



Meeting: **Environment and Transport Overview and Scrutiny Committee**

Date/Time: **Thursday, 7 November 2019 at 2.00 pm**

Location: **Sparkenhoe Committee Room, County Hall, Glenfield**

Contact: **Miss C Tuohy (0116 305 5483).**

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Membership

Mr. A. E. Pearson CC (Chairman)

Mr. D. C. Bill MBE CC Mr. Max Hunt CC
Mr. G. A. Boulter CC Mr. J. Morgan CC
Dr. P. Bremner CC Mr J. Poland CC
Mr. D. Harrison CC Mrs. J. Richards CC

**Please note: this meeting will be filmed for live or subsequent broadcast via the Council's web site at <http://www.leicestershire.gov.uk>
– Notices will be on display at the meeting explaining the arrangements.**

AGENDA

<u>Item</u>	<u>Report by</u>
1. Election of Vice-Chairman.	
2. Minutes of the meeting held on 6 September 2019.	(Pages 5 - 12)
3. Question Time.	
4. Questions asked by members under Standing Order 7(3) and 7(5).	
5. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.	



6. Declarations of interest in respect of items on the agenda.
7. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.
8. Presentation of Petitions under Standing Order 36.
9. A511 Growth Corridor Proposals. Director of Environment and Transport (Pages 13 - 28)
10. Environment and Transport Annual Performance Report 2018/19. Chief Executive and Director of Environment and Transport (Pages 29 - 54)
11. Review of Highway Gully Cleansing. Director of Environment and Transport (Pages 55 - 60)
12. Permit Scheme Update for Street Works and Road Works. Director of Environment and Transport (Pages 61 - 72)
13. Date of next meeting.

The next meeting of the Committee is scheduled to take place on 16 January 2020 at 2pm.

14. Any other items which the Chairman has decided to take as urgent.

QUESTIONING BY MEMBERS OF OVERVIEW AND SCRUTINY

The ability to ask good, pertinent questions lies at the heart of successful and effective scrutiny. To support members with this, a range of resources, including guides to questioning, are available via the Centre for Public Scrutiny website www.cfps.org.uk. The following questions have been agreed by Scrutiny members as a good starting point for developing questions:-

- Who was consulted and what were they consulted on? What is the process for and quality of the consultation?
- How have the voices of local people and frontline staff been heard?
- What does success look like?
- What is the history of the service and what will be different this time?
- What happens once the money is spent?
- If the service model is changing, has the previous service model been evaluated?
- What evaluation arrangements are in place – will there be an annual review?

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Minutes of a meeting of the Environment and Transport Overview and Scrutiny Committee held at County Hall, Glenfield on Thursday, 5 September 2019.

PRESENT

Mr. A. E. Pearson CC (in the Chair)

Mr. I. E. G. Bentley CC
Mr. D. C. Bill MBE CC
Mr. G. A. Boulter CC
Dr. T. Eynon CC

Mr. D. Harrison CC
Mr. J. Morgan CC
Mr J. Poland CC
Mrs. J. Richards CC

Webcast.

A webcast of the meeting can be viewed at
<https://www.youtube.com/watch?v=J9GdhZ7uzy4>

In attendance.

Mr. B. Pain CC, Cabinet Lead Member for Environment and Transport.

Mr. O. O'Shea JP CC Cabinet Support Member.

17. Chairman's announcements.

The Chairman reported with great sadness the death of County Councillor and Vice-Chairman of the Council, Mr David Jennings CC who had died on the 30th August 2019 aged 72.

David had served on many Committee's since his election in 1992, including as Chairman of the Environment and Transport Overview and Scrutiny Committee.

Members joined the Chairman in standing in silent tribute to the memory of Mr David Jennings CC.

18. Minutes.

The minutes of the meeting held on 6 June 2019 were taken as read, confirmed and signed.

19. Question Time.

The Chief Executive reported that no questions had been received under Standing Order 35.

20. Questions asked by members.

The Chief Executive reported that a question had been received under Standing Order 7(3) and 7(5).

Dr Eynon CC asked the following question of the Chairman:

“When reporting on the recent Judicial Review (19/7/2019) on Cabinet’s proposals for SEND transport charges Mr Justice Swift considered that the policy sought to shift some part of the burden of meeting the cost of home to school transport from the Council to parents but the Council avoided stating this uncomfortable truth so that the County’s SEN Policy lacked coherence with the information given to parents about Personal Transport budgets giving no clue as to the approach that would have been taken to reach the final amount. Will the Committee Chair urge the Cabinet member to address these flaws and bring a full report on his proposals for Personal Transport budgets to our Committee at the earliest occasion?”

The Chairman replied as follows:

“The Director of Environment and Transport following consultation with the Cabinet Lead Member agreed a pause to implementation as the outcome of the Judicial Review had not been received as expected at the end of May. The judgement was received on 19th July and a detailed report on the reasons for the operational pause and Mr Justice Swift’s comments about Personal Transport Budgets will be made to the Cabinet on Friday 13th September. The Judge’s decision commented on the process for determining PTBs and the information provided.

I would draw Dr Eynon’s attention to the FAQs around Personal Transport Budgets and to the ready reckoner. Whilst officers accept that the detail of how the Personal Transport Budget is calculated is not fully explained there is an indication of how much would be paid based on the mileage between home and school. There are currently 210 individuals in receipt of the grant last academic year who all applied on a voluntary basis to have this payment; 57 of these payments were to Post 16 SEN students.

The system of payments has been in place for three years and following discussion with the Lead Member the Director has begun a review on how PTBs are calculated and to look at how other councils make payments to see whether our processes could be simplified and streamlined for the 2020/21 academic year. I will ask the Director to report on the findings to a future meeting. It should be noted that the offer of a PTB to Post 16 pupils was identified to allow the council to make the necessary MTFs savings. A PTB still satisfies the statutory requirement to “make arrangements for the provision of transport, or otherwise that the authority considers necessary, to facilitate the attendance of all persons of sixth form age receiving education or training” (Section 509AA of the Education Act 1996). “

Dr Eynon CC asked the following supplementary question:

“As I understand it the main issue is in the last line of the answer, which is that we don’t have a statutory responsibility to provide post-16 SEN transport, only the responsibility to facilitate it.

One of the issues I think we’ve got all over the Council is the poverty of funding for SEN transport, which is causing us huge problems.

I am sure you are aware there are parents campaigning and there is a 'Close the Loop' campaign which is beginning in the county involving the parents. So what are we doing as a Council to actually reduce the cost of SEND transport for parents and how can we support those parents who want to make representation to the government, in particular over what they see as a loophole in post-16 transport, and get this properly funded."

The Director of Environment and Transport on behalf of the Chairman replied as follows:

"I am sure members are very aware given our Medium Term Financial Strategy (MTFS) situation, just the escalation in cost, particularly across SEN affecting Children and Families and the Environment and Transport department's on SEN transport and how that is continually, year-on-year, growing at an exponential rate.

Within the Department we are continually, through procurement, challenging costs; e-auctions, for example, are one way we ensure costs are minimized. We try and make sure, where feasible vehicles carry more than one person. Though you'll understand with SEN transport that is not always possible and in many occasions solo transport is required. We also regularly go back to look at revising routes to see if we can drive our cost savings down in that way.

More corporately you may be aware that the Council has committed to investing 30 million pounds in SEN provision within the county to provide another 700 SEN places. That means in terms of transport, in scenarios where we either must transport an individual from one side of the county to another, or in some cases outside the county, in theory there should be more localised trips, which has an implication for savings in the transport budget. This is a big corporate investment to try and control those costs within both the Environment and Transport and Children and Families departments.

As you say legislation isn't particularly helpful and is certainly not backed up with funding to councils, as we have no specific funding for school transport. I'm sure you will have seen in the media over the last few months about the growing recognition of the challenges across the SEN sector and those escalating costs. Where a few years ago it was more focussed on adult social care there has been a growing realization that SEN is in a very similar position, and the funding models are not sustainable for the level of demand and the growing level of demand we are seeing across the country. You will be aware as well that the County Councils Network and LGA have raised this as a major issue which the Leader of the Council has been very involved in.

In terms of how we can better support parents making that case to government, we would very much support parents, through established groups in Leicestershire such as Family Matters, putting in their voices. The more voices to that message the better to ensure the government takes it seriously and addresses what is a national problem.

The Lead Member for Environment and Transport also responded that:

It is really important from my perspective as Lead Member of the Department that the policy has been through a thorough scrutiny. The County Council is constrained by resource available and needs to discharge its SEN policy using that resource. With that said, I am pleased that the Council is undertaking a review, not least to try and find out how other authorities are driving down the cost of transport, that will inform us how we can do the same. We have our own ideas and are constantly looking at innovative ways of controlling the resources and meeting the demands placed upon the County Council.

I would like to add one further thing, in the last few weeks the government have announced £14 billion additional funding for schools. My understanding is that £700 million of that will be specific to SEN Children as it is really important that SEN children are not prevented from getting the education that they need and deserve. We have yet to work out how much of that £700 million will be attributed to transportation costs and how much will be at our disposal to further support the policies that we have in place. It is something that I care about and its one that the Council cares about and we manage as best we can at this point in time.

21. Urgent Items.

There were no urgent items for consideration.

22. Declarations of interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

It was noted that all members who were also members of a Parish, Town or District Councils, or Liaison Committee would have personal interest in the draft Minerals and Waste Local Plan (Minute 25) and all members who were members of District Councils the Recycling and Household Waste Sites Future Offer (Minute 28).

23. Declarations of the Party Whip.

There were no declarations of the party whip.

24. Presentation of Petitions.

The Chief Executive reported that no petitions had been received under Standing Order 36.

25. Leicestershire Minerals and Waste Local Plan

The Committee considered a report outlining the draft Leicestershire Minerals and Waste Local Plan as part of the adoption process. A copy of the report marked 'Agenda Item 8', is filed with these minutes.

The Committee was advised that the Plan would run to 2031 but is expected to be revised in five years' time, or earlier depending upon how quickly sites are brought forward (as evidenced within the annual monitoring report).

The Committee welcomed the Plan but raised concerns regarding the section dealing with the extraction of unconventional hydrocarbons (shale gas). Officers advised that:-

- i) The inclusion of a policy on unconventional hydrocarbons (shale gas) was necessary to ensure that the Plan was legally compliant and deemed sound. The Plan would not have been found sound had a policy not been included.
- ii) The government policy is that Plans should be positively prepared in all respects, including the need to plan for unconventional hydrocarbons (shale gas).

- iii) The Plan sets out measures and factors to be taken into account if a planning application to drill for shale gas were to be received and this would seek to ensure any such activity was undertaken in an environmentally sound way. The County Council's Development and Control Regulatory Board would consider any such application and could impose conditions. It should be noted that the role of the Board would be in relation to above ground activity. The Department of Business, Energy and Industrial Strategy and the Health and Safety Executive would be the licensing and monitoring body in relation to below ground, seismic matters.

Members noted the comments made but remained concerned that given the Government's policy on shale gas extraction, the concerns of local communities and environmental impacts of shale gas extraction may not be given due consideration.

RESOLVED:

That the comments made in respect of the draft Leicestershire Minerals and Waste Local Plan be brought to the attention of the Cabinet at its meeting on 13 September 2019.

26. Environment and Transport Performance Report to June 2019

The Committee received a report outlining the latest performance of the Environment and Transport Department to June 2019. A copy of the report marked 'Agenda Item 9', is filed with these minutes.

Members noted that 'The percentage of municipal waste sent to landfill' had increased to 34.5% and missed the target of 30% and that this had been as a result of the loss of the mechanical biological treatment facility at Cotesbach. It was anticipated that the position would improve from 2020 onwards when a share of Leicestershire's waste would be sent to the incinerator facility in Coventry. The Council was also out for procurement for a further alternative to landfill for an additional 50,000 tonnes of waste. The long-term ambition was that the county would send less than 10% of municipal waste to landfill by 2035, as directed by Government.

RESOLVED

That the report outlining the performance of the Environment and Transport Department be noted.

27. Post Implementation Review of Dry Recycling Arrangements

The Committee considered a report updating them on the Council's dry recycling arrangements. A copy of the report, marked 'Agenda Item 10', is filed with these minutes.

Members were pleased to note that following the implementation of the new contractual arrangement's there had been little overall change with the tonnage received or contamination within dry recycling.

RESOLVED:

That the report be noted.

28. Recycling and Household Waste Sites Future Offer

The Committee considered a report outlining proposed changes to the Recycling and Household Waste Site's (RHWS) Service and summer opening hours. A copy of the report marked 'Agenda Item 11', is filed with these minutes.

Arising from discussion the following points were raised:-

- i) Members were reassured that the Council had engaged with all RHWS staff, and the contractors at Whetstone, to ensure that staff were fully aware of the proposed changes to the RHWS Service and summer opening hours. If the proposals were to go ahead the Council would continue to liaise with staff and unions to fully support them during any changes.
- ii) It was a statutory requirement that the Council as the Waste Disposal Authority could not charge for household waste but could charge for construction and demolition waste, there was no legal definition of DIY waste. The Council had chosen to charge for some construction and demolition waste rather than using council tax payer's money to dispose of non-household waste it does not have a statutory duty for, a position that had been checked legally.
- iii) District and borough councils were responsible for enforcement of fly-tipping. No direct correlation had been identified between any previous changes to waste collection or at the RHWS's, such as the introduction of green waste charging in some districts, and increased incidents of fly-tipping. Trends had been broadly stagnant, and it was evident that the majority of fly-tipped waste was household waste, not construction waste, that could have been disposed legally, for free.
- iv) A joint fly-tipping campaign was launched in May 2018 with the City Council and district councils in order to raise awareness of how to dispose of waste correctly, such as by using the RHWS, and the illegality of fly-tipping.
- v) Following previous savings approved by Cabinet only Whetstone was able to accept paint tins, there were no current proposals to change this however the Customer Service Centre would be able to advise residents of other organisations that could accept them. Officers were requested to consider the viability of re-introducing paint disposal at sites other than Whetstone, even if that were on a charged for basis.

RESOLVED:

- a) That the comments made in respect of the proposed changes to the Recycling and Household Waste Site Service, and the summer opening hours, be submitted as part of the consultation that closes 23 September 2019.
- b) That officers provide members with a further graph on visitor numbers for summer opening hours only.

29. Leicester City Council: Transforming Cities Fund and Air Quality Directive

The Committee considered a report informing them of the work Leicester City Council was undertaking with regard to the Transforming Cities Fund (TCF) and Air Quality

Directive (AQD) submissions to Government. A copy of the report marked 'Agenda Item 12', is filed with these minutes.

Arising from the discussion the following points were raised:-

- i) The responsibility for air quality within Leicestershire lies with the city, district and borough councils. The County Council would support these councils in developing plans and submitting bids for funding for air quality measures, such as through a congestion relief scheme.
- ii) The County Council had no power to direct bus companies to use electric buses within the county. Officers were aware that government had recently announced a £200 million fund for electric buses and would investigate how the county could benefit from it.
- iii) The Council were aware of the air quality concerns within North West Leicestershire and Members were pleased that the Council had made a bid to Government via Midlands Connect for the A511 Growth Corridor. The plan would aim to improve movements around North West Leicestershire and try to mitigate the some of the impact of growth.
- iv) Members were concerned of the impact that a Clean Air charging zone would have for those in the county due to a lack of public transport in rural areas and a lack of electric charging infrastructure within the county. Members were assured that this was a scenario that the government decreed should be modelled. The County Council would continue to work with the City to seek to maximise the benefits and minimise any disbenefits to the county.

Members were pleased that a comprehensive report on air quality was being prepared by the Director of Public Health in order to address the Council's commitment to the reduction of its CO₂ to net zero by 2030 through a series of actions and measures that could be adopted by the Council.

RESOLVED:

That the comments of the Committee be included in the report to Cabinet on 22 October.

30. Date of next meeting.

It was noted that the next meeting of the Committee would be held on 7 November 2019 at 2.00pm.

2:00 – 3.42pm
05 September 2019

CHAIRMAN

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE: 7 NOVEMBER 2019**

A511 GROWTH CORRIDOR PROPOSALS

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Report

1. The purpose of this report is to provide an update on progress of the A511 Growth Corridor project and consult the Committee on proposals to improve to corridor as part of Leicestershire County Council's Major Road Network bid submission to the Department for Transport (DfT).

Policy Framework and Previous Decisions

2. In March 2011 the County Council approved the third Leicestershire Local Transport Plan (LTP3). This contains six strategic transport goals, of which Goal 1 is to have a transport system that supports a prosperous economy and provides successfully for population growth. The LTP3 sets out the Council's approach to achieving this, namely to improve the management of the road network and continuing to address congestion issues.
3. In March 2014 the Cabinet approved the principles set out in the Leicester and Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan, which prioritises support for the economy of Market Towns and rural Leicestershire.
4. The County Council's Enabling Growth Action Plan (approved in March 2015) supports the development of Market Towns for employment land as a priority and includes a specific action to work with North West Leicestershire District Council to plan for the future growth in the area and in particular Coalville.
5. In November 2015 the Committee were advised that given the significant opposition to making any changes to Hugglescote Crossroads, officers would not be recommending that any changes be made to the Crossroads and that future highways improvement work in the area be focused on the A511.
6. In March 2019 the Cabinet agreed to the development of the Strategic Outline Business Case and the Outline Business Case for submission to DfT via Midlands Connect's call for Major Road Network schemes.
7. The Director was authorised, following consultation with the Director of Corporate Resources and Cabinet Lead Members for Environment and Transport and

Corporate Resources to prepare and submit bids, as appropriate, to secure external funding for delivery of schemes identified in the Highways Capital Programme.

Background

8. Congestion on the A511 Growth Corridor has been a long-standing issue recognised by both North West Leicestershire District Council and Leicestershire County Council; this can be dated back to 2008 when the Coalville Transport Strategy (CTS) was developed and investigated junctions on the corridor requiring improvement to facilitate housing growth in Coalville and Ashby.
9. An outcome of the CTS was the implementation of a process commonly known as the Coalville Contribution Strategy (CCS) which was initiated through a Memorandum of Understanding in 2014, to help facilitate the delivery of improvements along the corridor. Since that date all Section 106 agreements have required developers to make a developer transport infrastructure contribution towards works on the corridor. However, insufficient funding has currently been received from the CCS to deliver the necessary improvements required for the corridor. Due to this, issues along the corridor have become increasingly pronounced and are likely to be exacerbated further by growth in background traffic and the significant levels of growth planned for the town as part of North West Leicestershire's Local Plan.
10. The A511 Growth Corridor is recognised by the LLEP in its Strategic Economic Plan (SEP) as one of five Growth Areas. The SEP states through appropriate investment and improvements along the corridor, there is the potential to deliver at least 5,275 houses and 25 hectare of employment land. Importantly, a significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville.
11. Significantly, one of the main HS2 Phase 2b construction compounds is to be located near the A42 Junction 13, which forms the westernmost end the A511 Growth Corridor. Accessibility to the compound will potentially have major traffic implications on the corridor. The HS2 Phase 2 work is programmed to start mid-2023 and during construction phase, additional major works elsewhere on the A511 Growth Corridor would be unworkable for both road users and non-users alike.
12. It is the current level of traffic demand along the A511, the need to unlock the local benefit of housing and employment growth and the need to be ready for HS2 construction by 2023 that makes this scheme a priority for the Major Road Network.
13. Currently a small section of the A511 around the Broom Leys junction is designated as an Air Quality Management Area (AQMA). Without intervention to ease the current and future levels of congestion along the A511 there is a likelihood that air quality objectives will not be met at other locations, leading to the need to declare more AQMAs along the route. The scheme offers the

opportunity to reduce exhaust emissions through reducing acceleration/deceleration events, thus reducing particulates due to tyre and brake wear that such events cause. The proposed scheme also provides an opportunity to contribute to improving biodiversity through thoughtful landscaping. The table below sets out how the proposed scheme is aligned to the carbon reduction and biodiversity and habitat commitment set out in the County Council's Environment Strategy.

Aim	Objective	Actions taken
A. Reduce our own greenhouse gas emissions and those in the wider county where we have influence	A2. Contribute to the reduction of greenhouse gas emissions across the County.	Reduce exhaust emissions through reducing acceleration/deceleration events
F. Reduce the environmental impacts of travel and transport	F4. Work with partners to reduce greenhouse gas and other pollutant emissions from the local transport network.	
G. Have due regard for biodiversity throughout all our activities and seek to improve the biodiversity value of our own land and influence improvements in the wider county	G4. Work with partners to support wider biodiversity improvements across Leicestershire.	As part of the detailed design, opportunities to improve biodiversity within the green areas of highway land will be considered.

14. Implementation of the scheme will also support the future implementation of a wider transport strategy of connectivity for Coalville and the surrounding area to address localised traffic issues, public transport improvements and walking and cycling connectivity; building on the work done as part of the Local Sustainable Transport Fund.
15. Expansion of job opportunities around East Midlands Airport and the prospect of future job opportunities in the Ratcliffe on Soar area gives the North West area of Leicestershire an opportunity to access wider job opportunities to the north of the county. Ease of access to the Strategic Road Network will reduce barriers to accessing these jobs.

Coalville Growth Strategy (CGS)

16. The Coalville and Ashby area have been identified in North West Leicestershire's Local Plan as key areas for the delivery of major growth, including over 5,000 dwellings and further employment sites. However, modelling undertaken to develop the North West Leicestershire Local Plan, in connection with planning applications, has shown that the scale of the development proposed would have a severe impact on the highway network without specific targeted interventions.

Reflecting the National Planning Policy Framework, Highways England has previously delayed granting of planning permission until call-in of a decision was decided. Leicestershire County Council, as the local highway authority, has also expressed concerns about the impact of growth on the efficient and safe operation of the junctions along the A511.

17. Without intervention, the deteriorating performance of these key junctions will affect the efficient operation of existing businesses in North West Leicestershire and act as a constraint to future growth and regeneration.
18. As a consequence of this North West Leicestershire District Council has put in place a funding mechanism, known as the Coalville Growth Strategy (CGS), which prioritises financial contributions by developers, towards the delivery of transport infrastructure ahead of other items.
19. The objective of the CGS is to identify and implement highway network improvements to support growth, tackle congestion and maximise the use of the highway network in the context of planned growth in the area.

The A511 Growth Corridor Scheme

20. Following review of the Government's published Major Road Network (MRN) scheme funding guidance and the separate Midlands Connect MRN criteria, the available evidence indicated that the A511/A50 corridor was the most suitable candidate scheme which could be delivered by Leicestershire County Council in the MRN funding period 2020 to 2025.
21. With one of the requirements of the MRN scheme funding being that the costs need to be below £50m, an appropriate scheme has been developed to achieve capacity benefits that would demonstrate transport benefits to the DfT.
22. In order to achieve meeting the MRN funding requirements, a Strategic Outline Business Case (SOBC) was submitted to the DfT via Midlands Connect in July 2019 and an Outline Business Case is due for submission in December 2019.
23. To ensure these business cases could be submitted approval for £4m of capital funding was sought and agreed by Cabinet on 29th March 2019. This funding has enabled an SOBC to be submitted in July 2019 and in October 2019 the DfT announced that scheme development funding was awarded to commence work on the OBC from July 2019 for submission in December 2019. The amount of funding confirmed by DfT is £1.28m.

Proposals

24. A plan indicating all the location of infrastructure improvements are set out in Appendix A. An explanation of the locations indicated on this plan is set out in the following paragraphs.

25. As part of the SOBC, the infrastructure improvements which were included in the CCS were considered against the DfT guidance and Midlands Connect criteria for the MRN. Those that met with these guidelines included:

- i. Junction 1 – Hoo Ash Roundabout
- ii. Junction 2 – Thornborough Road Roundabout
- iii. Road 3 – Dualling of the section of the A511 between Thornborough Road and Whitwick Road
- iv. Junction 4 – Whitwick Road Roundabout
- v. Junction 5 – Broom Leys Junction
- vi. Junction 6 – Bardon Road Roundabout, including the extension to the Bardon Link Road
- vii. Junction 7 – Birch Tree Roundabout
- viii. Junction 8 – Charnwood Arms Roundabout
- ix. Junction 9 – Flying Horse Roundabout

26. In addition to the above, two junctions (10 and 11), which developers of the South Coalville Sustainable Urban Extension (SCSUE) were conditioned to provide were identified. As the timescales for delivery appeared to fit in with the scheme these were included at the developers costs as this would assist in meeting the requirements for local contributions. Along with this one other junction (12), which had suffered increased problems as a result of capacity improvements at the junction of the M1 J22 was identified for inclusion in scheme development work. These include:

- i. Junction 10 – Grange Road Roundabout (developer)
- ii. Junction 11 – Beveridge Lane Roundabout (developer)
- iii. Junction 12 – Field Head Roundabout

27. In order to ensure a strong bid demonstrating value for money several options and combinations were tested including:

- Each junction improvement scheme to be assessed individually;
- Dualling of a section of the A511 Growth corridor (J3);
- A potential bypass for the A511;
- 5 package junction improvement schemes:
 - i. Package 1 – J1, J2, J3, J4, J5, J6, J7, J8, J9, J10, J11, J12
 - ii. Package 2 – J1, J2, J3, J4, J5
 - iii. Package 3 – J6, J7, J8
 - iv. Package 4 – J9, J12
 - v. Package 5 – J2, J8, J9, J12
- 11 public transport options.

28. In all, 28 different potential interventions were assessed against the scheme objectives, wider objectives and criteria relating to feasibility, acceptability and affordability to identify the better performing options. This assessment was derived from the evidence base which had previously been commissioned by both Leicestershire County Council and North West Leicestershire District Council. The outcome of the testing of these interventions is shown in Appendix C.

29. To arrive at the preferred option for the A511 Growth Corridor, the performance of the various options against the scheme objectives and the five case model (Strategic, Economic, Management, Financial and Commercial) were assessed, following which it was decided that only Package 1 would be taken forward to the next stage of appraisal as this was the only package identified as high priority in the tested interventions (see Appendix C).

Outline Business Case Preparation and Submission

30. Following submission of the bid proposals in July discussions work carried out as part of the OBC meant that further refinement to the proposals was required.

31. Discussions with the developers of the SCSUE indicated that progress on their house building programme was proceeding faster than initial information suggested. As a result, it became clear that the delivery of the new accesses into the development on Grange Road and Beveridge Lane would be constructed prior to the delivery of the A511 Growth Corridor Package. It was therefore decided that these junctions would be taken out of the package of measures for the A511 Growth corridor proposals. As a result, Package 1 was altered to exclude J10 and J11.

32. Further work to test the transport benefits of the remaining options was carried out. As a result of this, the Charnwood Arms junction (Junction 8) demonstrated no transport benefits and would have a negative impact on the business case. As such a decision was made to further alter Package 1 to exclude J8.

33. The range of junctions to address the identified issues along the corridor were refined to included:

- i. J1 – Hoo Ash Roundabout
- ii. J2 – Thornborough Road Roundabout
- iii. J3 – Dualling between Thornborough Road and Whitwick Road
- iv. J4 – Whitwick Road Roundabout
- v. J5 – Broom Leys Junction
- vi. J6 – Bardon Road Roundabout, including the extension to the Bardon Link Road
- vii. J7 – Birch Tree Roundabout
- viii. J8 – Flying Horse Roundabout
- ix. J9 – Field Head Roundabout

34. The approval of the SOBC put the proposals into the public domain. This provided an opportunity to begin consultation with affected residents which would also provide the following benefits:

- Residents who may only be aware of those proposals which directly affect them would have an opportunity to understand how these proposals fitted within a wider package of measures;
- Feedback from residents would contribute to any further refinement of the proposals;

- Residents would be able to provide comment before detailed design work had commenced, providing greater opportunities for their comments to be addressed.

Consultation

35. A four-week public consultation took place between 26 September and 23 October 2019, based on a package of improvements to eight junctions and a proposed dual carriageway as shown in the plan in Appendix C.

36. The consultation comprised:

- An on-line consultation questionnaire (also available in paper format on request) on the County's websites.
- Public Exhibitions, which were attended by around 200 people.

37. To maximise publicity and encourage the public response the Council ensured:

- Coverage in Coalville Times, Leicester Mercury, parish newsletters
- Radio and television coverage
- 2000 letters posted to those within 200 metres of the A511 Route
- Social media alerts
- All member briefing notes both before and during the consultation.

38. Full details of the consultation feedback is detailed in a separate report, which can be viewed on the County Council's website at

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/a511-growth-corridor-scheme>.

The headline results and key issues are summarised below.

39. The principle opportunity for consultees to comment was through the consultation questionnaire. In total, 95 responses were received to this, online or by post, and demonstrated a good overall level of support.

40. In determining the response of residents to proposals they were given six options. These were:

- Strongly Agree
- Tend to agree
- Neither Agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

41. Unless either of the strongly agree/disagree options have prominence the two agree and disagree options have been aggregated together. A summary of responses is outlined below.

42. 77% of respondents agreed that the A511 already suffers from congestion and delays; 85% of respondents agreed that minimising the impact on residents was important; and 79% of respondents agreed that minimising the impact on the environment was important.

43. Whilst 46% of respondents disagreed with the overall proposed scheme outlined in the supporting statement, when asked to elaborate, the majority of comments wanted a relief road, wanted the A511 widening, felt that individual junction improvements did not go far enough or felt that until people travel sustainably and use cycling, buses and walking when they can, the problems will remain.
44. Of the package of improvements, the majority supported individual junction proposals with the exception of the dual carriageway, Broom Leys Crossroads and the Flying Horse Roundabout.
45. When asked to elaborate, the majority of comments regarding Broom Leys Road and Flying Horse Roundabout indicated that those opposed to these junctions did not support the right turn restrictions. The concerns regarding the dual carriageway related either to concerns that other sections of the A511 were not being dualled or that the increase in road capacity from the dualling would attract additional traffic.
46. The main points raised are set out in Appendix D.

Summary of key issues raised through engagement and consultation

47. Whilst most agreed that congestion along the A511 is bad and will only get worse, overall the feedback was that the proposals did not go far enough. The outcomes of the consultation have identified some concerns which cannot be delivered through the MRN funding. To reflect comments received, further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout is needed. This work will enable consideration to be given on improvements that can be made which continue to meet the MRN criteria.
48. Early discussion with DfT has indicated that the scheme has opportunities to include public transport, cycling and walking given this is a key route for local employers for trips under 1km. However, under current transport assessment such facilities give a negative benefit to the business case. Whilst DfT has offered to explore opportunities in these areas it does not have sufficient resources to provide such advice until after the OBC is submitted.
49. Due to the tight timescales for submission of the OBC, the recommended package of measures should still be used for the purposes of submitting the OBC with a view to making it clear that suitable amendments to the package of measures will be required before submitting a Full Business Case to maximise the benefits that public transport, cycling and walking facilities can make to the scheme. This may also provide an opportunity to carry out further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout, whilst being able to demonstrate positive transport benefits.

Resource Implications

50. The total cost of the A511 Growth Corridor scheme is around £49m including further development costs, of which £42m is expected to be met from DfT funding should the Major Road Network Bid be successful, with the remaining £7.0m

being funded from the Coalville Contribution Strategy agreed with North West Leicestershire District Council.

Timetable for Decisions

51. The closing date for the consultation of 23rd October 2019 and this report provides an overview of the responses to date.
52. The views expressed by Scrutiny will be reported to Cabinet on 22 November 2019.

Next Steps

53. The deadline for OBC submission is December 2019. A decision on the outcome of this is not expected until April 2020 at the earliest.
54. If the OBC is successful, then submission of a planning application for the Bardon Link Road Extension is expected in August 2020. The planning determination period is 16 weeks, so a decision would be expected by late January 2021/early February 2021. This will provide an opportunity to carry out further consultation with residents and stakeholders.
55. With funding for MRN schemes not being available until April 2022, it is expected that the Full Business Case approval is timed to coincide with this.

Conclusions

56. The opportunity to bid for funding from the Major Road Network fund to provide infrastructure to mitigate current housing and commercial development as well as mitigating the impact of development proposals is set out in North West Leicestershire Local Plan.
57. The recent consultation agrees with the need for improvement but would like the proposals to go further, but work is ongoing to shape the package of measures and Scrutiny views are sought.

Background Papers

Cabinet 29 March 2019. 'Environment and Transport 2019/20 Highways Capital Programme and Highways Transportation work Programme':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5601&Ver=4>

Cabinet 16 March 2015. 'Enabling Growth Plan':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4360&Ver=4>

Cabinet 5 March 2014. 'Strategic Economic Plan and City Deal':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3988&Ver=4>

County Council 23 March 2011. 'Final Draft Local Transport Plan (LTP3)Proposals':
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=3057&Ver=4>

Circulation under Local Issues Alert Procedures

58. A copy of this report has been circulated to members representing the electoral divisions in the North West Leicestershire and Hinckley and Bosworth areas - Mr. J. Coxon CC, Dr T Eynon CC, Mr M. Wyatt CC, Mr. T Gillard CC, Mr. P Bedford and Mr. N. Rushton CC.

Equality and Human Rights Implications

59. An Equality and Human Rights Impact Assessment Screening Report and County Council Equality and Human Rights Impact Assessment (EHRIA) Screening have been produced in order to understand the potential impacts, both negative and positive, on protected characteristic groups. Comments have been sought on both reports from Public Health and the Departmental Equalities Group.

60. The conclusion of this screening is that there are a number of potential impacts that could affect groups with protected characteristics across North West Leicestershire. In particular groups most likely be affected are younger people, older people, people with disabilities and low income/deprived groups. At this stage there is insufficient clear evidence as to the level or direction of these impacts in terms of equalities and therefore it is proposed that a full impact assessment is undertaken using findings from the EHRIA process, as well as undertaking consultation with relevant groups and organisations.

List of Appendices

Appendix A – Plan – A511 Growth Corridor Junction Improvements
 Appendix B – Map – A511 Growth Corridor
 Appendix C – Testing of Interventions
 Appendix D – Comments and response

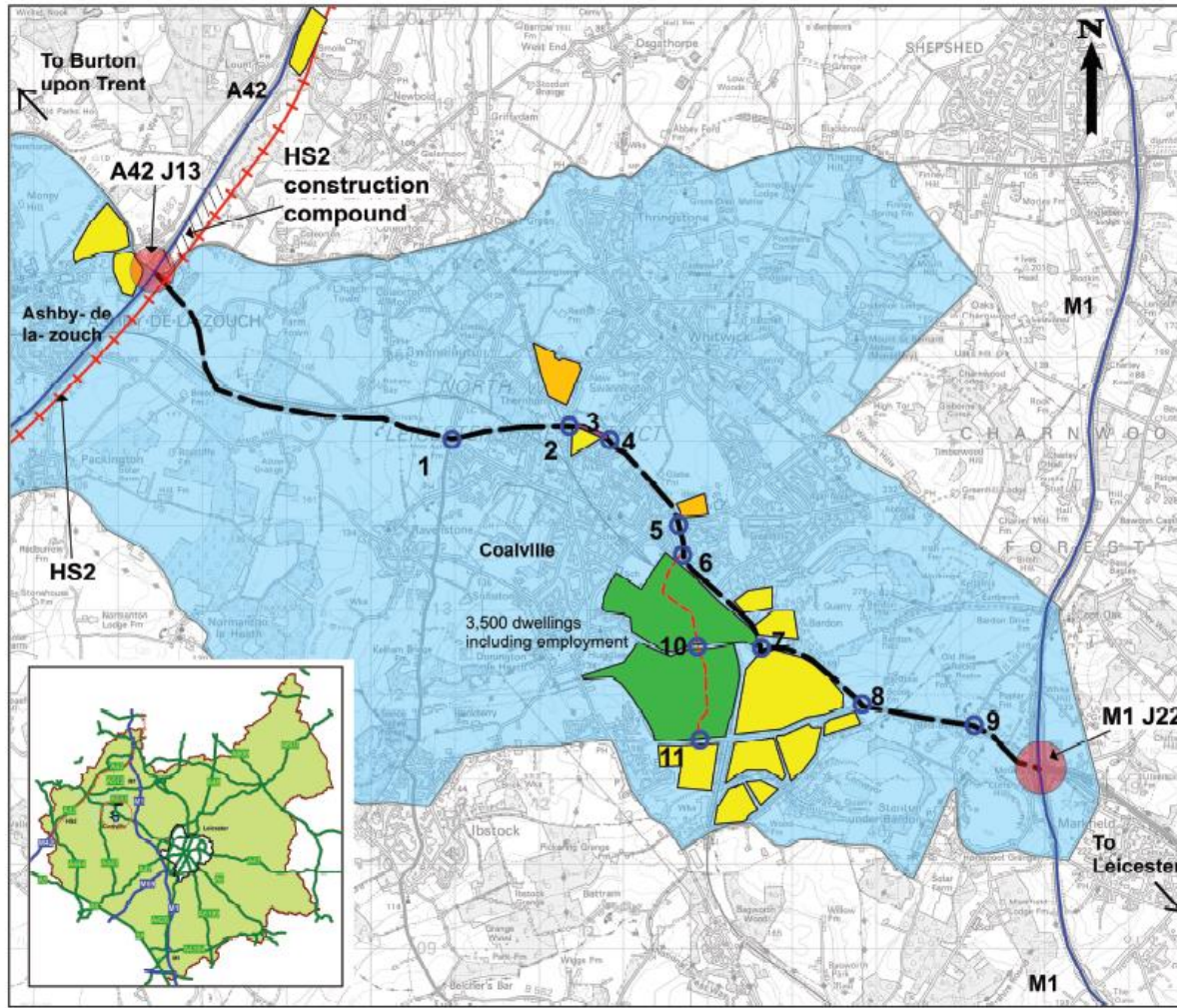
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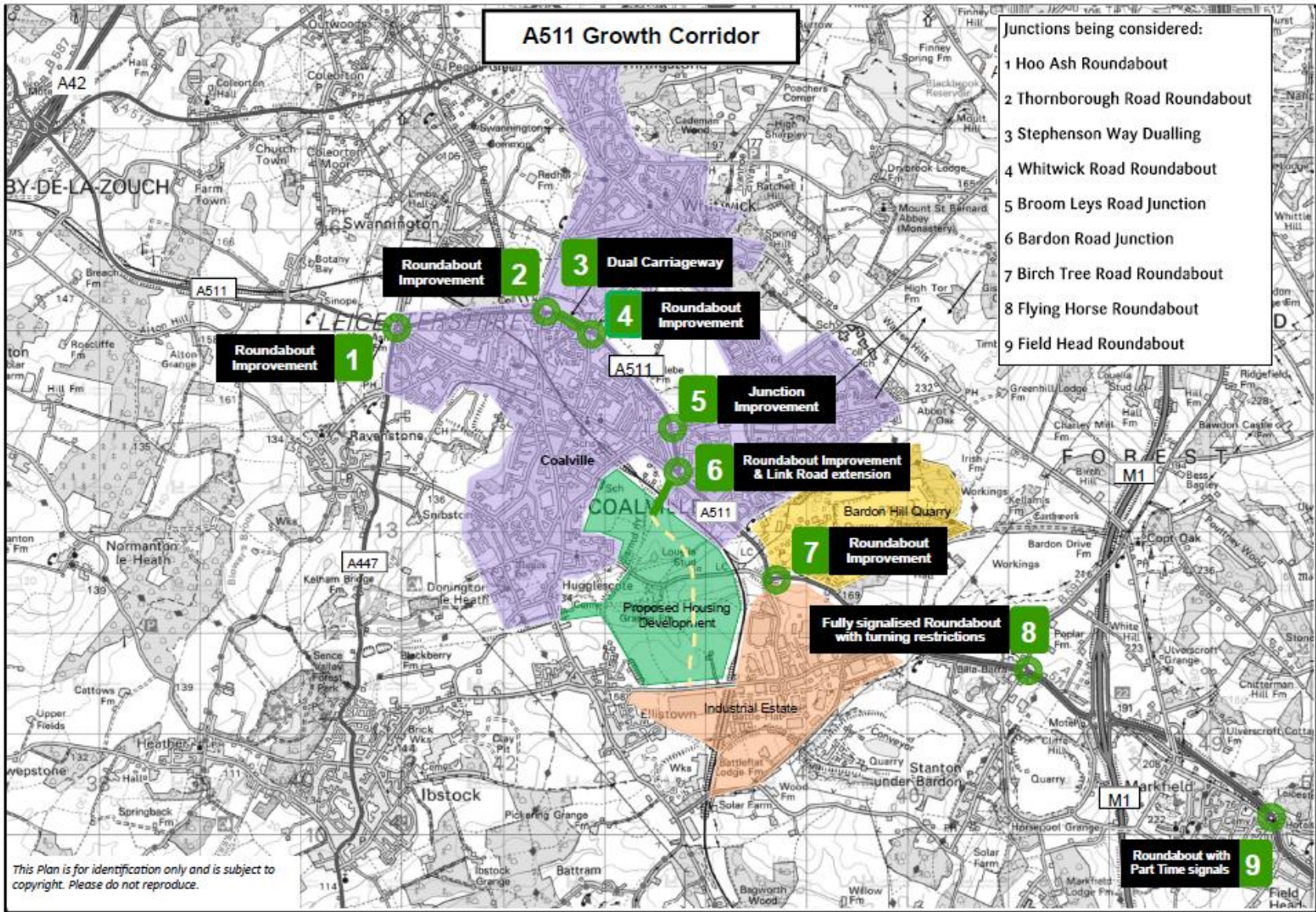
- A511 Growth Corridor Junction Improvements**
- (1- 5 Coalville Bypass)
- 1- Hoo Ash Roundabout
 - 2- Thornborough Road Roundabout
 - 3- Dual Carriageway
 - 4- Whitwick Road Roundabout
 - 5- Broom Leys Road Junction
 - 6- Barton Link Road Junction
 - 7- Birch Tree Roundabout
 - 8- Chamwood Arms Roundabout
 - 9- Flying Horse Roundabout
- New Local Distributor Road including Junctions
- 10- Grange Road Roundabout
 - 11- Beveridge Lane Roundabout
- *Bid total approx. £42million

- Coalville Growth Area
- Previous Roundabouts Upgraded
- Major Employment Areas
- Applications
- Development Areas
- Dual Carriageway
- Indicative H62 Route
- Motorway/ SRN
- Barton Link Road
- A511 Corridor
- Junction Capacity Improvements



A511 GROWTH CORRIDOR

This plan is for identification only and its accuracy cannot be guaranteed. Not to scale.



Needs Ranking	Intervention	Overall Weighted Score	Priority Needs Assessment
1	Package 1 - Junction Improvements at nine existing junctions J1,J2,J4,J5,J6,J7,J8,J9 and J10, dualling of the A511 between J2 & J4 and provision of a new and road connection to the Bardon Link Road being provided by developers	82%	High Priority
2	Package 5 - Junction Improvements at at J2, J8,J9 and J10	74%	Medium Priority
3	Package 3 - Junction Improvements at three existing junctions J6,J7 and J8	70%	Medium Priority
4	Package 2 - Junction Improvements at four existing junctions J1,J2,J4 & J5, and dualling of the A511 between J2 & J4	66%	Medium Priority
5	Package 4 - Junction Improvements at two existing junctions J9 and J10	62%	Medium Priority
6	Junction 9 - A511/Copt Oak Road Junction (Flying Horse)	57%	Medium Priority
7	Junction 7 - A511/Grange Road Roundabout (Birch Tree);	55%	Medium Priority
8	Junction 5 - A511/Broom Leys Junction	52%	Medium Priority
9	Junction 6 - A511/Bardon Road roundabout new road connection to the Bardon Link Road being provided by developers	51%	Medium Priority
10	Junction 8 - A511/Charnwood Road roundabout	50%	Medium Priority
11	Junction 10 - A511/Field Head Roundabout	49%	Medium Priority
12	Junction 2 - A511/Thornborough Road Roundabout	47%	Medium Priority
13	Junction 1 - A511/Swannington Roundabout (Hoo Ash);	46%	Low Priority
14	Junction 4 - A511/Whitwick Road Roundabout	40%	Low Priority
15	Increase Frequency if Bus Services Across Day	35%	Low Priority
16	Express Bus Service	34%	Low Priority
17	Re-opening of the Leicester to Burton Railway Line to passenger on currenet alignment	33%	Low Priority
18	Re-opening of the Leicester to Burton Railway Line to passenger using Tram Train	33%	Low Priority
19	Investment in enhanced routes between bus stops and residences	32%	Low Priority
20	A511 Bus Development Plan	32%	Low Priority
21	Cross Town Bus Services	30%	Low Priority
22	Investment in Hybrid/Electric Buses	30%	Low Priority
23	Bus Priority Measures	29%	Low Priority
24	Bardon Road Bypass	29%	Low Priority
25	Re-route Buses in Leicester to Connect to Leicester Railway Station	27%	Low Priority
26	Upgrading of Bus Stop Facilities and Information	26%	Low Priority
27	Dual Carriageway between Thornborough (McDonalds) Roundabout and Whitwick Road Roundabout	23%	Low Priority

Location	Comments	Response
Hoo Ash	No Comments Received	
Thornborough Road	No Comments Received	
Dualling between Thornborough Road and Whitwick Road	<ol style="list-style-type: none"> 1. The section is too short to dual. 2. Dual Carriageway - I think this will make it more difficult to access the new leisure centre which is to be built on the land to the side of the road. This will not encourage people to get there by alternative transport options, such as cycling as it looks as if it will be too busy and dangerous. 	<ol style="list-style-type: none"> 1. Due to its limited length the use of merge lanes at either end could cause conflict. The dualling of this section is the best means of enabling 2 lanes access and egress to the roundabout 2. In developing these measures further, a signalised crossing is being considered to promote the use of alternative transport modes to access the Leisure Centre.
Whitwick Road	No Comments Received	
Broom Leys Road junction	<ol style="list-style-type: none"> 1. Banning the right turn into Broom Leys Road is a ridiculous idea. 2. The right hand turn from a511 towards schools will mean parents cut through dense housing – creating school run rat races 3. No right turn means that we have to travel further to get home from Ashby direction. We would have to go further on to the Bardon Link roundabout, turn right heading to Coalville town centre, which is incredibly narrow and blind between the bridge and Broom Leys Road 4. I live off Broomleys Road/Long Lane and I feel that the no right turn on the 511 is disgraceful, I use that lane all the time some times late at night and I do not see why the right turn as to be taken away, I would have to go through town or go out of my way to get home, going through town at night 	<ol style="list-style-type: none"> 1. The removal of a limited number of drivers using the right turn into Broom Leys Road was considered to accommodate two ahead lanes (66 in peak hour). The current layout of the junction has traffic queuing beyond the normal morning and evening peak, due to its limited capacity. The potential to provide additional signing will enable motorists to determine their route decisions at more appropriate junctions to arrive at their destination. The right turn to Broom Leys School will remain.

	would not be an option I wouldn't feel safe. its almost as if we are being penalised for living on the wrong side of the A511.	
Bardon Road junction	<ol style="list-style-type: none"> 1. The Bardon Link Road will be on my front door and this proposal will affect property values 2. I live on Bardon Rd, do I need to say any more. !! My house vibrates on occasion when some of the large articulated lorries thunder past my property. Speed limits are not monitored and the road is no longer fit for purpose. 3. Bardon Road/Link Road. The focus of this road should be to reduce the traffic flow of HGVs on Bardon Road. Currently there is a constant stream of HGV, and when peak times occur for cars Bardon Road becomes incredibly busy, and frustratingly difficult to turn right onto. 	<ol style="list-style-type: none"> 1. The possibility of the building of the Bardon Link Road extension has been in the planning arena for some time and there is no evidence that this has adversely affected property values. 2. Bardon Road forms part of the A511 and HGV's are encouraged to use A and B roads rather than less suitable unclassified roads. 3. Comments received regarding motoring violations will be passed on to the Police for any action they may wish to take.
Birch Tree Roundabout	No Comments Received	
Flying Horse Roundabout	<ol style="list-style-type: none"> 1. The Flying Horse gets congested every morning and is made worse if cars start to turn right. 2. Flying horse just needs speed cameras or traffic brought further up road. 3. Flying horse roundabout has only been in place for a few years the money would be better spent on traffic lights at this junction so that Stanton residents can use it safely. 4. The Flying Horse Island needs a redesign as it needs to be a signalised cross road which would improve vehicle movements. The whole length of the A511 needs to be duelled thus preventing any bottle neck delays. 	<ol style="list-style-type: none"> 1. The proposals seek to address the current congestion problem caused by right turning vehicles backing up across the roundabout, preventing other traffic from using it. 2. A traffic light option has been considered as part of the option appraisal for the junction. This does not give the necessary capacity benefits and is more expensive. This would therefore not provide sufficient transport benefits to make this option viable as part of this MRN bid.
Field Head Roundabout	No Comments Received	

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 7 NOVEMBER 2019**

**ENVIRONMENT AND TRANSPORT ANNUAL PERFORMANCE REPORT
2018/19**

**JOINT REPORT OF THE CHIEF EXECUTIVE AND DIRECTOR OF
ENVIRONMENT AND TRANSPORT**

Purpose of the Report

1. The purpose of this report is to provide the Environment and Transport Overview and Scrutiny Committee with an Annual Performance update of the Environment and Transport Department for 2018/19.

Policy Framework and Previous Decisions

2. The updates in this report reflect progress against the environment and transport performance framework including the Strategic Outcomes Framework within the Strategic Plan and the departments' high-level plans.

Background

3. This report includes Appendix A, containing two performance dashboards and commentary on the Environment and Transport Department's key priorities and progress against the Council's Strategic Plan outcomes. The first dashboard summarises Highways and Transport performance and the second summarises Environment and Waste performance. The indicators included are a mixture of national and locally-developed performance indicators. Where it is available, the dashboards indicate which quartile Leicestershire's performance falls into. The 1st quartile is defined as performance that falls within the top 25% of two-tier county areas (the best). The 4th quartile is defined as performance that falls within the bottom 25% of two-tier county areas (the worst). The data reported is for the year end 2018/19. Appendix B includes the draft performance summaries collected to date for Environment and Transport during 2018/19. Once completed this will form part of the Council's Annual Report 2018/19.
4. For the past 10 years, the 27 two-tier county councils have been used as a comparator group for performance benchmarking. Structural changes underway in Dorset, Buckinghamshire and Northamptonshire will potentially reduce this number to 24 by 2021. With a view to maintaining a reasonable sized group of similar authorities, it is proposed that those county-based unitary authorities be retained within the comparator group, and that six other county-based unitary authorities be added (Cornwall, Durham, Northumberland, Wiltshire, Shropshire and Herefordshire). This will provide a comparator group of 33 authorities which cover large, principally

non-urban, geographical areas. The change will also allow the authority to specifically look at and track the performance of 'unitary counties' in more detail in a range of service areas, as the number of such authorities increase nationally.

5. Improvement or deterioration in performance is indicated by the direction of the arrows (direction of travel (DOT)) on the performance dashboard. For example, if the number of road casualties has fallen the DOT will show an arrow pointing upwards. If the indicator does not have a DOT arrow, this is because no update has been received. This may be due to the time taken to obtain data from third parties and calculate the results.
6. Overall, there are 25 performance indicators in the Environment and Transport performance dashboards which are aligned with the Council's Strategic Outcomes.

Performance Update – Annual Report 2018/19

7. The Annual Report dashboard shows performance for the Environment and Transport department for 2018/19. The dashboards in Appendix A show the indicator: the quartile position; the direction of travel of performance; end of year data; target/standard; the previous end of year data; polarity and commentary.
8. Improvement or deterioration in performance is indicated by the direction of the arrows on the dashboard. Where a direction of travel is available: nine show improvements, nine had declined and six remained the same as the previous year.
9. The Council is in the top quartile (1) for: Satisfaction with cycle routes/lanes & facilities (NHT); 'Satisfaction with pavement & footpaths (NHT)'; 'Percentage of the classified road network (A,B and C class roads) where structural maintenance should be considered'; 'Percentage of unclassified road network where maintenance should be considered'; 'Overall satisfaction with the condition of highways'; 'Total casualties on our roads' and 'People killed or seriously injured in road traffic accidents'. The Council is in the bottom quartile (4) for 'Total household waste per household' and '% of local authority collected waste landfilled'.

Highways and Transport

10. The following Highways and Transport indicators support the transport section of the 'Strong Economy' Outcome, dashboard 1 in Appendix A, with the exception of the two road casualty indicators that support the 'Keeping People Safe' outcome.
11. The 'Average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads in Leicestershire' indicator remained at 31mph, exceeding its 30mph target. This indicator is average when compared to other English county councils (3rd quartile). Average vehicle speeds are used as a proxy measure for peak time congestion. Tackling congestion continues to be a priority, with a number of road schemes progressing to help alleviate it.
12. Satisfaction with traffic levels and congestion is derived from the National Highways and Transport Network (NHT) satisfaction survey. The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, Highway and Transport Services in Local Authority areas. Satisfaction with traffic levels has declined in

performance from 37% (2017) to 34% (2018), which is average performance when compared to the other English county councils (2nd quartile).

13. Businesses perceptions of congestion in the County are gathered in the Leicester and Leicestershire Enterprise Partnership (LLEP) business survey every 2-3 years. Due to the infrequency of when the survey takes place the results have not been updated since last year. The percentage of employers who perceived a reduction in congestion would significantly benefit them therefore remained at 28% (LLEP Business survey 2017). The Business Survey itself is a telephone survey of over 1,000 businesses. It provides a snap shot evidence base of the local business landscape.
14. 'Satisfaction with cycle/routes and facilities' derived from the NHT Survey Report 2018 decline in performance to 38.4% (2018) from 41.8% last year and missed its target of 47%. Despite this the council remains in the top quartile compared to other participating county councils.
15. The NHT Satisfaction Survey results for 'pavements and footpaths' declined in performance with satisfaction falling to 60% in 2018 from 67.7% in 2017 missing its target (68%).
16. Leicestershire has some of the best maintained roads in the country and the council was amongst the highest rated county councils for satisfaction with condition of highways in the NHT Public Satisfaction survey in 2018. The percentage of the classified road network where structural maintenance should be considered remained at 2% during 2018/19 and has met its 6% target. In May 2018, Cabinet agreed additional investment of £5 million over two years for highways maintenance from returns generated from the Corporate Asset Investment Fund, in response to the adverse weather and its impact on the condition of the network. Both 'A class' and 'B and C class roads' perform in the top quartile compared to other English county councils.
17. The 'percentage of unclassified roads where maintenance should be considered' increased to 15% this year from 12% in the previous year, resulting in a decline in performance. This indicator has missed its target range of 9% to 13%. However, the benchmark position places Leicestershire in the top quartile (2017/18). The decline in the condition of unclassified roads has primarily been due to the weather and the impact this has had on subsoils. The severe and prolonged winter of 2017/18 resulted in damage to roads from the constant freeze/thaw action. This was also aggravated by a long hot/dry summer which baked the road surfaces causing the bitumen on some roads to melt and changes in the subsoil. The available funding for Capital maintenance schemes has been targeted at repairing roads that pose the greatest risk to users; this is largely the Principal and Classified road network. The necessity to urgently repair unclassified roads in the current financial situation has placed additional constraints on the budgets for road maintenance. It is also expected that the drought/heat damage caused through 2018/19 will become more apparent in next year's survey results. It is therefore anticipated that this damage will lead to a further decline in the performance indicator for unclassified roads during 2019/20.
18. In 2018/19, the Council gritted all its priority routes 1 and 2 (which covered 47% of the network). During 2018 the Council acquired three new state-of-the-art gritters to

its fleet to help keep roads safe and moving in winter. The council also refurbished 6 gritters with technology, reviewed routes and increased coverage to 47% of the network and built salt levels to 18,500 tonnes. The Council also recognises the valuable work provided by local farmers and snow wardens in helping keep the network clear and supporting the local community.

19. The latest update for 'Overall satisfaction with the condition of our roads,' derived from the NHT Survey Report 2018 declined in performance to 29.3% in 2018 from 39.5% in 2017. Despite not meeting its 2018/19 target of 38% Leicestershire remains in the top quartile compared to other participating county councils.
20. The '% of footpaths and other rights of way that are signposted and easy to use' remained the same as the previous year at 77% and has met its 75% target.
21. Annual performance for the 'Number of bus passenger journeys' decreased from 13.22million in 2017/18 to 13.05million in 2018/19 and missed its interim target of 12.8million. This mirrors the national trend of declining bus patronage. However, this indicator it is in the third quartile, lower than average performance, when comparing bus passenger journeys per head (19.15) to other English county councils. Since 2015/16 Leicestershire's passenger journeys have varied between 13-14 million. The national [annual figures from the Department for Transport](#) (DfT) showed total bus journeys fell by 85 million to 4.36 billion over the year (2017/18), a 1.9% fall. The NHT Survey Report 2018 reported in Leicestershire 58.8% of survey participants were satisfied with bus services overall (slightly more than last year, 55%).
22. The following road safety indicators in this section support the Council's 'Keeping people safe' outcome, within dashboard 1 in Appendix A.
23. 'Total casualties on our roads' declined in performance following an increase in casualties from 1,194 in 2017/18 to 1,207 in 2018/19. Despite this decline in performance it has met the its interim target of fewer than 1,591 casualties and remains in the top quartile compared to other English county councils. This was reported to this committee in more detail in the 'Road casualty reduction in Leicestershire' report on 7 March 2019.
24. The number of people killed or seriously injured on our roads also declined in performance due to an increase in the number of casualties from 213 in 2017/18 to 245 in 2018/19 and unfortunately remains off track for the target of fewer than 175. Despite this decline in performance the Council remains in the top quartile compared to other English county councils. The percentage of respondents in the NHT survey who were satisfaction with road safety declined in performance as satisfaction fell from 61% in 2017 to 54% in 2018.

Environment and Waste

25. The following waste performance indicators support the Council's 'Great Communities' outcome with the exception of the two Leicestershire County Council waste indicators which support the 'Corporate Enabler' outcome, as identified in dashboard 2 of Appendix A.
26. 'The total household waste per household' improved in performance, evidenced by a fall in waste from 1,051kg (2017/18) to 1,031kg (2018/19) and achieved its target of

fewer than 1,041kg. In comparison to other English county councils Leicestershire's performance is in the fourth quartile (lowest) in 2017/18. Leicestershire's result for 2018/19 is 9kg below the bottom quartile threshold of 1,040kg, and 17kg below the median result of 1,014kg. Analysis of the 2016/17 results (and other national research) shows a correlation between prosperity and waste per household, with higher prosperity levels linked to higher levels of waste. Leicestershire is relatively prosperous compared to other counties, which may be a contributing factor.

27. The proportion of household waste sent by local authorities across Leicestershire for reuse, recycling or composting' remained steady at 45.3% in 2018/19 and has missed its statutory 50% target. Compared to other English county councils Leicestershire is in the third quartile (2017/18). Throughout 2018/19 the Council continued to: deliver waste education to schools, community groups and residents; promote cut price compost bins; promote recycling grants and reusable nappies to encourage more reuse, recycling and composting in Leicestershire.
28. The 'percentage of local authority collected waste landfilled' remained the same as last year at 34% 2018/19 and has missed its 30% target. It has not met the target as a result of the loss of alternative (non-landfill) disposal points, which is outside of the Council's control as previously reported to the Committee. Leicestershire remains in the fourth quartile for this indicator compared to other English county councils. The reasons behind this lower than average performance includes national issues, seasonal fluctuations in garden waste and the impact of the economy, as well as issues specific to Leicestershire, such as the closure of the Cotesbach Mechanical Biological Treatment plant (MBT). The majority of the factors identified are beyond the control of Leicestershire County Council limiting the opportunity to mitigate the impacts. The authority is in the process of negotiating an increase in the amount of waste delivered to alternative disposal points. The department anticipates a significant improvement in performance for this indicator in 2020, following the new arrangements to divert additional waste from landfill to treatment. It will also help reduce the amount of waste sent to landfill in future years.
29. The 'tonnes of waste produced from LCC sites (non-operational)' improved in performance as waste decreased by 16% from 466 tonnes (2017/18) to 389 tonnes (2018/19) and has met its interim target of fewer than 433 tonnes. Overall, this indicator has shown a long-term improvement (i.e. reduction in waste) since 2012-13.
30. The 'Percent of Waste recycled from LCC sites' improved in performance from 55.8% (2017/18) to 60.4% (2018/19) and has almost reached its more challenging refreshed target of 61%. Since 2014/15, this indicator has varied very little between 54% and 61%. The progress made is a result of the adoption of a range of new approaches to make it easier for staff to recycle. Work is continuing in the form of visiting Adult Social Care buildings and to work with staff to further improve recycling rates.
31. The following environmental impact performance indicators mostly support the Council's 'Great Communities; and 'Corporate Enabler' outcomes, within dashboard 2 in Appendix A.
32. The 'total CO2 emissions from LCC operations (excluding schools)' showed another annual improvement in performance as the Council's carbon emissions have reduced this year by 16%. Emissions fell to 11,651 tonnes in 2018/19 from 13,935 tonnes in 2017/18 and are well ahead of their target.

33. 'Carbon emissions from LCC buildings' reduced by 12%, from 4,906 tonnes in 2017/18 to 4,335 tonnes in 2018/19 resulting in improved performance that is well ahead of its target. This is mainly due to a reduction in the carbon intensity of electricity.
34. Carbon emissions from LCC street lighting and traffic signs improved significantly in performance, as emissions fell by 34% (from 4,265 tonnes in 2017/18 to 2,830 tonnes in 2018/19) and exceeded its target (8,817 tonnes). As the national grid continues to decarbonise energy supply, performance for this indicator is expected to continue to improve over the long term.
35. The number of 'Total Business miles claimed' remained similar to last year as miles claimed increased slightly from 5,833,000 miles in 2017/18 to 5,835,000 miles in 2018/19 and met its target. An upcoming Green Fleet Review, which is under way in conjunction with the 10-year vehicle replacement plan project, will identify fresh ways to reduce business miles claimed. This may take the form of encouraging car sharing and departmental pool cars. Without any major changes to the current system (e.g. decreasing the mileage rate or investing in pool cars) this figure is unlikely to show any significant changes.
36. The 'Amount of renewable energy generated as a percentage of consumption' was introduced following the Council's pledge to use 100% clean energy by 2050 as part of the UK100 campaign. The Council has seen an improvement in performance from 12.7% in 2017/18 to 16% in 2018/19 and has met its target of 12.9%.
37. The latest data for 'CO2 emissions per capita in the local area' has improved in performance slightly from 5.4 tonnes per person (tpp) in 2016 to 5.3 tpp in 2017. This data is produced by the government two years in arrears. This indicator excludes: Road Transport (Motorways), Diesel Railways and Net emissions from Land Use, Land-Use Change and Forestry on the grounds that these are outside of local authority control. This indicator is in the third quartile when compared to other English county councils.
38. In addition to the above indicators that demonstrate the council's work to reduce its environmental impact the Council is refreshing the Environment Strategy in response to the declaration of a climate emergency in May 2019, committing to make Council operations carbon neutral by 2030, this is expected to provide more environmental performance indicators once completed. Further information on the work the Council is doing to address the climate emergency can be found within Appendix B.

Background papers

Leicestershire County Council's Strategic Outcomes Framework and Plans 2018-22

[NHT \(National Highways and Transport Network\) 2017/18, Summary Report for Leicestershire](#), details the full set of E&T comparable indicators (2018/19 due in December 2019).

Leicester and Leicestershire Business Survey 2017**Circulation under Local Issues Alert Procedure**

None.

Equalities and Human Rights Implications

There are no specific equal opportunities implications to note as part of this performance report.

List of Appendices

Appendix A – 1. Transport Performance Annual Report Dashboard, 2018/19

2. Environment and Waste Annual Report Performance Dashboard,
2018/19

Appendix B – Draft Annual Report summaries for Environment and Transport

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Appendix A. 1.

Strong Economy - Transport								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
<u>Strategic Transport Infrastructure</u>								
*	Average vehicle speeds during the weekday morning peak (7am-10am) on locally managed 'A' roads in Leicestershire (mph)	3rd (2018)	→	31.1 (2018)	30.3	31.3 (2017)	High	There was little change in the annual 'average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads in Leicestershire' indicator, which remained at 31mph, exceeding its 30mph target. Quartile position reflects average speed on local 'A' roads.
	Satisfaction with traffic levels & congestion (NHT satisfaction survey)	2nd (2018)	↓	34.2%	42%	37.1%	High	Satisfaction with traffic levels has declined in performance from 37% (2017) to 34% (2018), which is average performance when compared to the other English county councils.
*	% of businesses citing concerns about traffic congestion	-	-	-	<37%	28%	Low	No survey due to be carried out this year.
	Satisfaction with cycle routes/lanes & facilities (NHT satisfaction)	1st (2018)	↓	38.4%	47.0%	41.8%	High	Satisfaction with this indicator declined since 2017. Despite this Leicestershire was ranked in the top quartile compared to participating counties in the NHT 2018.
	Satisfaction with pavements & footpaths (NHT satisfaction)	1st (2018)	↓	60.0%	68.0%	67.7%	High	Satisfaction with this indicator declined in performance since the previous year.
<u>Sustainable Transport & Road Maintenance</u>								
*	% of the classified road network (A, B and C class roads) where structural maintenance should be considered (SCANNER) ✓	1st (2017/18)	→	2%	5-6%	2%	Low	Leicestershire continues to have some of the best maintained roads in the country. The 'percentage of classified roads where structural maintenance should be considered' remained at 2% during 2018/19 and has met its 6% target. Quartile positions reflects 'B' and 'C' class roads and 'A' class roads (compared as separate indicators).
	% of the unclassified road network where maintenance should be considered (visual inspection)	1st (2017/18)	↓	15%	<13%	12%	Low	The 'percentage of unclassified roads where maintenance should be considered' increased to 15% this year from 12% in the previous year, resulting in a decline in performance. This indicator has missed its target range of 9% to 13%. However, the benchmark position places Leicestershire just inside in the top quartile (2017/18) ranked 8th out of 29. The decline in the condition of unclassified roads has primarily been due to the extreme hot and cold weather and the impact this has had on subsoils and surfaces.

Strong Economy - Transport

Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
	% of network gritted	-	↑	47%	47%	45%	High	We expect to grit all our priority routes 1 and 2 (which cover 47% of the network). In 2018/19 we successfully gritted all these routes. During 2018 we acquired three new state-of-the-art gritters to our fleet to help keep roads safe and moving in winter. We also refurbished 6 gritters with technology, reviewed routes and increased coverage to 47% of the network and built salt levels to 18,500 tonnes.
*	Overall satisfaction with the condition of highways (NHT satisfaction survey)	1st (2018)	↓	29.3%	top quartile	39.5%	High	Despite a reduction in satisfaction Leicestershire remains in the top quartile compared to other two-tier County Councils for this indicator as derived from the National Highways and Transport Network (NHT) Survey Report 2018.
	% of footpaths and other rights of way that are signposted and easy to use	-	→	77%	75%	77%	High	
*	Number of bus journeys	3rd (2017/18)	↓	13.05m	12.8m	13.22m	High	There has been a decline in overall passenger journeys compared to 2017/18 in Leicestershire. This indicator is placed in the 3rd quartile when compared to other English county councils. Since 2015/16 Leicestershire's passenger journeys have varied between 13-14 million. The decline in journeys is consistent with the national picture which has also seen a decline in patronage.
Road Safety (Keeping People Safe)								
*	Total casualties on our roads	1st (2018)	↓	1207	1591	1194	low	This indicator saw a decline in performance following an increase in casualties from 1,194 in 2017/18 to 1,207 in 2018/19. Despite this it has met its interim target of fewer than 1,591 casualties and remains in the top quartile compared to other English county councils.
*	People killed or seriously injured in road traffic accidents	1st (2018)	↓	245	175	213	low	This indicator also declined in performance due to an increase in the number of casualties from 213 in 2017/18 to 245 in 2018/19 and unfortunately remains off track for the target of fewer than 175. Despite this decline in performance the Council remains in the top quartile compared to other English county councils.

Notes: Comparators are the 33 county councils & county unitaries.

Appendix A. 2.

Great Communities - Environment & Waste								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
Waste Management								
*	Total household waste per household (kg)	● 4th (2017/18)	↑	1031	<1041	1051	Low	This indicator has decreased this year resulting in improved performance. This indicator remains in the fourth (bottom) quartile, while the range between top and bottom quartile is narrow. Leicestershire's result is 9kg below the bottom quartile threshold of 1040kg and 17kg below the median result of 1014kg.
*	% of household waste sent by local authorities across Leicestershire for reuse, recycling, composting etc.	3rd (2017/18)	→	45.3%	50%	45.8%	High	This indicator remained stable at 45.3% in 2018/19 but has missed its statutory 50% target. Compared to other English county councils Leicestershire is in the third quartile (2017/18).
*	% local authority collected waste landfilled	● 4th (2017/18)	→	33.8%	30%	33.6%	Low	This indicator remained the same as last year at 34% 2018/19 and has missed its 30% target. The department anticipates a significant improvement in performance for this indicator in 2020, following the new arrangements to divert additional waste from landfill to treatment.
*	Waste produced from LCC non-operational / internal sites (tonnes)	✓ -	↑	389	<433	466	Low	Waste produced at LCC sites has fallen by 16% since last year and has met its target, demonstrating good performance.
*	% waste recycled from LCC non-operational / internal sites	-	↑	60.4%	61%	55.8%	High	2018/19 saw an improvement in the percentage waste recycled to 60%, which narrowly missed its target. The progress is a result of a range of new approaches to make it easier for staff to recycle.
	% of staff who say LCC is doing enough to reduce its environmental impact	-	↓	91%	78.5%	93.0%	High	There has been a slight decline in performance for this indicator although it has continued to meet its target.
Reducing Carbon Emissions & Mitigating the Impact of Climate Change								
*	Total CO2 emissions from LCC operations (excluding schools) (tonnes)	✓ -	↑	11,651	19,592	13,935	Low	The Council's carbon emissions have reduced this year by 16% and are well ahead of their target.
	Carbon emissions from LCC buildings (tonnes)	✓ -	↑	4,335	5,285	4,906	Low	Carbon emissions from our buildings have reduced by 12% resulting in improved performance that is well ahead of its target. This is mainly due to a reduction in the carbon intensity of electricity.

Great Communities - Environment & Waste

Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
	CO2 emissions from LCC street lighting & traffic signs (tonnes)	✓ -	↑	2,830	8,817	4,265	Low	Carbon emissions from street lighting and traffic signs fell by 34% and exceeded its target. As the national grid continues to decarbonise energy supply, performance for this indicator is expected to continue to improve over the long term.
	Total Business miles claimed ('000s of miles)	-	→	5,835	5,972	5,833	Low	The number of 'Total Business miles claimed' remained similar to last year.
	Amount of renewable energy generated as a % of consumption	✓ -	↑	16.0%	12.9%	12.7%	High	The Council has seen an improvement in performance from 12.7% in 2017/18 to 16% in 2018/19 and has met its target of 12.9%.
*	CO2 Emissions per capita in the local area	3rd	↑	5.3 (2017)	5.2(2018)	5.4	Low	Data is provided by the government (BEIS) and is 2 years in arrears. Data shown is for 2016 and 2017

Economy – Transport

People and businesses need infrastructure that provides excellent connectivity that meets their every-day needs. Transport infrastructure is a key enabler providing access to opportunity and opening up sites for growth. We aim to ensure good connectivity within the county and across the UK through working closely with partners to realise the Midlands Connect Strategy. We also continue to progress delivery of our local transport priorities to support growth, reduce congestion, increase road safety and support more sustainable travel.

Midlands Connect – the Midlands Connect Strategy outlines the region’s vision to become an engine for growth through investment in transport infrastructure. It proposes a 25-year programme of investment in strategic road and rail improvements to reduce congestion, improve journey times and support housing growth. We are currently involved in a number of Midlands Connect projects that are directly related to the successful delivery of our Prospectus for Growth. These projects include improvements to rail services to places such as Coventry and Birmingham, the A46 Trans Midland Trade Corridor, which is also a key element of the Leicester and Leicestershire Strategic Growth Plan, and upgrades to the A5 and A42. These projects will greatly enhance people’s ability to travel efficiently and safely around and through Leicestershire in the context of much needed houses and jobs to meet the demands of the area’s growing population.

Transport for East Midlands (TfEM) – through our involvement in TfEM we have set out our top priorities for transport improvements across the East Midlands including making the most of the HS2 development, securing a Midland Main Line fit for the 21st century, improving access to East Midlands Airport, the A46 Growth Corridor, A5 Improvement Corridor and transforming East-West connectivity.

Rail Strategy – working with the City Council and LLEP we have set out rail priorities up to 2043 to influence the Government and rail companies to fund further improvements to Leicestershire’s rail network and services, benefiting residents and delivering significant benefits. The strategy aims to achieve significant improvements to rail travel to and from Leicestershire stations including cutting journey times to other cities around the country. Progress includes providing input into the East Midlands Trains and Cross-Country refranchising processes and working jointly with Midlands Connect, Leicester City Council and Warwickshire County Council to develop a business case for the reinstatement of direct Leicester to Coventry rail services. Midlands Connect has now submitted a Strategic Outline Business Case to the Department for Transport (DfT), underpinning the case to secure further funding to develop the project to the more detailed Outline Business Case stage (OBC). Ahead of the DfT’s funding decision, Midlands Connect is taking forward work to investigate options in the Nuneaton area for restoring a direct rail link between the line to Leicester and the line to Coventry; we have contributed £50,000 towards this work, which is essential to the development of the OBC.

In June 2019 we welcomed Midlands Connect’s announcement of the most ambitious upgrade of the region’s rail network for a generation (known as the Midlands Rail Hub). The plans outline an additional 24 extra trains per hour on the network which will increase capacity and reduce journey times; this includes proposals for additional, faster and better quality train services between Leicester and Birmingham. Midlands Connect’s Midlands Engine Rail would see a £3.5bn

improvement programme to transform the region's rail network including space for 736 more passenger trains each day and improved services to 60 locations.

In September 2019 Midlands Connect presented plans to establish a direct hourly train service between Leicester and Leeds via HS2. A direct service between Leicester and Leeds could have a journey time of 46 minutes. Trains capable of running on both conventional and high-speed rails would travel up the Midland Mainline and on a freight track to Toton and then further north on HS2. The proposal would help cut congestion and boost the local economy.

HS2 - we are also learning more about the implications for the council of work to develop the proposals for and to build HS2 Phase 2b. In October 2018 we agreed investment to secure a proactive approach to managing the potential impact of HS2 such as minimising visual and noise disruption for residents and seeking to achieve economic benefits for the county through improved connectivity with cities to the North as well as the Thames Valley.

Midland Mainline - we also welcomed DfT confirmation of electrification of the Midland Mainline from Kettering to Market Harborough, as an important step in achieving incremental electrification for the mainline.

Ivanhoe Line - in July 2019 we announced that we would be contributing £10,000 towards a new feasibility study of the Leicester to Burton line, led by the Campaign for the Reinstatement of the Ivanhoe Line.

Major Road Schemes Supporting Growth

Since November 2016, we have outlined a list of transport projects totalling in excess of £360m and with the potential to generate at least £500m GVA for the local economy. We have a very strong track record of securing external funding, having since 2014 secured over £120m to invest in supporting growth and improving the County's transport infrastructure.

In December 2018 we set out plans to secure more than £50m to support new homes, job opportunities and reduce journey times in Leicestershire through the Government's Housing Infrastructure Fund (HIF). Our bids were submitted by the March 22 deadline and a decision by Government is still awaited. The bids provide the opportunity to ensure transport infrastructure is in place in a more coordinated way than would normally be possible through the usual planning process.

Melton Mowbray Distributor Road (MMDR) – in October 2018 we invited residents to look at detailed plans for the new MMDR, as well as submitting the planning application for the scheme. The proposals aim to transform the local area by tackling congestion, enabling housing growth, supporting business productivity and helping people get to work and college. In May 2019 plans for the relief road were considered by the council's Development Control and Regulatory Board and planning permission was granted. The plans were carefully developed to minimise the impact on the environment, local landowners and residents and, along the way, there have been refinements to the route following the feedback received. The proposals include a re-alignment of and enhancements to the River Eye SSSI, a shared footway along the length of the scheme and the creation of six roundabouts. The scheme's environmental proposals have recently received an East Midlands Royal Town Planning Institute award in the Natural Environment category. Work on the relief road is currently set to start next year and be completed in 2023. The route

of the road runs from the A606 Nottingham Road and crosses Scalford Road, Melton Spinney Road and Thorpe Road (A607) before re-joining the A606 Burton Road. The Department of Transport awarded £49.5m towards the road.

Hinckley – two junctions in Hinckley are to see a £5m investment to improve capacity and reduce congestion within the town. Works are scheduled for 2020.

Loughborough - M1, Junction 23 – over the Summer 2019 work commenced on a multi-million pound scheme to reduce congestion and unlock future development in Loughborough. The highway improvement scheme which will also provide access to the West of Loughborough Sustainable Urban Extension and the Loughborough University Science and Enterprise Park (LUSEP). The scheme is being funded by developers, £5m from Highways England and £12m from the LLEP. The second stage of the £25m project will include improvements to support future development and traffic growth. The scheme will upgrade a single carriageway to dual carriageway and create a new roundabout for two large housing and employment sites as well as providing cycling and walking facilities.

Coalville, A511 - in August 2019 we announced that the Council's A511 Coalville Growth Corridor plans had been included in priorities for Major Road Network funding by Midlands Connect, with a £42m request to support delivery. The proposals include improvements at nine locations between the A42 at Ashby and M1 Junction 22 and a new link road which would create a new north-south link across Coalville. Midlands Connect felt it was an ambitious proposal with compelling evidence that it creates new jobs and homes, improves access to major employers like Amazon and will improve air quality by reducing congestion. The proposal also aims to improve journey time reliability for public transport.

Anstey Lane and A46 - the County Council led on the delivery of improvements on behalf of the City Council, which will see a range of measures introduced on the A5630 Anstey Lane and A46 to increase capacity and improve journey times. The scheme will see the existing single lane section of road between the A46 interchange and Bennion Road roundabout upgraded to a dual carriageway.

Additional lanes will be created at the approach to the roundabouts at both junctions with new traffic lights installed. Pedestrian and cycling routes along the busy stretch of road will also be improved as part of the scheme. The improvements are designed to help accommodate the extra traffic that will be generated by the 3,000-home Ashton Green development by Leicester City Council. It will also support growth anticipated from future housing developments in the north of Leicester and in the county. Improvements began in September 2019.

Highways Capital Programme – in March 2019 we agreed a capital programme totaling £159.2m to 2023 for highways and transport. Key projects include the Melton Distributor Road, the transport asset management programme, Anstey Lane A46 improvements, M1 Junction 23 improvements, advanced design for major schemes, vehicle replacements, Hinckley Area Project Zone 4, Melton Depot replacement, and local safety schemes. Advance design works include the A511/A50 and M1 Junction 20a.

Traffic Management and Safety

Average Speed Cameras – there are communities across the county who feel speeding motorists are having a negative effect on life in their local area. In order to help tackle this, seven pilot sites for our average speed camera trial were switched on starting from September 2018. The scheme aims to provide a deterrent to prevent speeding. The Council has committed £500k to the 12-month trial which provides the funding for the cameras, equipment, staffing and enforcement action by the police. Since the cameras have been switched on just under 10,000 people have been issued a ticket for speeding, up to January 2019. Evidence also shows the cameras have been successful in lowering speeds at these locations. In September 2018 the Council stepped up its campaign with HM Treasury to keep the fines collected from the average speed camera trial which could then be re-invested in a further roll-out of the cameras across the County.

Reducing Rural Speeds – in March 2019 the Council announced that it was expanding the speed reduction scheme to include a further 24 rural routes. The project sees stretches of roads with a speed limit of 60mph reduced to 50mph. The move follows a study in 2017 which found that around 60% of collisions which caused injury on rural routes involved motorists exceeding the 60mph limit and the routes chosen all had well evidenced collision reduction reasons to reduce the speed limit. The speed limit reductions also incorporate reviews of the existing road markings and signs to ensure that they provide adequate warnings of the road conditions.

Road Safety – in August 2019 we commenced work on safety improvements on the crossroads between Charley Road, Iveshead Road and Abbey Road between Coalville and Shepshed. The work involves installing new road signs in all directions indicating bends in the road and the carriageway resurfacing. It is hoped that the road safety measures will reduce the number of accidents at this location. As part of our service offer we have investigated over 3000 enquiries, relating to parking, speeding, HGV issues, and pedestrian facilities to name a few and introduced approximately 100 safety/traffic management schemes throughout the County.

Bikeability - in 2018/19 over 2400 students were trained on roads at Level 2. This training usually takes place in the last year of primary school and can encourage children to cycle when they move to high school. Funding has been granted to support the delivery of Bikeability and training is continuing in 2019/20. In 2018/19 training using balance bikes has also been undertaken for more than 500 children aged 4 to 6. This 'Bikeability Balance' training gives children the confidence to begin riding.

Motorcyclist Safety - we remain supporters of The Shiny Side Up Partnership (SSU) an East Midlands motorcycle safety partnership. Originally set up to try and drive down casualties relating to sports bike riders this has now broadened to include lower capacity scooters and motorcycles. The County Council uses a variety of SSUP roadside posters at sites that have a poor motorcycle casualty history. These messages include Bike Crash Site Ahead and Think Bike. The roadside posters are bright yellow and have become a regular seasonal way of reminding riders and other

road users to take extra care and look out for each other. The website has been refreshed in 2019.

Red Route - Leicestershire's first 'red route' to combat dangerous parking on the A453 near East Midlands airport was introduced on a pilot basis. Double red lines replaced double yellow lines with effect from 5 August 2019. Red routes have a tougher zero tolerance approach to traffic violations and will benefit businesses, commuters and residents as well as cut congestion, pollution and help reduce accidents. The route will be enforced by automatic number plate recognition.

School Keep Clear scheme – in September 2018 the School Keep Clear scheme was launched with funding of £500k to address concerns about parking outside schools. The scheme makes more zig-zag zones enforceable outside schools and colleges. A camera car is used to collect evidence to enable fines to be issued to drivers who park on zig-zag markings. Since it launched, the scheme has seen 146 schools sign up, with a further 11 schools consulting on joining.

Driver Education - we have continued to offer our popular pre-driver days in 2019 to promote safety and highlight potential risks. They include an introduction to driving and cover issues relating to speed, safety and also a practical driving session, accompanied by a qualified driving instructor. Our older driver scheme Safer Driving with Age (SAGE) has also continued. The scheme encourages safe responsible driving by providing older drivers with a practical driving assessment in their own car with a qualified driving instructor. Driver education is an increasingly important part of speed management and driver behaviour change. The County Council facilitate the running of national driver education workshops on behalf of Leicestershire Police. In 2018/19, 22,500 drivers opted to attend courses as an alternative to receiving a fine and points on their driving licence. The aim of the courses is to help drivers understand the adverse consequences of their driving behaviour and give tips and advice to improve compliance and improve safety.

Community Speed Watch – this scheme continues to be a popular initiative which encourages local communities to get involved in identifying speeding motorists; and thereafter encouraging them to drive at more appropriate speeds. In 2018, there were 18 schemes and the details of more than 3,000 speeding vehicles were passed through to the police who, where possible, wrote to the registered keeper of the vehicles reminding them of the dangers associated with speed. The Community Speed Watch website has also been updated.

Hinckley Pedestrian Crossing – in January 2019 work started on a new pedestrian crossing scheme to improve access to amenities and provide safe crossing in Lancaster Road, Hinckley. The work completed on 1 February and will improve safety for pedestrians.

Delivering Enhanced Service for Communities – in June 2019 we agreed an enhanced highways service for parishes and communities, due to an increase in the number of communications to the service, with investment of £550k in 2019/20. The investment will help to improve specific groups of highways assets such as highways signs and lining.

Sustainable Travel

Choose How You Move – in November 2018 businesses across the county were given the opportunity to learn how sustainable travel schemes can help businesses. Many employers are already operating sustainable travel programmes including car shares and bike to work. The event provided a further opportunity for business to learn how to implement their own schemes including funding and grants to make changes.

Personal Travel Plans - in July 2019 personal travel plans were launched by the county and city councils to around 10,500 residents living in Birstall and Mowacre Hill. As part of the scheme people were asked about their travel patterns and given information and advice about alternative options, such as walking, cycling and public transport. The work with residents aims to make it easier for them to make sustainable and healthier travel choices.

Modeshift STARS – in February 2019 two county primary schools were honoured for their commitment to sustainable travel. Elizabeth Woodville was named county, midlands and north west primary school of the year at the Modeshift STARS school travel awards. Millfield LEAD Academy was also nominated in the Leicestershire category. Modeshift STARS is a national awards scheme established to recognise schools which demonstrate excellence in supporting walking, cycling and other forms of sustainable travel for the journey to school. Both Elizabeth Woodville and Millfield worked closely with the Council's safe and sustainable travel team. Measures have included no waiting zones, new pick up and drop off times and a nearby 'park and stride' which have helped relieve traffic congestion and increased active travel.

Public Transport – the Council also supports public transport in a variety of ways including by providing or supporting 100,000+ concessionary bus passes to help elderly and disabled pass holder travel free on local bus services. School transport is provided for 6,000+ school children, both mainstream and for those with special educational needs or disabilities (SEND). Over 33,000 blue badge permits are provided to allow disabled residents to have preferential parking closer to their destination. Three park and ride bus services provide fast and frequent buses in to Leicester and around 30 supported local bus service contracts are provided carrying bus passengers where commercial operators do not operate. Over 40 demand responsive transport services as an alternative to buses are provided and we also support Community transport providers across the County to provide services for those residents unable to use bus services or who are rurally isolated.

On Demand Travel - in April 2019 the first use of a section 106 planning gain agreement was used to finance an on-demand bus service in Leicestershire. Bus operator Arriva began providing the demand responsive, ride-sharing service, named ArrivaClick at the New Lubbethorpe development. Passengers book journeys using an app showing their preferred pick up point and destination and are matched with others and provided a seat on a 15-seater minibus.

Highways Maintenance and Management

Highways Maintenance – Leicestershire has some of the best maintained roads in the country and was the highest rated county council for road condition in a recent public satisfaction survey. Last year a total of £17m was invested in Highways Asset maintenance including £14.6m on carriageways, £0.8m on footways and rights of way, £0.9m on bridge maintenance and strengthening and £0.6m on flood alleviation.

In September 2018 we called on the Government to provide extra funds towards fixing Leicestershire roads damaged by the long summer heatwave. A total of £2.25m generated from investments was earmarked to fix the worst hit roads across the county, however more funds were needed to treat all affected sites. Gritters were deployed during soaring temperatures to protect roads at risk of melting by spreading 150 tonnes of granite.

Winter Maintenance – in October 2018 we welcomed three new state-of-the-art gritters to our fleet to help keep roads safe and traffic moving in winter. The new vehicles are fitted with the latest technology, including GPS systems which provide automatic grit spreading and route navigation to make the service as cost effective as possible. We also refurbished six gritters with technology, reviewed routes and increased coverage to 47% of the network and built salt levels to 18,500 tonnes.

We monitor the weather constantly and if freezing temperatures are forecast have a total of 23 gritters and drivers who spread rock salt across key routes. In January 2019 gritters hit the roads as temperatures plummeted. In March 2019 the three winners of a competition to name our three new gritting vehicles were announced. The three new vehicles are now on standby along with the rest of the gritting fleet.

Highways Support – in September 2018 Storm Bronagh caused disruption across Leicestershire. Over a period of two days, crews cleared more than 90 sites where the road network was disrupted by falling debris. In November 2018 Storm Diana hit the county and the crews worked to keep traffic moving and deal with any flooding. Crews were out 14 times removing blockages from roads across the county. In March 2019 emergency gangs were busy clearing trees and branches which fell during Storm Freya. Emergency gangs dealt with 18 call outs to remove trees blocking roads and footpaths, ensuring the safety of people while keeping traffic moving.

In August 2019 our highways crews were out again clearing trees and branches following heavy rain and strong winds. The teams dealt with over twenty incidents of fallen trees blocking roads across the county and fifteen call outs. Trees and branches which were blocking roads were moved to one side to allow traffic to pass safely.

Grass Cutting - the grass-cutting season commenced in April with the council's teams mowing the equivalent of 532 pitches at Leicester City FC's King Power Stadium each month. The authority maintains nearly 3.8million square metres of urban grass in residential areas. Residents who want to find out when verges are scheduled to be cut in their area can use the council's interactive grass-cutting map. We cut grass in towns and villages for safety reasons, not just to enhance the appearance of communities. Looking after verges, central reservations and islands ensures that visibility is not restricted for motorists and cyclists at junctions and that pavement widths are not reduced.

We have bought some new areas of grass cutting in house, with the arrival of two new teams to take on the additional work. The insourcing has seen an additional 11,705 grass verges added to the programme on top of the 29,139 already maintained. The change will give more flexibility to respond to changes and manage demand in the area. Work is currently ongoing with those communities who no longer want their verges cut but would like to see those areas remain 'wild' to support biodiversity and wildlife.

Gully Cleaning - to tackle blocked drains we are applying a new 'risk-based' approach to gully cleaning that includes increasing the number of roadside drains treated annually - from 64,000 per year to 92,000 – without costs rising. The change follows a seven-month trial to find a more cost effective and focused way of cleaning the county's 130,000 gullies. The trial found that it would be beneficial for more regular visits to roads at high risk of flooding due to the drains filling faster with silt. Previously drains were cleaned on an 18 to 24-month fixed programme, whether the road was at risk of flooding or not. The changes are part of our new highways asset management plan and were rolled out across the county from early 2019.

Great Communities – Environment and Waste

Our aim is to ensure that we protect our environment by sustainably managing our natural resources. We also aim to enhance the environment across the county and improve the quality of life of residents.

Environment Strategy – in July 2018 we approved a new Environment Strategy covering the period to 2030 and an associated three-year Action Plan. To date over £21m has been invested in significant projects across the county which have direct and indirect environmental benefits including converting the street lighting to LED bulbs, installation of solar panels and the installation of a biomass boiler at County Hall. Under the new strategy we aim to minimise our environmental impacts and contribute to the improvement of the wider environment through local action. We will also continue to play a significant role in protecting and enhancing the environment of Leicestershire, meeting the challenges of climate change and seeking to embed environmental sustainability into both social and economic development in the county.

The Strategy consists of 15 aims, and a number of high-level targets, covering climate change, waste, water, energy, transportation and environmental performance. Key aspects of the Strategy include empowering communities, residents, the public sector and businesses to become resilient to climate change alongside the council's commitment to reduce its own impact on the environment. Targets include a 38% reduction in carbon emissions by 2030 (against a 2016/17 baseline), an increase in the level of low carbon and renewable energy generated on council land and properties to 15% by 2021 and increasing the proportion of less polluting and more efficient vehicles in our fleet and reducing business mileage. As part of the UK100 campaign we have pledged to use 100% clean energy by 2050.

Climate Emergency Declaration – in May 2019 we declared a climate emergency and committed to become carbon neutral by 2030 for our own operations, to work with others and to lobby government to make the wider 2030 target possible and to limit global warming to less than 1.5 degrees. In September 2019 we agreed new proposals to begin to implement our commitment to become carbon neutral by 2030.

Rolling out a 'green' fleet, running electric park and ride buses and creating one of the first zero-carbon industrial estates in the UK are among our plans to tackle climate change. We are investing £450,000 of seed funding to kick-start work on wide-ranging plans. Switching to a green electricity tariff, launching a major tree planting programme and working with developers and others to build 'green' new homes are also being considered. We will be updating our Environment Strategy and Action Plan to reflect these new commitments.

Reducing Greenhouse Gas Emissions – through our Corporate Energy Strategy we have seen £0.2m extra investment this year in upgraded lighting, boilers and heating controls at county council premises. We have seen real change and initiatives such as LED street lights and solar panels have enabled us to cut our CO2 emissions by over 60%, reduce our wider greenhouse gas emissions by 55% and halve the amount of office waste we produce.

100% Clean Energy – in May 2018 we committed to using 100% clean energy by 2050 by becoming signatory to the UK100 campaign. Aiming to ensure that energy will come from renewable sources such as wind, water and solar power and not from fossil fuels. We will be changing to a 100% renewable electricity tariff from October 2019. Pledging our support to the campaign means we can work with communities and businesses in the county to change to a low carbon economy, which will help to secure an environmentally sustainable future.

Green Energy and Solar Farm - in April 2018 we unveiled innovative proposals for a solar farm and industrial units to generate green energy and almost £1m a year for council services. The plan involves creating a renewable energy facility and 14 workspaces for businesses on land off the A6 north of Quorn. Each year the site would produce 10 megawatts of electricity - enough to power 3000 homes – and generate £940,000 for the council to invest in frontline services.

Fosse Energy – we want to ensure that people in our communities can easily heat their homes using a sustainable source that's affordable. From November 2018 county and city residents were able to sign up to buy green energy from a not-for-profit company that aims to provide some of the cheapest gas and electricity. Customers selecting Fosse Energy's green energy tariff get electricity that is certified as being sourced from UK-based wind and solar generators. All four tariff options provide for 100% renewable electricity. In July the service had 677 customers with 1212 meters on supply. For customers who have not changed supplier recently there is likely to be a considerable saving. A new marketing campaign has been launched with poster sites, Leicestershire Live and park and ride buses. Promoting the services 100% renewable energy and not for profit status.

Electric Vehicle Charging – electric vehicle charging points have been installed at five locations – County Hall, Croft and Mountsorrel Highways Depots, Loughborough Technology Unit and Coalville Business Unit. The charging points are available to visitors and staff, providing cheap charging rates for electric vehicles.

Climate Change Grants – in September 2018 we encouraged community groups to apply for the latest round of Shire Climate Change grants. Grants of up to £5,000 are available through the scheme to help groups and organisations reduce their carbon emissions by improving the energy efficiency of community buildings. Groups which have already been supported include Syston Town Council and Fearon Hall community centre in Loughborough, which received funding to install LED lights and

a new boiler. Funding can not only improve energy efficiency but also improve facilities for local residents. From November 2019, this grant scheme will be replaced by the Shire Environment Grant scheme which will provide funding to projects that not only reduce carbon emissions in the community but also projects that tackle climate change, improve and protect biodiversity and prevent and reduce waste.

Tree Planting – trees make a huge contribution to keeping our air clean and providing habitats for wildlife. In November 2018, farmers and landowners were urged to apply for free trees to help improve Leicestershire’s landscapes. The trees aim to replace those that have been removed or under threat from disease. Up to 15 new trees along with planting items were available. The Free Tree Scheme shows commitment to enhancing the county’s landscapes.

Landscape Study Prize – in the Landscape Institute Awards 2018 the Leicestershire Landscape and Green Infrastructure Study was highly commended. The study provides a robust evidence base to allow planning authorities to be proactive in maximising green infrastructure opportunities in future development.

Clean Air Day – air pollution can have serious negative effects on people’s health. In June 2019 we pledged to support Clean Air Day as part of the council’s commitment to become carbon neutral by 2030. We have already made changes across our operations to reduce carbon emissions by 69% but there’s more to do and we want to lead the way when it comes to improving air quality in the county. We continue to support park and ride sites, bike-ability course, travel planners and an active travel reward app to help reduce emissions as well as active travel activities and initiatives for staff.

Waste Management

Resources and Waste Strategy – the National Resources and Waste Strategy was released in December 2018 and sets out how the Government will preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. During 2019, we have responded to a number of government consultations including consistency in household and business recycling collections in England, a Deposit Return Scheme and Extended Producer Responsibility for packaging.

Waste Education - in January 2019, we provided theatre sessions to schools with the aim of inspiring the next generation of recyclers to think about reducing, reusing and recycling and to encourage more sustainable behaviours. We offered 50 two-hour sessions to all primary schools in Leicestershire who received an interactive and fun workshop. We also offer free educational workshops, activities and talks to community groups in Leicestershire.

Composting – each year Leicestershire residents produce more than 300,000 tonnes of rubbish and recyclables, some of which is uncooked fruit, vegetables and garden waste which could have been composted rather than put in the residual waste bin. To help we continue to offer cut-price compost bins to reduce the amount of waste sent to landfill. Residents can also call on the support of a Master Composter, volunteers who use their own skills to raise awareness of the benefits of home composting.

Food Waste Prevention – we continue to promote the Love Food Hate Waste campaign in association with WRAP (Waste Resources and Action Programme) and its national campaign, including the #Spoiled Rotten campaign which is encouraging people to buy only what they need to help reduce the 7.1 million tonnes of food wasted every year in UK homes.

Community Kitchens - the community kitchen project is designed to get people thinking about the food they throw away and how this can be prevented. Led by local volunteers the sessions teach residents new cookery skills. In addition to cutting waste and saving money, the project aims to improve nutritional awareness and healthy eating. The classes also provide a safe space to socialise with others. During 2019 we continued to provide funding to 3 kitchens in Barwell, Earl Shilton and Wykin and continue to seek new kitchens to support.

Recycling – in September 2018, the Council teamed up with Recycle Now as part of Recycle Week to build awareness of and encourage increased participation in recycling behaviour. The council's waste initiative team joined with district councils across the county to provide recycling tips and advice. In August 2019 we launched a new campaign focusing on reducing the amount of contamination in recycling bins. During 2018/19, 5,500 tonnes of material placed in recycling bins in Leicestershire were rejected due to the presence of incorrect items such as disposable nappies and food waste spoiling good quality, recyclable material. We want to recycle as much as we can and aim to increase the 45% recycled to 50%. The council is working with the district councils to improve recycling output with the help of clear information and advice as part of our new campaign.

Shire Recycling Grants – in September 2018 and June 2019 organisations were encouraged to apply for a recycling grant of up to £3,000 for community-based projects to deliver local waste prevention, recycling or composting activities. The grants aim to help to reduce household waste, divert waste from disposal and make the best use of recycling, re-use and composting in a cost-effective way, while bringing Leicestershire communities together. From November 2019, this grant scheme will be replaced by the Shire Environment Grant scheme which will provide funding to projects that tackle climate change, improve and protect biodiversity and prevent and reduce waste.

Real Nappies – the average child will need 5,000 to 6,000 nappy changes before potty training is complete. We offer a free reusable nappy trial kit to Leicestershire residents to reduce the amount of disposal nappies which make up approximately 6% of the household waste bin. The kit contains a variety of different nappies along with wraps and liners and allows the opportunity to see which nappies suit best over a period of four weeks.

Recycling and Household Waste Sites – the Council provides 14 sites across the county. A programme of works at the Recycling and Household Waste Sites and Waste Transfer Stations (WTSs) has continued to ensure ongoing environmental compliance and efficient service provision. This includes improvements at Loughborough WTS and a range of preparatory work for future projects. In December 2018 our Loughborough site reopened ahead of schedule following essential maintenance work.

Waste Treatment - the authority has become a shareholder in an Energy from Waste (EfW) facility. As a shareholder we have secured increased waste treatment

capacity which will increase the resilience of the waste management service, allow us to treat more waste rather than landfill it and realise a significant financial saving of over £0.5m by 2020. A 'bulk haulage' contract has also been procured which aims to increase flexibility for the haulage service by moving waste from the County Council's WTSs more efficiently, allowing us to react to changes in service provision and to realise further savings in the future.

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 7 NOVEMBER 2019**

REVIEW OF HIGHWAY GULLY CLEANSING

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. The purpose of this report is to update members on Leicestershire County Council's current operation in relation to gully cleansing.

Policy Framework and Previous Decisions

2. Leicestershire County Council's Highway Asset Management Policy and Highway Asset Management Strategy documents set out the overarching approach and framework to managing highway assets.
3. The Highway Infrastructure Asset Management Plan (HIAMP) takes the strategic direction set by the Policy and Strategy and outlines a more detailed approach to managing highways. The HIAMP was approved by the Cabinet on 15th September 2017 and in terms of drainage states:-

'The majority of routine maintenance of drainage is cleansing. A targeted approach to gully cleansing is being implemented, rather than the current prescriptive fixed frequency regardless of risk and 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'.

Background

4. Historically all gullies have been visited on a fixed cyclical schedule, full gullies were maintained on the same frequency as empty gullies, resulting in an inefficient process.
5. Following the report to scrutiny on 6 September 2018 the Authority began to implement a risk based approach, the principal of which is that gullies that are predicted to fill up faster and roads with a higher level of priority, such as the Resilient Network, are attended more regularly, as per the below recommendations.

- a. Cleansing gullies on the required frequencies as identified in the gully emptying trial:
 - P1 roads (high priority) every 10 months
 - P2 roads (medium priority) every 20 months
 - P3 roads (low priority) gullies inspected every 24 months
- b. An external contractor providing the routine gully emptying function with all roads with a greater degree of silt build up and requiring traffic management routes treated on 10 month frequency and P3 route gullies inspected at the 24 month point;
- c. Retaining Leicestershire County Council operational resource (two tankers) for reactive works, where more time is required to resolve or investigate long term issues, allows the Authority to manage the peaks and troughs in the workload and retain operatives and equipment for emergencies in addition to keeping expertise within the Authority; and,
- d. Implementing a new gully emptying data system to provide increased data intelligence.

Current Position

6. Following agreement of this new approach and a procurement process, a contract for routine gully emptying was awarded to FM Conway in December 2018, this was to empty highway gullies on varying frequencies in line with the new operating model.
7. Improved asset management software was specified and Map16 software was provided with the contract. This is used to aid scheduling of works and significantly improved the interface for recording asset data for the 136,000 individual gullies in the County, such as silt level, defects, and further works required.
8. The new software is being used by the gully emptying contractors as well as County Council gully inspectors, ensuring all gully asset information is retained in one central location. All asset data is imported quarterly into the Confirm system to keep asset information up to date and reliable.
9. Formerly asset data of this quality has not been readily available. Previous software (Masternaut) was difficult to integrate and relied heavily on manual intervention. Map 16 and is being used to further plan and ensure the gully emptying frequencies are correct. Map 16 also aids monitoring data for KPI targets a) and b) (below) on a day by day basis.
10. The contractor's performance is monitored against the following Key Performance Indicators (KPI) on a monthly basis:-
 - a) Percentage of cumulative number of gullies attended compared to cumulative programmed amount to be attended at the end of the month (Target. Months 1 to 7 >92.5% Months 8 to 10 >97.5%).

- b) Percentage of total gullies actually emptied compared to total actually attended in the month (Target. >90%).
 - c) Percentage of occasions work is carried correctly out in accordance with LCC traffic management permit scheme (Target. >95%).
 - d) Percentage of Health & Safety reports required (Target. >95%).
 - e) Percentage of records provided on time (Target. >90%).
 - f) Number of customer complaints received for operational issues (Target. 1 or less per month) and quality issues (Target. 1 or less per month).
 - g) Innovation Statement (Target. once per year).
11. The contractor can be awarded one mark for each KPI every month, in addition up to five marks can be awarded each year for the Contractors compliance with the innovation statement. At the end of the second year of the contract the annual scores will be reviewed for the potential to award the contractor the first year of extension to the contract. At the end of year three the process will be repeated to determine a second one year extension.
12. The risk based operational model ensures best value, aiming to empty gullies where they are between 50% and 75% full of silt. Table 1 displays the number of gullies attended with the corresponding amount of silt recorded. The majority of gullies attended since the implementation of the new operating model are either 50% or 75% full of silt, in line with the objectives set out.

Table 1 Number of gullies attended (emptying) with corresponding amount of silt recorded for the period 1st April to 30 September 2019.

% Silt recorded	0%	25%	50%	75%	100%
Number of gullies	9	3531	14956	14845	4577

13. Asset data also allows the Authority to identify locations where further works are required. Currently less than 2% of the gullies have led to further works such as jetting works, lid replacement and lid resetting (this is in line with the predicted amounts). Ordering these reactive works allows for issues to be rectified prior to customer contacts being raised.
14. Leicestershire County Council staff are trained in the use of Map 16 and have access to live data. Highways Delivery are using the data to programme reactive works more efficiently by not reacting if maintenance is already programmed within three months, in order to keep the authority's reactive gully emptiers targeted where they are most needed. There is a planned roll out of Map 16 to the customer service centre (CSC) by November 2019 to further assist in improving customer service and help to rectify enquiries at source.
15. Carrying out a schedule of gully inspections on the lowest risk roads (P3), rather than emptying, allows for the condition of gullies to be monitored at a reduced cost, table 2 below illustrates the data recorded to date.

Table 2. Number of gullies attended (inspected) with corresponding amount of silt recorded for P3 category gullies over the period 1st May to 8th October 2019 (50% of all P3 gullies).

% Silt recorded	0%	25%	50%	75%	100%
Number of gullies	9453	2507	833	259	62

16. The majority of gullies inspected have been empty of silt, as forecast. Where significant amounts for silt are recorded an on-site assessment is undertaken in order to determine the level of risk for those roads and/or properties and decide if reactive gully emptying is required.
17. An average of 120 gullies, per gang, per day are emptied, compared to an average of 55 gullies, per gang, per day prior to the new operating model. There are three gangs operating daily.
18. A total of 40719 P1 and P2 gullies were attended in the period 1st April – 30th September 2019 (6 month period). Table 3 below illustrates the number of gullies attended in a 12 month period prior to the new operating model for comparison.

Table 3. Number of gullies attended annually prior to new operating model.

Year	2014/15	2015/16	2016/17	2017/18	2018/19
Number of gullies	50917	59747	59611	61198	46056

19. Retention of internal Leicestershire County Council operational resource (two tankers) for reactive works, where more time is required to resolve or investigate long term issues, has resulted in approximately 500 jobs being carried out so far this financial year.
20. The new regime cycle will be fully implemented by November 2020 and all gullies will have been attended by this date.
21. Gully data will be reviewed annually and any gullies requiring earlier or later interventions may be reprioritised for the next visit, the data recorded will also be investigated to determine locations where significant silt build up is recorded and would benefit from a greater emptying frequency.

Resource implications

22. N/A

Background Policies and Papers

23. Leicestershire County Council Highway Asset Management Policy:
<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/9/15/Highway-Asset-Management-Policy.pdf>
24. Leicestershire County Council Highway Infrastructure Asset Management Plan:

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/12/5/HiAMP-v5-1.pdf>

25. 6 September 2018 – Report to Environment and Transport Overview and Scrutiny Committee: ‘Review of Highway Gully Cleansing’:
<http://politics.leics.gov.uk/documents/s140018/Gully%20Emptying%20Report%20V7.pdf>
26. July 2017 - Equalities and Human Rights Impact Assessment – Review of Highways Asset Management Policy and Strategy
https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/7/19/EHRIA-Review-of-Highway-Asset-Management-Policy-and-Strategy-HMSPR_v5.0-signed.pdf

Circulation under Local Issues Alert Procedure

27. None.

Relevant Impact Assessments

Equality and Human Rights Implications

28. The Highway Asset Management Policy and Strategy documents set out the overarching approach to managing highway assets, including drainage, and completed a EHRIA previously.

Environmental Impact

29. A detailed environmental impact assessment has not been undertaken. However, the new operational model supports efficient maintenance of highway assets, which supports a number of environmental benefits including preserving natural resources, as a consequence of extending the serviceable life of highway assets before renewal, reducing the impact of congestion on communities and reducing carbon emissions by supporting the expedient use of the network.

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**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 7 NOVEMBER 2019**

PERMIT SCHEME UPDATE FOR STREET WORKS AND ROAD WORKS

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Report

1. The purpose of this report is to update members on the Leicestershire County Council Permit Scheme for street works and road works.

Policy Framework and Previous Decisions

2. The Permit Scheme has been developed under the powers provided in Part 3 of the Traffic Management Act 2004; the Traffic Management Permit Scheme (England) Regulations 2007 and the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.
3. The Environment and Transport Interim Commissioning Strategy Action Plan was approved by the Cabinet on 10 March 2017; it included actions to develop and implement the Permit Scheme.
4. The Scrutiny Committee's views on the implementation of the permit scheme were sought on 7th September 2017 and forwarded to the Cabinet meeting on 15th September 2017 to support the draft Permit Scheme for Street Works and Road Works.

Background

5. Activities on the highway network cause disruption, delays and potential risks both to highway users and the highway asset. Most of these activities are undertaken by utility companies (street works), the highway authority (road works), and Developers. To try and reduce the impact that these have on road users, businesses and the local/national economy the Government introduced the Traffic Management Act (TMA) 2004. The aim of the TMA is to encourage highway authorities and utility companies to put greater emphasis on co-ordination of works, including the County Council's own works, with a view to minimising disruption and protecting highway infrastructure. One of the key mechanisms provided within the TMA is to allow highway authorities to introduce a Permit Scheme for authorising and controlling street works and road works.

Permit Scheme overview

6. The Permit Scheme is a key element of the County Council's approach to managing the highway network.

7. The aim of the Permit Scheme is to improve the management of the road network through the better planning, scheduling and management of activities, so that they do not cause avoidable traffic disruption to any road user.
8. Achieving this aim will help the County Council in meeting its network management duty under the TMA 2004, i.e. to ensure the expeditious movement of traffic, as far as reasonably practicable.
9. The Permit Scheme does not give the County Council the authority to prevent street works or road works from being carried out. Works promoters (i.e. those organisations responsible for carrying out the work) are carrying out their statutory duty to provide and maintain services, and Developers are delivering new housing and infrastructure which directly assists the County Council in delivering the Strategic Plan (strong economy, affordable and quality homes etc.)

Objectives

10. The specific objectives for the Permit Scheme are as follows:

- To minimise disruption and inconvenience across the County by encouraging good practice, mutual and collaborative working arrangements, and a focus on coordination.
- To optimise the duration of activities and reduce unnecessary occupation of the network.
- To allow work promoters the necessary time and space to complete their work safely and expediently. To ensure the safety of those using the street and those working on activities that fall under the scheme.
- To provide a common framework for all works promoters who need to carry out their activity in the county.
- To establish consistency in working practices across the county and ensure parity of treatment for all promoters of activities covered by the scheme, particularly between statutory undertakers and highway authority works and activities.
- To promote early engagement between promoters and the County Council, and encourage forward planning and visibility of long term programmes to ensure activities are designed and planned to minimise their adverse impact on all road users, and to allow the County Council to make early informed risk based decisions with regards to the co-ordination and management of activities on the highway (risks around when, how and where the works take place).
- To work with all promoters to improve the quality and timeliness of information to road users about planned works and those being undertaken and to explore innovative ways of working.
- To emphasise the need to minimise damage to the structure of the highway and all

apparatus contained therein.

Current Position

11. The Permit Scheme has provided additional powers to assist the County Council statutory network management duty under the TMA. The Permit Scheme has given the County Council greater influence over how and when activities are carried out, however

- It is still for promoters to fully consider the impact of their works and adequately mitigate any adverse impacts before they are implemented. As such, the prime responsibility for planning, supervising and carrying out individual activities falls on the works promoter.
- The Permit Scheme allows for works programmes and practices to be adjusted to ensure that the statutory objectives of the co-ordination provisions are being achieved.
- The Scheme promotes the provision of timely, clear, accurate and complete information between promoters and the County Council as the Permit Authority.

Types of Permit

12. The different types of Permit are set out in Fig.1.

Works Category	Works Definition	<u>Minimum</u> Lead Time
Forward Planning Notice	As much detail as is available for coordination purposes	Non-mandatory notice
Major – PAA [Provisional Advanced Authorisation]	Works duration of over 10 days or Requires a road closure or other restriction using a Temporary Traffic Regulation Order (TTRO)	3 months for advanced authorisation then 10 working days for permit application
Standard	Works duration of between 4-10 days	10 working days prior to works start
Minor	Works duration of 1-3 days	3 working days prior to works start
Immediate	Works of an urgent or emergency nature that need to be undertaken immediately	Retrospective application after start, within 2 hours on a working day or by 10:00am the next working day.

Fig.1 Permit Scheme Application Timescales

13. Immediate activities are either emergency works or urgent works:

- Emergency works; are works required to end, or prevent, circumstances, either existing or imminent, that might cause damage to people or property. This applies to both street works and works for road purposes, which fall within the definition of activities.
- Urgent activities are defined as:

(Not being emergency works) whose execution at the time they are executed is required:

- i. to prevent or put an end to an unplanned interruption of any supply or service provided by the Promoter;
- ii. to avoid substantial loss to the Promoter in relation to an existing service; or,
- iii. to reconnect supplies or services where the Promoter would be under a civil or criminal liability if the reconnection is delayed until after the expiration of the appropriate notice period.

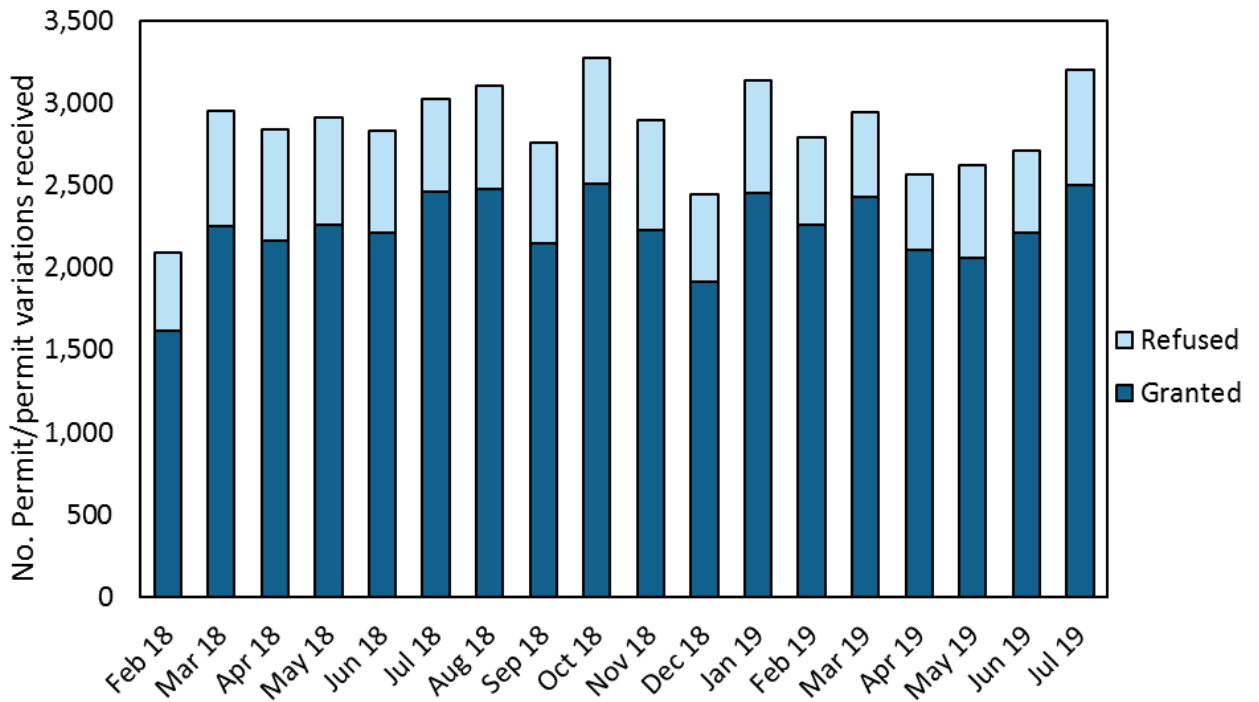
14. The Permit Scheme requires a Provisional Advance Authorisation (PAA) to be sought for Major activities. A PAA is not required for activities classed as Minor, Standard or Immediate. PAAs provide a mechanism for significant activities to provisionally 'book' road space prior to further planning and discussion between the Promoter and Leicestershire County Council.

15. The information contained within the PAA will provide confirmation as to whether the proposed works have the potential to be especially disruptive to local residents, businesses or road users. In such circumstances, the County Council will require the Promoter to provide advance publicity as it deems necessary for example letter drops to residents and businesses.

Permit Scheme overview

16. From the start of the Permit Scheme in February 2018 up to the 1st August 2019 40,313 permits (and permit variations) have been granted. This gives an average of 2,240 permits per month (as shown in Fig.2), with an average of 50 to 70 street works or road works starting every day.

Fig.2 Volume of Permit Applications



17. If the County Council does not respond to a permit application within the statutory response time, then a permit is “deemed to be granted”. No fee is charged for a deemed permit. The rate of deemed permits has remained below 2% since August 2018 as shown in Fig.3.

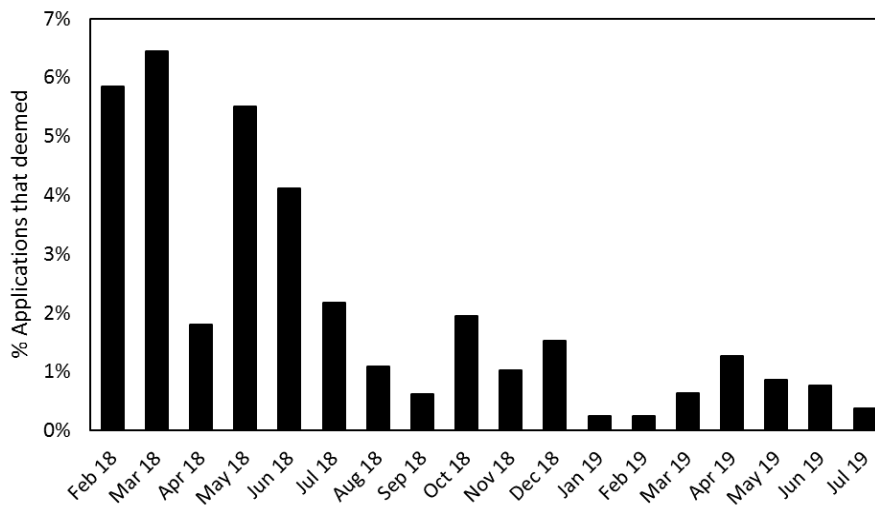
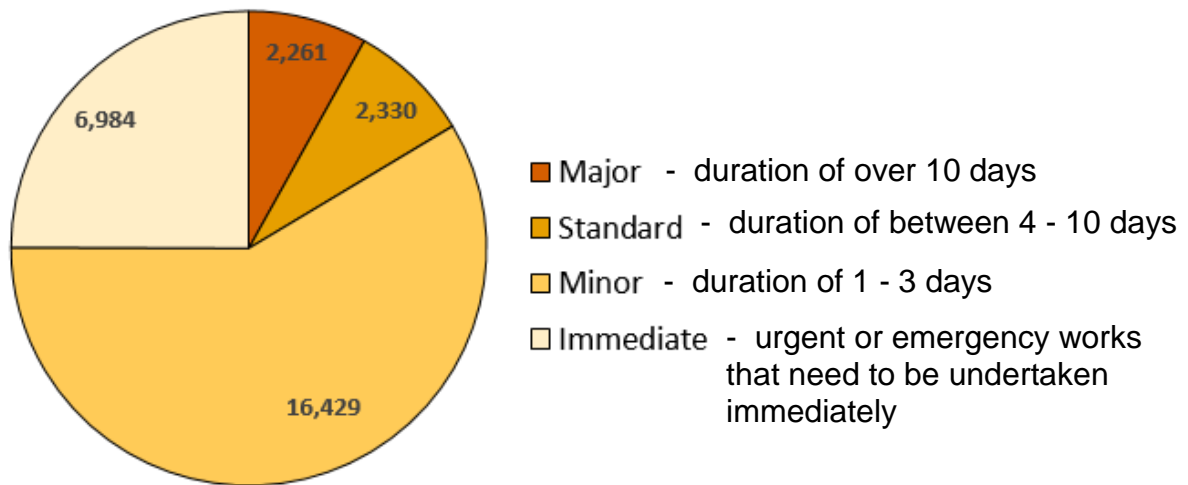


Fig.3 Percentage of Deemed Permits

18. The volume of work started by the different type of permits is set out in Fig.4 below

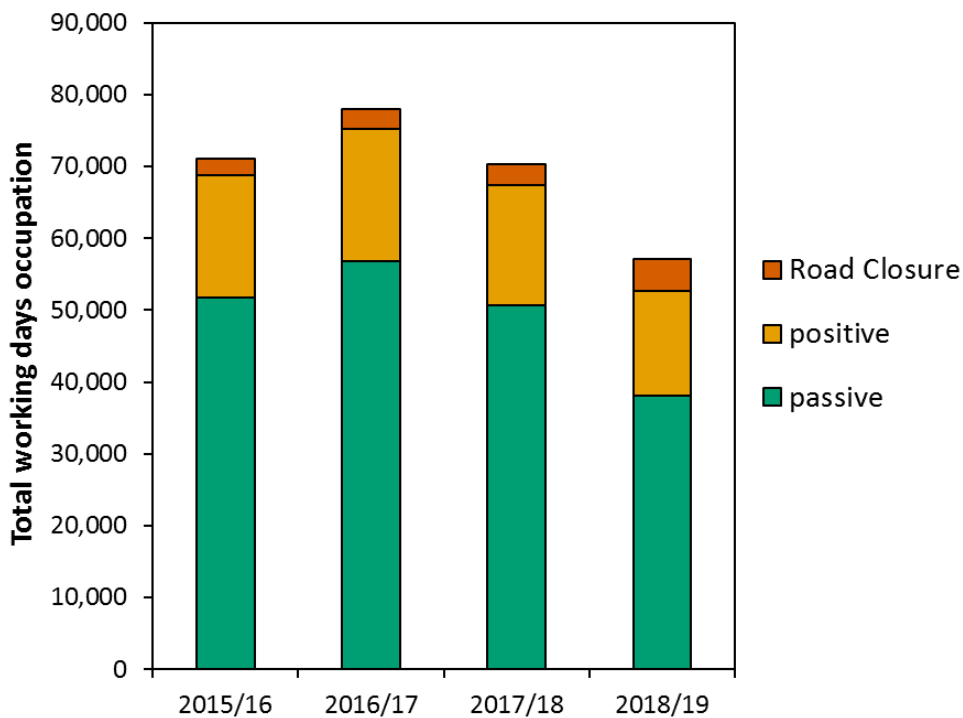
Fig.4 Volume of Works started by type



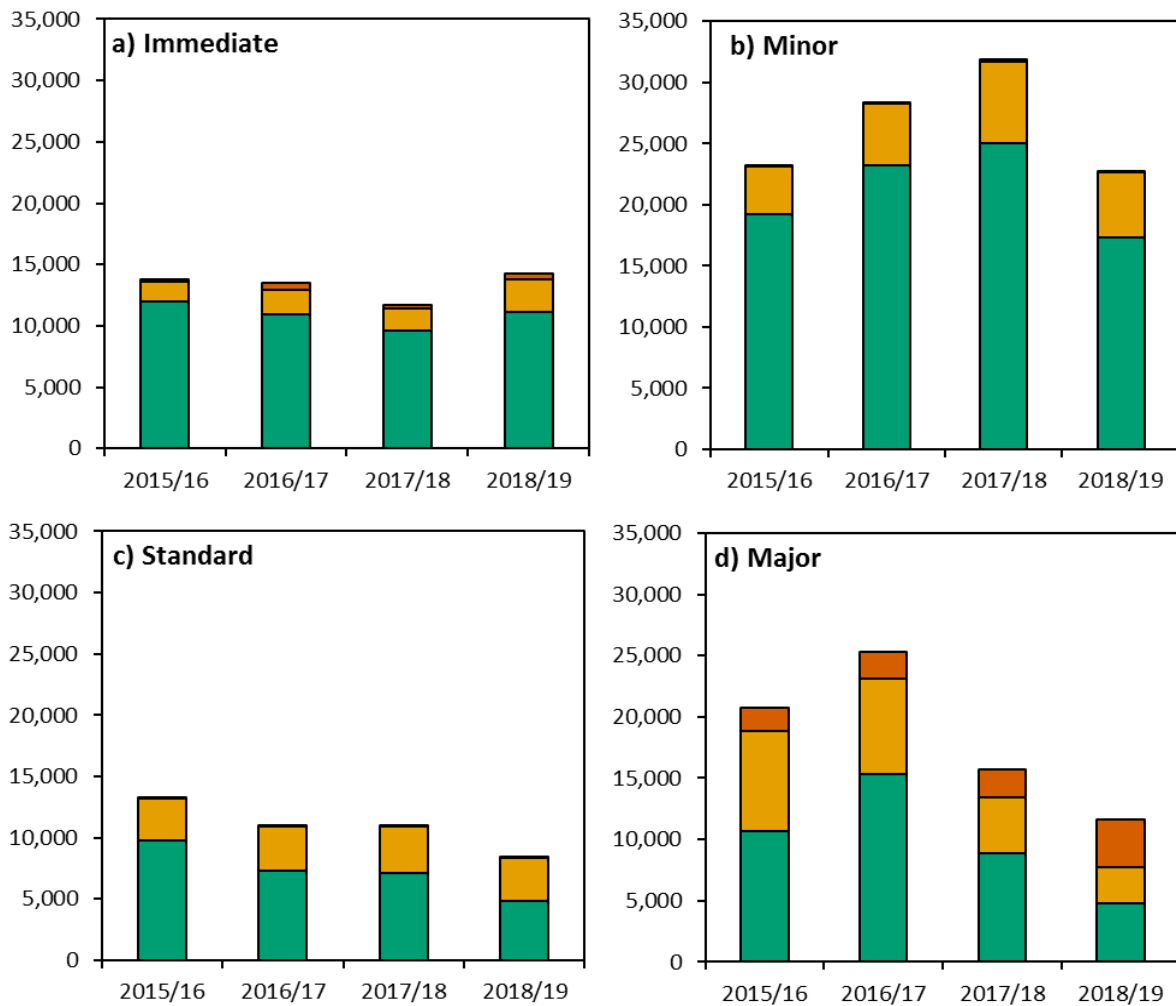
19. The total number of days occupation of the highway network by street works and road works declined in the first year of the Permit Scheme.

20. Figure.5 shows the total working days occupation under different types of traffic management (TM) for the past four years (including three years when works were subject to a Notice Scheme and one year under the current Permit Scheme).

Fig.5 Total working days of occupation

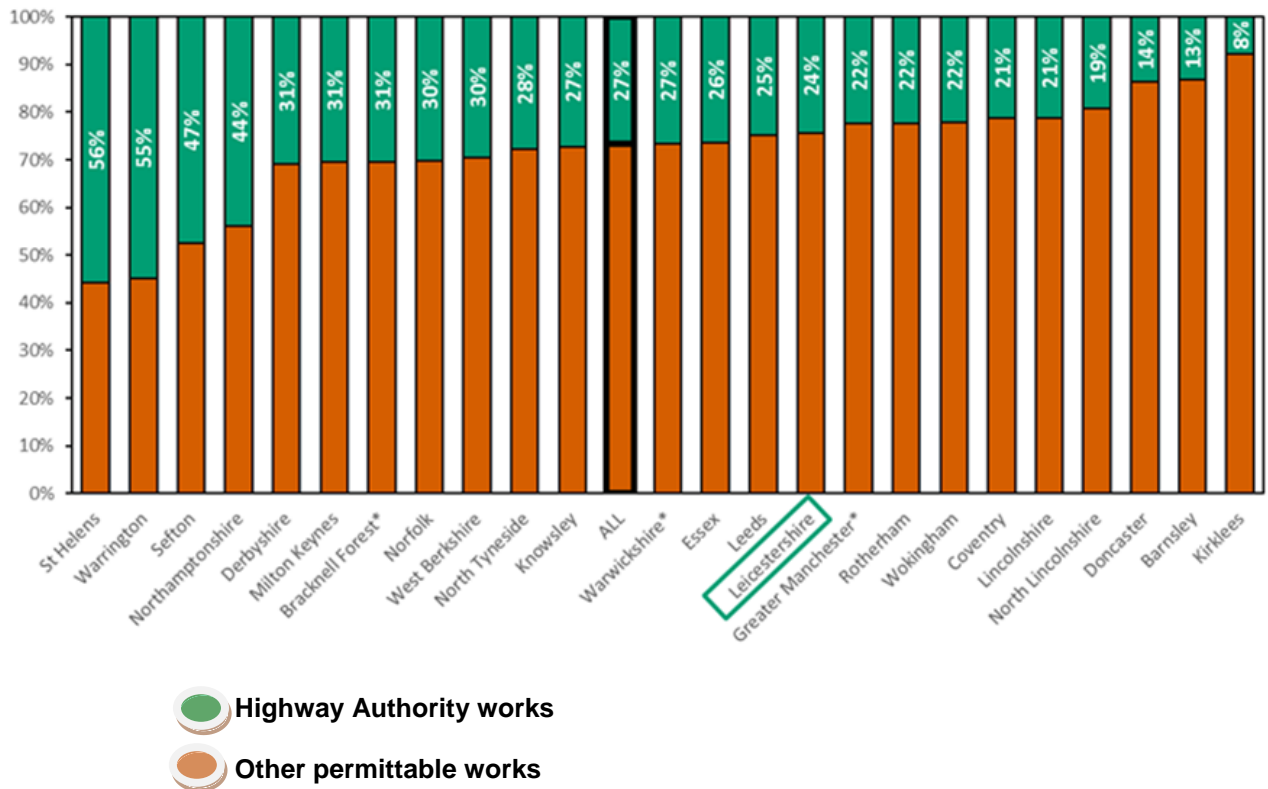


21. The graphs below show the total number of days occupation of the highway network by works type.



22. There has been a decline in occupation of the highway network for major works, possibly due to completion of Virgin Media's "Project Lightning".
23. There has been a decline in occupation of the highway network for minor works, possibly due to better planning under the Permit Scheme, however it is difficult to evidence this.
24. In Leicestershire 24% of all permits issued have been for the Council to undertake its own highway works (road works) as shown in Fig.6. Other authorities permit schemes report a range of 8% to 56% for highway works.

Fig.6 Percentage of Highway Authority works and Other permissible works



Permit Scheme Administration

25. The Leicestershire County Council Permit Scheme is administered and managed through the Network Management team. The scheme is managed on a district basis with a Network Co-ordinator, Technician and Inspector responsible for each district. In total the team consists of eight Inspectors, eight Technicians, eight Network Co-ordinators, a Performance officer, a Network Manager, and an Assistant Network Manager.
26. On a daily basis the Network Co-ordinators monitor and examine all received permit applications and permit variations so that they can co-ordinate activities throughout their designated areas. This is to ensure that any potential impacts are minimised and controlled.

This may include:

- coordinating activities in consideration to conflicts with other works being carried out on the road, or particular restrictions of the road;
 - challenging proposed durations to restrict unnecessary inconvenience to the road user; and
 - ensuring any granted works can be undertaken, with appropriate conditions applied.
27. The Technicians support the Network Co-ordinator by liaising with works promoters to identify their requirements, providing network advice, updating the street works system

(One.Network), and liaising with relevant Council departments and external bodies to publish any statutory notices.

28. The highway inspectors ensure that works are being carried out in accordance with the granted permit. This will include meetings, on site if required, with a works promoter to discuss and agree any actions or controls for the works.

Finance

29. The Traffic Management Act, section 37 (7), enables fees to be charged for all permit applications and variation requests granted for street works. Permit schemes are not intended to generate revenue for permit authorities although an authority may cover its costs.
- a) The permit regulations allow authorities to charge undertakers. Discounts on permit fees can be given for collaboration of works. Highway authorities are not charged as this would simply circulate money around a local authority.
- b) The income from fees shall not exceed the total allowable costs prescribed in the permit regulations. Allowable costs are limited to:
- the proportion of direct costs and overheads attributable to operating the scheme for undertakers.
 - the element of those costs that are over and above the cost of the authority's co-ordination duty under the New Roads and Street Works Act 1991 (NRSWA).
- c) Overall the permit scheme recorded a deficit of £13,800, this was offset by an operating surplus of £55,280 generated from penalty charge related offences as set out below.

TMA 2004 Regulation No.	Offence	Penalty	Number Issued	£
19	For carrying out activities within the highway without a permit	£500 reduced to £300 if paid within 29 days	75	£22,400
20	For carrying out activities on the highway that contravenes the conditions on the permit	£120 reduced to £80 if paid within 29 days.	411	£32,880

In addition to the above there is an option to 'revoke' a permit. A permit can be revoked in exceptional or unforeseen circumstances, repeated breach of conditions, or safety issues.

- d) The workload of the utility companies could reduce or increase in the future and this would impact on the income generated from the scheme. However, the scheme has been modelled on the most up-to-date information and the financial and operational aspects of the scheme are being reviewed each year. It is highly likely permit applications may rise due to the volume of activities required to maintain and update ageing utility infrastructure, in addition to the projects required to upgrade

these assets due to the high volume of developments taking place within the County. Adjustments to permit fees may be necessary in subsequent years to offset any surplus or deficit due to increased resources that may be required. It is not intended that the permit scheme should produce surplus revenue.

30. No change in permit fees is recommended at this stage.

Challenges

31. To maintain and improve the current efficient performance of the permit scheme there are several key challenges that have to be recognised.

- Providing a good service to all works promoters, with the resources available, to ensure works programmes can be effectively co-ordinated and delivered.
- Implementing changes in legislation
- Demonstrating parity of service to both internal and external works promoters.
- Working with works promoters to improve the standard of permit applications therefore reducing the number of refused permits.
- Improve collaborative working/engagement between works promoters.
- To raise awareness of One.Network(previously Roadworks.org) to encourage customers to self-help and reduce the number of basic enquires.

Outcomes

32. The Environment and Transport Interim Commissioning Strategy Action Plan, approved by the Cabinet on 10 March 2017, contains twelve departmental strategic priorities/outcomes, linked to the County Council's Strategic Plan. Officers believe implementation of the Permit Scheme has contributed to the delivery of the following strategic priorities/ outcomes identified in the Action Plan:

- a. Our transport system and assets are effectively managed and well maintained.
- b. More consistent, predictable and reliable journey times for the movement of people and goods.

Equality and Human Rights Implications

33. An Equality and Human Rights Impact Assessment (EHRIA) was undertaken before implementing the scheme and identified that a full assessment was not required.

Resource Implications

34. The cost of operating the Permit Scheme for utility works is being met by the utility companies by the fees charged. This cost includes the additional costs of staffing, IT

and other resources, over and above the previous costs of operating the NRSWA Noticing Regime.

35. Compliance with the Permit Scheme brings some additional costs for the County Council as a works promoter in preparing permit requests for highway works.

Background Papers

Cabinet 10 March 2017 – ‘Environment and Transport Interim Commissioning Strategy 2017/18 Refresh’:

<http://politics.leics.gov.uk/documents/s126982/FINAL%20Cabinet%20report%20-%20Commissioning%20Strategy.pdf>

Cabinet 15 September 2017 – ‘Permit Scheme for Street Works and Road Works’

<http://politics.leics.gov.uk/documents/s131562/Permit%20Scheme.pdf>

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