



**LEICESTERSHIRE COUNTY COUNCIL HIGHWAY FORUM  
FOR N W LEICESTERSHIRE**

**THURSDAY, 9 FEBRUARY 2017 AT 4.30 PM**

**TO BE HELD AT COUNCIL CHAMBER AT NORTH WEST  
LEICESTERSHIRE DISTRICT COUNCIL OFFICES**

**AGENDA**

<u>Item</u>	<u>Pages</u>
1. Chairman's welcome	
2. Apologies for absence	
3. Any other items which the Chairman has decided to take as urgent elsewhere on the agenda	
4. Declarations of interest in respect of items on the agenda	
5. Minutes of the previous meeting	(Pages 3 - 12)
6. Chairman's updates:	
(a) Grass cutting	(Pages 13 - 16)
(a) Coalville Growth Area of Strategy (verbal update)	
(a) Grange Road, Coalville	(Pages 17 - 18)
7. Presentation of Petitions under Standing Order 36.	
8. Response to Petition: Flooding at junction of Bath Lane and Via Devana, Moira	(Pages 19 - 22)
9. Highway Maintenance Strategy and Policy Review	(Pages 23 - 60)
10. 2016/17 maintenance and improvements programmes - information item	(Pages 61 - 68)

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

**Glenfield ◦ Leicestershire ◦ LE3 8RJ ◦ Tel: 0116 305 7122 ◦ Email: [ETDdemo@leics.gov.uk](mailto:ETDdemo@leics.gov.uk)**



[www.twitter.com/leicsdemocracy](https://www.twitter.com/leicsdemocracy)



[www.facebook.com/leicsdemocracy](https://www.facebook.com/leicsdemocracy)



[www.leics.gov.uk/local\\_democracy](http://www.leics.gov.uk/local_democracy)

11. Programme of traffic management work - current position - information item (Pages 69 - 72)

12. On-going action statement (Pages 73 - 74)

13. Items for consideration for future discussion

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

14. Any other items the Chairman has decided is urgent

15. Date of the next meeting - 29th June 2017 at 4.30pm in the Council Chamber at North West Leicestershire District Council offices.

16. Chairman's closing remarks

MINUTES OF THE MEETING OF THE LEICESTERSHIRE COUNTY COUNCIL  
HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE  
HELD AT THE NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL OFFICES  
ON TUESDAY 18<sup>TH</sup> OCTOBER 2016 AT 4.30PM

**PRESENT**

<b>County Councillors</b>	<b>District Councillors</b>
Cllr J G Coxon (Chairman)	Cllr R Ashman
Cllr T Eynon	Cllr D Harrison
Cllr M B Wyatt	Cllr G Houlton
Cllr T J Pendleton	Cllr V Richichi.
Cllr S D Sheahan	Cllr J Legrys
	Cllr J Cotterill

The following also attended the meeting:

County officers present: A Carruthers, F Blockley, and L Bennett

District officers present: T Beirne

196. CHAIRMAN'S WELCOME

The Chairman welcomed Members and officers to the meeting.

197. APOLOGIES FOR ABSENCE

Apologies for absence were received from District Councillor M Specht

198. URGENT ITEMS

There were no urgent items.

199. DECLARATIONS OF INTEREST

There were no declarations of interest.

200. MINUTES OF THE PREVIOUS MEETING

Minutes of the previous meeting held on Thursday 14<sup>th</sup> July 2016 were confirmed and signed as a true record of the meeting.

201. CHAIRMAN'S UPDATE

a) UPDATE FIVE LANES END JUNCTION

The Forum considered the verbal update by Ms Blockley on the review of the effectiveness of the junction at Five Lanes End Packington / Ashby de la Zouch.

Ms Blockley confirmed that a meeting had taken place with the residents and that a number of measures to increase the effectiveness of the junction were discussed. Including the use of studs, blue rumble strips and a decrease in the speed limit, the proposals suggested will now go out for further consultation.

Cllr S D Sheahan commented that he had observed at least 5 school buses taking the turn to Packington highlighted the potential serious nature of any accident that should occur, he therefore welcome the measures proposed.

b) RESPONSIBILITIES UNDERTAKEN BY LEICESTERSHIRE COUNTY COUNCIL AS THE LEAD LOCAL FLOOD AUTHORITY

The Forum considered a report by the Director of Environment and Transport providing an update of the responsibilities undertaken by Leicestershire County Council (LCC) as the Lead Local Flood Authority. The update was introduced by Ms Carruthers.

Ms Carruthers stated that the purpose of the report was to provide an update on the roles and responsibilities of the LLFA and the water utility companies (Severn Trent Water & Anglian Water) and in some cases the Environment Agency (EA).

Ms Carruthers highlighted that flooding is a complex area. The LLFA is responsible for the investigation of incidents for ordinary watercourses not main rivers which are the EA's responsibility. As part of the investigation the LLFA should identify the reason for the incident, who the responsible parties are and work with all those responsible to develop and implement a resolution. The LLFA however does not have the statutory duty or the money to enforce and deliver the solution, it must work with the responsible parties to bid for money where appropriate from the EA and to negotiate / facilitate implementation.

Ms Carruthers also stated that the LLFA has the responsibility of commenting on Highways drainage designs in all new building developments over 10 house and responds to the planning authority regarding this as part of the planning application process.

Cllr Harrison asked whether LLFA had any enforcement powers over the other parties.

Ms Carruthers responded that whilst the LLFA had enforcement powers over "Riparian Owners", e.g. owners of properties that have a watercourse flowing through it, it does not have any jurisdiction over the larger water companies (Severn Trent).

Cllr Harrison asked for clarification on who, as members, they could approach to help them enforce actions on Severn Trent.

Ms Carruthers advised that the only organisation to enforce powers on Seven Trent would be Central Government as they are responsible for the legislation that regulates this type of agency / private company. Ms Carruthers stressed that as the LLFA we were currently working with Seven Trent as well as other agencies to address issues that have arisen.

Cllr Richichi asked who was responsible for gulley emptying as he had concerns about the state of the gulleys in Whitwick and Breedon.

Ms Carruthers advised the LCC are responsible for the maintenance of gulleys and that she had recently presented a report to Breedon Parish Council regarding the water drainage within the village and that a copy of the draft report can be supplied on request. Ms Carruthers recognised the issues in Beedon regarding the multiple flooding incidents but stated that weather conditions were unprecedented and that a highways drainage system would never be designed to have the capacity required to withstand that level of water.

Cllr Richichi recognised the issues with regard to capacity but restated his view that as a Highways Authority we should carry out basic maintenance to alleviate some of the issues.

Cllr Legrys agreed with Cllr Richichi and commented that with predicted budget cuts it was likely that there will be little money for proactive maintenance work and the provision will be mainly reactive.

RECOMMENDATION

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

202. PRESENTATION OF PETITIONS UNDER STANDING ORDER 36

A petition with 34 signatures from Mr S Sheahan will be presented. The petition requests immediate action to permanently solve the capacity issue of the sewer and water systems of Via Devena / Bath Lane and Moira Village.

The Chairman presented the petition and asked Mr S Bassford to speak in support of his petition.

Mr Bassford stated he was presenting the petition on behalf of the local residents who have been experiencing flooding incidents over the last 6 years from surface water issues. Mr Bassford detailed the nature of the flooding incidents, giving examples of accidents, road closures, raw sewage and people being stuck in their houses for three days. The latter incident being particularly stressful as it prevented individuals from working or carrying out any caring responsibilities that they had.

Mr Bassford explained the actions that had been taken over the previous years including residents meetings with both Severn Trent and the County Council. A number of issues have been identified including collapsed pipes, blocked pipes and blocked culverts. Many of these issues have been addressed however some subsequently reoccurred and they are containment measures only as opposed to a longer term resolution.

Mr Bassford stated that the Highways Authority had come up with a proposal that cost approximately £40,000 and he requested confirmation of when this would be carried out and expressed frustration that as it was a relatively small amount of money that the work had not already been carried out.

Mr Bassford expressed his extreme disappointment in Severn Trent's failure to clean up the raw sewage and its apparent disregard to resident's situation; and advised the Forum as to how frustrated, angry, powerless and distressed he and other residents within the village are.

Mr Bassford also raised concerns with regard to new developments, particularly an increase in the number of houses in Moira and the potential impact that they will have on the drainage system. Suggestions were made that the planning authority ought to be made aware of potential flooding issues when granting permissions and require that items such as water capture tanks should be included within the proposed designs.

Cllr Sheahan commented that permanent improvements were needed and confirming the distress of the residents who had been trapped in their houses for three days. He reiterated that meetings had been held with Severn Trent and that the Council Officer Josh Wilce has come up with some suggestions regarding the straightening of some pipes which should improve the situation.

Cllr Sheahan stated that he believed pressure should be exerted on Severn Trent to deliver a long term strategy to solve the underlying issues of the capacity of the infrastructure that exists in the village. Considerations should also be given to the potential impact of new developments and that all those involved should acknowledge the distress of the residents who affected by these incidents.

Cllr Sheahan thanked Josh Wilce for the work he has carried out on the investigation of the issues.

Ms Carruthers stated that issues such as these highlighted the complexity and difficulties involved in flooding incidents. Ms Carruthers explained that there were many elements to consider as part of this investigation and the Officer Josh Wilce will come back with a response.

Cllr Wyatt left the meeting at 17:05.

Cllr Richichi asked how those responsible for the situation could be made accountable.

Ms Carruthers reiterated the position that the LLFA had no powers to take enforcement action on Severn Trent, but they would continue to work with all parties to broker a resolution.

Cllr Harrison stated that after listening to the comments he believed that the pumping station was not being adequately maintained and working at the pace required for the number of residents in the village. Cllr Harrison stated that Severn Trent should be made to rectify this and asked whether the Forum or the Council could write to them stating this, as something needed to be done due to the impact it was having on people's lives.

Ms Carruthers stated that she hoped the petitioner recognised the work that was being undertaken to move the situation forward and that the responsibility for the issues in Moira did not lay solely with Severn Trent. The next steps for the Council will be to apply for the funding to make the changes and continue working with Severn Trent on a number of issues across the County. Ms Carruthers stated that whilst the Council will not write formally to Severn Trent the Forum could do so independently if they wished.

The proposal that the Forum would write to Severn Trent was Proposed by Cllr Harrison, Seconded by Cllr Legrys and agreed by the Forum.

Cllr Ashman stated that it was important to concentrate on regular maintenance activities to prevent recurring funding as opposed to focusing on singular flash flooding incidents and to find different ways of putting pressure on those that are responsible.

Cllr Pendleton expressed sympathy with Mr Bassford and the residents involved. Cllr Pendleton requested that LCC in its role as the LLFA ensure that the planning authority is made aware of any known issues with regard to flooding in areas of proposed developments. Specifically with regard to ensure that planning authority officers have evidence to challenge companies such as Severn Trent if they state that there are no known problems.

Ms Carruthers responded that the Environment Agency had all the flooding maps and that the planning authority should take this into account when they are making their decision. Mrs Carruthers stated that the key issue was to identify where there were existing or potential issues with the drainage infrastructure in the medium to long terms and that this was being taken into account through the requirement to comment on planning applications as the LLFA.

Cllr Pendleton requested that the LLFA should act as an honest broker and as part of their role as a consultee ensure that the planning authority is made aware of where there are existing or potential problems with the infrastructure.

Ms Carruthers gave an undertaking to ensure that the planning authority is made aware if there are potential flooding issues with any planning application.

Cllr Legrys expressed his anger that in the past when there have been applications for Moira, despite local knowledge of flooding, developments have been approved. Cllrs were advised at the time that there were no grounds for turning the application down and that if they did it would be challenged and they would lose.

Cllr Legrys stated that Officers in the County needed to build up their knowledge of local areas as this was lost as part of reorganisations and changes to how rivers and watercourses were managed and that as members actions should be taken to make those in authority address the ability to enforce the correct actions at development stage or undertake remedial work when required.

Cllr Sheahan thanks everyone for their comments and requested that the proposal put forward by LCC be included in the 17/18 programme.

Cllr Richichi highlighted the fact that there had always been flooding issues and that these have been made worse through land owners filling in ditches and dewponds and that over a period of time we have forgotten the way of directing water.

Mr Bassford thanked everyone for their support and stated that he did not now feel alone. However there remains a concern around the future and the impact that new developments will have on the village. The need to be more proactive in preventing these issues in the future should be made a priority.

The Chairman thanked Mr Bassford for his comments and stated that a response to this petition will be given at the next meeting.

### RECOMMENDATION

- i) That a response to the petition should be brought back to the next meeting
- ii) That a letter should be sent from the Forum to Severn Trent regarding the situation in Moira
- iii) That the LLFA should ensure that the planning authority is made aware of any medium or long term potential flooding issues.

### 203. COALVILLE GROWTH AREA OF STRATEGY

The Forum considered a report by the Director of Environment and Transport to provide an update on progress with the Coalville Growth Area Strategy (Infrastructure) project.

Cllr Pendleton left the meeting at 17:35.

Ms Carruthers took Members through the report and provided an update on the fact that the next phase of modelling would be taking place towards the end of the year and that output of this would be brought to the next Forum meeting.

Cllr Enyon requested that more information be provided on access from Grange Road and also enquired as to the update of finances associated with the Coalville contribution strategy from North West Leicestershire District Council (NWL) as detailed within the report.

Ms Carruthers responded that an update on Grange Road would be brought back to the next meeting. Ms Carruthers apologised that the report had been misleading and clarified that an update on the financial position was not expected from NWL. The report should have specified that financial details were available from NWL.

Cllr Sheahan stated that he was very pleased with the work that had taken place at junction 22, but would like to have further discussions around the A42 roundabout as there were some issues regarding safety and the use of the lanes.

Ms Carruthers stated that she did not know enough about the individual location but that the proposal was that going forward the roundabouts would be signalised which would necessitate a review of how the lanes are working in order to encourage better discipline. Ms Carruthers undertook to speak to the designers and request that they contact Cllr Sheahan with an update.

Cllr Sheahan requested that he could see the proposals.

Ms Blockley stated that as part of the design process the required capacity of the junction should have been looked at and any development would have been designed to improve traffic flow.

Cllr Pendleton returned to the meeting at 17:45.

Cllr Legrys commented that the report reflected the modelling work that NWL had requested and is paying for. Cllr Legrys asked that the improvements to the Hugglescote cross roads be included within the proposals and requested that he be given the information / data that had been used in the modelling in order that he could make an informed assessment of what was being proposed.

Ms Carruthers stated that proposal regarding Hugglescote crossroads was in a Cabinet Report that was available upon request, however it was likely to be given a low priority due to the Community response.

Cllr Legrys stated that when he received the model he wanted to be able to understand the data that it have been based on and feel confident that it was clear what had been included in the model.

Cllr Legrys asked when the control box at the traffic lights in Hugglescote was going to come back after it had been destroyed as part of a traffic accident.

Ms Blockley responded that she would make enquiries and update Cllr Legrys.

Cllr Coxon requested that the Junction 13 Tesco roundabout be looked at as there are a number of houses being built as part of a new development and there is a concern that the traffic from these will have an impact on the traffic flow.

Ms Carruthers confirmed to check whether the Junction 13 roundabout has been included within the proposals.

### RECOMMENDATIONS

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

#### 204. A-ROADS TO ZEBRAS

The Forum considered a report by the Director of Environment and Transport provided in response to a request for further information on the year by year funding reductions.

Ms Carruthers took Members through the report and provided an explanation on how the incentive and challenge fund elements of the budgets in the future would mean that some elements were not guaranteed and would have to be effectively bid for.

Cllr Eynon thanked the Director for the report and asked whether it was likely that the competitive elements of the future funding model would mean an increased administrative / bureaucratic overhead.

Ms Carruthers stated that whilst this may be the case for the challenge fund element of the budget; the work required to maximise the amount available from the incentive fund is likely to benefit the service with regard to improved performance and efficiency, so on this basis it is worth doing.

Cllr Sheahan asked given the level of reductions and the impact that these will have on maintenance, has there been any work carried out on when the tipping point is likely to be reached with regard to when it is not feasible to continue to maintain a road.



Ms Carruthers responded that there had not been any detailed work undertaken on this as there are a lot of factors that would contribute to the longevity of the network, including the severity of weather conditions. Identifying the level of maintenance work required to support the network would be an element of the incentive fund bidding process. It is likely we will be perceived to be in a positive position within Leicestershire due to the quality of the current network; however this will only be a postponement as we are likely to be building up issues for the future.

Cllr Harrison thanked Ms Carruthers for the report and commented that the messages it gives are alarming. He stated however that it was positive that the perception of the public was that the service was improving.

Cllr Legrys stated that it was one of the most honest reports that he had seen. Cllr Legrys commented that all members now had to be mindful of what they ask for in the future and that we should be honest with the electorate.

### RECOMMENDATIONS

- i) That the report of the Director of Environment and Transport be noted.

#### 205. MANAGEMENT OF HIGHWAY DRAINAGE

The Forum considered a report by the Director of Environment and Transport on the management of Highway Drainage.

Ms Carruthers took Members through the report and provided an overview of the current approach to the management of highway drainage across the county.

### RECOMMENDATIONS

- i) That the report of the Director of Environment and Transport be noted.

#### 206. NATIONAL HIGHWAYS & TRANSPORT (NHT) PUBLIC AND PUBLIC REPRESENTATIVE SURVEYS

The Forum considered a report by the Director of Environment and Transport on the National Highways & Transport (NHT) Surveys.

Ms Carruthers took Members through the report and provided an overview of the results of the 2015 National Highways and Transport Survey of both public and members.

Ms Carruthers stated that the 2016 survey for members is due out soon and encouraged individuals to fill in the survey when it comes out.

#### 207. 2015/16 MAINTENANCE AND IMPROVEMENTS PROGRAMMES – INFORMATION ITEM

Members noted the report.

#### 208. PROGRAMME OF TRAFFIC MANAGEMENT WORK – CURRENT POSITION – INFORMATION ITEM

Members noted the report.

#### 209. ON-GOING ACTION STATEMENT

The ongoing action was noted.

210. ITEMS FOR FUTURE DISCUSSION

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

211. URGENT ITEMS

There were no urgent items.

212. DATE OF THE MEETINGS IN 2017

The Chairman confirmed the date of the next meeting is:

9<sup>h</sup> February 2017 (changed from 14<sup>th</sup> February 2017)

All meetings are to start at 4.30pm and will be held in the Council Chamber at North West Leicestershire District Council offices.

The Chairman asked Members to make a note of the date.

213. CHAIRMAN'S CLOSING REMARKS

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



This page is intentionally left blank

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> 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 7<sup>th</sup> 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 5<sup>th</sup> November 2015.

### **2016 Improvements**

- 9. The improvements made including reinstating a 6<sup>th</sup> 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**

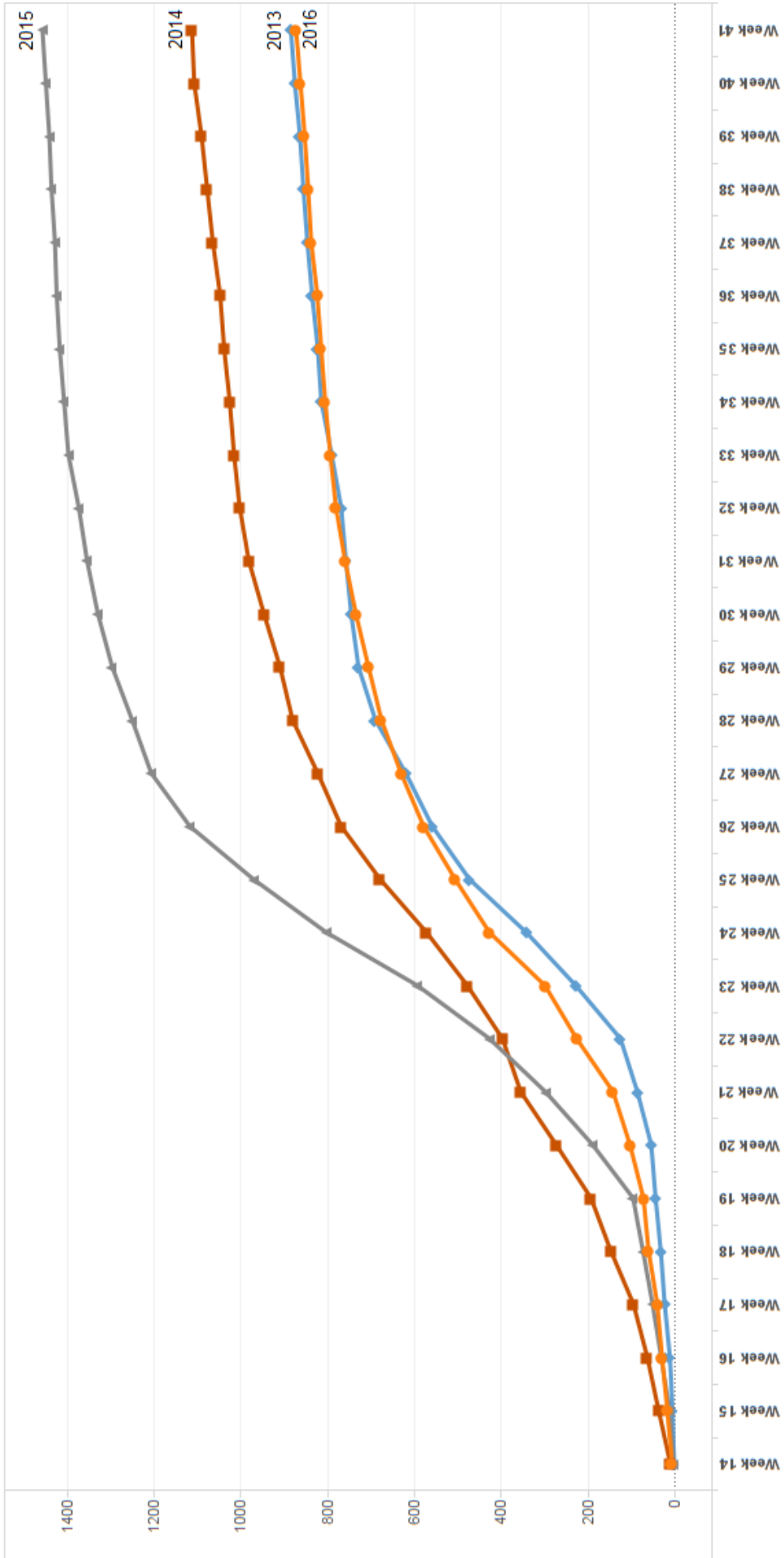
- 13. It is recommended that the contents of this report be noted.

### **Officer to contact**

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

This page is intentionally left blank



**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> FEBRUARY 2017**

**CHAIRMAN'S UPDATE -**  
**GRANGE ROAD, COALVILLE**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose**

1. Further to a request at the last Highways Forum (18<sup>th</sup> October 2016) the purpose of this report is to provide an update on progress with the Grange Road, Hugglescote access and Traffic Regulation Order (TRO).

**Background**

2. A new site access road is to be constructed into the development off Grange Road, as part of the planning conditions for development. The new site access road will be constructed from the development to Grange Road through an existing lay-by, which is being removed and replaced in part by a shared use footway/cycleway.
3. As the local Member for Coalville, Dr T. Eynon CC, had indicated that she could not support the proposal the matter was referred to the Cabinet for determination.

**Update**

4. On 23 November 2016, a report titled 'Land off Grange Road, Hugglescote – Objection to Traffic Regulation Order' was considered by the County Council's Cabinet. The report can be viewed at:  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4607&Ver=4>
5. The report sought approval for the implementation of a TRO, which was required to facilitate the construction of the agreed site access for the Taylor Wimpey development. To facilitate the implementation of the planning permission it was considered necessary on highway safety grounds to process a TRO, to prevent vehicles driving on the new shared use footway/cycleway and to enable a new access to the Taylor Wimpey Development Site.
6. The Cabinet resolved that the TRO associated with the Land off Grange Road, Hugglescote development be approved for implementation.
7. The reason for this decision was that the TRO was required to facilitate the construction of the agreed site access for a development off Grange Road. The new site access road will be constructed from the development to Grange Road through an existing lay-by, which is being removed and replaced in part by a shared use footway/cycleway. The TRO will manage highway safety along the proposed shared use footway/cycleway by extinguishing existing motor vehicle rights.

8. All necessary processes have now been completed and works are beginning on site. A works progress meeting took place on 1<sup>st</sup> February and a verbal update will be provided to this Forum.

**Future Communication**

9. Updates will be brought to future Highways Forums, as appropriate.

**Recommendation**

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

**Officers to contact**

Ian Vears:

Head of Service, Highways & Transportation

Email:

Tel: (0116) 305 7215

[ian.vears@leics.gov.uk](mailto:ian.vears@leics.gov.uk)

Janna Walker:

Principal Transport Planner

Email:

Tel: (0116) 305 0785

[janna.walker@leics](mailto:janna.walker@leics)

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> FEBRUARY 2017**

**RESPONSE TO PETITION: FLOODING AT JUNCTION OF BATH  
LANE AND VIA DEVANA, MOIRA**

**REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT**

**Purpose of Report**

1. To report on the next steps following the presentation of a petition requesting that immediate action to resolve the flooding at the junction of Bath Lane and Via Devana, Moira.

**Background**

2. Stuart Basford the lead petitioner submitted a petition containing 30 signatures to the County Council on 19<sup>th</sup> September 2016. The petition reads as follows:

*“FLOODING at road junction of Bath Lane and Via Devana, Moira, due to Sewer and Water systems continuously running over capacity. This is as a result of lack of upgrade investment during village expansions.*

*This petition is for the immediate action to be taken by North West Leicester Council, Severn Trent, Highways and Environment Agency to permanently solve the capacity issue of the Severn Trent and water systems of Via Devana / Bath Lane and of Moira Village. The petition is signed by the residents at Via Devana and Moira Village who are significantly affected by the issue”.*

3. This petition is in response to an existing and on-going flooding problem at the junction of Bath Lane and Via Devana, Moira.
4. Leicestershire County Council classifies Bath Lane as ‘4a’ a locally important road, the general description within the Highway Maintenance Policy Strategy details 4a roads as; ‘Routes linking into the main/ secondary distributor network, which are normally C Class Roads and have greater local significance in rural areas, plus heavily trafficked unclassified roads’.
5. Bath Lane is a primary route for the residents of Moira and the only means of vehicular access and egress for the residents of Via Devana, which is compromised whenever flooding occurs. A location plan is provided in Appendix A.

### **Issues Raised by the Petition**

6. The petition requests immediate action by the various risk management authorities involved, including Leicestershire County Council (as Highway Authority).

### **Response to Issues Raised**

7. Leicestershire County Council as Lead local Flood Authority are aware of the flooding at this location and have worked with the community and partner agencies to understand the cause of this flooding. This investigation has included site inspections and community meetings.
8. Combinations of factors influence flooding at this location, including the interaction between the culverted watercourse and Severn Trent's surface water system and Severn Trent's combined sewage system under Bath Lane. The combination of both systems and the presence of the watercourse cause areas of the road to become flooded during significant rainfall events.
9. Leicestershire County Council has requested that Severn Trent Water (STW) update their existing hydrological model to include the existing culverted watercourse. This will help to understand how these systems interact, and would enable potential solutions to be tested within the model prior to implementation on the ground. At the time of writing, STW have yet to commit resources to this work.
10. Though STW have been cooperative in this case, there are other instances across the County where STW have been slow to respond to known flooding issues. LCC recognise this slow response can cause problems for communities, and as such have requested STW to attend a Scrutiny Commission meeting to set out how the utility company is working to ensure it is addressing key capacity issues on their network. This meeting is due to take place on 8<sup>th</sup> March 2017. Part of this questioning will seek how STW plan to address issues experienced by residents, similar to those experienced by residents of Via Devana. Scrutiny will also ask how they are planning to maintain and upgrade their systems in the future. The meeting agenda and outcome, following the meeting, will be published on the County Council website.
11. Following the results of the model, detailed design can start on a solution, which may also include an upgrade of the Severn Trent Water sewerage system in this area.
12. The County Council has identified that amendments to the culverted watercourse alignment under Bath Lane could help to alleviate the frequency & severity of future flooding occurrences. Although the benefit of this work cannot be fully understood without the hydrological model results, the work is planned for the 2017/2018 financial year.
13. In addition to the above, site inspections have identified a possible partial failure or blockage of drainage pipes further downstream of the Bath Lane culvert, under the adjacent playing fields. The County Council - in liaison with the

riparian landowner - are seeking to clarify the issue, and whether this is related to the Via Devana flooding. This investigation is currently on-going, but if related, then the County Council will seek appropriate remedial action by the riparian landowner.

### **Next Steps**

14. The County Council is already aware of the issues raised within the petition, as well as other nearby issues that may be affecting flooding in this area. These are under investigation. It is anticipated that
- a highway drainage improvement scheme will be implemented during the financial year 2017/18,
  - subject to hydrological model conclusions, and ongoing investigations, STW may consider upgrades to their system.
  - LCC as Lead Local Flood Authority will continue to work with adjacent riparian owners to investigate the possible partial failure or blockage, and seek appropriate remedial action, if required.

### **Recommendation**

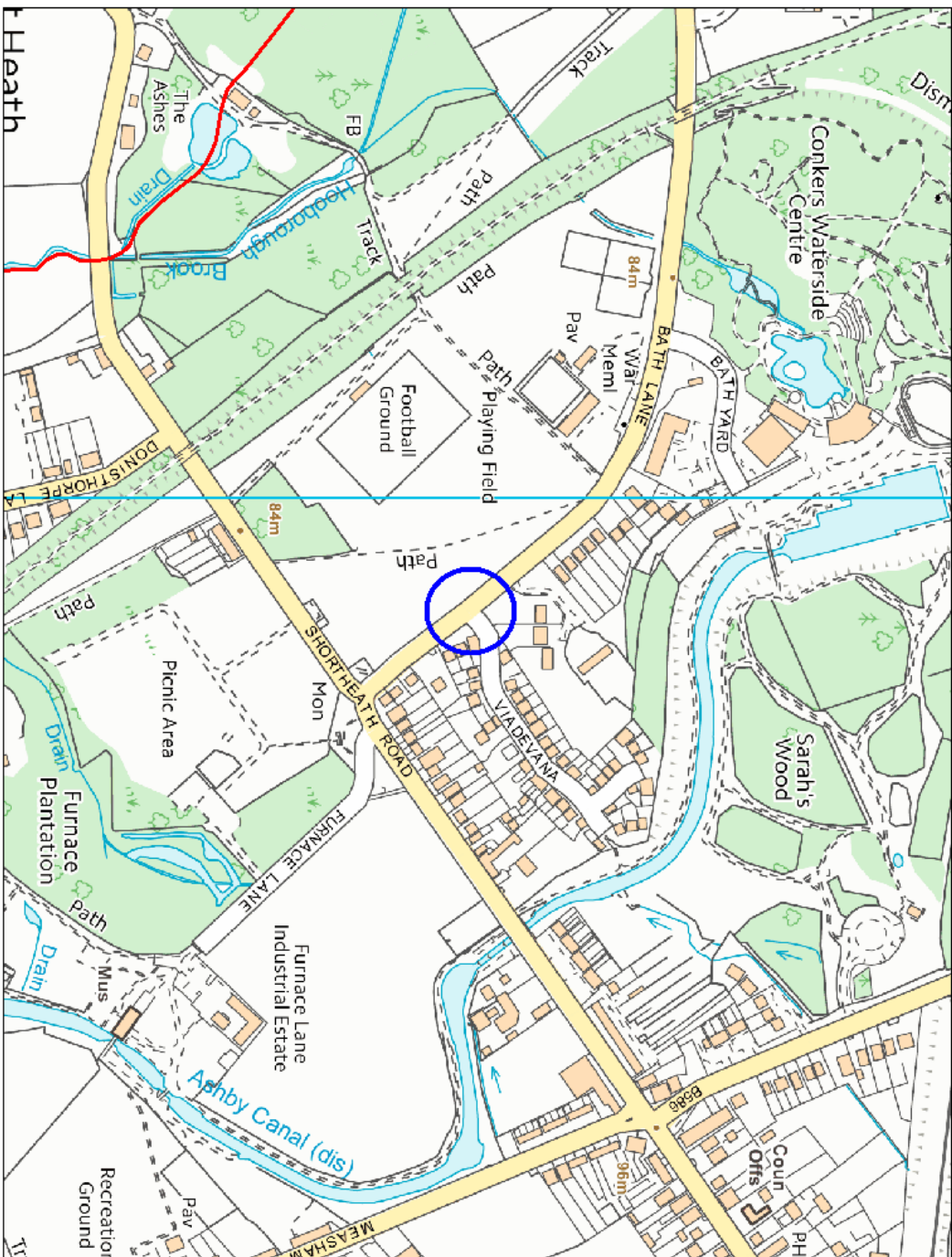
15. That the contents of the report are noted.

### **Officer to Contact**

Bernard Evans      Tel: 0116 305 0001  
Email:                [flooding@leics.gov.uk](mailto:flooding@leics.gov.uk)

### **Background Papers**

The petition containing 30 signatures is held on the Chief Executive's Department petition file.



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council LA100019271. Published 2016.

This is not a definitive record, but is based on the best available information and is given without warranty. If roadside ditches are present, the normal presumption is that these do not generally form part of the publicly maintainable highway. This plan has been produced in relation to the specified area of enquiry and should not be used for any other purpose, since its accuracy can not be guaranteed.

Contains public sector information licensed under the Open Government licence v 2.0

This map gives an indication of the broad areas likely to be at risk of surface water flooding. It is not suitable for use at an individual property scale due to the method used.



**ENVIRONMENT AND TRANSPORT  
DEPARTMENT**

**ON BEHALF OF THE  
DIRECTOR**

**LEICESTERSHIRE COUNTY COUNCIL  
ENVIRONMENT AND TRANSPORT**

**SERVICE:  
LEAD LOCAL FLOOD AUTHORITY**

**TITLE:  
Location Plan,  
Bath Lane / Via Devana**

**LOCATION:  
MOIRA**

**DRAWING NUMBER**

**2016-INC-009**

**Not To Scale**

**CREATED BY:** Edwin Knight

**DATE:** 26/01/2017

**SIZE:** A4

**E-MAIL:** flooding@leics.gov.uk

**PHONE:** 0116 305 0001

**COUNTY HALL · GLENFIELD · LEICESTER · LE3 8RU**

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> FEBRUARY 2017**

**HIGHWAY MAINTENANCE STRATEGY AND POLICY REVIEW**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND**  
**TRANSPORT**

**Purpose of the Update**

1. To update Forum Members on 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 4<sup>th</sup> 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**

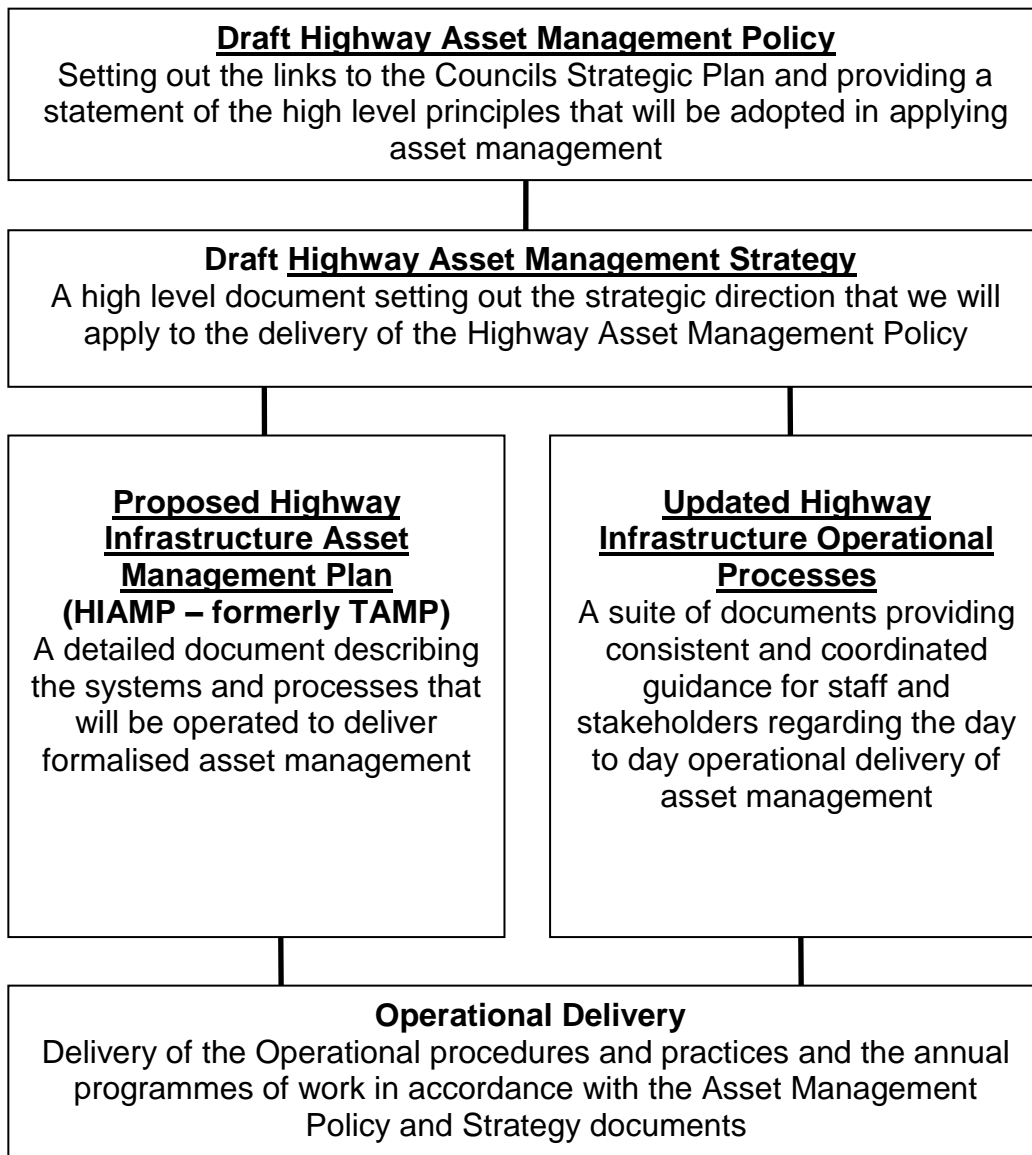
4. An initial consultation exercise was carried out between 5th July and 25th September to ensure that the development of the maintenance strategy and policy takes account of stakeholder views.
5. An online questionnaire received 454 user responses and a further 27 responses from parish councils. Three 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 13<sup>th</sup> 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 13<sup>th</sup> December 2016 the County Council's Cabinet approved a full public consultation on the draft Highway Asset Management Policy and Highway Asset Management Strategy documents. This consultation will take place early in 2017 and is expected to run for a period of three months.
13. Cabinet also approved the development of a pilot scheme that would provide Parish Councils with the option of introducing Highway Warden/Lengthsman arrangements. It is proposed to run this as an initial pilot scheme to explore the benefits and costs for both Parish and County Councils.
14. A new HIAMP document, to replace the TAMP, will be developed in line with the outcomes of both consultations and national guidance.

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

### **Recommendations**

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

### **Officers to Contact**

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

Ann Carruthers – Assistant Director  
Environment and Transport  
Tel: (0116) 305 7966  
Email: [ann.carruthers@leics.gov.uk](mailto:ann.carruthers@leics.gov.uk)

Ian Vears – Head of Service, Policy & Strategy  
Environment and Transport  
Tel: (0116) 305 7215  
Email: [ian.vears@leics.gov.uk](mailto:ian.vears@leics.gov.uk)



# **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

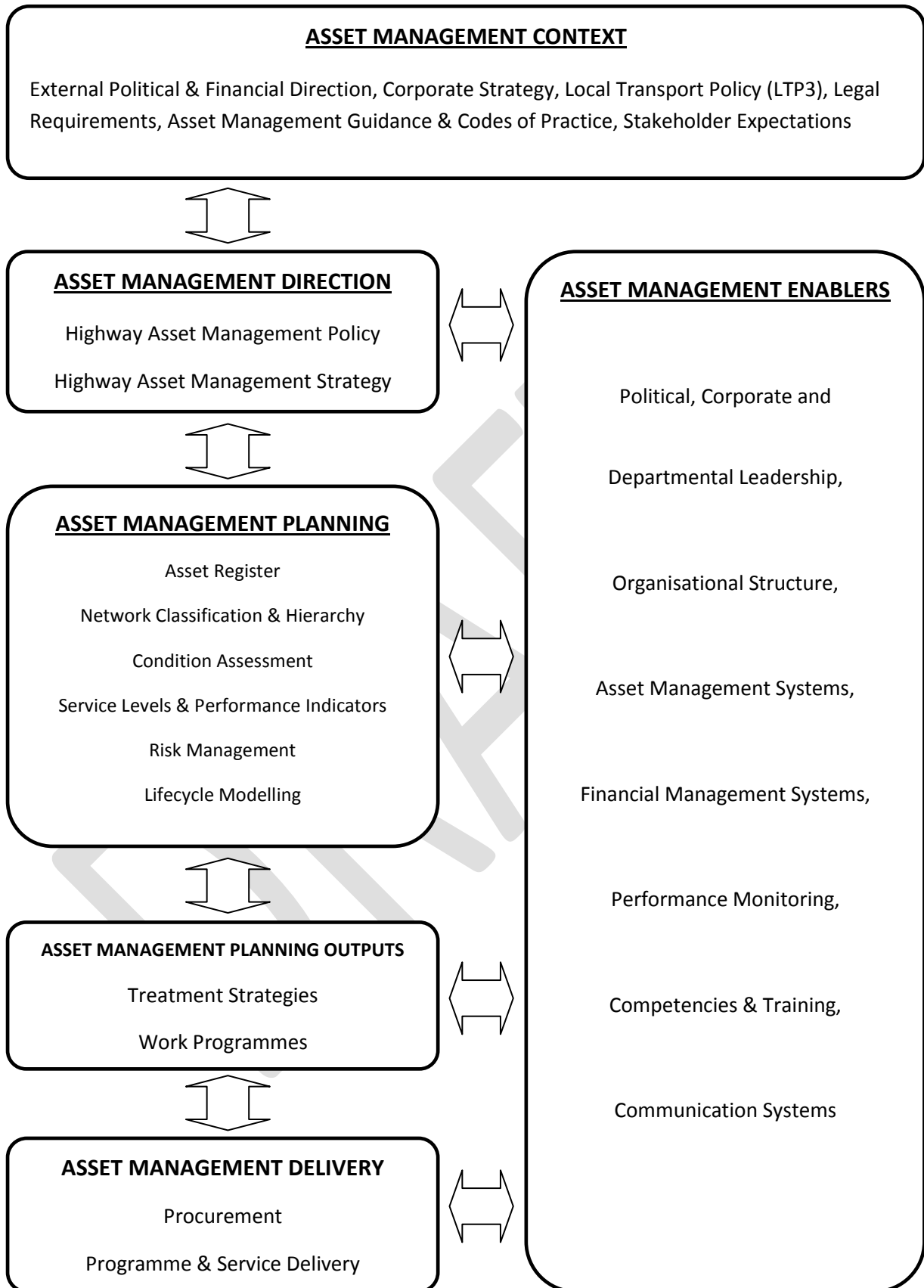


Diagram 1.1 The Highway Asset Management Framework

## 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.

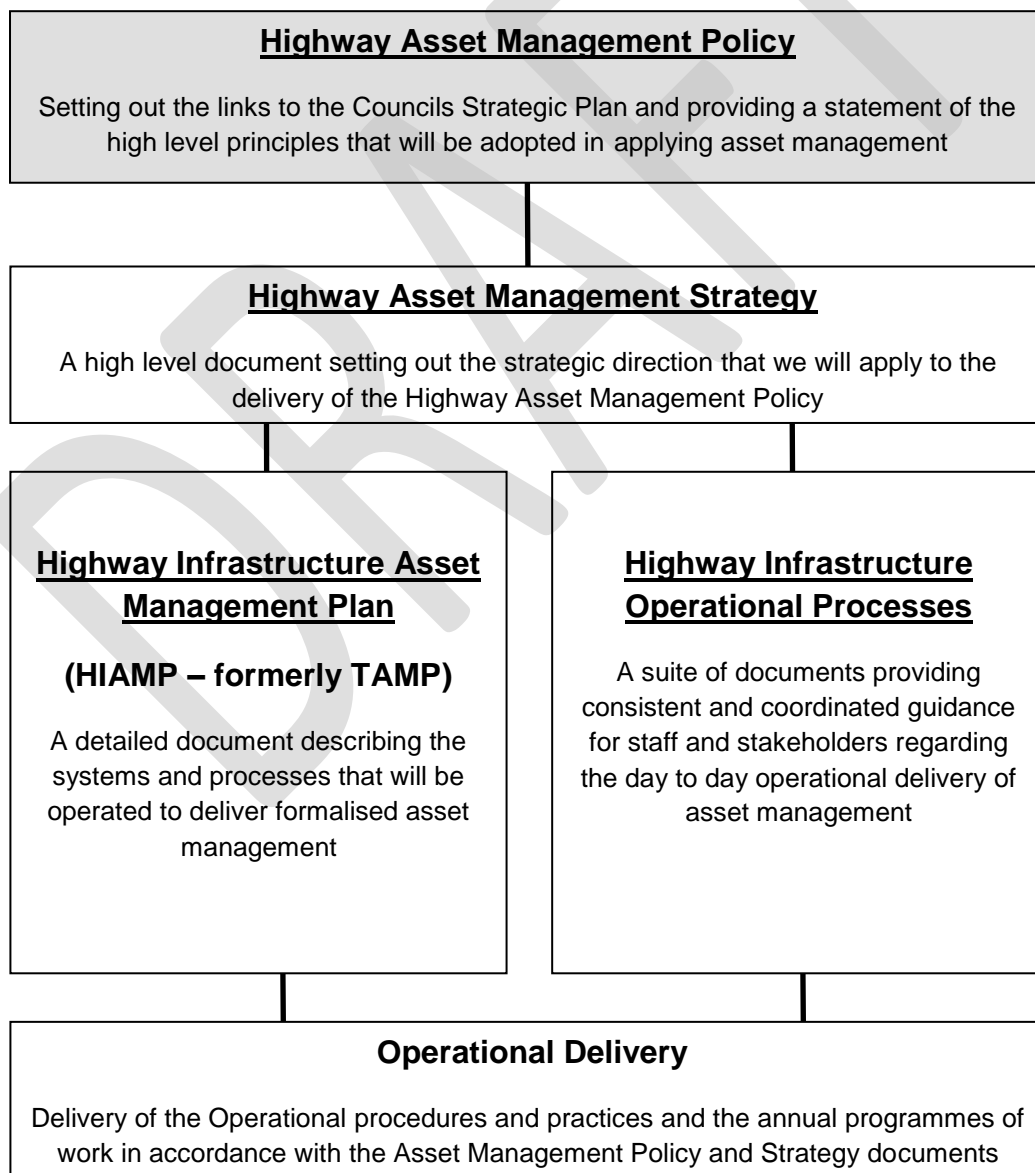


Diagram 3.1

## 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 focussed 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

DRAFT

This page is intentionally left blank



# **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.



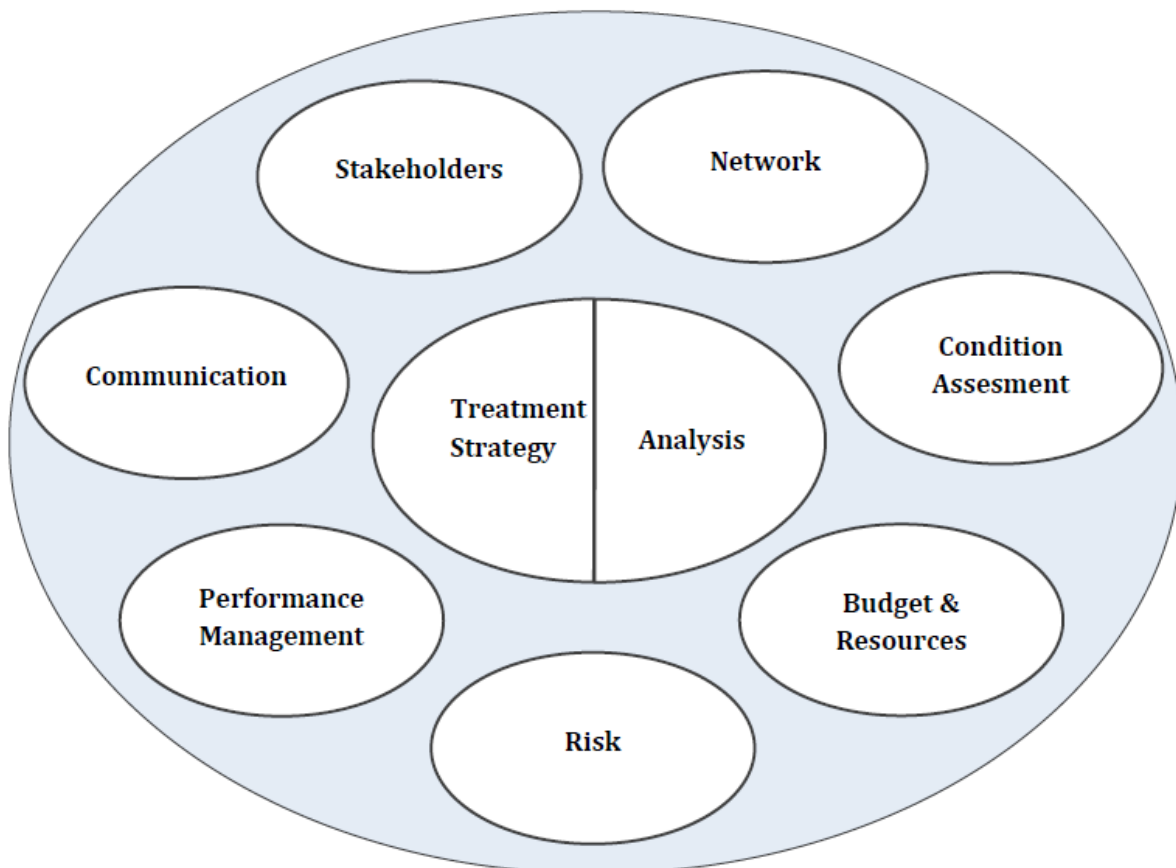
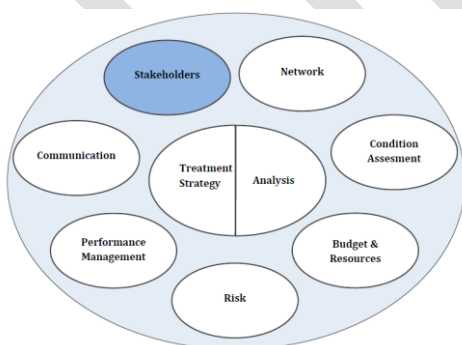


Diagram 3.1 Asset Management Strategy - Core Elements

## 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”

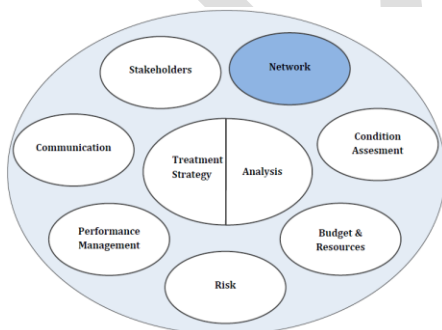
4.3. The council has subscribed to the annual NHT customer satisfaction survey since 2008 and it is our intention to continue this. We are developing a new reporting approach to ensure that we consider more carefully those areas where the survey demonstrates either

- 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.

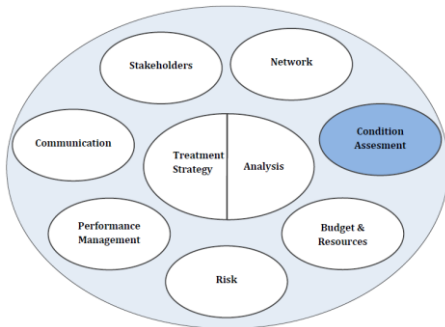
5.8. These three networks will be key factors in categorising risk and determining treatment priorities. For example, a treatment need on a network link that is identified as part of the Resilient Network and which is in the higher levels of the Local Road Hierarchy will be considered a higher risk than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

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

## 6. Condition Assessment



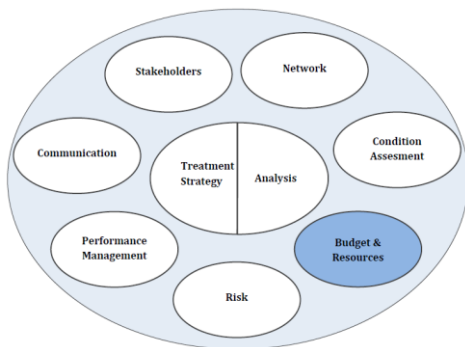
6.1. Monitoring the condition of our assets is a fundamental component of asset management in order to demonstrate the levels of service that we are delivering, identify trends in improvement or deterioration, identify priorities for focussing our resources, monitor the effect of our treatment strategies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

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

- 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.

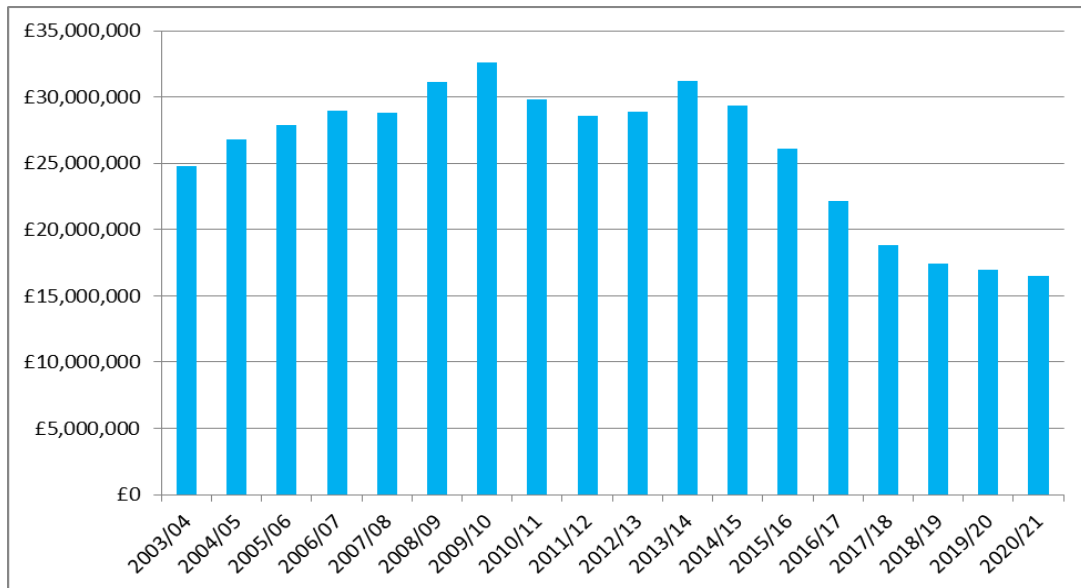
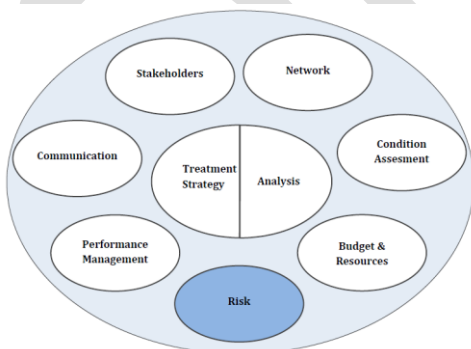


Diagram 7.1

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.

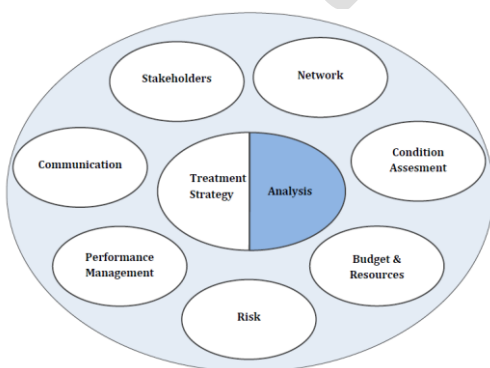


8.2. Risk is present throughout asset management because of the extensive choices, often made without full understanding of the asset, how it will perform and the consequences of failure, combined with a variety of uncertain external factors influencing the performance of the network, including weather, 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)



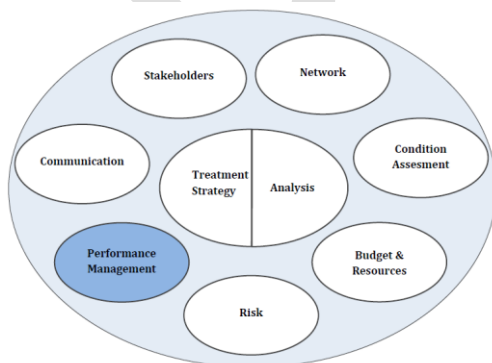
- 9.1. The county council has developed life-cycle plans for carriageways, footways, structures, street lighting and traffic signals. All of these are static assessments of the typical lifecycle that would be applied to these assets in optimum steady-state conditions. They do not include an input of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

<b>Condition:</b>	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
<b>Customer Satisfaction:</b>	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
<b>Communication</b>	Response Times (to enquiries) Communication Log (documenting Parish Newsletter articles, press releases,
<b>Delivery:</b>	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

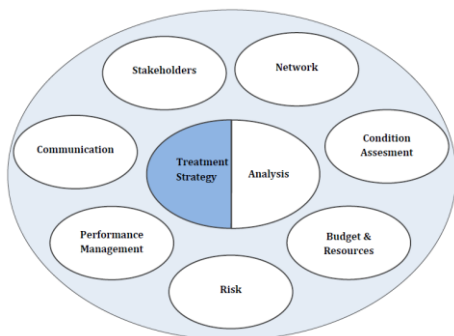
Table 10.1 example Performance Indicators

- 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**

<b>Asset/Service Group</b>	<b>Outline Strategy and Service Levels</b>
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"> <li>• in the short-term we will consider removing and temporarily capping unsafe columns</li> <li>• 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?</li> <li>• in the long-term by rationalising the number of columns</li> </ul>

	<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"> <li>• In the long-term by installing columns that have a longer design-life (again there would be an additional upfront cost).</li> </ul>
<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>



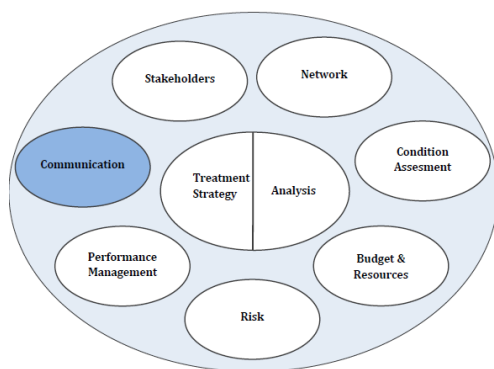
<p><b>Structures</b> Bridges, subways, culverts, retaining walls</p>	<p>Our structures concentrate the greatest amount of asset value into very discrete parts of the network and any failure is likely to be disruptive and costly to address. For this reason structures are designed as long-term assets and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

This page is intentionally left blank

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> 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:

<b>Works Programmes</b>
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"> <li>• Capital Maintenance – Principal Roads</li> <li>• Capital Maintenance – B&amp;C Roads</li> <li>• Capital Maintenance – Unclassified Roads</li> <li>• Surface Dressing</li> <li>• Footway Treatments</li> <li>• Safety Barrier Repair and Renewals</li> <li>• Street Lighting Renewals</li> </ul>	Matthew Reedman Tel: (0116) 305 0001 <b>Highway Service Delivery</b> Email: <a href="mailto:matthew.reedman@leics.gov.uk">matthew.reedman@leics.gov.uk</a>
<ul style="list-style-type: none"> <li>• Flood Alleviation</li> </ul>	Bernard Evans Tel: (0116) 305 0001 <b>Infrastructure</b> Email: <a href="mailto:bernard.evans@leics.gov.uk">bernard.evans@leics.gov.uk</a>
<ul style="list-style-type: none"> <li>• Bridge Maintenance</li> </ul>	Chris Waterfield Tel: (0116) 305 0001 <b>Structures and Assets</b> Email: <a href="mailto:chris.waterfield@leics.gov.uk">chris.waterfield@leics.gov.uk</a>
<ul style="list-style-type: none"> <li>• Traffic Signal Renewals</li> </ul>	Fiona Blockley Tel: (0116) 305 0001 <b>Traffic and Signals</b> Email: <a href="mailto:fiona.blockley@leics.gov.uk">fiona.blockley@leics.gov.uk</a>
<ul style="list-style-type: none"> <li>• Improvement Works</li> </ul>	Martin O'Connor Tel: (0116) 305 0001 <b>Engineering Services</b> Email: <a href="mailto:martin.o'connor@leics.gov.uk">martin.o'connor@leics.gov.uk</a>

**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
North West Leics	Coalville	Stephenson Way - Roundabout junction with Thornborough Road	Carriageway Resurfacing and Strengthening	B	Completed. Remedials to kerbing required. Lane closures only

### Major Capital Maintenance B&C Roads

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
North West Leics	Measham	Burton Road - From High Street to A42 bridge	Carriageway Resurfacing		Reserve Scheme

### Major Capital Maintenance Unclassified Roads

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
North West Leics	Ashby de la Zouch	Smithy Road - Traffic Island	Carriageway Resurfacing		Reserve Scheme

### Surface Dressing

The 2016/17 surface dressing season took place between April and September and has now concluded. Approximately 912,000m<sup>2</sup> 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.

### Highway Drainage Maintenance Flood Alleviation Schemes

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
North West Leics	Ashby Woulds	Albert Village, Occupation Lane	Upgrade of drainage system	C	Completed
North West Leics	Coalville	Ashby Road	New drain and footway alterations to resolve footway flooding	C	Scheme prepared. Works planned for Feb 2017

### Bridge Maintenance Schemes

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

District	Parish/ village	Location/ scheme name	Treatment/ Description	Cost Band	Notes
North West Leics	Measham	Birds Hill (0244)	Brickwork repairs	C	Programmed
North West Leics	Oakthorpe	Saltersford Bridge, Burton Road (0514)	Bridge replacement	B	Completed
North West Leics	Packington	Hall Lane (0922)	Brickwork repairs	C	Completed

### Street Lighting Maintenance & Renewal

District	Parish/ village	Location/ scheme name	Treatment/ Description
<b>No. of Columns</b>			
NWL	Appleby Magna	Appleby Magna	16



**Traffic Signal Renewal****Cost Bands A >£200k, B <£200k >£50k, C <£50k**

<b>District</b>	<b>Parish/ village</b>	<b>Location/ scheme name</b>	<b>Treatment/ Description</b>	<b>Cost Band</b>	<b>Notes</b>
North West Leics	Castle Donnington	A453/Coppice Corner junction	Junction Control Renewal	C	Schedule for Q4

This page is intentionally left blank

## 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
North West Leicestershire	MTP0035.000	Ashby, A42 J13	Installation of traffic signals at junction and capacity improvement works	Awaiting construction	A	Q4	Schow/RR
North West Leicestershire	TM4378	Oakthorpe, Measham Road	Provision of speed table at existing zebra crossing	Design underway	C	Q4	ST/CH/SD
North West Leicestershire	4538.000	Moira, Furnace Footpath link to Measham Road	Developer funded Public Right of Way improvement	Awaiting construction	C	Q4	ST/ AS
North West Leicestershire	4550.000	Ibstock, Valley Farm	Installation of new culvert and farm access track	Complete	A	Completion Q1	MD/DC
North West Leicestershire	4659.000	Bardon, Bardon Hill, Regs Way	Developer funded bus stop improvements	Awaiting construction	C	Q4	PLES/RR
North West Leicestershire	4677.000	Ravenstone, Coalville Lane	Developer funded traffic calming	Preliminary consultation underway	C	17/18	AS/CH

**Notes**

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

**Anticipated Construction:**

Q1 = April - June

Q2 = July - September

Q3 = October - December

Q4 = January - March

Future = future year not yet confirmed

**Officer to Contact:**

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

This page is intentionally left blank

## FOR INFORMATION ONLY

**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> 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:

<b>Works Programme</b>	<b>Appendix</b>
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](mailto:fiona.blockley@leics.gov.uk)

**Background Papers**

None

This page is intentionally left blank

District	Parish / Town	Location	Initial Consultation	Approval to advertise	Formal consultation	Objections	Scheme Approval	Complete	Works ordered	Anticipated construction	Scheme / comments	Officer to contact
North West Leicestershire	Measham	Atherstone Road	√	n/a	√	Yes	√	√	n/a	n/a	Developer funded. Speed cushions. Developer to implement	CH/SD
North West Leicestershire	Coalville	Highfield Street	√	√	Spring 2017						Developer funded waiting restrictions. Awaiting information from developer in order to proceed. On hold.	CH/SD
North West Leicestershire	Thringstone	Loughborough Road	√	n/a	Summer 2016	Yes	√	√	n/a	n/a	Developer funded speed table. Scheme approved, with developer to implement.	CH/SD
North West Leicestershire	Oakthorpe	Measham Road	√	√	√	n/a	√		√	Q4	Accident scheme , raised zebra crossing to be installed	SB
North West Leicestershire	Breedon On The Hill / Isley Walton	A453	√	√	√	n/a	√			Q4	Work with Parish to lower speed limit on A453 between Breedon and Isley Walton	SB
North West Leicestershire	Castle Donington	Borough Street	√	√	√	√	√	√	√	Q2	Working with Parish over changes to the current time restricted parking on Borough Street	SB
North West Leicestershire	Castle Donington	A50 Roundabout	√	√	√	n/a	√	√	√	Q2	Scheme approved , scheduled July 2016	SB
North West Leicestershire	Hugglescote	Grange Road	√	√	√	√	√	√	√	Q4	Developer funded. Proposed prohibition of driving	RD
North West Leicestershire	Coalville	Highfield Street & Walter Handford Close	√	√	√	n/a	√	√	√	Q2	Developer funded. Proposed waiting restrictions. Awaiting information from developer in order to proceed.	RD
North West Leicestershire	Ashby de la Zouch	Smithy Road	√	√	√	n/a	√	√	√	Q3	Developer funded. Proposed waiting restrictions.	RD
North West Leicestershire	Whitwick	Parsonwood Hill	√	√	√	n/a	√	√	√	Q2	Developer funded. Proposed waiting restrictions.	RD
North West Leicestershire	Measham	High Street	√	√	√	√	√		√	Q3	Proposed limited waiting and removal of no waiting restriction	AH
North West Leicestershire	Sweepstone	Church Street	√	n/a						Q4	Proposed gateway treatment	SB
North West Leicestershire	Coalville	Forest Road/Choyce Close	√	√						2017/18	Developer funded. Proposed waiting restrictions.	RD
North West Leicestershire	Peckleton	Five Lanes End	√	√	√					Q4	Proposed lower speed limit and rumble strips	SB
North West Leicestershire	Ravenstone	Alton Hill	√							2017/18	Proposed lower speed limit & surface dressing brought forward	SB
North West Leicestershire	Bardon	Beveridge Lane								2017/18	Developer funded. Proposed de-restriction order.	RD
North West Leicestershire	Moir	Shortheath Road								2017/18	Developer funded. Proposed no waiting at any time.	RD
North West Leicestershire	Ravenstone	Coalville Lane - Speed Cushions (4677.000)	Winter 2016	n/a	Winter 2016						Developer funded. Initial consultations ongoing.	CH/AS
North West Leicestershire	Ashby de la Zouch	Moir Road - Speed Cushions (4712.000)	Winter 2016	n/a	Winter 2016	No	Winter 2016				Developer funded. Awaiting scheme approval.	CH/AS

This page is intentionally left blank



**LEICESTERSHIRE COUNTY COUNCIL**  
**HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

**9<sup>TH</sup> 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 "Ongoing 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](mailto:ian.vears@leics.gov.uk)

**Background Papers**

None.

**LEICESTERSHIRE COUNTY COUNCIL HIGHWAYS FORUM  
FOR NORTH WEST LEICESTERSHIRE****Ongoing Action Statement**

<b>Meeting Date/ Minute Ref.</b>	<b>Brief Item Description</b>	<b>Officer</b>	<b>Current Status</b>
16/02/2016 167 (ii)	The consultation and outcome of the bus services review be brought back to the Forum for information	C Sampson	Report will be available in 2017