



**LEICESTERSHIRE COUNTY COUNCIL HIGHWAY FORUM
FOR OADBY AND WIGSTON**

TUESDAY, 7 FEBRUARY 2017 AT 2.00 PM

**TO BE HELD AT COUNCIL CHAMBER - OADBY AND
WIGSTON BOROUGH 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 updates:	
(a) Grass cutting update	(Pages 11 - 14)
(b) Highway Maintenance Strategy and Policy review	(Pages 15 - 52)
(c) Traffic on the Parade	(Pages 53 - 58)
(d) School Bollards Launde School	(Pages 59 - 60)
(e) Bell Street - timescales	(Pages 61 - 62)
(f) Blocked gullies on Station Road Wigston	(Pages 63 - 64)
(g) Red Routes	(Pages 65 - 66)

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

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7. Presentation of Petitions under Standing Order 36.
8. Severn Trent Water update (verbal)
9. 2016/17 maintenance and improvements programmes - information item (Pages 67 - 72)
10. Programme of traffic regulation orders and signing and lining schemes - current position - information item (Pages 73 - 76)
11. On-going action statement (Pages 77 - 78)
12. Items for discussion - will Members please submit these in writing to the officers prior to the meeting
13. Any other items the Chairman has decided is urgent
14. Date of the next meeting - 6th July 2017 - 2.00pm in the Council Chamber at Oadby & Wigston Borough Council offices
15. Chairman's closing remarks

MINUTES OF THE MEETING OF THE LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY AND WIGSTON HELD IN THE COUNCIL CHAMBER
AT THE OADBY AND WIGSTON BOROUGH COUNCIL OFFICES, STATION ROAD,
WIGSTON ON TUESDAY 4TH OCTOBER 2016 AT 2.00PM

PRESENT

County Councillors	Borough Councillors
Cllr G A Hart (Chairman)	Cllr D M Carter
Cllr G A Boulter	Cllr R Fahey
Cllr M H Charlesworth	Cllr L Darr
Cllr J Kaufman	Cllr K Loydall
Cllr H E Loydall	Cllr J W Boyce
Cllr D A Gamble	

The following also attended the meeting:

County officers present: T Kirk, F Blockley, S Dann and S Merrigan

Borough officer present: M Hall

185. CHAIRMAN'S WELCOME

The Chairman welcomed Members and officers to the meeting.

186. APOLOGIES FOR ABSENCE

There were no apologies for absence.

187. URGENT ITEMS

There were no urgent items.

188. DECLARATIONS OF INTEREST

There were no declarations of interest.

189. MINUTES OF THE PREVIOUS MEETING

Minutes of the previous meeting held on 5th July 2016 were confirmed and signed as a true record of the meeting.

The Chairman confirmed that all actions arising from the minutes had been either dealt with or have been added to this agenda.

190. CHAIRMAN'S UPDATE

191. Traffic on the Parade

The Forum considered an update by the Director of Environment and Transport regarding the traffic on the Parade. The report was introduced by Mrs Blockley with a copy filed with the minutes.

Mrs Blockley stated that a report will be provided at the next Highways Forum. This will allow officers to carry out the traffic counts on the Parade that have now been commissioned.

Cllr Darr stated that the issue is not only traffic volume it is illegal parking. He went on to say that the illegal parking causes problems with the buses passing each other. It was agreed that enforcement is what is needed on the Parade.

RECOMMENDATIONS

- i) That the report of the Director of Environment and Transport be noted; and
 - i) that a report be brought to the next Highway Forum on the data collected by officers following the traffic surveys to be carried out in the next couple of months.
- a) Update on the responsibilities undertaken by Leicestershire County Council as the Lead Local Flood Authority

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

Mr Kirk went through the responsibilities of the Lead Local Flood Authority which now lies with Leicestershire County Council. It was felt that due to the complexities of this area as well as recent flooding events across the county it would be beneficial to bring a report to the Forum to clarify the role that the County Council have following the introduction of the Flood and Water Management Act in 2010.

Mr Kirk stated that the role of LLFA dictates a number of statutory duties that need to be performed which includes the investigation of flooding incidents in ordinary watercourses including surface water systems as well as enforcement under the Land Drainage Act (1991). He went on to say that the LLFA can only recommend solutions to the relevant parties (Severn Trent Water, Anglian Water, Environmental Agency (EA), Highways Agency, LCC as local highway authority or riparian owners) and then co-ordinate a solution, not provide that solution.

Mr Kirk highlighted paragraph 5 of the report which states that, since April 2015, the LLFA is a statutory consultee on planning applications of 10 or more houses and the guidance means that such development must ensure that it discharges at no more than greenfield rates. He also highlighted the problems with an aging drainage network which new developments have to connect to, which often need upsizing to cope with the capacity.

Mr Kirk clarified that the County Council also has a role in relation to Highways Drainage which is the role of the LCC Highways and not the LLFA and liaison must take place with STW/AW to resolve any issues as the gullies and connections are often connected to their network.

Mr Kirk confirmed that all issues must be reported using the contact details on the report.

He stated that the ongoing issues in Oadby and Wigston Borough are a flood investigation on Meadowcourt Road and Rosemead Drive. Meadowcourt Drive is also a site for a combined ST/LCC bid to the Trent Regional Flood and Coastal committee.

Cllr G A Boulter CC referred to Page 16, paragraph 9 regarding the road gullies. He said that he had reported a blocked gully to the Customer Service Centre on 18th March and an attempt to unblock it happened on 21st September when it was clear that it was going to be impossible to unblock. He was concerned about the length of time it took. He stated that there were gullies on Station Road that have been blocked for 2 years or more. Mr Kirk agreed to get the information from Cllr Boulter after the meeting and an update will be brought back to the next meeting.

Cllr H E Lloydall stated that she found the update difficult to follow, and thought that members of the public would probably struggle with it. She said that it felt as though the County Council were passing the buck and it was unclear where the line of responsibility

fell. She stated that when you ring 305 0001 you don't get anywhere and Severn Trent doesn't answer to anything. She asked if she could have guidance as to what to tell residents where they won't get fobbed off.

Mr Kirk responded that this was the reason for this report and the contact details in paragraph 9 as it is now the responsibility of the County Council to investigate flooding events and co-ordinate a solution.

Cllr J W Boyce raised a concern about the flooding which accumulates on Gloucester Crescent and due to the road being low the water flows into the houses. He asked that if the first port of call was the County Council, would they be the second port of call as this would be a highways drainage issue. Mr Kirk agreed that would be the case and would get highways colleagues to contact Cllr Boyce to get the detail of the exact location where the flooding is for officers to investigate and respond to Cllr Boyce.

Cllr M H Charlesworth CC asked whether the Environment Agency have passed on the relevant information to the County Council about the LLFA role with regard to responding to planning applications and asked if the County Council have the expertise and the resources to mitigate this. Mr Kirk responded that this was arranged as part of the recent departmental restructure in July and a specific team have been set up with responsibilities for flooding.

Cllr J Kaufman CC raised a concern about the flooding on the A6 southbound in Oadby following the rain on Saturday. He said that when the road flooded the police closed the road and the County Council cleared the gulleys but he felt that the flooding issue is getting worse and worse in that location and felt that the gulleys should be cleared on a more regular basis. Mr Kirk confirmed there was a report later on in the agenda which talks about Highway Drainage and details the process being taken.

RECOMMENDATIONS

- j) That the report of the Director of Environment and Transport be noted; and
- ii) that officers investigate the gulley blockages on Station Road and a chair update be brought to the next meeting.

192 Parking outside schools

The Forum considered an update by the Director of Environment and Transport on the issues of parking outside schools. The report was introduced by Mrs Blockley with a copy filed with the minutes.

Mrs Blockley went through the report which was in response to Cllr R Fahey's comments following the last Highway Forum. She highlighted that the TRO will run alongside the scheme to lessen congestion on New Street. This has been delayed due to the legal requirement that the TROs are required to be consolidated every five years and this falls in mid-October 2016.

Cllr Fahey raised the issue that he felt what officers were discussing was nothing to do with the expansion of the school. He felt this was the first part of work that was planned 18 months ago. He asked for guidance on this as a number of councillors had a major interest in this issue from both parties.

Mr Kirk stated that clarification could be made if officers looked at the planning approval for the extension of the school and report back to Cllr Fahey. Mr Kirk also agreed to talk to the relevant officers about a School Travel Plan.

Cllr H Loydall stated that even when a TRO is implemented it is only as good as the enforcement and to enforce TROs outside a school is impossible. She advised that the

Head Teacher of Launde School had been on the local news stating that she was prepared to pay wardens to enforce the parking around the school.

Mr Kirk agreed with the sentiment, he explained that the Civil Enforcement Officers are employed by the Borough Council. He also said that it is very difficult to stop parents from parking. He talked about School Travel Plans and their suitability, officers work with schools regularly but this is about personal responsibility and safety around schools is paramount.

Cllr Darr stated that the extension to the school had been approved and the report from the County Council reported no objections. Mr Kirk advised that he would need to check what had been discussed previously in the planning application for the change of size of school.

Cllr Fahey reiterated his comment at the last Forum about red lines which he said does not cost any more than yellow lines. Mrs Blockley answered that red lines are no different in enforcement to yellow lines. Cllr Kaufman stated that whether they have red lines or yellow lines you are still allowed to set down and pick up passengers.

The Chairman closed the conversation and stated that all primary schools are having the same issues and there is no easy answer.

RECOMMENDATIONS

- i) That the update of the Director of Environment and Transport be noted;
- ii) officers to look at the planning approval for the extension of the school and report back to Cllr Fahey; and
- iii) officers to talk to the school about a School Travel Plan.

193. PRESENTATION OF PETITIONS UNDER STANDING ORDER 36

A petition with 74 signatures from Mr Hunt will be presented. The petition requests the installation of traffic calming measures on Hidcote Road, Sibton Lane and High Leys Drive, Oadby.

The Chair advised Members that this petition had been re-presented and apologised to Mr Hunt on behalf of officers for the error at the last meeting. The Chair asked Mr Hunt to speak in support of his petition.

Mr Hunt thanked Cllrs Darr and Kaufman for their support on this petition.

Mrs Blockley had brought some A3 plans of the area which she handed out to Members to assist Mr Hunt in his discussions/presentation.

Mr Hunt explained his concerns about the speeding traffic in this area and asked officers to please look at this issue before an accident occurs and someone gets killed. He reported that there had already been some vehicles damaged by the speeding traffic.

The Chair thanked Mr Hunt for presenting his petition and stated that a report in response to this petition was the next item on the agenda.

194. RESPONSE TO PETITION: FOR TRAFFIC CALMING MEASURES ON HIDCOTE ROAD, SIBTON LANE AND HIGH LEYS DRIVE, OADBY

The Forum considered a report by the Director of Environment and Transport on the response to the petition requesting traffic calming measures on Hidcote Road, Sibton Lane and High Leys Drive, Oadby. The report was introduced by Mrs Blockley with a copy filed with the minutes.

Mrs Blockley took Members through the report and asked Members to comment.

Cllr Kaufman stated that there was a factual error in paragraph 6 and explained this using the plans. Cllr Kaufman suggested having a bollard at the corner of Sibton Lane and Shipston Hill.

Cllr D M Carter stated that the only way to stop the speeding traffic would be to put in a second bollard.

Mrs Blockley explained that putting traffic calming measures in to an area does not always make drivers drive at appropriate speeds. She stated that currently there are 70 sites across the county that have had 7 accidents, or more, that would be a higher priority than this area.

Cllr H Loydall raised her concerns about the County not providing a resolution to this issue and felt that it shouldn't be much of a cost to move the bollard.

Cllr Kaufman said that he had previously requested a meeting on site which was agreed but hasn't taken place. The Chairman suggested that another survey be carried out and then Members will have to accept that this will be added to the priority list of schemes. A site meeting was also suggested to look at any changes that can be made i.e. closures and bollards moved etc.

Cllr H Loydall proposed that officers cost up the moving/implementation of 2 bollards between Hidcote Hill and Sibton Lane and Shipston Hill which may alleviate the problems. Cllr Gamble seconded this proposal and all Members were in favour. It was agreed that officers will investigate and come back with a chair update to the next meeting

RECOMMENDATIONS

- i) That the update of the Director of Environment and Transport be noted;
- ii) that officers investigate the moving/implementation of 2 bollards between Hidcote Hill and Sibton Lane and Shipston Hill and bring a chair update to the next meeting.

195. OUTCOMES OF THE EXPERIMENTAL ORDER PERIOD EXERCISE FOR THE PROPOSED FULL PEDESTRIANISATION OF BELL STREET, WIGSTON

The Forum considered a report by the Director of Environment and Transport with regard to the outcomes of the impact of the experimental pedestrianisation of Bell Street, Wigston and the proposed next steps. The report was introduced by Mrs Blockley with a copy filed with the minutes.

Mrs Blockley took Members through the report and highlighted paragraph 13 and advised that, subject to feedback from Forum Members, the County Council will confirm its position with Oadby & Wigston Borough Council and should they wish to proceed with making this Experimental Order permanent, the County Council's Director for Environment and Transport will authorise this under his delegated powers.

Cllr Charlesworth advised that he had signed off on making this permanent and was very pleased that the County and District worked well together on this. He stated that he wasn't happy about the cyclists being allowed on Bell Street.

Cllr H Lloydall stated that she had also signed it off and that she felt it was a success story. She highlighted a couple of issues mainly around disabled parking although she felt that everything had been done to facilitate this. She thanked officers for all their hard work on this scheme.

Cllr Kaufman although supporting the scheme also raised concerns about the shared use with cyclists and would have preferred a separate track as he felt this was a concern for people with hearing problems.

Cllr Boulter asked about the timescales. Mr Kirk responded that if Oadby & Wigston Borough Council were happy this will move forward and an update on timescales will be brought to the next Forum.

Cllr Boyce also thanked officers and stated that it improves the town centre and makes it more attractive to the public.

RECOMMENDATIONS

- i) That the update of the Director of Environment and Transport be noted; and
- ii) that officers bring back an update on the implementation timescales to the next meeting.

196. TRAFFIC REGULATION ORDER PRIORITISATION PROCEDURE

The Forum considered a report by the Director of Environment and Transport with regard to the current procedure for prioritising Traffic Regulation Order schemes and their implementation as requested at the last Highway Forum. The report was introduced by Mrs Blockley with a copy filed with the minutes.

Cllr Boulter asked about paragraph 6 and what the time gap was between an experimental temporary Order and a permanent Order. Mrs Blockley advised that it is approximately 18 months.

Cllr Lloydall asked whether the TROs outside of schools were enforceable by the Police. Mrs Blockley confirmed that the double yellow lines were enforceable through the Civil Parking Enforcement Policy.

RECOMMENDATION

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

197. 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 to advise Members of the Forum of the results of the 2015 National Highways and Transport (NHT) Public and Public Representative Satisfaction surveys, and to notify of the 2016 Public and Public Representative satisfaction surveys. The report was introduced by Mr Kirk with a copy filed with the minutes.

Mr Kirk took Members through the report and highlighted the main points.

RECOMMENDATION

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

198. 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 Mr Kirk with a copy filed with the minutes.

Mr Kirk took Members through the report and explained the County Council's role as Highway Drainage Authority.

Mr Kirk stated that the drainage programme is currently on an 18 months cycle which has proved to be a challenge in the past. The new system will look to introduce a risk based approach with higher risk areas being cleansed more frequently than low risk areas. Mr Kirk added that there are now 6 mechanical tankers for emptying gullies and work is being carried out on recording the data of what is removed from the gullies which will be assessed and will inform officers of where there can be a reduction in cleaning. This will enable officers to work smartly with a more effective risk based approach.

Cllr Charlesworth stated that he was happy with this approach of targeted work when needed. He raised an issue of the drains in Station Road which are full of silt that are regularly neglected.

Cllr Boulter also preferred this manual approach and advised if the system works it will be very beneficial.

Cllr Boyce asked if officers have a mapping system with all the flooding hot spots. Mr Kirk answered that they have a mapping system with the gulley pots marked. He added that the gulley emptying staff will have local knowledge and they will plan their routes.

RECOMMENDATION

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

199. 2016/17 MAINTENANCE AND IMPROVEMENTS PROGRAMMES – INFORMATION ITEM

Members noted the report.

200. PROGRAMME OF TRAFFIC REGULATION ORDERS AND SIGNING AND LINING SCHEMES – CURRENT POSITION – INFORMATION ITEM

Members noted the report.

201. ON-GOING ACTION STATEMENT

The on-going action statement was noted.

202. ITEMS FOR FUTURE DISCUSSION

The Chairman asked Members to submit any items that they want considered at a future meeting in writing to Sue Dann within 10 days of the date of the meeting. Items for the agenda can be e-mailed to sue.dann@leics.gov.uk

Cllr Kaufman asked about the co-ordination of the grass cutter and litter picker and as Blaby District Council cut the grass and also sort the litter, he asked whether it could be done the other way round. Mr Hall to speak to officers at Blaby District Council and inform Cllr Kaufman of the outcome.

203. ANY OTHER ITEMS THE CHAIRMAN HAS DECIDED IS URGENT

There were no urgent items.

204. DATE OF THE NEXT MEETING

The next meeting will be held on 7th February 2017 at 2pm in the Council Chamber at Oadby and Wigston Borough Council offices

205. CHAIRMAN'S CLOSING REMARKS

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

LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 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

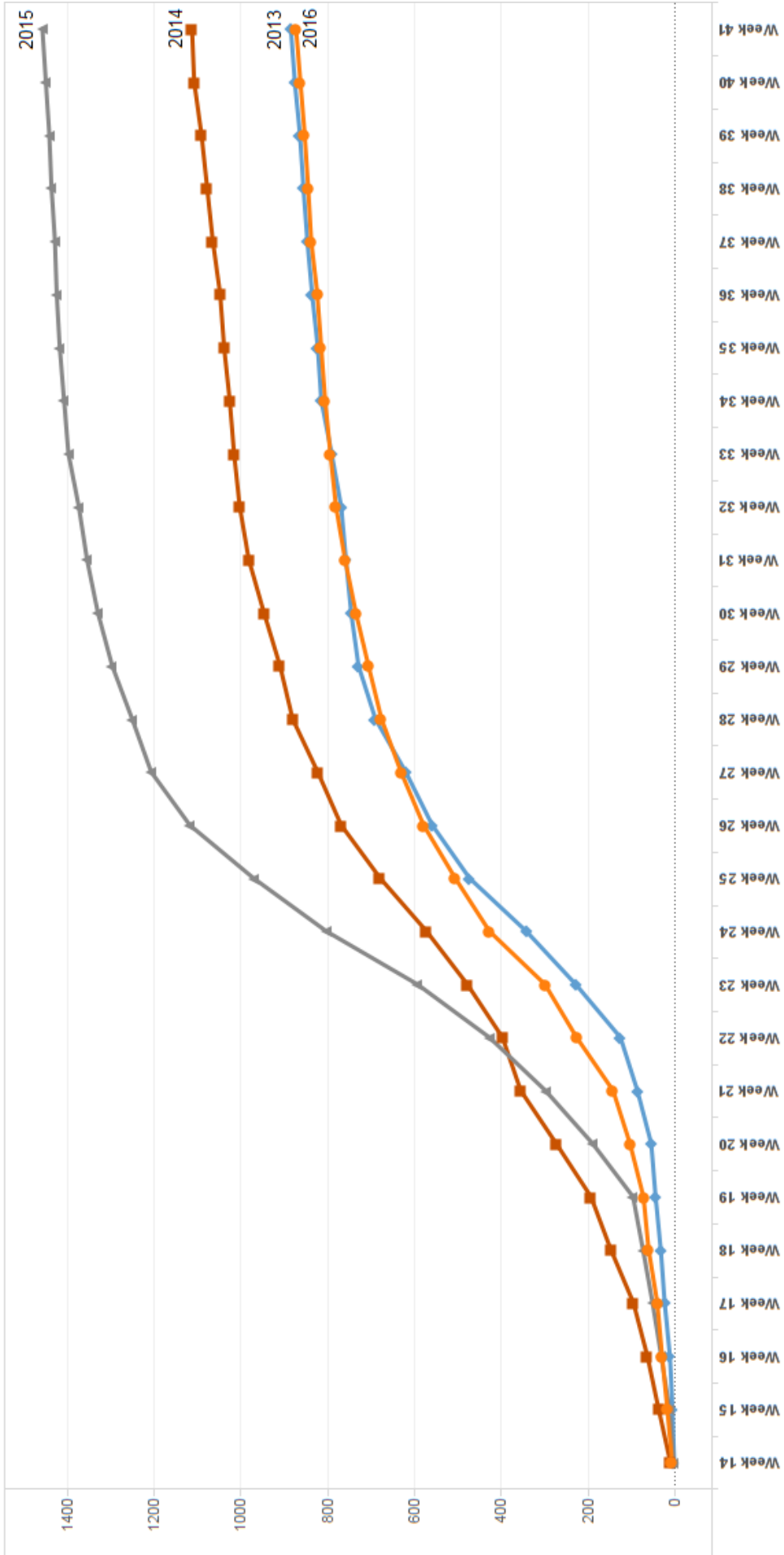
- 13. It is recommended that the contents of this report be noted.

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 OADBY & WIGSTON

7TH FEBRUARY 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.

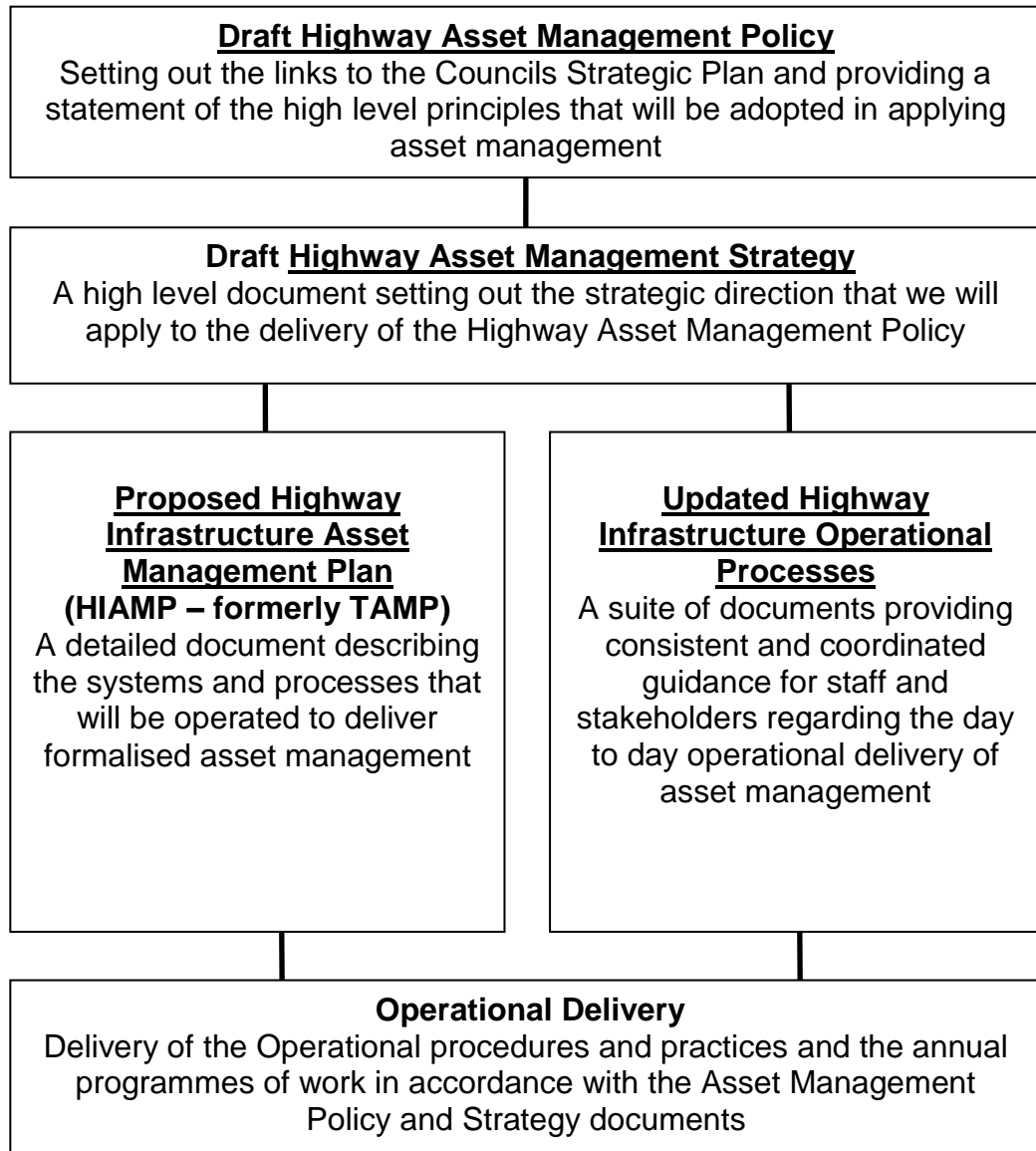
Consultation

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

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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

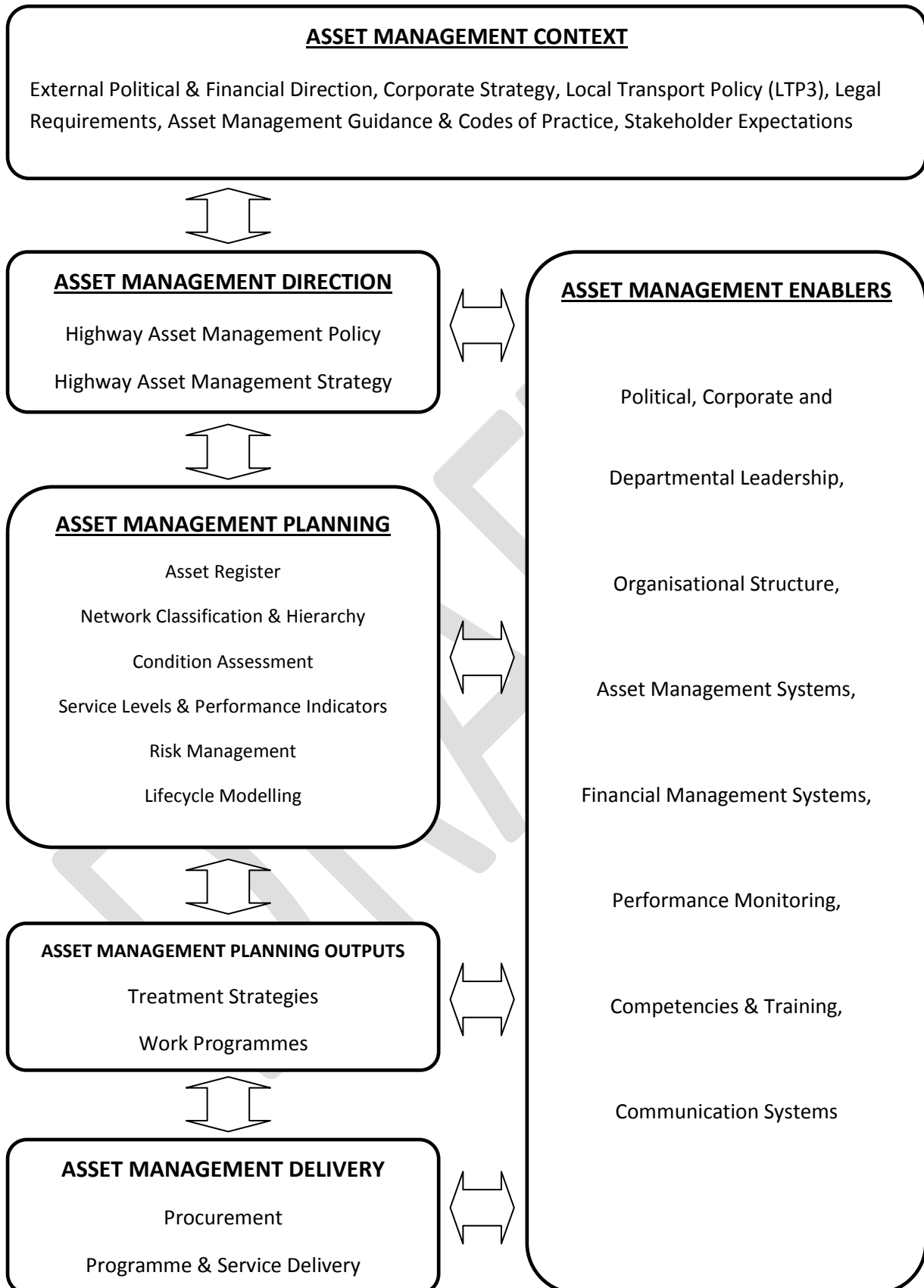


Diagram 1.1 The Highway Asset Management Framework

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.

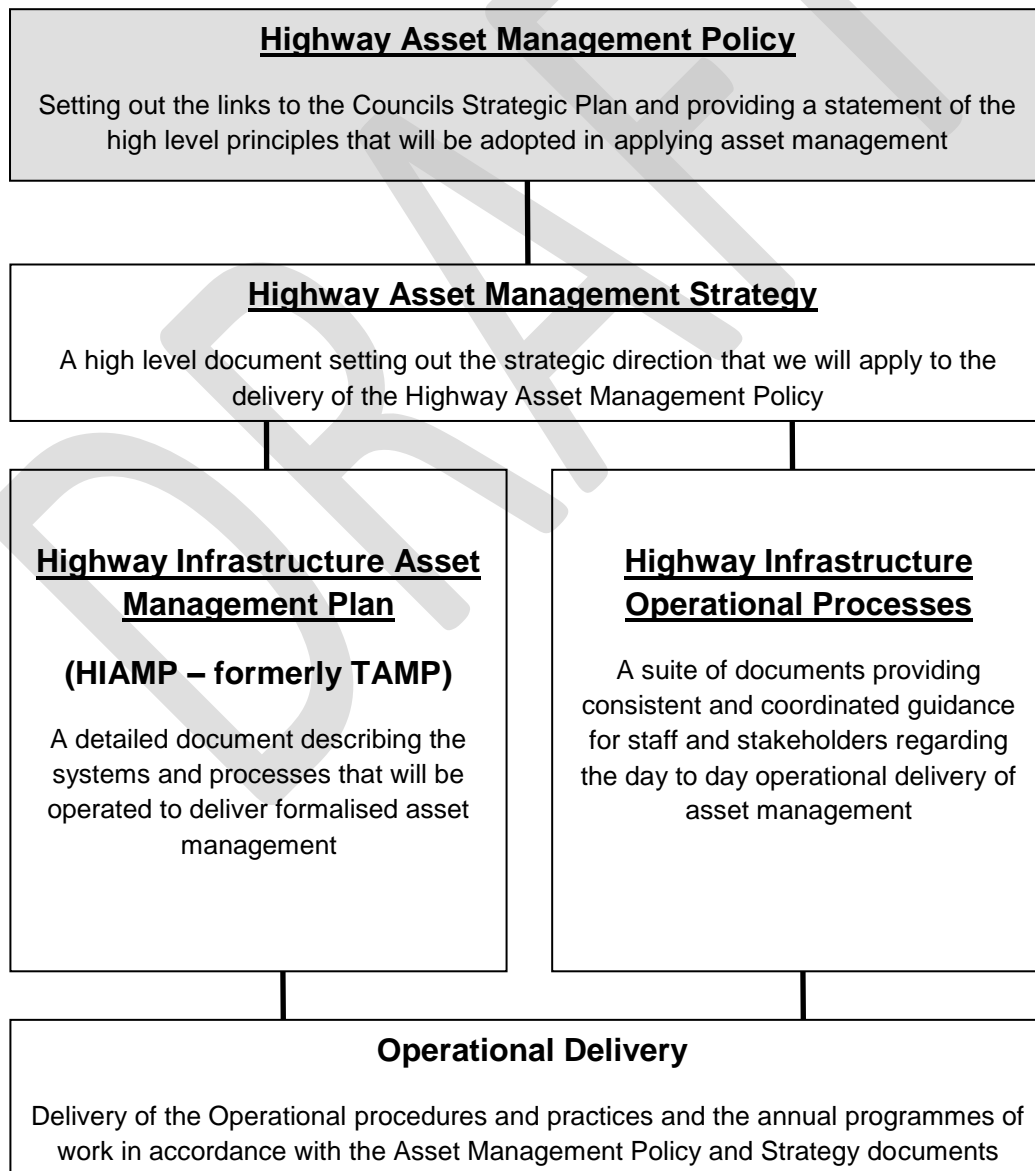


Diagram 3.1

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.

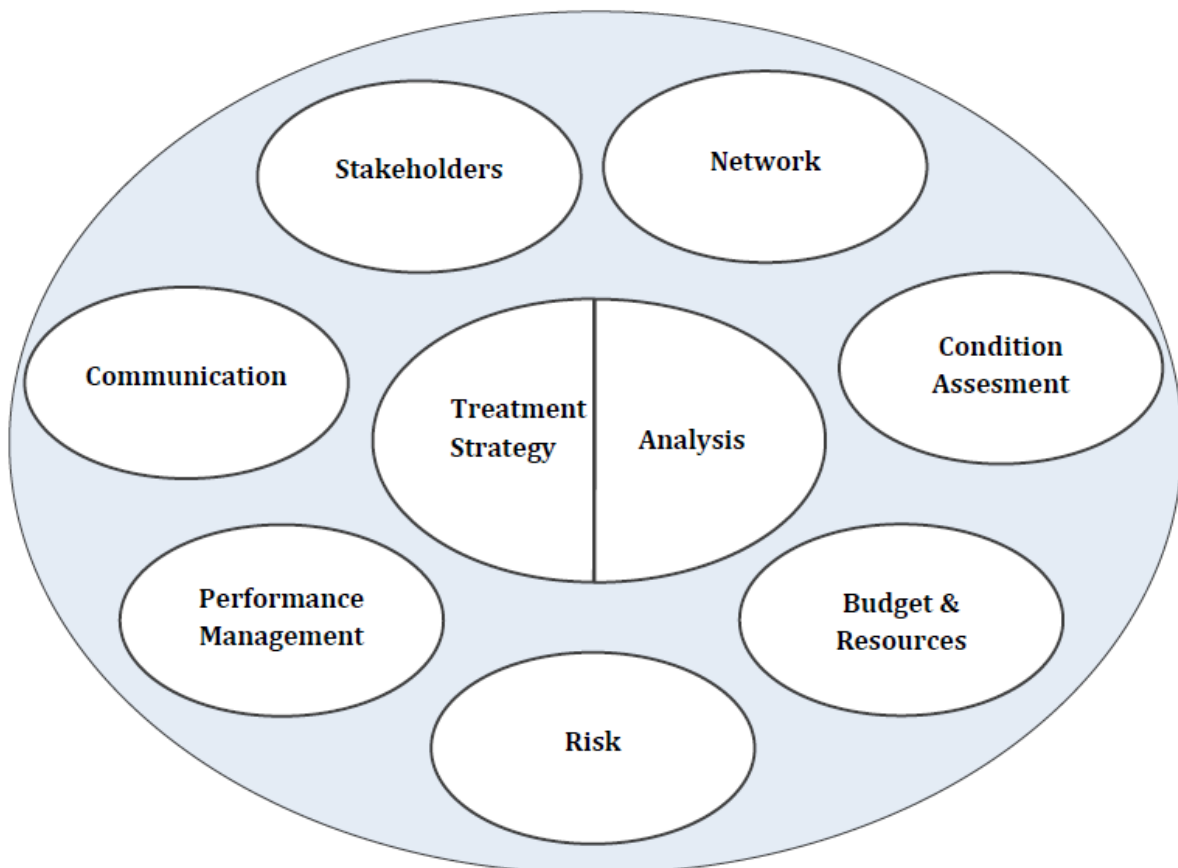
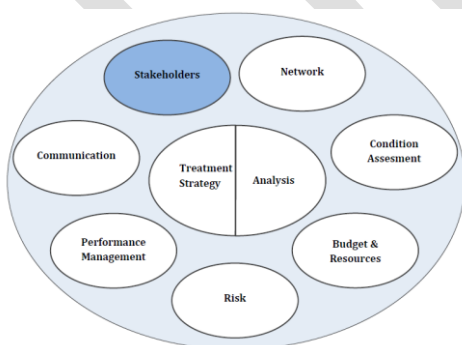


Diagram 3.1 Asset Management Strategy - Core Elements

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”

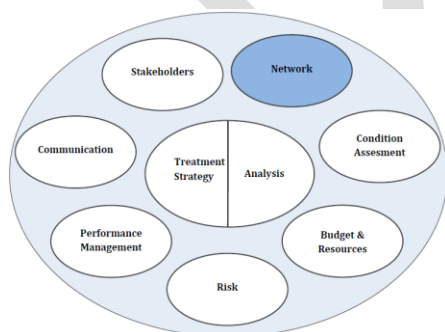
4.3. The council has subscribed to the annual NHT customer satisfaction survey since 2008 and it is our intention to continue this. We are developing a new reporting approach to ensure that we consider more carefully those areas where the survey demonstrates either

- 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.

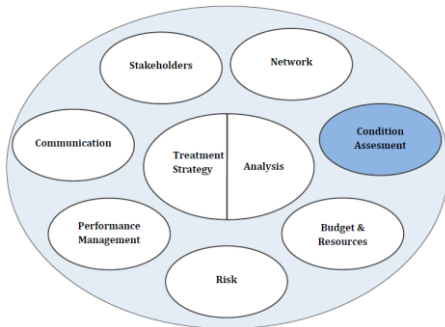
5.8. These three networks will be key factors in categorising risk and determining treatment priorities. For example, a treatment need on a network link that is identified as part of the Resilient Network and which is in the higher levels of the Local Road Hierarchy will be considered a higher risk than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



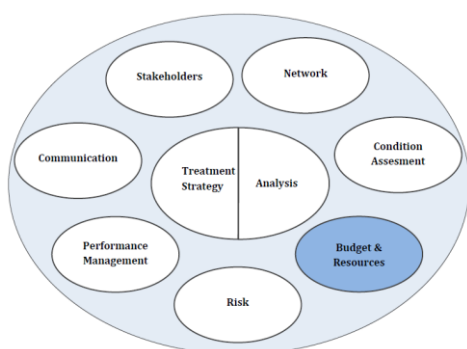
data required for lifecycle modelling and the calculation of Depreciated Replacement Costs (DRC).

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.

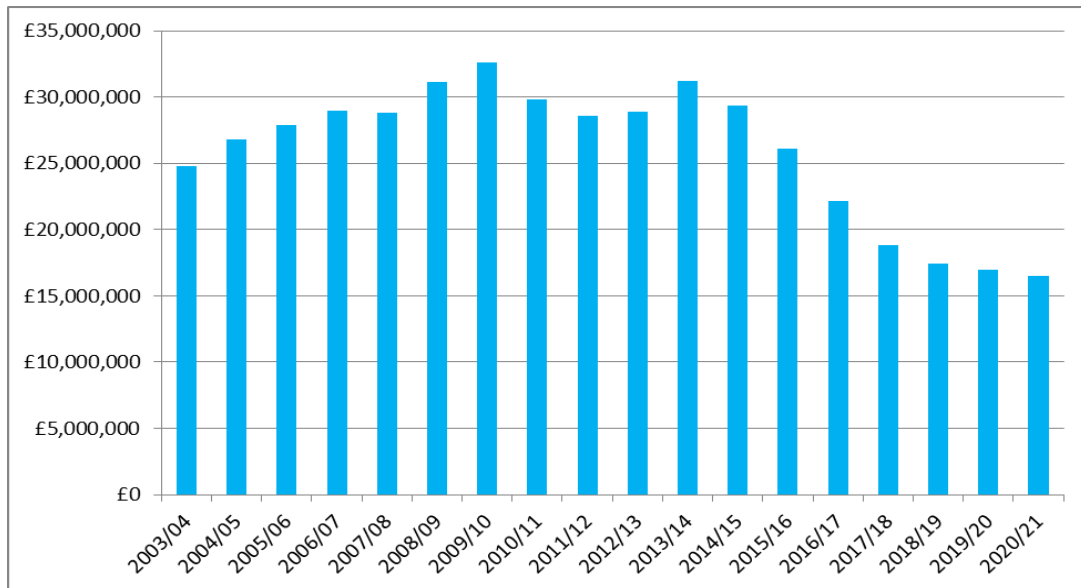
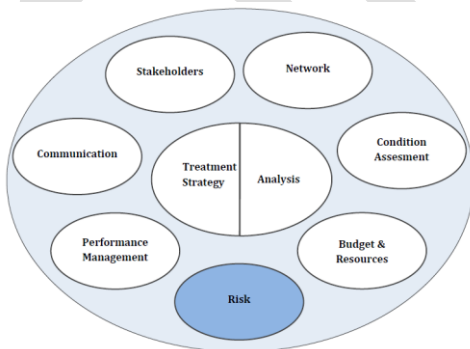


Diagram 7.1

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

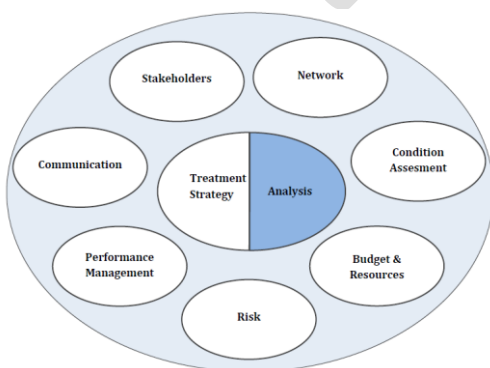
8.1. The analysis of risk applies to asset management from a variety of different perspectives ranging from the broad strategic and corporate risks, such as the loss of the asset or a significant change in the corporate budget to those affecting discrete processes or assets such as the risk that an individual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

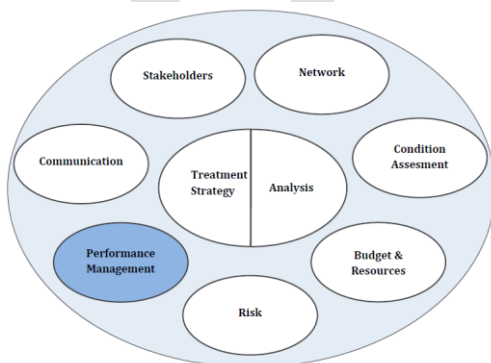


- 9.1. The county council has developed life-cycle plans for carriageways, footways, structures, street lighting and traffic signals. All of these are static assessments of the typical lifecycle that would be applied to these assets in optimum steady-state conditions. They do not include an input of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

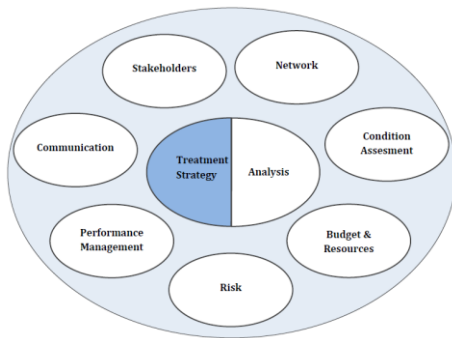
Table 10.1 example Performance Indicators

- 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>

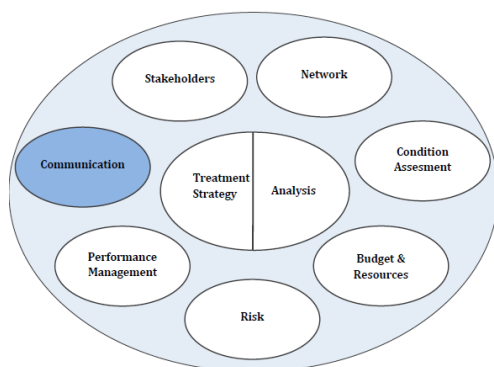
<p>Structures Bridges, subways, culverts, retaining walls</p>	<p>Our structures concentrate the greatest amount of asset value into very discrete parts of the network and any failure is likely to be disruptive and costly to address. For this reason structures are designed as long-term assets and they 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 OADBY AND WIGSTON

7TH FEBRUARY 2017

CHAIR UPDATE

TRAFFIC ON THE PARADE

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of Report

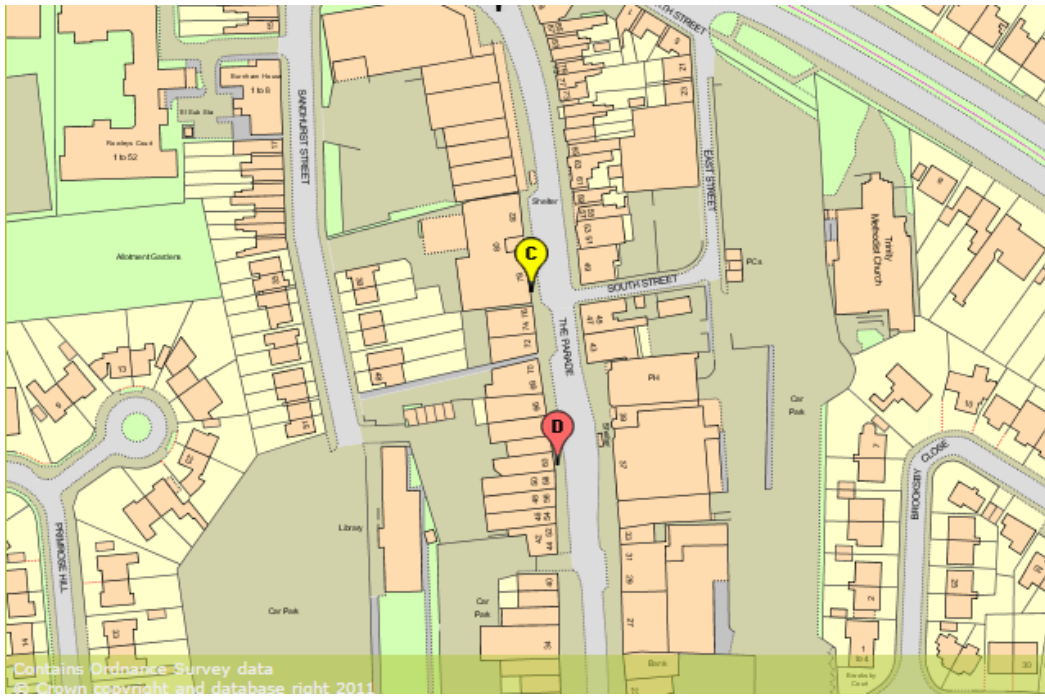
1. To report on the outcome of investigations following the request from Cllr Darr to report on the volume of traffic on the Parade.

Background

2. At a previous Highway Forum, Cllr Darr requested officers to investigate the volume of traffic on The Parade particularly in relation to the parking bays and enforcement of the parking bays and taxis
3. As the request was received at the Highway Forum on July 2016, officers were unable to carry out surveys and complete the report before the October Highways Forum, with an interim Chair update being provided at that time only.
4. Consequently, traffic surveys have been carried out on The Parade week commencing 24th October 2016 in order for officers to investigate the issues raised by Cllr Darr.
5. The surveys consisted of 7 day classified traffic counts and a midweek single day parking bay occupancy survey.
6. The survey was carried out by video at a cost of £1390 to the council.

Occupancy Survey

7. The Occupancy Survey was carried out in 15 minute intervals and recorded over the length of time a particular vehicle was parked within the parking bays. The two parking bays were monitored separately and classed as Bay C which can accommodate 4 vehicles parked correctly and Bay D which can accommodate 10 vehicles parked correctly (see plan overleaf).



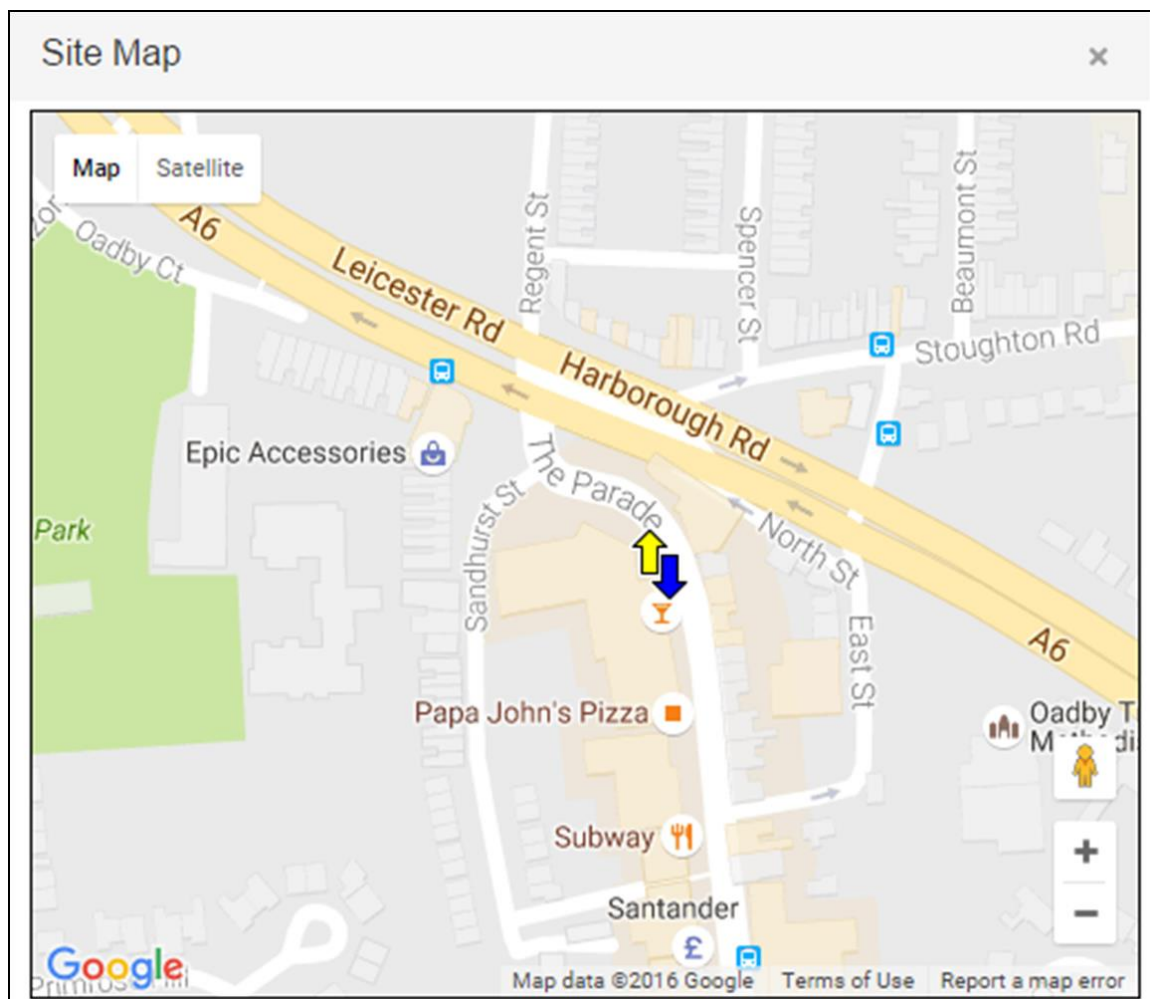
8. The occupancy survey showed that during the hours of 0700 to 1830 Bay C was occupied by a total of 134 vehicles, of which 23 stayed more than the 30 minutes allowed.
9. Bay D was occupied by a total of 138 vehicles, of which 17 stayed more than the 30 minutes allowed.
10. It should be noted that the vehicles staying for more than 30 minutes could have been displaying a disabled parking permit and they are entitled to stay for a maximum of 3 hours. There is no directive that states that disabled badge holders can only park in the disabled bays allocated.
11. In the same period, 2 tickets were issued by the Civil Enforcement Officers for the contravention of parking longer than permitted in the parking bays.
12. The 40 vehicles parking for greater than 30 minutes represents a percentage of 14%, with 86% percent using the bay for 30 minutes or less. This represents good compliance.
13. The survey did note that 2 taxis utilised the parking bays to either pick up or drop off passengers.
14. The parking enforcement in this area is generally completed in a 30 minute circuit and depending upon staff availability is generally regarded as robust.
15. Enforcement takes place Monday to Saturday as resourcing levels permit. On the week of the surveys the overall time the 2 Civil Enforcement Officers (CEOs) spent on the Parade was 14 hours, in which 462 Observations were taken with 27 PCNs issued (only 2 in the bay). Two CEOs were covering this location.

Double Yellow Lines

- Due to the high level of infringements in the past by taxis drivers the County Council and Oadby & Wigston District Council now operate a no grace period for taxis drivers picking up or dropping off on double yellow lines. This means that taxis do not get the 10 minutes grace period for dropping off as other motorists do.

Traffic Volume

- The Parade is a single carriageway and classed as 'Urban' use for data analysis. It is 7.2 metres wide and using the Design Manual for Roads and Bridges has a free flow capacity for 1200 vehicles in a single hour in each direction.
- The weekly average hourly flow in both directions for the AM peak is 372 vehicles and the PM peak is 387. The capacity for this road is 2400 vehicles per hour.
- The location of the survey carried out for the week commencing 23rd October 2016 is shown below.



Pedestrian Volumes

20. A pedestrian survey was undertaken at the same time as the traffic survey and showed that the peak time for pedestrian activity was between 1700-1800hrs. This coincides with the peak two-way traffic flow.
21. It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV²' and effectively evaluates the potential for conflict between vehicles and pedestrians. In 1995, the introduction of Local Transport Note (LTN) 1/95 – "Assessment of Pedestrian Crossings" (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330269/ltn-1-95_Assessment-Crossings.pdf) replaced the previous Advice Note TA10/80 "Design Considerations for Pelican and Zebra Crossings. However, most Local Authorities continued to use a modified version of PV² formula including additional enhanced criteria taking into consideration the types of pedestrians, the different types of vehicles, the vulnerability of pedestrians plus community links etc. as detailed in LTN 1/95.
22. The PV² assessment for The Parade at this location is 0.101×10^8 and would not justify any additional pedestrian facilities at this location.

Speed Data

23. The 2012 speed survey shows that the 85%tile speeds are 24.3mph in the northerly direction and 22.6mph in the southerly direction which is considered a very good compliance of the 30 mph speed limit.

Accident Data

24. In the preceding five years there have been 7 accidents on The Parade from the junction of Harborough Road/Leicester Road to Chapel Street. There were 5 that involved pedestrians and two that involved motorised vehicles only.
25. The accidents are spread throughout the length of The Parade, there are no obvious cluster sites or similar causation factors.

Buses

26. The bus operator has also been contacted to ascertain if they are experiencing any difficulties and we have been advised that they do not have any issues servicing The Parade.

Conclusion

27. The Parade like all other roads in Leicestershire and across England will always suffer from a small minority of motorists who will flout the parking restrictions.

28. The majority of vehicles drive appropriately, speeds are low, there is a good turnover in the limited weighting bays, and there is not an accident level that is of concern.
29. Parking compliance is measured by the number of tickets issued daily and with the high level of enforcement realised on The Parade, it is in the main well adhered to.

Recommendation

30. Members are asked to note the content of this report.

Officer to Contact

Fiona Blockley Tel: 0116 305 0932
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Background Papers

None.

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 2017

CHAIRMAN'S UPDATE

SCHOOL BOLLARDS LAUNDE SCHOOL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

1. This report gives a further update on the issues raised by Councillor Anne Bond.
2. The issue being raised is for the installation of bollards on New Street outside Launde School to stop poor parking habits during school pick up and drop off times.
3. While Launde School have been proactive in developing a school travel plan which encourages all school pick up and drop offs to occur on Uplands Road, congestion and poor parking habits do occur on the B582 New Street as a result of school activity.
4. Due to the presence of a main school entry that continues to attract a demand for parking, the request to install bollards either wooden or more decorative bollards such as 'Billy & Belinda' bollards as have been requested directly by the school, it is unlikely that such an intervention would fully address the poor parking habits.
5. Measures would be required on a significant length of footway on either side of the road in order to prevent parking. This would attract a significant cost of either £120 per wooden bollard or £450 per decorative bollard.
6. To be effective, bollards would have to be placed every 1.2 metres
7. The anticipated length of footway on New Street where bollards would be required to prevent parking is in the vicinity of 240 metres. This accounts for both sides of the road.
8. An estimated cost for wooden bollards to be installed would be £24,000.
9. In assessing this option, the County Council's view is that this is an expensive option that is unlikely to address the issue and more likely to simply transfer the parking on to the neighbouring streets of The Yews and Stoughton Road or over existing access ways and driveways on New Street.
10. In addition, our view is that parking is still likely to occur on New Street even with bollards installed, as parents opt to stop close to the school gates, put on their hazard warning lights while children disembark on the carriageway.

11. Our assessment is that Enforcement and Education can be more effective in reducing poor and illegal parking practices.
12. No consultation has taken place over the placement of bollards

Conclusion

13. It is the view of Highways officers that bollards on New Street would be expensive and are unlikely to address the issue and that continuing education and enforcement of poor parking practices are likely to be more effective.
14. The current 'school keep clear' zig zag markings and No Waiting At Any Time (double yellow lines) on New Street continues to keep an area of the school frontage clear of parked vehicles so that road safety for the pupils is increased.
15. The County Council's School Travel Plan Team continues to work with the school offering support to reduce the number of car trips made to the school by parents and so seeking to improve safety for the school journey.
16. It is recommended that the community continues to work with the school to proactively educate parents on parking appropriately at school drop off and collection time.

Officer to Contact

Stuart Bullen
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Tel: (0116) 305 2118

Background Papers

None.

LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 2017

CHAIR UPDATE

BELL STREET - TIMESCALES

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

1. This update is to inform Members of the timescales involved with making the experimental pedestrianisation of Bell Street, Wigston permanent, as requested at the last Highway Forum.
2. The experimental scheme was made permanent on the 5th December 2016 following sign-off from local Members and the Lead Member.

Officer to Contact

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 2017

CHAIR UPDATE

BLOCKED GULLIES ON STATION ROAD WIGSTON

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

1. The County Council is in receipt of a report of one or more blocked gullies on Station Road, Wigston.
2. Arrangements will be made in the coming weeks for the gullies to be inspected, cleansed and their connections to the main jetted where necessary.
3. Should any structural defects be identified the appropriate remedial works will be scheduled.

Officer to Contact

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Email: customerservices@leics.gov.uk

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBURARY 2017

CHAIR UPDATE

RED ROUTES

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

1. To update Highway Forum Members regarding the operation of red routes as requested by Cllr Fahey outside of the last Highway Forum meeting.
2. Where urban roads are heavily trafficked and there is a need to control parking to maintain the free flow of vehicles, it is normally sufficient to prohibit waiting and loading at specific times of day. However, this does not prevent vehicles stopping for the purpose of picking up and setting down passengers, which in itself can contribute to traffic congestion on very busy roads.
3. A red route prohibits stopping, much like the rural 24-hour clearway, but is more flexible as it does not need to operate for the whole day and provision can be made for parking and loading at certain times. Red routes are intended to be used strategically to deal with traffic problems assessed on a whole-route basis, not to deal with issues on relatively short lengths of road. Unlike the 24-hour clearway, the prohibition of stopping applies also to the verge and footway. A licensed taxi may stop to pick up or set down passengers, and the driver of a vehicle displaying a blue badge may stop to pick up or set down a disabled person; drivers of other vehicles are not permitted to stop for any purpose other than in an emergency. A red route has to be introduced in isolation and cannot be combined with the more conventional yellow line restriction. It is not possible to introduce a peak-hour prohibition of stopping with waiting restrictions at other times; red and yellow lines cannot both be laid along the same length of road. Therefore red route controls either operate for 24 hours or, if overnight parking can be permitted, throughout the day, typically 7 am to 7 pm.
4. A red route can include loading bays which operate either for the full duration of red route control or for some shorter period. Loading bays might not be required where the red route operates during day-time hours only and loading can take place overnight. Provision may be made for on-street parking, particularly for disabled badge holders, where there is no alternative. Time-limited waiting by any vehicle might be required where small retail businesses, for example, could be adversely affected by red route controls. Parking and loading bays should normally be the exception rather than the rule and should be provided only over short lengths of road. To do otherwise could undermine the concept of the red route, which is intended to provide a road free of stationary vehicles. However, where controls that operate throughout the day (e.g. 7 am to 7 pm) are primarily intended to prevent stopping during peak hours, it will not be necessary to restrict the provision of loading and parking bays if these are required only during off-peak periods. A bay may have dual use, e.g. used both by disabled badge holders and for loading.

LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 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
Oadby & Wigston	Wigston	Leicester Road - Various sections between Rosemead Drive and Wakes Road Roundabout	Carriageway Resurfacing		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.

Bridge Maintenance Schemes

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Oadby & Wigston	Oadby & Wigston	Countesthorpe Road (0813)	Parapet painting	C	To be programed
Oadby & Wigston	Oadby & Wigston	Severn Road (0984)	Parapet painting	C	Completed

Traffic Signal Renewal

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
Oadby and Wigston	Wigston	Bull Head Street/Bell Street	Pelican Renewal	C	Schedule for Q4
Oadby & Wigston	Wigston	Leicester Rd / Frederick Street	Pelican Renewal	C	Reserve

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
Oadby & Wigston	TM4300	Wigston, Aylestone Lane/Shackerdale Road junction	Local Safety Scheme - junction improvement	Complete	C	Completion Q1	PW
Oadby & Wigston	TM4300	Wigston, Aylestone Lane	Local Safety Scheme - provision of speed table at existing zebra crossing	Complete	C	Completion Q1	PW
<p>Notes</p> <p>Cost Band Key: C <£50K; B £50K - £200K; A > £200K</p> <p>Anticipated Construction: Q1 = April - June Q2 = July - September Q3 = October - December Q4 = January - March Future = future year not yet confirmed</p> <p>Officer to Contact: Martin O'Connor Tel. (0116) 305 0001 Email engineeringdesigngeneral@leics.gov.uk</p>							

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FOR INFORMATION ONLY

LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON

7TH FEBRUARY 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
Oadby & Wigston	Wigston	Bell Street	√	√	√	Yes	√	√	√	√	Borough Council promoted pedestrianisation Order - Experimental	GN
Oadby & Wigston	Oadby	New Street & Stoughton Road	√	√						Q4	Waiting restrictions around school and nearby junctions	SB
Oadby & Wigston	Wigston	Moat Street / Peacock Place	√	√	√	n/a	√	√	n/a	Q2	Developer funded. Formalisation of waiting restrictions.	RD
Oadby & Wigston	Wigston	Wilson Road	√	√	√	√	√	√	√	Q3	Proposed no waiting at any time	SB

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LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY AND WIGSTON

7TH FEBRUARY 2017

ON-GOING ACTION STATEMENT

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. To inform Members of the ongoing or unresolved issues that have been minuted at previous meetings of the Forum. This report updates Members on progress or modifications.

Report Format

2. The report is provided in a tabular format. The table details the most recent Forum meeting (and minute reference) at which the item has been discussed, a brief description of the item and a reference to the current status of the item.

Current Report

3. The table in Appendix A details the current "On-going Action Statement".

Financial Implications

4. There are no financial implications to this report.

Equal Opportunities Implications

5. There are no equal opportunities implications within this report.

Recommendation

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

Officer to Contact

Ian Vears Tel: (0116) 305 0001
Email: ian.vears@leics.gov.uk

Background Papers

None.

APPENDIX A**LEICESTERSHIRE COUNTY COUNCIL HIGHWAYS FORUM
FOR OADBY AND WIGSTON****ON-GOING ACTION STATEMENT**

Date/Minute Ref	Brief Description	Contact Officer	Anticipated Date for Completion
27 th Jan 2015 106 (ii)	When the DfT has decided its policy on TROs and yellow lines to bring an update to the forum.	S Bullen	Future meeting
27 th Jan 2015 114	To bring a report on AQM to a future meeting once a national survey has been undertaken on AQM in schools	M Hall	Future meeting