annual UKPMS condition returns.
- 10.5. The most recent condition indicators for our Key Assets are shown in Table 10.2, along with the Target bands that we anticipate working within as network condition declines.

PI	Description	2014/15	2015/16	2016/17	Target 2017/18-2020/21
Carriageways (All)	% of the classified road network (A, B & C class roads) where structural maintenance should be considered (SCANNER)	2%	2%	2%	6%
Carriageways (A Class Roads)	% of the principal road network (A class roads) where structural maintenance should be considered (SCANNER)	1%	1%	1%	2-4%
Carriageways (B Class Roads)	% of the non-principal road network (B class roads) where structural maintenance should be considered (SCANNER)	2%	2%	1%	4-6%
Carriageways (C Class Roads)	% of the non-principal road network (C class roads) where structural maintenance should be considered (SCANNER)	3%	2%	2%	6-8%
Carriageways (Unclassified Roads)	% of the unclassified road network where maintenance should be considered (visual inspection)	8%	7%	9%	9-13%
Footways	% of the footway network where structural maintenance should be considered (FNS enhanced Survey)	8.6%	3.8%	8.7%	TBC
Street Lighting Columns	% of street lighting columns needing replacement	16.21%	14.87%	13.53%	13.53%
Traffic Signals	% of traffic signal installations requiring complete renewal (age and fault history)	<4%	<4%	<4%	<4%
Bridge Spans	% of bridge spans with a BCIcrit value below 75	10.0%	10.0%	10.0%	10.0%

Table 10.2 Key Asset Condition PI's

11. Treatment Strategies



11.1. The significant reduction in the maintenance budget since 2010/11 (see section 7) will require the adoption of different treatment strategies from those previously applied to the network and it is anticipated that some service levels will need to reduce. It is important to recognise that the current condition of the network reflects the good level of

preventative treatment and renewals undertaken over the last ten to twenty years and the good overall condition that Leicestershire's road network was in at the beginning of the period of austerity. The consequences of the current levels of investment will not therefore manifest themselves fully for several years.

- 11.2. We will seek to maximise the serviceable life of assets and therefore reduce the frequency of asset renewals. We will do this by focussing on **Preventative** treatments such as surface dressing for carriageways, re-waterproofing decks and re-pointing brickwork and joints on structures.
- 11.3. To achieve the optimum whole-life cost from our assets, we will intervene with these treatments as late as possible, taking account of the risk and stakeholder tolerance of the decline in service level prior to treatment.
- 11.4. For our carriageway asset we will define our strategies for each road group by categorising the proposed treatments into five strategic types and presenting the strategy in the form of a bar chart showing the proportions of each type we anticipate applying. This will allow us to communicate our strategies in a clear way, to validate delivery of the strategy and to analyse its effectiveness in addressing the immediate safety and serviceability of the network, balanced with long-term sustainability.
- Treatment Type 1. **Reactive-Restorative** – Unavoidable, unplanned, immediate treatments necessary to restore a safe and serviceable condition. The repair is likely to be of limited life and have a poor whole life cost benefit eg pothole repairs. We will aim to minimise this type of repair but particularly on our unclassified network there will be an expectation that this type of repair will be required frequently due to the vulnerability of foundations and the lack of edge support and definition.
 - Treatment Type 2. **Planned-Restorative** – Scheduled repairs, required to restore local deterioration of the asset to maintain a serviceable condition. Intended to

extend the serviceable life and improve whole life cost. Eg planned patching which will be a cornerstone of our carriageway maintenance strategies in the foreseeable future.

- Treatment Type 3. **Preventative** - Intended to extend serviceable life and desirable to arrest or delay further deterioration of the whole asset eg surface dressing. This has long been and will continue to be the primary treatment that will ensure we maintain network condition cost-effectively and with an appropriate balance between considerations of immediate safety, mid-term serviceability and long-term sustainability.
- Treatment Type 4. **Improvement** – Intended to bring the asset to an improved level that is fit-for-purpose eg strip-widening to manage over-riding damage or deep reconstruction to ensure the foundation is fit for increasing traffic levels. This type of treatment usually has a high up-front cost but failing to upgrade carriageways that are no longer fit for purpose is likely to incur an even higher whole-life cost due to frequent requirements for Type 1 and Type 2 repairs.
- Treatment Type 5. **Renewal** – Full replacement of an asset deemed beyond a serviceable/maintainable condition and therefore at the end of it's lifecycle (example; full width resurfacing) We will aim to avoid premature renewal of an asset by continuing to maintain it in a serviceable condition where it can be shown that Treatment Types 1, 2 and 3 remain cost-effective.

11.5. Table 11.1 below provides a strategic overview of the broad approach that we will apply to each of our assets up until 2020/21.

Table 11.1 Outline Strategy for Each Asset Group

Asset/Service Group	Outline Strategy and Service Levels
Carriageways	We have maintained our carriageways to a high standard and while the unclassified rural network is showing some signs of increased deterioration, we still have a network that is in reasonable shape. However, the pressures on the minor rural network and the limited budget for surface renewals will now make it difficult to maintain good condition on the rest of the network. We will rely even more than we have in the past on carriageway patching and surface dressing to maintain serviceability and sustainability, applying treatments as late as possible without seriously compromising the surface condition. However, we anticipate an increase in pothole numbers at a time when we were looking to move away from reactive repairs and the costly

	<p>operation of our mobile road-menders. Developing the risk-based approach may help us to focus only on those defects that represent a significant hazard which may offset some of this concern but we have not yet quantified this benefit. Unfortunately, a large part of our unclassified road network has no formal construction. These roads have simple “evolved” over the years from their previous stone-picked base through to their initial surfacing, probably bound with coal tar. Many of these roads are no longer fit for purpose, lacking the strength, width and edge restraint required to capably carry the traffic loads they are subject to. Over time we have made inroads into these problems by strengthening, widening and sometimes by providing passing bays and installing kerbs on the insides of bends. However there is very little prospect that we will undertake much of this type of work in the foreseeable future and so these roads will be particularly vulnerable to rapid failure. We will consider carrying out additional inspections on these routes. Where we suffer any catastrophic failures we may have to consider temporary long-term closures or speed limits.</p>
Footways	<p>We will review and develop our footway hierarchy, in line with the new code of practice and develop our risk-based approach to prioritising repairs and renewals. Developing our current lifecycle plan to more effectively model the performance of the county’s footways is a key objective to inform future strategies and resource requirements. Our footway network is in reasonable overall condition but does show signs of its age and will continue to require an extensive programme of renewal to maintain a steady-state in the overall condition. We will continue to undertake slurry seal as a preventative treatment. We will specifically review the use of a small number of remote rural footways which are in poor condition but due to extremely low levels of use these are unlikely to be priorities for renewal. We will therefore designate an additional category within the hierarchy that reflects the low level of use and assigns maintenance standards comparable with our public rights of way network.</p>
Cycleways	<p>Cycleways are currently managed as an integral part of either our footway or carriageway assets. However, we are currently developing a separate inventory of cycle routes. This will allow us to understand the specific performance of the routes designated for cyclists, apply cyclist specific risk assessments and develop</p>

	<p>service levels appropriate to cycling. Whilst we will need to accommodate reductions in the budget the benefits of a more focussed and risk based approach will help us to sustain the overall service level.</p>
<p>Drainage gullies, catchpits and carrier-drains</p>	<p>Drainage is one of the few asset groups where we will be seeking to improve service levels above those that we currently apply. Stakeholders have indicated that improving the condition of highway drainage is a priority and better management of flooding is an essential part of improving resilience and sustainability of the network. We do not have a comprehensive inventory of all of our drainage items but a programme is in place to capture information about all of our culverts and we intend extending this to include catchpit details. With the exception of our carriageway gullies, where we have a comprehensive inventory and have been capturing data about detritus levels, we have very limited data about the condition of the drainage asset. In addition, most of our interventions other than routine gully cleansing, are reactive and in response to reports of flooding or blockages. To support the risk-based approach promoted by “Well Managed Highway Infrastructure” we are in the process of applying such an approach to gully cleansing, where the knowledge we have acquired about detritus build up will contribute to the assessment of risk. A targeted approach to gully cleansing, rather than the current prescriptive fixed frequency, regardless of risk, will help to improve service levels but is unlikely to provide cost savings in the short term due to the current backlog of this work.</p>
<p>Street Lighting Columns</p>	<p>We are currently undertaking a three year programme to upgrade all 68,000 of our lighting columns with LED lamps which will secure significant savings in our energy cost. However, we face a growing issue with a backlog of columns in need of structural renewal. A recent review of our testing techniques has suggested that we may be underestimating the number of columns in need of replacement. We are currently undertaking further analysis of the risks but it seems likely that the current renewal budget is not adequate. We will therefore consider a number of options to manage the risk and reduce the future financial liability.</p> <ul style="list-style-type: none"> • in the short-term we will consider removing and temporarily capping unsafe columns • in the mid-term we will refine our testing processes and the criteria for renewal to see if we can extend the overall operational life of our stock without extending risk? • in the long-term by rationalising the number of columns

	<p>through localised reduction as part of the ongoing renewal programme (although this is likely to have an up-front additional cost and viability will need to be considered on a case by case basis)</p> <ul style="list-style-type: none"> • In the long-term by installing columns that have a longer design-life (again there would be an additional upfront cost).
<p>Traffic Signals Signal junctions, ped. crossings, school flashing lights</p>	<p>Traffic signals are a key asset in terms of Network Management. We will continue to maintain the current service levels to ensure efficiency and reliability of the network. This will include completing a 3 year programme to upgrade the communications telemetry through which we control and receive system management data.</p>

DRAFT

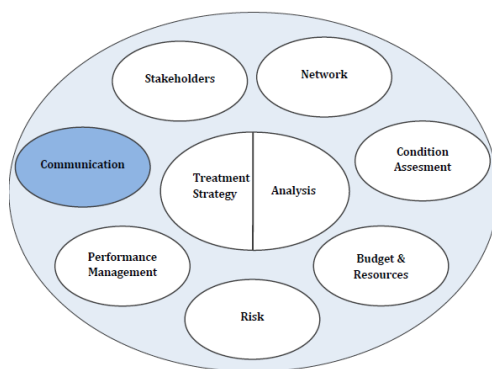
<p>Structures Bridges, subways, culverts, retaining walls</p>	<p>Our structures concentrate the greatest amount of asset value into very discrete parts of the network and any failure is likely to be disruptive and costly to address. For this reason structures are designed as long-term assets and they require ongoing preventative maintenance to maximise their lifespan. We therefore consider that it is important to continue to maintain our structures in their current condition. We will continue to target that no more than 10% of our bridge stock has a Bridge Condition Index (BCI) less than 75 and we will target bridge repairs using a risk based approach that will consider safety, immediate serviceability, long term viability of the structure, network resilience and commercial traffic volumes (initially based on network hierarchy). Bridges are major assets when they come to renewal and we have two significant bridges currently in need of replacement. One is Cavendish Bridge on the B5010 at Sawley, currently reduced to a single lane and managed by traffic lights. The other is Zouch Bridge on the A6006 at Hathern which is a priority for replacement. Funding for the work at Zouch has been secured but we do not currently have a budget for the replacement of Cavendish Bridge. We have also identified problems with another key bridge between Barrow on Soar and Quorn in the north of the county. It is a key structure in terms of resilience, providing one of the few links across the Soar Valley when the flood plain fills and is therefore a priority for treatment as and when we are able to access or identify sufficient funding.</p>
<p>Safety Fencing</p>	<p>We have recently undertaken a comprehensive testing and inspection programme for all of our vehicle restraint systems and developed a programme of renewal. We will continue to apply a schedule of re-tensioning on a 2 year cyclical basis and undertake restorative repairs where accidents compromise the function of the restraint.</p>
<p>Road Markings</p>	<p>We have no inventory of our carriageway markings and no reliable assessment of their current condition. Stakeholders have indicated that markings are a key concern and so we will begin collating a full inventory, initially by estimation. Our safety inspections are now recording observations about condition and we expect that these measures, coupled with the development of a risk-based approach, will allow us to improve the condition of</p>

	those markings that support network safety.
Traffic Signs (illuminated)	We will establish clear criteria for responding to sign damage using a risk-based approach and clarify the timescale for repairing or decommissioning low-risk signs. With the exception of those damaged signs that we determine require a quick response, all other sign damage will be dealt with on an area-by- area basis. We will establish criteria for undertaking decluttering of redundant signs in parallel with scheduled sign maintenance.
Traffic Signs (non-illuminated)	The approach will be as for illuminated signs plus we will update our inventory data for this asset group to help us manage decluttering and maintenance
Street Furniture Guardrails, bollards	Over the years there has been an increasing proliferation of this type of feature throughout the network, often installed without a clear strategy. We have no inventory data about these assets and we do not currently capture maintenance costs. We will consider collecting this data and adding it to our HMS but we may do this on an estimated basis, rather than developing an item by item record. These items will be reviewed using a case by case risk-based approach leading to a register of locations where renewal is not required, making provision for subsequent decommissioning of the asset
Environmental Grass verges, trees, hedges, grip- cutting, flower and shrub beds	Maintenance of these assets contributes very little to the serviceability or sustainability of the network but there are aspects of safety and quality of life which need to be considered. Stakeholders acknowledge that these are not key assets but nonetheless expect that they are maintained to a high standard. We will endeavour to reduce the council's commitments in these areas by involving communities and particularly Parish Councils more directly in the upkeep of their local highways. These options will only be progressed when they can be demonstrated to be at least cost-neutral to the council
Winter Treatment	We currently treat 45% by length of the carriageway network on a precautionary basis in advance of any forecast of ice or snow. Footways are only treated when there is prolonged snow or ice. This service is very highly valued by stakeholders. While we will annually review the route maps, we do not anticipate applying any overall reduction in service level at the current time.

11.6. We will develop and update a five year schedule of works to allow our strategy to be monitored and understood and to reflect the outcomes of lifecycle modelling.

11.7. We currently hold a database of potential major maintenance schemes and draw priorities from this list 18 months ahead of delivery. We are in the process of adapting this to provide a risk-based and fully costed list of scheduled works for all key assets. Lifecycle modelling will confirm the broad strategy within which scheme schedules are developed.

12. Communication



12.1. We recognise the importance of two-way communication with staff, elected member, senior officers and stakeholders to ensure that our asset management strategy is properly informed and that stakeholders understand our intentions and priorities.

12.2. We will include an Asset Management Communication Plan in the HIAMP which will describe how and what we will communicate with staff, stakeholders, members, other agencies, the media etc.

13. Strategy Review

13.1. This Strategy is aligned to our Asset Management Policy document and any changes in either document should take account of both.

13.2. This strategy document will be continuously reviewed and may be updated at any time. It will be fully reviewed at least every three years or earlier if there are significant changes in national policy or guidance that affects asset management.

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY AND BOSWORTH

26TH JANUARY 2017

RESPONSE TO PETITION: REQUEST FOR THE REINTRODUCTION
OF TRAFFIC ISLANDS AT THE JUNCTION OF THE HOLLOW, EARL
SHILTON

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of Report

1. To report on the outcome of investigations following the presentation of a petition requesting the re-installation of the traffic islands at the junction of The Hollow, Station Road, Earl Shilton.

Background

2. A petition containing 500 signatures was presented by the lead petitioner, Ms Helen Cobey, on the 26th January 2017 for the re-installation of a some traffic islands at the junction of The Hollow, Station Road, Earl Shilton.
3. As officers had already been investigating the possibility of re-instatement of the traffic islands at the request of Mrs Janice Richards CC, it has been possible to finalise this work prior to the Hinckley and Bosworth Highway Forum of the 26th January 2017.
4. As part of this work, officers also investigated the request for the installation of traffic signals on the currently uncontrolled exit from the private car park at the rear of the properties at this junction. This had been highlighted as being an issue

Outcome of Investigations

5. Following site meetings with Mrs Janice Richards CC, officers have carried out further site assessments and observations at the junction of The Hollow and Station Road.
6. The accident statistics associated with the uncontrolled exit have been checked and it has been established that there have been no accidents pertaining to this car park exit since the installation of the traffic signals in 1985.

7. Officers have written to the land owners to remind them of their duty to ensure that their car park is used in a safe and responsible manner and that drivers should exit with caution and be mindful of pedestrians crossing at the junction.
8. With regards to the traffic islands officers have investigated and considered the matters put forward. It has been concluded that two out of the three islands could be reinstated. Site observation indicated these two are the most heavily used islands.
9. It should be noted however that if the islands are reinstated, then the issue of vehicles being unable to pass a bus should two buses be present in the layby is likely to be a consequence. In requesting the reinstatement of the islands, the County Council would expect the Parish Council and community to acknowledge and accept this potential situation and the likely inconvenience it could cause
10. Re-introduction of the traffic island on the eastern arm of the junction outside the Earl Shilton Building Society is rather more complicated and without consultation on the removal of the parking bays and the revocation of the parking order we would not be able to reintroduce the island. The parking bays are well used and we would anticipate that there would be objections to their removal. The time to carry out the consultation together with the costs would cause delays to the scheme and would exceed the budget that we have been able to secure.

Conclusion

11. A petition submitted to the County council requested reinstatement of pedestrian islands at The Hollow, Earl Shilton. As part of this investigation, officers also considered concerns around the uncontrolled car park exit onto this junction. The findings of this work are summarised below.
12. The only way to eliminate the issue of cars exiting uncontrolled from these car parks would be to
 - 1) signal the exit however this is on private land and the County Council does not have jurisdiction to do this. This would also have a severe impact on the operation of the junction or;
 - 2) close access to these car parks. As the car parks have been in existence with the lights operating since 1985, it would be difficult to justify its closure as there have been no reportable accidents at this junction associated with vehicles exiting the car park.in the past five years.

13. Whilst the junction is technically signalled correctly we do appreciate the concerns of the residents and in light of this we propose to reinstate two pedestrian islands at the junction. One will be on the Nationwide Building Society side of the junction and one on Station Road.
14. Without removing the newly installed parking bays we do not feel that we can re-instate the one outside the Earl Shilton Building.
15. It must be noted that we will not be installing bleepers at the junction. These would stop sounding before the pedestrians completed crossing the road and whilst we understand that the more elderly pedestrians will stop at the island as this is what they want to do, we would prefer that pedestrians complete the crossing in one movement as designed. The pedestrian stage is what is called an All Round Ped which means that all traffic is stopped when the green man is showing. The timings are calculated as per the DfT standard for pedestrians to cross in one movement ie the green man, the following blackout (blank display) and the red man are calculated to ensure that pedestrian have enough time to cross the road. If the crossing was to be designed as a staggered crossing (ie complete in two movements). The islands would need to be much larger (approximately 12m x 4m) which we cannot accommodate in the road space available.

Recommendation

16. Members are asked to note the content of this report and that the County Council will arrange for the works detailed above to be carried out this financial year, it is anticipated that we could have this work completed February half term.
17. Cost of the scheme is estimate to be £16,000 and will be from the Hinckley Area Project funding.

Officer to Contact

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Background Papers

The petition containing 500 signatures is held on the Chief Executive's Department petition file.

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY AND BOSWORTH

26TH JANUARY 2017

RESPONSE TO PETITION: REQUEST FOR THE CONSTRUCTION OF
A NEW BUS SHELTER

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of Report

1. To report on the outcome of investigations following the presentation of a petition requesting the re-installation of a bus shelter on Coventry Road, Hinckley.

Background

2. A petition containing 40 signatures was presented by the lead petitioner, Mr J. R. Pells, on the 8th June 2016 for the re-installation of a new bus shelter to be considered at the bus stop on Coventry Road, located outside house number 230.
3. A vehicular access was requested by the residents of house number 230 in 2012, which was agreed by Leicestershire County Council because of the limited parking for residents available on Coventry Road.
4. However, to enable the installation of the vehicular access without relocating the bus stop in question, it was agreed to reduce the raised access kerbs at the bus stop from 8metres to 5metres. This enabled the bus stop to remain and the vehicular access to be provided for house number 230.
5. The original 4 bay bus shelter belonged to Hinckley and Bosworth Borough Council and was in poor condition with rust on the base and weathered polycarbonate panels. To enable the vehicular access to go ahead Leicestershire County Council asked Hinckley and Bosworth Borough Council to consider the removal of the shelter or to replace the shelter for a more suitable smaller style to accommodate the vehicular access request
6. Hinckley and Bosworth Borough Council agreed that the shelter was in poor condition and decided to fully remove the shelter which was owned and maintained by them. The bus stop still remains outside number 230 Coventry Road comprising pole, flag, 5metre run of raised access kerbs and a layby with bus stop clearway.

Outcome of Investigations

7. A site assessment was carried out on Monday 11th July 2016 to look at the feasibility of a new shelter.

8. It was concluded that it would not be safe or suitable to install a bus shelter in the original location outside house number 230 Coventry Road as it would impact theirs and the neighbouring properties 228e forward visibility when driving into and out of both driveways.
9. The bus shelter would also need to be positioned at the back of the footway to ensure the raised access kerbs are accessible. The added difficulties in placing a shelter at such locations where driveways are uncluttered with no walls or hedges to protect bus patrons waiting.
10. Our assessment showed that the nearby grass verge to the west of the bus stop (outside no. 234 Coventry Road) may be a suitable location for a new shelter.
11. To relocate a bus shelter to this location would require construction works to extend the layby, install raised access kerbs, relocate an existing lamp column and consultation with affected residents. This would incur costs in the region of £10,000. For the location to have the standard replacement 2 bay bus shelter this would incur an additional cost of £5,000.
12. Due to the current economic climate the County Council have a limited budget for bus stop infrastructure, which is prioritised on maintenance of existing assets. Therefore, while the County Council would support requests for new bus shelters, it is simply unable to fund requests of this nature. The County Council would welcome provision of such infrastructure, however look for opportunities to fund improvements where it can be funded by other sources, such as district/parish councils or the private sector.

Conclusion

13. A new bus shelter on Coventry Road could be accommodated and would require a minor relocation of the bus stop and associated physical works. The full cost for consultation and new shelter however would require third party funding, which is currently not available

Recommendation

14. Members are asked to note the content of this report and should third party funding become available, note that the County Council would be happy to arrange the necessary works.

Officer to Contact

Fiona Blockley Tel: 0116 305 0932
Email: fiona.blockley@leics.gov.uk

Background Papers

The petition containing 40 signatures is held on the Chief Executive's Department petition file.

Pictures

- 2011 location of bus shelter on Coventry Road



- 2016 current arrangement of Bus stop on Coventry Road



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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY AND BOSWORTH

26th JANUARY 2017

CHAIRMANS UPDATE

HINCKLEY AREA PROJECT UPDATE

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose

1. Following an update on 27th September 2016 this report provides a further update on progress with the Hinckley Area Project.

Background

2. The Hinckley Area Project aims to support the local economy by tackling congestion and improving access to jobs and education. The project is divided into 3 geographical zones (see Appendix A), plus zone 4 (Town Centre and A47 corridor). Key dates are shown in the table below.

Proposals

3. The proposals include pedestrian and cycling infrastructure, traffic calming, lorry weight restrictions, junction capacity/congestion and parking and traffic management improvements. To complement these infrastructure proposals 'softer' measures are also being implemented, such as education and training.

	Phase 1 – 2014/15 (zone 1)	Phase 2 – 2015/16 (zone 2)	Phase 3 – 2016/17 (zone 3)	Phase 4 – 2017/18 (zone 4)
Consultation	06.03.14 to 27.03.14	03.07.14 to 08.08.14	04.12.14 to 16.01.15	To be confirmed
Cabinet decision (approval of works)	17.06.14	19.11.14	16.03.15	To be confirmed
Works start (subject to Cabinet approval)	14.07.14 <i>(Enabling works started week commencing 23.06.14)</i>	01.04.15	01.04.16 <i>(Cabinet approval received 16.03.15)</i>	To be confirmed <i>(Delivery anticipated over 3 years)</i>
Anticipated works completion	28.11.14	End November 2015	End March 2017	To be confirmed

Key: **Completed**

Funding

4. Zone 1 of the Hinckley Area Project was funded from LTP3 capital monies.
5. Zones 2 and 3 are mainly being funded from the Government's Single Local Growth Fund (SLGF).
6. Complementary 'softer' measures were funded from the Government's Local Sustainable Transport Fund (LSTF).

Update

Zone 1 (North-west Hinckley) - 2014/15

7. Zone 1 was completed in November 2014 and covers the Coventry Road area of Hinckley.

Zone 2 (South Hinckley / Burbage and Earl Shilton) - 2015/16

8. Works for Zone 2 started in April 2015 and were completed in November 2015, before the start of the Christmas trading period.
9. A package of complementary LSTF 'softer' measures was delivered in parallel to compliment infrastructure introduced in Zones 1 and 2.

Zone 3 (North-east Hinckley, Barwell and Earl Shilton) - 2016/17

10. SLGF funding was awarded in July 2014, with consultation finishing on 16th January 2015. Works started on Zone 3 in April 2016.
11. The majority of the works in Hinckley around Ashby Road, Leicester Road and Barwell Lane are now complete. Some minor works are still to be carried out between now and the end of the financial year, including;
 - a. Two crossing points with refuges on Ashby Road near the junction of Barwell Lane.
 - b. Horse and cycle access gates on Barwell Lane.
 - c. Proposed revisions to parking controls in the Trinity Lane and the Druid Street area.

New parking restrictions are already in place adjacent to the recently opened Hinckley Parks Primary School on Leicester Road/ Butt Lane. An advisory 20mph speed limit has also been introduced on Leicester Road. Officers are currently working closely with stakeholders to review the parking restrictions introduced at the school, with a view to extending restrictions along Leicester Road.

12. In Earl Shilton, the majority of works are also complete.
13. In Barwell, a one way system on Chapel Street and Queen Street was trialled last year and ended in February 2016. The trial proved popular and after careful

consideration the decision was taken to make the trial layout permanent. The associated works were carried out in the October half term. The two parking bays causing recent concern on High Street in the vicinity of the zebra crossing and Parish Council office are now programmed for removal.

Regent Street

14. Plans were developed to reopen Regent Street to two way traffic and introduce more parking spaces. Early engagement on the concept took place in July/August 2014 and formal consultation took place from 4th December 2014 to 16th January 2015 (the same time as the Zone 3 consultation).
15. Cabinet considered the outcome of this consultation on 16th March 2015 and approved the proposal. The proposals are jointly funded by the County Council, Hinckley and Bosworth Borough Council and the Hinckley Business Improvement District.
16. Works began on site on 4th April 2016 and the works are now substantially complete. The new arrangements are generally working well, with no reported personal injury accidents and no significant observed problems with the traffic signals at each end of Regent Street. Officers are proposing to fully remove the old existing bus lane markings at the Lancaster Road end of Regent Street.

Zone 4 (Town Centre) – 2017/18 onwards

17. The project consists of further measures to build on and complement Zones 1 to 3. It will focus on:
 - Addressing key current traffic problems in the town .
 - Off-setting future traffic impacts of planned housing, employment and retail growth (including Earl Shilton and Barwell SUEs); potentially accelerating the delivery of agreed S106 infrastructure.
 - Complementing town centre regeneration projects.
 - Improving access to key services (employment, education, health care and food shopping).
18. A detailed feasibility study has been undertaken and considered a range of potential transport measures in arriving at recommended outline transport strategy for the town.
19. A package of measures has been identified and was submitted to the Leicester and Leicestershire Enterprise Partnership (LLEP) in March 2016 and put forward for the Governments SLGF. This includes an initial package of priority measures:
 - Capacity improvements to four key junctions in the town (on the A47 at the junctions with the A447 and A5 and on the B590 Rugby Road at the junctions with Hawley Road and Brookside;

- Network management improvements and improved network signage;
 - Parking management improvements
 - Car park variable message signage;
 - Completion of walking and cycling links across Hinckley town centre; and
 - 20mph zones in streets off the main 'B' road network.
20. A decision on the success of this bid is currently subject to award of a final agreed settlement from Government following the 2016 Autumn Statement. At this point therefore further development and implementation of this package of measures is largely dependent on this final settlement.
21. In the event that the Zone 4 SLGF bid is unsuccessful, officers will consider the availability of existing SLGF funding following completion of Zone 3 and continue to work with officers at Hinckley and Bosworth Borough Council to seek opportunities to develop and implement measures identified in the Zone 4 package.

Further information

22. Further information on the Hinckley Area Project can be viewed at:
www.leics.gov.uk/hinckley_area_project

Recommendation

23. It is recommended that the contents of this report are noted.

Officer to contact

Ian Vears:

Head of Service, Highways & Transportation, Policy & Strategy

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Angie Dunn:

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Mark Palfreyman:

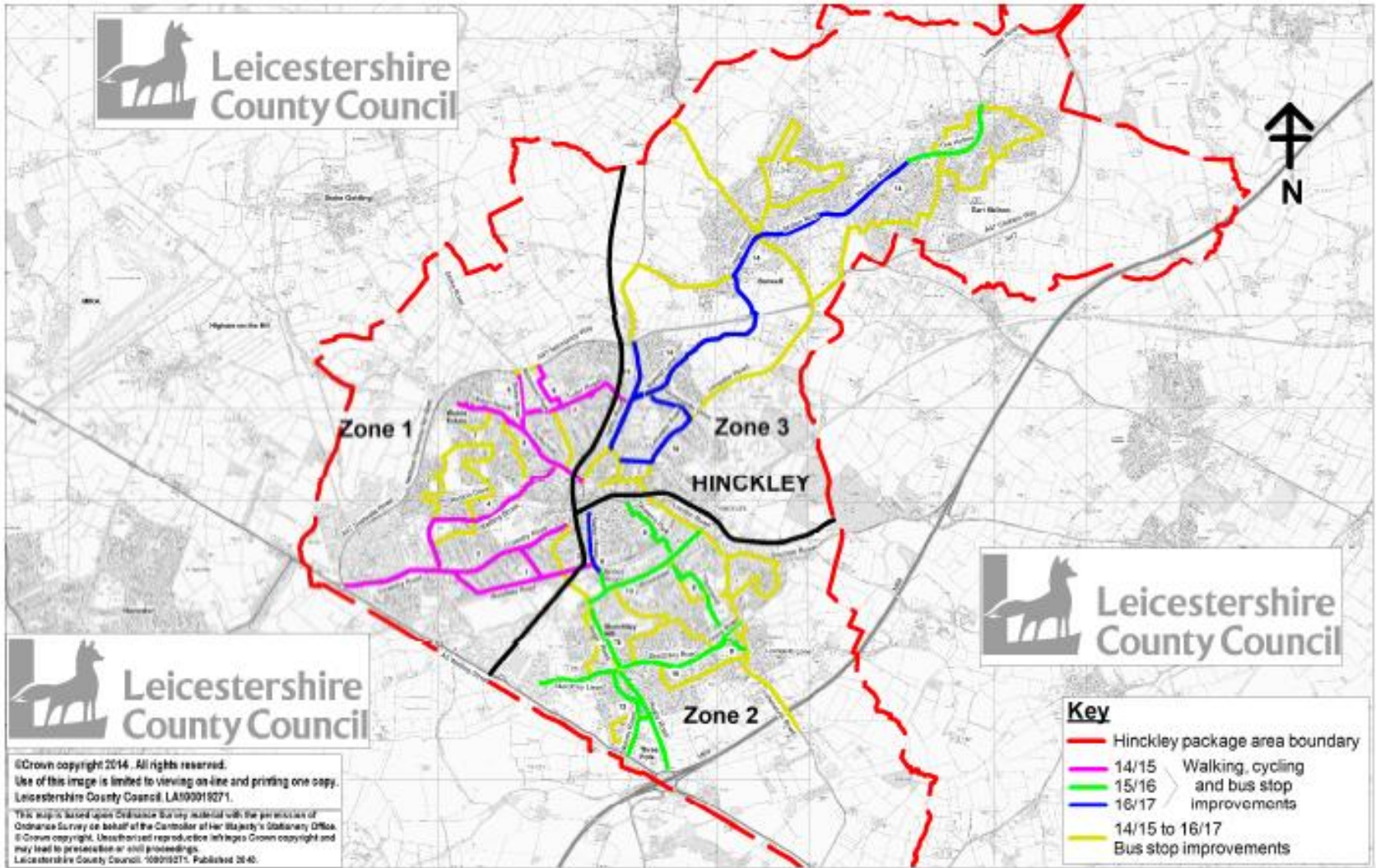
Project Manager (Zone 4)

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Email:

Mark.Palfreyman@leics.gov.uk

The Hinckley Area Project boundary



**Hinckley Walking, Cycling & Bus Improvements Network
Zones and Links Plan**

This plan is indicative.

Version 2
Date: 17/06/14
Not to Scale

65

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY & BOSWORTH

26TH JANUARY 2017

2016/17 MAINTENANCE AND IMPROVEMENTS PROGRAMMES

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. The purpose of this report is to provide an update on progress in delivering the 2016-2017 programmes of maintenance and improvement works. Progress is summarised in the attached appendix which includes details of the following programmes:

Works Programmes
Capital Maintenance – Principal Roads
Capital Maintenance – B&C Roads
Capital Maintenance – Unclassified Roads
Surface Dressing
Footway Treatments
Flood Alleviation
Bridge Maintenance
Safety Barrier Repair and Renewals
Street Lighting Renewals
Traffic Signal Renewals
Improvement Works

Equal Opportunities Implications

2. The completion of the maintenance programme will improve the condition of the network for the convenience of all users, whilst causing an element of localised disruption during construction work.

Recommendation

3. It is recommended that Members note the contents of this report.

Officers to Contact

Members with queries on specific schemes are asked to contact the following officers:	
<ul style="list-style-type: none"> • Capital Maintenance – Principal Roads • Capital Maintenance – B&C Roads • Capital Maintenance – Unclassified Roads • Surface Dressing • Footway Treatments • Safety Barrier Repair and Renewals • Street Lighting Renewals 	Matthew Reedman Tel: (0116) 305 0001 Highway Service Delivery Email: matthew.reedman@leics.gov.uk
<ul style="list-style-type: none"> • Flood Alleviation 	Bernard Evans Tel: (0116) 305 0001 Infrastructure Email: bernard.evans@leics.gov.uk
<ul style="list-style-type: none"> • Bridge Maintenance 	Chris Waterfield Tel: (0116) 305 0001 Structures and Assets Email: chris.waterfield@leics.gov.uk
<ul style="list-style-type: none"> • Traffic Signal Renewals 	Fiona Blockley Tel: (0116) 305 0001 Traffic and Signals Email: fiona.blockley@leics.gov.uk
<ul style="list-style-type: none"> • Improvement Works 	Martin O'Connor Tel: (0116) 305 0001 Engineering Services Email: martin.o'connor@leics.gov.uk

Background Papers

None

Major Capital Maintenance Principal Roads

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Stapleton	Hinckley Road - Bends at Stapleton	Carriageway Resurfacing	B	Completed

Major Capital Maintenance B&C Roads

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Twycross	Ashby Road - From Twycross to Wood Lane	Carriageway Resurfacing and Strengthening		Reserve Scheme
Hinckley and Bosworth	Burbage	Church Street - Lychgate Lane to High Street	Carriageway Resurfacing		Reserve Scheme

Major Capital Maintenance Unclassified Roads

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Hinckley	Nutts Lane - Adjacent to Railway bridge. Phase 2.	Carriageway Resurfacing	C	Scheme postponed until 17/18 due to S278 works & proposed gas main replacemen ts
Hinckley and Bosworth	Earl Shilton	Coronation Road - All	Carriageway Resurfacing		Reserve Scheme
Hinckley and Bosworth	Sheepy	Crow Lane - Isolated Repairs	Reconstruct concrete carriageway – Phase 1		Reserve Scheme

Surface Dressing

The 2016/17 surface dressing season took place between April and September and has now concluded. Approximately 912,000m² of the road network was treated to prolong its serviceable life.

Poor weather conditions throughout the early part of the season meant that more working days were lost than originally estimated. This consequentially resulted in some sites having to be removed from the programme.

These uncompleted sites will be rolled forward and considered alongside other locations for the 2017/18 surface dressing programme, for which preparatory works have already commenced.

Footway Treatments (including full reconstruction and planned patching)

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Hinckley	Ashby Road - Linked to Hinckley Phase 3 Improvements	Footway Reconstruction	C	Completed
Hinckley and Bosworth	Hinckley	Strathmore Road - Full length, replacing damaged flags	Footway Reconstruction		Reserve Scheme

Highway Drainage Maintenance Flood Alleviation Schemes

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Newbold Verdon	Barlestone Road between Dragon Lane and Newbold Road	Upgrade of footway and carriageway drainage (phase 4)	C	Design in progress. Works planned for Feb 2017
Hinckley and Bosworth	Hinckley	Ashby Road	Additional carriageway gullies	C	Completed
Hinckley and Bosworth	Newton Unthank	Desford Road	Upgrade of carriageway drainage to remove standing water	C	No works planned following investigation
Hinckley and Bosworth	Wigston Parva	Church Lane	Carry Forward from 2015/16 , upgrade highway drains	C	Status to be confirmed

Bridge Maintenance Schemes

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley & Bosworth	Groby	A50 Markfield Road (0189)	Waterproofing, joints & parapet repairs	B	Postponed to 2017/18
Hinckley & Bosworth	Groby	A50 Markfield Road (0190)	Parapet painting	C	Completed
Hinckley & Bosworth	Ratby	Station Road (0620)	Parapet painting	C	Completed

Safety Barrier Repair and Renewal Schemes

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Hinckley and Bosworth	Aston Flamville	Lychgate Lane - From Brook Street to Townsend Road	Safety Barrier Renewal	C	Design completed. Works to be scheduled for Q4

Street Lighting Maintenance & Renewal

District	Parish/ village	Location/ scheme name	Treatment/ Description	No. of Columns
Hinckley and Bosworth	Barwell	Barwell		73
Hinckley and Bosworth	Sheepy Magna	Sheepy Magna		19

Traffic Signal Renewal

Cost Bands A >£200k, B <£200k >£50k, C <£50k

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Various	Hinckley, Melton, Birstall, Leicester Forest East	Various	Digital Communication s Upgrade	B	On Going LFE completed

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IMPROVEMENT WORKS ANTICIPATED 2016/17

Last updated: 12.01.17 - V1.15 By: AS

District	Scheme No.	Scheme Location	Details	Status	Cost Band	Anticipated Construction	PE
Hinckley and Bosworth	4058.009	Earl Shilton, Mill Lane	Footway widening works outside school	Complete	C	Completion Q2	ST/AS
Hinckley and Bosworth	4227.000	Hinckley, Ashby Road	Transport improvements forming part of Zone 3 of the Hinckley Area Project	Construction underway	A	Q1/Q2/Q3/Q4	AS/MO
Hinckley and Bosworth	4225.000	Hinckley, Ashby Road to Earl Shilton, High Street	Transport improvements forming part of Zone 3 of the Hinckley Area Project	Construction underway	A	Q1/Q2/Q3/Q4	AS/MO
Hinckley and Bosworth	4237.000	Hinckley, Regent Street	Opening up to two-way traffic and provision of additional parking	Complete	B	Q1/Q2	PL/DC
Hinckley and Bosworth	4228.000	Hinckley, Stoneygate Drive and Leicester Road	Transport improvements forming part of Zone 3 of the Hinckley Area Project	Construction underway	B	Q2/Q3/Q4	AS/MO
Hinckley and Bosworth	MTP0034.000	Markfield, A511 Little Shaw Lane/M1 J22/A50	Installation of traffic signals on M1 J22 roundabout and capacity improvement works	Complete	A	Completion Q1/Q2	RR/MO
Hinckley and Bosworth	4285.003	Various	Bus Stop Improvements in Zone 3 of the Hinckley Area Project	Construction underway	C	Q1/Q2/Q3/Q4	AS/MO
Hinckley and Bosworth	4731.000	Hinckley, Footpath U10 adjacent to John Cleveland 6th form college	Developer funded Public Right of Way improvement	Awaiting construction	C	Q4	ST/ AS
Hinckley and Bosworth	TM4410.000	Groby, A50 Markfield Road and Bradgate Hill	Central reservation gap closures	Design underway	C	17/18	WR/RR

Notes

Cost Band Key: C <£50K; B £50K - £200K; A > £200K

Anticipated Construction:

Q1 = April - June

Q2 = July - September

Q3 = October - December

Q4 = January - March

Future = future year not yet confirmed

Officer to Contact:

Martin O'Connor Tel. (0116) 305 0001 Email engineeringdesigngeneral@leics.gov.uk

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FOR INFORMATION ONLY

LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR HINCKLEY & BOSWORTH

26TH JANUARY 2017

PROGRAMME OF TRAFFIC MANAGEMENT WORK - CURRENT POSITION

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. To inform Members of the current status of the traffic management work programme.

Work Programmes

2. The programme and current status of traffic management work is summarised in the attached appendices:

Works Programme	Appendix
2016/17 Schemes (all)	A

Resource Implications

3. Traffic management schemes are funded from various sources:
 - The County Council's traffic management revenue allocation – includes most schemes undertaken as a result of an enquiry;
 - Capital funding (County Council, Local Sustainable Transport Fund etc.) – planned area-wide work;
 - Developers – no resource implications;
 - Outside funding (individuals, parishes, districts etc) – those schemes that are unlikely to be rated high enough to justify County Council funding.

Equal Opportunities Implications

4. No direct implications have been identified.

Recommendation

5. Members are requested to note the content of this report.

Officer to Contact

Fiona Blockley
 Tel: 0116 305 0001
 Email: fiona.blockley@leics.gov.uk

Background Papers

None

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District	Parish / Town	Location	Initial Consultation	Approval to advertise	Formal consultation	Objections	Scheme Approval	Complete	Works ordered	Anticipated construction	Scheme / comments	Officer to contact
Hinckley and Bosworth	Hinckley	Willowbank	√	√	√	Yes	√	√	n/a	n/a	Developer funded. Proposed traffic regulation order. With developer to implement	MA
Hinckley and Bosworth	Desford	Leicester Road	√	√	√	√	√			Q4	Proposed no waiting at any time	SB
Hinckley and Bosworth	Desford	Peckelton Lane	√	√	√	n/a	√	√	√	Q3	Review of HGV signage around Desford , working with Catapiller and Neovia Logistics	SB
Hinckley and Bosworth	Groby	Village Centre waiting restrictions	√	√	√	√				Q4	Work identified by strategy team over current waiting restrctions within the village centre	SB
Hinckley and Bosworth	Market Bosworth	Village Centre	√							Q3	To develop with the Parish a scheme to introduce waiting restrictions, also looking at a one way system and additional parking within the village.	SB
Hinckley and Bosworth	Desford	High Street & Peckleton Lane								Q4	Third party funded kerb bollards	FB
Hinckley and Bosworth	Market Bosworth	Sutton Lane, Station Road & Barton Road	√	√	√	√	√		√	Q4	Proposed no waiting at any time	SB
Hinckley and Bosworth	Ratby	Village Centre waiting restrictions	√							Q4	Waiting restrictions within village	SB
Hinckley and Bosworth	Barlestone	Newbold Road	√	√	√	√	√	√	√	Q2	Waiting restrictions within village	SB
Hinckley and Bosworth	Earl Shilton	Breach Lane & Oaklands Way	√	√	√	n/a	√	√	√	Q2	Developer funded. Proposed prohibition of horses	RD

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