



Meeting: **Highways and Transport Overview and Scrutiny Committee.**

Date/Time: **Thursday, 7 November 2024 at 2.00 pm**

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

Contact: **Mr A. Sarang (0116) 305 8644**

Email: **Aqil.Sarang@leics.gov.uk**

Membership

Mr. T. Gillard CC (Chairman)

Mr. R. G. Allen CC Mr. B. Lovegrove CC
Mr. D. C. Bill MBE CC Mr. K. Merrie MBE CC
Mrs. A. J. Hack CC Mr. L. Phillimore CC

AGENDA

| <u>Item</u> | <u>Report by</u> |
|---|------------------|
| 1. Minutes of the meeting held on 5 September 2024 | (Pages 5 - 8) |
| 2. Question Time. | |
| 3. Questions asked by members under Standing Order 7(3) and 7(5). | |
| 4. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda. | |
| 5. Declarations of interest in respect of items on the agenda. | |
| 6. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16. | |
| 7. Presentation of Petitions under Standing Order | |



35.

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|-----|---|---------------------------------------|-----------------|
| 8. | Network Management - Highway Activity Review. | Director of Environment and Transport | (Pages 9 - 22) |
| 9. | Members Highway Fund Update. | Director of Environment and Transport | (Pages 23 - 28) |
| 10. | Local Flood Risk Management Strategy (LFRMS). | Director of Environment and Transport | (Pages 29 - 50) |
| 11. | Date of next meeting. | | |

The date of the next Highways and Transport Overview and Scrutiny Committee is scheduled for 16 January 2025 at 2.00pm.

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

Minutes of a meeting of the Highways and Transport Overview and Scrutiny Committee.
held at County Hall, Glenfield on Thursday, 5 September 2024.

PRESENT

Mr. T. Gillard CC (in the Chair)

Mr. R. G. Allen CC
Mr. D. C. Bill MBE CC
Mr. B. Lovegrove CC

Mr. K. Merrie MBE CC
Mr. L. Phillimore CC

In attendance

Mrs. A. Hack CC (in remote attendance)
Mr. M. Frisby CC, Chairman of the Environment and Climate Change Overview and Scrutiny Committee (minute 21 refers)
Mr. O. O'Shea, Cabinet Lead Member for Highways and Transport
Mrs. M. Wright CC, Cabinet Support Member

14. Minutes.

The minutes of the meeting held on 6 June 2024 were taken as read, confirmed and signed.

15. Question Time.

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

16. Questions asked by members under Standing Order 7(3) and 7(5).

The Chief Executive reported that no questions been received under Standing Order 7(3) and 7(5) from Mr M. Hunt CC.

17. Urgent Items.

There were no urgent items for consideration.

18. 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.

No declarations were made.

19. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.

There were no declarations of the party whip.

20. Presentation of Petitions under Standing Order 35.

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

21. Development of the Local Transport Plan (LTP4) 2026 - 2040.

The Committee considered a report of the Director of Environment and Transport which informed members on the progress of the new Local Transport Plan (LTP4) 2026-2040, and sought comments on the LTP4 Core Document and the approach to the development of the full LTP4, prior to consideration by the Cabinet in November 2024. A copy of the report marked 'Agenda Item 8' is filed with these minutes.

The Chairman welcomed Mr Frisby CC, Chairman of the Environment and Climate Change Overview and Scrutiny Committee to the meeting for this item as it had close links to the remit of that Committee.

The Chairman acknowledged the comments that had been submitted by Mr Hunt, Spokesperson of the Environment and Climate Change Overview and Scrutiny Committee as part of this item. Details had been circulated to all members and a copy of the comments is filed with these minutes.

In response to the comments raised by Mr Hunt CC, the Director advised that LTP4 would signal a move away from the 'predict and provide' model to a vision-led approach. The detail of this approach would be set out in the co-designed multi-modal area investment plans. These plans would also set out how to manage demand and encourage more sustainable means of transport to improve on personal health and environment related matters. The Director confirmed that Mr Hunt would receive a full written response to his comments.

Arising from discussion the following points were raised:

- Members welcomed the report, which was felt to be detailed and aspirational. Officers were commended on its colourful and engaging style. In response to a query, it was confirmed that one of the themes in the Plan related to innovation, and that the Plan would be sufficiently flexible and agile to be able to respond to new technology.
- A member suggested that, due to the recent change of Government, there was a level of uncertainty regarding the availability of Government funding. Concern was also expressed regarding the condition of the strategic road network and the improvements needed, although members were assured that LTP4 did not just focus on the local highway network and was fully integrated with the strategic road network as well.
- Concern was expressed regarding the condition of private roads in new developments. It was confirmed that the County Council had clear standards that needed to be met if the developers wanted the roads to be adopted. However, it was not possible to impose these standards on developers, particularly if the new road was separate from the public highway.
- The Committee was advised that LTP4 set out the principles for how the County Council wanted people to travel and was not intended to set out an approach to new developments in the county. Growth would be addressed through the

planning process and the County Council would engage with it through its role as the Local Highway Authority.

- The Plan set out a high level vision for transport and travel; later stages in the Plan's development would provide the detail of how this vision was to be achieved. Phase 3 of LTP4 would involve monitoring and reviewing the Plan to see if progress was being made towards the vision of increased walking, cycling and use of public transport.

Mr O'Shea CC, the Cabinet Lead Member, commended the aspirational nature of the report and hoped that the Network North funding commitments made by the previous Government would be honoured.

RESOLVED:

That the comments now made be presented to the Cabinet in November 2024.

22. Improving Passenger Transport through a Refreshed Bus Service Improvement Plan.

The Committee considered a report of the Director of Environment and Transport which informed members of work associated with the refresh of the Leicestershire Bus Service Improvement Plan. A copy of the report marked 'Agenda Item 9' is filed with these minutes.

Members welcomed the work undertaken on the Plan, noting that timescales had been tight, and commended it as cohesive and aspirational. It was noted that the extent of delivery would be dependent on the level of Government funding available, with an estimated £100 million required to support the ongoing delivery of the full ambitions in the Plan.

Members also welcomed the use of Demand Responsive Transport (DRT) and were pleased to note that there were anecdotal success stories alongside constructive feedback of the pilot with Fox Connect. Service users had welcomed the flexibility and ability to connect with clubs and other social activities that they would otherwise have been unable to attend. It was suggested that some case studies should be used to promote the use of DRT.

The Lead Member for Highways and Transport welcomed the report and supported Members comments on the success of DRT. He felt that the current funding model did not enable long term planning, and this could cause challenges.

RESOLVED:

That the comments now made be presented to the Cabinet in September 2024.

23. Highways and Transport Performance Report to June 2024.

The Committee considered a report of the Director of Environment and Transport which updated members on the Highways and Transport Performance to June 2024. A copy of the report marked 'Agenda Item 10' is filed with these minutes.

In response to a Member query regarding increased use of electric scooters and electric bikes and whether accident data was captured for these modes of transport, the Committee was advised that this was included in the data provided by the Police. It was

noted that there were more detailed breakdowns of the data collected which could be shared with Members.

It was noted that use of an electric scooter on a public highway was illegal outside the cities taking part in the national trial, and that there were no current regulations around their use. Members hoped that the Government would soon provide clarity on this matter.

RESOLVED:

That the report be noted.

24. Date of next meeting.

RESOLVED:

It was noted that the next meeting of the Committee would be held on 7 November 2024 at 2.00pm.

2.00 pm – 3.00 pm
05 September 2024

CHAIRMAN



HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE: 7 NOVEMBER 2024

NETWORK MANAGEMENT – HIGHWAY ACTIVITY REVIEW

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Report

1. The purpose of this report is to provide the Committee with an update on the activity that is taking place on the highway that falls within the duties of Leicestershire County Council as the Local Highway Authority (LHA).

Policy Framework and Previous Decisions

2. In 2011, the County Council approved the Local Transport Plan (LTP3) that set out the vision for transport in the County with a framework for the management and development of the transport system across Leicestershire up to 2026. The LTP3 set out six strategic transport goals:
 - I. Goal 1 - A transport system that supports a prosperous economy and provides successfully for population growth.
 - II. Goal 2 - An efficient, resilient, and sustainable transport system that is well managed and maintained.
 - III. Goal 3 - A transport system that helps to reduce the carbon footprint of Leicestershire.
 - IV. Goal 4 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
 - V. Goal 5 - A transport system that improves the safety, health and security of our residents.
 - VI. Goal 6 - A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
3. To support the LTP3, the County Council has a Network Management Plan (NMP). The Council's current NMP covers a period of 2014 to 2026, and it was approved by the Cabinet in April 2014 (see link to the NMP included below). In 2020, the Cabinet further agreed to a refresh of the NMP to ensure that this was fit for the future without radically requiring a change in approach to Network Management, and to allow the NMP to be more closely aligned to other developing policy and strategy documents across the Environment and Transport Department.
4. In addition, the NMP refresh reflected the fact that in February 2018, the County Council introduced the Leicestershire County Council Permit Scheme. These powers

enable the Council to deliver a more effective network management service, through the increased capability to control the planning and undertaking of any work that takes place on the road network.

5. The aims contained within the NMP enable the County Council to:
 - a) Develop and operate a holistic network management approach.
 - b) Manage the operation, performance and development of the road network based on a balanced risk-based approach, which incorporate all of the available evidence.
 - c) In planning for the housing and economic needs of Leicester and Leicestershire's population, employ a flexible approach to reviewing, amending and developing the network.
 - d) Engage and consult with all of the partners and the stakeholders, where appropriate, and lead by example, by applying the same standards and approaches to the Council's own works on the road network as to those of others.
 - e) Have regard to the Council's other wider obligations, policies and objectives set out in the Council's Environment Strategy and associated Carbon Reduction Roadmap.

Background

6. The Leicestershire transport network has a key role in enabling movement across the County, regionally and also nationally, supporting local communities in achieving their ambitions through access to key services and employment opportunities. The transport network is also important in supporting and delivering economic growth and prosperity by providing access to key markets locally, regionally, nationally, and globally.
7. Transport networks are experiencing greater movement in freight and logistics, due to the increased demand in online shopping, which has resulted in a higher demand for the movement of goods, therefore, increasing Heavy Goods Vehicle and Large Goods Vehicle movements across the transport networks. Leicestershire is located in the heart of the freight and logistics triangle, with East Midlands Airport acting as a core international gateway for the movement of goods and services globally.
8. As the LHA, the County Council is responsible for managing the traffic using its road network. By effectively managing the transport system it can provide more consistent, predictable, and reliable journeys for the movement of people and goods. This helps to tackle congestion and environmental pollution and improves safety and accessibility for all road users. The NMP is an operational plan to support this responsibility.
9. Pressure on the highway network is growing in terms of traffic and its use. However, there is also increasing demand for work activity to take place within the highway that results in higher levels of congestion and disruption. Activity on the network can be considered as street works, road works and diversionary works. These are defined as:
 - I. Street works are carried out by statutory undertakers using equipment and machinery on or under the road. Statutory undertakers include utility

companies, licensees under the New Roads and Street Works Act 1991 (NRSWA) and contractors. Examples include utility companies carrying out essential, new and maintenance works to their services within the highway, and developers constructing new and modifying existing infrastructure to provide for housing, employment and growth in the area. Street works are necessary to provide and maintain utility and transport services but can be disruptive to road users.

- II. Road works are different from street works. They are works carried out to repair or improve the highway including footways, pavements and street lighting. The County Council, as the LHA, is responsible for highway maintenance within the administrative area for the County and undertakes road works which can be reactive and planned maintenance works. Examples of planned activities include carriageway resurfacing, road surface treatments, footway resurfacing, street lighting replacement and bridge maintenance. Reactive works include pothole and drainage repairs, accident response and temporary road fixes. Schemes, such as the North and East Melton Mowbray Distributor Road (NE MMDR), place demand on the network where new infrastructure meets existing roads and extensive temporary traffic management measures are required to make these connections.
 - III. Diversionary works are works to reroute utility services. They are sometimes necessary to accommodate highway improvement schemes. Diversionary works to existing utilities are required for schemes such as the NE MMDR.
10. Other bodies, such as Network Rail and National Highways, also require dedicated temporary space on the highways network to undertake works on their assets that impact directly and indirectly on the local roads in Leicestershire.

Permit Scheme

11. In order to manage activity on the network, the NRSWA placed a duty on the Council to coordinate activities (works) of all kinds on the highway under its control. This duty was subsequently extended to allow an authority to introduce a permit scheme to support the delivery of this duty, which the County Council did in 2018.
12. The permit scheme enabled the Council to take more active involvement in the planning and coordination of works, from the initial planning stages through to completion. This includes that:
 - a) Organisations need to book occupation for work instead of giving notice to the Council, essentially obtaining a permit for their works.
 - b) Any variation to the work needs to be agreed with the Council, before and after the works have started, including extensions to the duration of the works.
 - c) The Council can apply conditions to work to impose constraints.
 - d) Sanctions with fixed penalty notices for working without a permit or in breach of the conditions (of the permit) can be issued by the Council.

Regulatory requirement for a permit scheme evaluation

13. Regulations require permit schemes to be evaluated following the first, second and third anniversary of the scheme's commencement and then following every third anniversary. The County Council has completed and published these on its website.
14. In line with the regulations in its evaluation, the Council, as the permit authority, is required to include a consideration of:
- Whether the fee structure needs to be changed in light of any surplus or deficit;
 - The costs and benefits (whether or not financial) of operating the scheme;
 - Whether the permit scheme is meeting the key performance indicators where these are set out in the guidance.
15. The Department is currently completing an evaluation for its scheme for years four, five and six (February 2021 to January 2024 inclusive), which cover the areas that are set out above. The data obtained to date from this evaluation is included in this report to show the activity that occurs on the highway within Leicestershire, and to demonstrate how this demand is growing on an annual basis.

Evaluation Key Highlights

16. Across the last three-years (year four, five and six of the permit scheme), there has been:
- On average, 56 activities starting every day on a road in Leicestershire.
 - 71,637 total days of work, of which 27% of this is for urgent or emergency activities.
 - 1,971 days of road closures in the County.
 - 5,120 live work site inspections undertaken by the Council, as well as 3,231 reinstatements being checked.
 - 27% of permit applications challenged by the Council, with applied conditions on 87% of the permit applications, and 2,017 offences issued.

Permit Applications

17. All registerable works require an application to the Council to obtain a permit. The figures in Table 1 below, show that between 2022/23 and 2023/24 there has been an increase of 36% in permit applications received. This is up from an increase of 9.2% in the previous year. Data from the current year, 2024/25, is also seeing similar increases in applications.

Table 1: Permit applications submitted to the Council 2021-2024

| Promoters | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--------------|------------------|------------------|------------------|
| Electricity | 2,208 | 2,026 | 2,228 |
| Gas | 1,360 | 1,107 | 1,368 |
| LHA | 5,096 | 4,644 | 5,209 |
| Other | 268 | 212 | 315 |
| Telecoms | 5,583 | 7,956 | 12,104 |
| Water | 8,391 | 9,076 | 12,807 |
| Total | 22,916 | 25,021 | 34,031 |

| | | | |
|-----------------|--|-------------|------------|
| Increase | | 9.2% | 36% |
|-----------------|--|-------------|------------|

18. Not all applications for work result in an actual work, with many phases being cancelled or superseded. Across all of the promoters (any organisation carrying out works in the highway regardless of whether they are working directly for, or on behalf of, a highway authority or undertaker), only 77% of the permit applications resulted in actual works being carried out. This poses a constant challenge to co-ordination when change occurs, and it also limits network availability until an application is closed down.
19. For the Council to effectively carry out the coordination of works, including the advanced publicity of works, it is essential that the applications are submitted with sufficient lead time based on the work category, as set out within the NRSWA. This is:
- For major and standard work, an application lead time of 10 working days prior to the proposed work start date;
 - For minor works, three working days lead time.
20. Immediate works can be submitted after the works start and must be received within two hours of the works starting, or by 10:00am on the next working day if the works started outside of non-working hours.
21. Over the three-year period, 87% of the applications were received on time, meaning that 13% were not, which has put pressure on the County Council in coordinating those activities on the highway at very short notice.

Work Location and Traffic Management

22. Work is undertaken across all of the different sections of the highway, not just the carriageway. Since the introduction of the Department for Transport's (DfT) Street Manager in July 2020, (the national roadworks service which provides data for England on every utility street work and local highway authority road work) the location of the work has been recorded on the permits. The data shows that, overall, 47% of the works are undertaken entirely in the footway, 28% in the carriageway and 9% in the verge. The remainder of works are undertaken in a combination of the carriageway / footway, footway / verge, or across all three sections.
23. All works must be undertaken using an appropriate form of traffic management (control) to ensure that the work is conducted safely. This includes for those undertaking the works, as well as the road user, including pedestrians, cyclists and in particular the needs of disabled people and vulnerable groups. Table 2 below shows that positive traffic control, such as temporary traffic lights or stop / go signals, are used the most, whilst road closures account for an average 18% of all of the works.

Table 2: Traffic management control applied by the Council 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|-----------------------------|------------------|------------------|------------------|
| No carriageway incursion | 11% | 12% | 17% |
| Some carriageway incursions | 16% | 22% | 18% |

| | | | |
|--------------------------|-----|-----|-----|
| Passive traffic control | 16% | 17% | 16% |
| Positive traffic control | 33% | 30% | 30% |
| Lane closure | 4% | 3% | 1% |
| Road closure | 20% | 16% | 18% |

24. Applied offence charges (FPNs (Financial Penalty Charge Notices) for the breach of permit conditions, working without a permit and late notifications, are defined within the NRSWA. Offence values are fixed under the NRSWR legislation, and this is dictated by the type of offence. The values can range from £120 to a maximum offence level of £500 which are applied as a fixed fee. The legislation allows for the application of fixed discounts to fee amounts in certain circumstances.

Work Duration and Traffic Sensitive Streets

25. Since the introduction of Street Manager, there is a more accurate record of the actual start and stop times of temporary works on the highway. Analysis of the work duration is based on the works that are undertaken only. The durations of the works are typically calculated in whole calendar days, however, typically, it will not take the whole day, so a detailed analysis should be in actual times (minutes). Table 3 below shows the duration of work per scheme year, and overall, there has been a reduction in the duration of the works, which has stayed consistent over the last few years through effective network management coordination.

Table 3: The duration of work per scheme year 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--------------------------------|------------------|------------------|------------------|
| Calendar Days Duration (Whole) | 82,958 | 68,193 | 64,613 |

26. The County Council designates a street as traffic-sensitive, based on a criterion that is set out within the regulations, to ensure that streets with specifically higher traffic flows have greater consideration with the coordination and control of works. These designations contain timings for when the flow is estimated to be at the defined levels for traffic-sensitivity. For the last three years, 59% of the works on traffic sensitive streets have happened during the peak times. The Network Management Team challenges methods of working, and wherever possible, places conditions to undertake work outside of peak times. However, in some cases, this cannot be avoided due to the nature of the traffic restrictions that need to be in place at all times to maintain safety for all road users.

Work exceeding agreed duration

27. Works that exceed their agreed duration can create significant coordination issues and can negatively impact other work programmes with the potential need to reschedule or revoke other active or planned works that may clash with adjacent over-running works.

28. Promoters may request an extension whilst the works are in progress, which can be granted or refused by the Council. Table 4 below shows the works that have exceeded their agreed duration.

Table 4: Work extensions 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Works exceeding the planned duration per year | 2,175 | 1,990 | 2,157 |
| Works exceeding the planned duration (% of total) | 12.4% | 10.3% | 8.7% |
| Additional duration of work exceeding the planned duration per year | 30,177 | 17,638 | 14,720 |

29. Overall, the volume of works exceeding the planned duration is reducing, and it is less than 1 in 10 of all works. Also, there are still large numbers where the additional duration is approved following a request by the promoter. For the works that have overrun, the legislation enables the County Council to fine the promoters, and this is something that the Council undertakes. Applied offence charges (FPN) for overruns are also defined within the NRSWA. The offence values are dictated by the type of offence and the sensitivity of the street. They are not fixed under the legislation, and they are subject to negotiations between the LHA and the Statuary Undertaker. The values can range from £100 to a maximum offence level of £5,000 per day in certain circumstances.

Variations to permits

30. Both regulations and the permit scheme include a provision for the Council to vary or revoke a permit. Therefore, a permit variation can be issued either by the promoter for the Council to grant or refuse, or by the Council to the promoter as an imposed change. There are many reasons why variations are issued, which include:
- a) Changes to the work details, such as a change in traffic control or the work methodology once a work has been started.
 - b) Requests to extend the planned duration of the work, because of plant breakdown or other factors, such as bad weather, are preventing or limiting the work.
 - c) Other unplanned activities on the network, such as an emergency diversion route caused by an accident or other emergency work.
31. In most instances, the promoters submit a work duration extension request when it is apparent that the work will take longer than planned. For example, if the work is impacted by adverse weather conditions, or other unexpected events, such as plant failure. Table 5 below shows the number of requests for extensions and the outcomes.

Table 5: Number of requests for work duration and the outcomes 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---------------------------------------|------------------|------------------|------------------|
| Requests for work duration extensions | 856 | 774 | 1,022 |
| Percentage refused | 20% | 8% | 8% |
| Percentage granted with a challenge | 14% | 11% | 11% |
| Percentage granted | 66% | 82% | 80% |

32. The County Council can issue imposed variations and revocations, and these are shown in Table 6 below.

Table 6: Number of permit revocations 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--|------------------|------------------|------------------|
| Permit variations imposed by the Council | 1,748 | 1,186 | 1,456 |
| Permit revocation imposed by the Council | 55 | 48 | 153 |

Permit Conditions

33. The permit application process allows the Council to apply or amend the permit conditions (within the categories that are defined in the statutory guidance). The use of the conditions is a primary benefit of a permit scheme. Table 7 below shows the proportion of work where permit conditions have been applied. This number is increasing, and it reflects the ongoing development and understanding of the Network Management Team as to when and what conditions should be applied.

Table 7: Percentage of total proportion of works where condition applied 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Percentage of total proportion of works where condition applied | 79% | 87% | 91% |

34. It is not always possible to determine the effect of a condition or an outcome that can be quantified. However, there are a few indicators that can be used to identify whether conditions are being applied to good effect, and therefore of benefit to the road user. These include:
- a) Planned works outside traffic-sensitive times (on a traffic-sensitive street) with a timing condition (National Condition Text (NCT2a)) to ensure that there is compliance to this arrangement.
 - b) Works at traffic-sensitive times (on a traffic-sensitive street) involving temporary traffic lights with a condition (NCT8b) to manually control the lights at specified times (typically peak traffic times).
 - c) Planned works under a road closure with advanced publicity of the works.

Permit compliance inspections

35. A permit scheme introduced two new offences (working without a permit and breaching a permit condition), with financial penalties for the statutory undertakers where there is a failure to comply. The County Council has a team of inspectors who undertake inspections to manage and monitor compliance. Table 8 below sets out the number of penalties that were issued together with the inspections carried out per year.

Table 8: Permit offences 2021-2024

| | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Permit condition inspections carried out per year | 758 | 1,458 | 2,673 |
| Permit condition pass rate per year | No data | 42% | 51% |
| Offences for working without a valid permit | 190 | 296 | 259 |
| Offences for breach of permit conditions | 724 | 965 | 1,216 |

Service Challenges

36. A key challenge is the resources that are available. This is both linked to the recruitment and retention of staff, and difficulties in attracting staff with the requisite knowledge and skills to undertake the range of specialist roles within the Network Management Team, such as Street Works Inspectors and Co-ordinators. This is coupled with a growth in demand to work on the network, as shown in the data provided above. This continued growth is putting pressure on the existing resources to have sufficient time and capacity to coordinate the works, and also to ensure that the Council is applying robust traffic management conditions prior to approving the permit applications, and inspecting and enforcing the conditions that are applied to the permits. This enforcement is important to demonstrate that a robust approach is applied within Leicestershire to drive improvements in performance and behaviours.
37. The data shows that the number of permits has been increasing year on year and it is considered that demand for road space and permits will continue to be high irrespective of the Council's ability to resource and deal with the requests. This is due to the fact that if the permits are not dealt with within the permitted timescales, then the permits are deemed as accepted. This accounts for around 3.5% of all applications and it is considered that this number will increase without additional resource.
38. The Network Management Team's resources are currently under review to consider what the current demand, as well as the future demand, will be.
39. Housing developer works on the highway are outside the scope of the Council's permit scheme. A developer that requires temporary road space on the Highway to facilitate their works or to meet the requirements of a Section 278 agreement (allows a third party to work on the highway), follows a different process. The developer is

required to engage with the Council during their preconstruction period. The Council will then process the temporary road space requirement and apply charges where this is necessary; for example, for road closures and for the associated fees.

40. The Network Management Team collaborates regionally with neighbouring authorities and all of the statutory undertakers who have a range of capital programmes that are ongoing or starting in the future (an example of this is the Severn Trent Water flood alleviation works in Groby, and the Network Rail electrification of the Midland Mainline). This type of work creates further demand over and above the utility maintenance activities on the network that will cause disruption. Works are continuing to minimise this and plan the works effectively. An example of this collaboration would be the partnership working with broadband providers and parish councils to support the installation of fibre optic cables across Leicestershire.

Communications

41. All roads across the County can be viewed on the One Network website. It is recommended that this key information source is used by individuals and organisations seeking information about temporary works on the highway and view their effects, as it contains, for example, the details of the works, the promoter, and the diversion routes. The website is map based and user guides are available on the County Council's website. If the answers cannot be found via this site, then the 'report it' form can be used to raise any issues.
42. For works undertaken by others, the Network Management Team undertake a statutory consultation that consists of a public notice in the press. The duty for the consultation lies with the roadworks promoter and, where applicable, conditions such as a communication plan will be added to the permit. The promoter is required to erect site notices for the road closures, and to undertake letter drops and community / business engagement for the larger schemes. The same applies for the County Council promoted works, such as carriageway resurfacing.
43. In all cases, it is important to reinforce that the utility providers (such as gas, water, electric, telecom) have a statutory duty to provide and maintain their infrastructure. This means that, where necessary, they are entitled to carry out unplanned street works, such as in relation to a burst water main under the carriageway affecting the supply of water to properties and requiring immediate repair. The early communication of such works is not always possible.

Lane Rental Scheme

44. The lane rental schemes need to be approved by the Secretary of State for Transport before they can become operational. Such schemes do not replace a permit scheme, but they are an additional regime that provides a clear framework for a targeted approach to network management and reducing the congestion from the works. The main aim of the lane rental schemes is to reduce the impact of the works on the busiest roads at the busiest time for the road users. Charges up to £2,500 per day can be applied for the works on the busiest roads at the busiest times. These should be targeted at encouraging those engaged in the works to reduce congestion by, for example, carrying out the work at different times, in different locations, and reducing the duration of the works or jointly with other works.

45. The County Council is considering a 'lane rental scheme' and will be undertaking further feasibility work during 2025. There are costs associated with the development of the lane rental schemes. Setup costs can include, but are not limited to, congestion analysis, cost-benefit analysis, the undertaking of public consultation and the resources to develop the Scheme itself. The costs associated with the development would need to be considered as part of the Council's Medium Term Financial Strategy (MTFS). Further reports will be brought to the Committee and to the Cabinet once this feasibility work is completed, with the recommendations on the next steps.
46. Lane Rental Charges can be applied to utility street works but are not required to be applied to a LHA's road works. However, road works typically account for around one-third of all of the works on the street, also cause disruption, and road users do not distinguish between street and road works.
47. As a result, the DfT's policy position is that schemes should apply to an authority's own works in the same way, as is the case with the existing lane rental scheme. This is consistent with the 'parity' principle, which is a well-established principle for this sector and the Traffic Authority's network management duty set out in the Traffic Management Act 2004.
48. The detailed design of lane rental and the exact streets that should form part of it will, subject to certain criteria, be determined at a local level. This will need to be undertaken by LHAs in close consultation with the works promoters of both utility and highway works and the other interested parties. A lane rental scheme also needs to be focused on the most critical parts of the highway network and with charges applying only at the busiest times, which should encourage those that are undertaking the works (including road works) to carry out their works in a less disruptive manner. It is expected that updated guidance will confirm that the DfT expects lane rental to cover between 5% and 10% of an authority's network, this is a change to the 'no more than 5%' recommended previously. The change proposed recognises local variation but also that 5% should be used to indicate that lane rental should be focused on the busiest part of the network only and should not be excessively applied.
49. Before applying for lane rental, LHA's need to demonstrate the operation of a well-run permit scheme. This should be demonstrated in evaluation reports and may include:
 - a) Permit fees that are proportionate;
 - b) Discounts offered for joint works;
 - c) Compliance with the permitting regulations and guidance;
 - d) Permitting is applied equally to both utility street works and an LHA's road works;
 - e) Schemes fully supporting the delivery of national infrastructure projects, such as:
 - i. Broadband/full fibre rollout;
 - ii. Installation of electric vehicle charging or heat network infrastructure.
50. It is worth noting that there are only four lane rental schemes in operation: Transport for London, Kent County Council, Surrey County Council and West Sussex County Council. The costs should be proportionate to the outputs required to satisfy local

obligations. Schemes developed to date have either been self-funded or have procured external expertise to help develop their scheme.

Consultation

51. Should the County Council consider the implementation of lane rental in the future, it will need to undertake a public consultation and it is required that the consultation package includes a cost-benefit analysis, proposed charging regime and detailed evaluation plan. The stakeholders that will need to be consulted include the works promoters, the neighbouring LHAs, the district councils, the emergency services, the transport operators and any others as relevant.

Resource Implications

52. There are no resource implications as a result of this report. With reference to the implementation of a future lane rental scheme, there will be resource implications, but these will be considered as a part of a future report. Costs arising from the permitting scheme, inspections and fines are dealt with as a part of the Network Management team budget. However, resource challenges across the network management function have been identified and are being considered as part of the MTF process for 2025/26 onwards.
53. The Director of Corporate Resources and the Director of Law and Governance has been consulted on the content of this report.

Timetable for Decisions

54. A further report will be required to consider the outcomes of the feasibility report on a lane rental scheme. It is expected that this will be in 2025/26.

Conclusions

55. The purpose of this report is to provide information to the Committee about the Council's duty to coordinate work on the highway and the level of activity that takes place across the County. This is increasing, and the demand to work on the highway will continually put pressure on the Council's statutory responsibility to minimise disruption whilst facilitating work to maintain and repair the highway network and underground apparatus. Roadworks inevitably cause frustration to all road users, and this is reflected in the increasing challenges around the purpose, the duration and the types of works that are undertaken.

Background Papers

Highway Permit Scheme – evaluation report – Year 1
<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/5/16/Highway-permit-scheme-evaluation-report-Yr1.pdf>

Highway Permit Scheme – evaluation report – Year 2
<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/2/3/permit-scheme-evaluation-report-year-2.pdf>

Highway Permit Scheme – evaluation report – Year 3

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2022/2/16/permit-scheme-evaluation-report-year-3.pdf>

Leicestershire County Council – Permit Scheme

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/5/3/LCC-Permit-Scheme-Feb2018.pdf>

Network Management Plan

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/12/21/Network-Management-Plan.pdf>

Cabinet – 1 April 2014 (Agenda Item 13) – Network Management Plan 2014-2026

<https://democracy.leics.gov.uk/documents/s91663/13.%20Network%20Management%20Plan%202014-26.pdf>

Cabinet – 15 December 2020 (Agenda Item 6) – Network Management Plan Refresh

<https://democracy.leics.gov.uk/documents/g6000/Public%20reports%20pack%20Tuesday%2015-Dec-2020%2014.00%20Cabinet.pdf?T=10>

Environment and Transport Overview and Scrutiny Committee – 5 November 2020 – Network Management Plan Refresh

<https://democracy.leics.gov.uk/documents/s157600/Network%20Management%20Plan%20Refresh.pdf>

Circulation under the Local Issues Alert Procedure

56. None.

Equality Implications

57. It has been assessed that an Equality Impact Assessment is not required. However, the table (below) shows the protected characteristic groups with a potential impact and the nature of any impact to that group from the operation of a permit scheme.

Table 9: Summary Assessments of Potential Impact on Protected Characteristics from Operation of a Permit Scheme

| Protected Characteristic Group | Potential for Impact | Positive or Negative Impact |
|--------------------------------|----------------------|-----------------------------|
| Disability | Yes | Positive |
| Gender reassignment | No | Not applicable |
| Marriage or civil partnership | No | Not applicable |
| Race | No | Not applicable |
| Religion or belief | No | Not applicable |
| Sexual orientation | No | Not applicable |
| Sex (gender) | No | Not applicable |
| Age | No | Not applicable |

58. The only group with a perceived impact is 'Disability', which is considered to be a positive impact, as under a permit scheme, the Council can further ensure that the work is carried out in consideration to the needs of all vulnerable road users.

59. It is recommended that the Council continues assessing the role of the permit scheme to meet the Council's Public Sector Equality Duty.

Human Rights Implications

60. There are no human rights implications arising from the recommendations in this report.

Environmental Implications

61. The Traffic Management Act 2004 was introduced to give powers to the Government and to delegate powers to local authorities in order to reduce traffic congestion and influence reliable journey times. The permit scheme that is operated and managed by the County Council is a tool that is used to achieve this.
62. By managing congestion and minimising disruption, this will have environmental benefits in terms of the impact of the works by reducing noise and increasing air quality. These are achieved by reducing the length and duration of temporary road works.

Officers to Contact

Ann Carruthers
Director, Environment and Transport
Tel: (0116) 305 7000
Email: Ann.Carruthers@leics.gov.uk

Pat Clarke
Assistant Director, Highways and Transport Operations
Tel: (0116) 305 4244
Email: Pat.Clarke@leics.gov.uk



HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE: 7 NOVEMBER 2024

MEMBERS HIGHWAY FUND UPDATE

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of the Report

1. The purpose of this report is to provide an update on the Members Highway Fund (MHF), to set out the final position statement on the MHF, and to confirm the closure of the MHF, other than to deliver the final committed schemes.

Policy Framework and Previous Decisions

2. On 22 June 2021, the Cabinet agreed, as part of the Medium Term Financial Strategy, an additional £5m highways funding to be spent in the financial year 2021/22. This included a Members' fund with a total value of £1.4m. This fund would allow each County Council Member a sum of £25,000 per electoral division for small scale highways and environmental improvements put forward by elected Members for the benefit of their division. It was subsequently agreed that the fund would continue for the financial year 2022/23 and cease after this point.
3. The MHF programme was an evolution of the successful Parish and Communities Fund, that ran for two years, which was implemented during 2020/21 as part of the Council's Covid-19 pandemic recovery measures. That fund has now ceased.
4. The MHF assisted the strategic objectives set out in the Council's Strategic Plan 2022-26 in the following ways:
 - a) 'Great Communities' objective by allowing people, through their Members and Parish Councils, to be involved in service design and delivery, especially where grants were provided;
 - b) 'Clean and Green' objective through providing opportunities to protect and enhance the environment;
 - c) 'Safe and Well' objective by enabling schemes to improve road safety, thus enabling people to be safer in their daily lives.
5. In its report to the Committee on 9 June 2022, an update on the MHF progress was provided and it was set out that applications for the 2021/22 were closed at the end of February 2022. It also informed the Committee that a further £1.4m was available for 2022/23.

Background

Member Highway Fund Delivery

6. Between August 2021 and August 2023, the Department received 845 formal applications for assessment, with all 55 Members having applied to the fund. Each request had to be logged before an assessment was undertaken. Six Members were responsible for 25% of all requests, and one Member submitted a total of 46 requests. The sheer number of requests added to the officer time spent in the assessment stage and contributed to the time taken to deliver projects.
7. By the end of August 2024, all schemes that had been submitted were assessed as per Table 1 below.

Table 1: Status and number of schemes

| Status of schemes | Number of schemes | Overall % |
|---------------------|-------------------|-----------|
| Works completed | 439 | 52% |
| Requests declined | 398 | 47% |
| Schemes in delivery | 8 | 1% |
| Grand Total | 845 | |

8. Of the 439 completed requests, the types of schemes delivered are set out in Table 2 below.

Table 2: Numbers by type of scheme delivered

| Type of schemes | Number of schemes | Overall % |
|--------------------|-------------------|-----------|
| Speed and safety | 251 | 57% |
| Aesthetic | 97 | 22% |
| Environmental | 60 | 14% |
| Sustainability | 31 | 7% |
| Grand Total | 439 | |

9. An explanation of the types of schemes is as follows:
- Speeding and safety include mobile and static vehicle activated sign, yellow lines, pedestrian crossings, dragons teeth;
 - Aesthetic schemes to improve the appearance of the highway include planters, bins, benches, bollards and sign cleaning;
 - Environmental improvements include street lighting, drainage, resurfacing; and
 - Sustainable transport schemes include bus shelters, cycle lanes, community bus.

10. Several of these requests were delivered by the provision of grants to parish councils and community groups as in many cases this was the most efficient way of delivering the project. A total of 170 requests, which delivered £818,752 of the work from the MHF, have been provided through grants.
11. A post-programme audit of parish councils, who have received the funding, is being put in place to ensure the funds provided have been used for the schemes put forward by the Members. These audits have been programmed using a random selection process. Audits to date have suggested that parish councils have used the money in a timely and effective manner and this, along with the selection process for audits, has meant that Members only receive feedback from those where an issue was encountered. In these cases, Members then have the opportunity to assist the relevant parish council.
12. Of the 845 requests, 398 applications have been declined for the following reasons.

Table 3: Reasons for declining

| Scheme Type | No of schemes | Overall % |
|------------------------------|---------------|-----------|
| Withdrawn by a Member | 166 | 42% |
| Not allowable on the highway | 116 | 29% |
| Out of scope | 50 | 13% |
| Cost prohibitive | 40 | 10% |
| Duplication of request | 19 | 5% |
| Unsafe | 7 | 2% |
| Grand Total | 398 | |

Conclusion of the Member Highway Fund

13. In line with the Cabinet decision of June 2021, outlined at paragraph 2, applications for projects under the MHF were accepted up until 30 September 2023. This was to enable officers to focus on delivery of the outstanding schemes. Members were advised of this by an email on 7 September 2023.
14. Of the 8 schemes still to be delivered, three are programmed for delivery by the end of November, the remaining five are expected to be completed in December. The success of the MHF is the delivery of 447 schemes. These schemes have enabled community facilities they would not normally have had to be provided via core highway funding.

Lessons Learned Workshop

15. To enable the Department to build on the experiences of delivering the MHF, a lesson learned workshop was held in February 2024. The workshop was attended by staff involved in the assessment and delivery of the MHF. The purpose of this was to capture the successes, as well as what might have been improved for any future projects.

16. The top five successes identified at the workshop were:
- a) Creating one data management file for all stages of the request – this allowed multiple teams to have common oversight of the whole programme in a single location.
 - b) Providing online ‘shopping list’/drop down menu - Members were guided towards selecting feasible options with clear cost estimates and timescales following feedback from the initial stage.
 - c) Distributing news bulletins - Members were kept informed about the progress of their schemes through a regularly emailed news bulletin.
 - d) Establishing a Minor Improvement Programme Board - Members understood that final decisions on each request were based on rigorous assessments independent of delivery officers.
 - e) Utilising a SharePoint site and dedicated email - assisted multi-team collaborative working and is now the standard set up for multi-team projects.
17. The top five areas for improvement identified at the workshop were:
- a) Being clear on the aims of the MHF would have allowed for better prioritisation and reduce delays.
 - b) Staff shortages/staff turnover had significant impact on progress of the scheme. Consideration should be given to recruiting earlier in the process and identification of suitably qualified resource at the inception stage to reduce delays. It may also be necessary to build time for training and development of staff into the project programme for similar schemes.
 - c) As a result of the lack of resources, the MHF project relied on inexperienced staff to work on the project – their lack of experience meant they were not always able to act without peer review, leading to delays.
 - d) Due to the variety of work areas, and numbers of teams involved, escalation routes were not as clear as with other projects. This was rectified during delivery of the programme but had this been achieved earlier delays could have been reduced.
 - e) Officers attempted to update Members individually on the progress of their requests. However, as the programme grew, more requests were received and various officers were involved in their delivery, this became more difficult. A more formal communication plan would have improved this. All of the projects and programmes now produce a communications plan in the inception stage to address this.
18. The areas for improvement identified in the workshop have been used to improve and strengthen project management processes, to ensure that these issues are not perpetuated in other projects.

Resource Implications

19. Following the Cabinet’s decision in 2021, a further £400,000 was agreed for 2021/22 and £200,000 for 2022/23 to provide resource to deliver the MHF, as well as community and member liaison activities.
20. A total budget of £2.8m for design and build was made available for the MHF for delivery of schemes.

21. A total budget of £0.6m for resourcing the MHF was made available for the MHF's additional member and community liaison work.
22. From the total £3.4m available for the MHF by 31 March 2025, a total of £2,556,494 will have been spent on processing, assessing, and delivering projects. The remaining unallocated funding of £843,506 will be returned to the reserve pot to fund other Council priorities.
23. From the £2.8m for scheme design and delivery, the expected spend by 31 March 2025 of £1,847,102 is as follows:
 - a) £818,752 on grants;
 - b) £589,822 on works to delivering schemes;
 - c) £438,528 will have been spent on assessment, project management, member liaison, and delivery of schemes.
24. From the £0.6m set aside to provide resources for the schemes, the expected spend by 31 March 2025 will be £709,392. The overspend on this is due to the sheer number of schemes requiring processing and assessing.
25. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Background Papers

Cabinet – 22 June 2021, Members Highway Fund – Proposals

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6444&Ver=4>

Highways And Transport Overview and Scrutiny Committee – 20 January 2022 – Members' Highway Fund Update

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1293&MID=6732#A170380>

Highways And Transport Overview and Scrutiny Committee – 9 June 2022 – Members' Highway Fund Update

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1293&MID=6734#A171954>

Circulation under the Local Issues Alert Procedure

26. This report will be circulated to all Members.

Equality Implications

27. There are no equality implications arising directly from the content of this report. It has not been necessary to undertake a detailed equality assessment on the MHF.

Human Rights Implications

28. There are no human rights implications arising from the content of this report.

Environmental Implications

29. No detailed environmental assessment was undertaken on the MHF.

Partnership Working and Associated Issues

30. Working with key partners, such as district councils, parish councils, and other local stakeholders, was important in ensuring the MHF met the aspirations of Members, communities, and was delivered effectively.

Risk Assessment

31. The MHF has been risk assessed as part of a wider risk assessment of the Department's business planning process. The delivery of this programme is supported by the Department's business planning process and risk assessments were undertaken for individual teams, schemes and initiatives, as appropriate.

Officers to Contact

Ann Carruthers
Director, Environment and Transport
Telephone: (0116) 305 7000
Email: ann.carruthers@leics.gov.uk

Janna Walker
Assistant Director, Development and Growth
Telephone: (0116) 305 0785
Email: Janna.Walker@leics.gov.uk

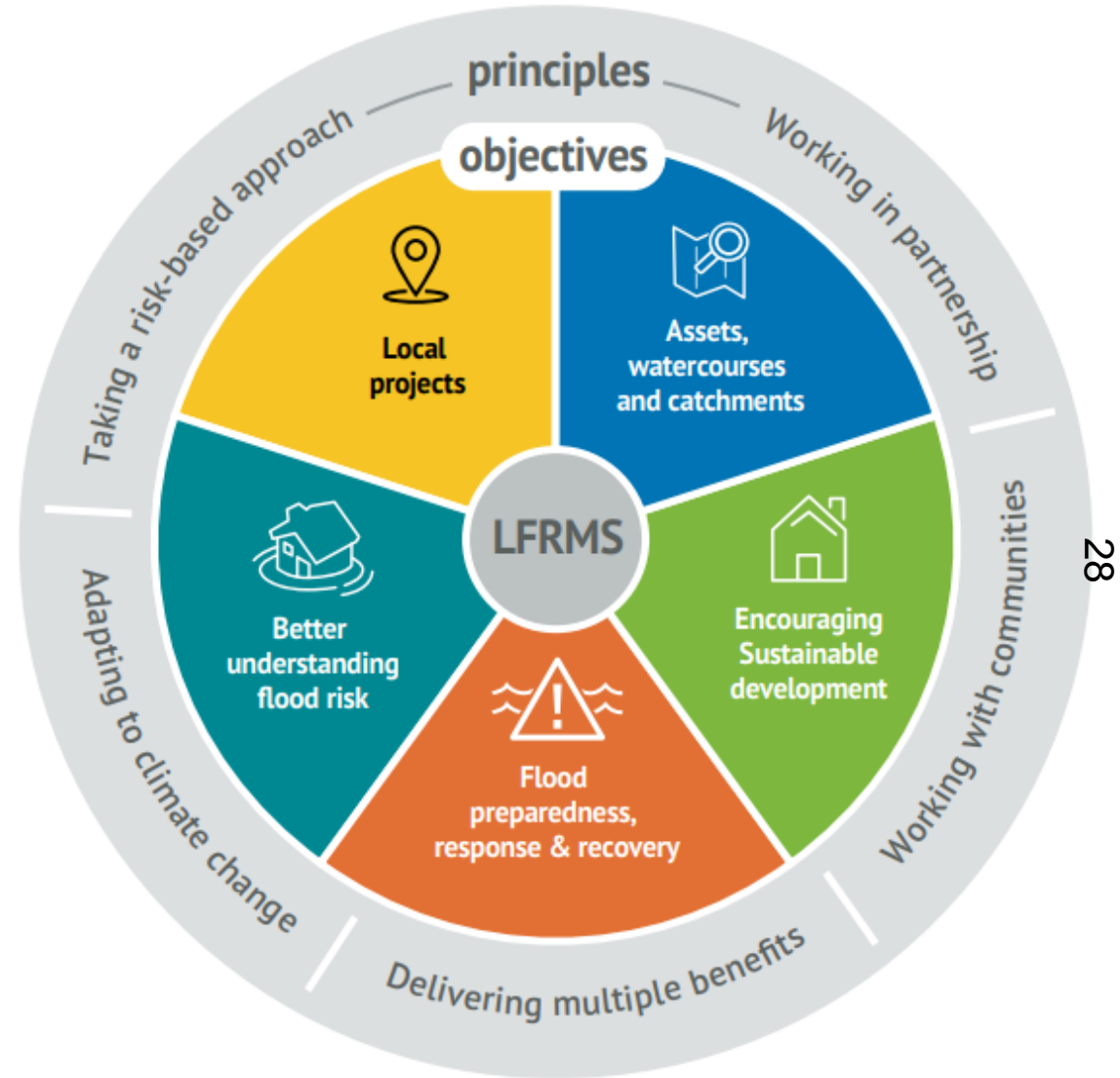
Highways and Transport Overview and Scrutiny Committee

Local Flood Risk Management Strategy²⁷ (LFRMS) Update

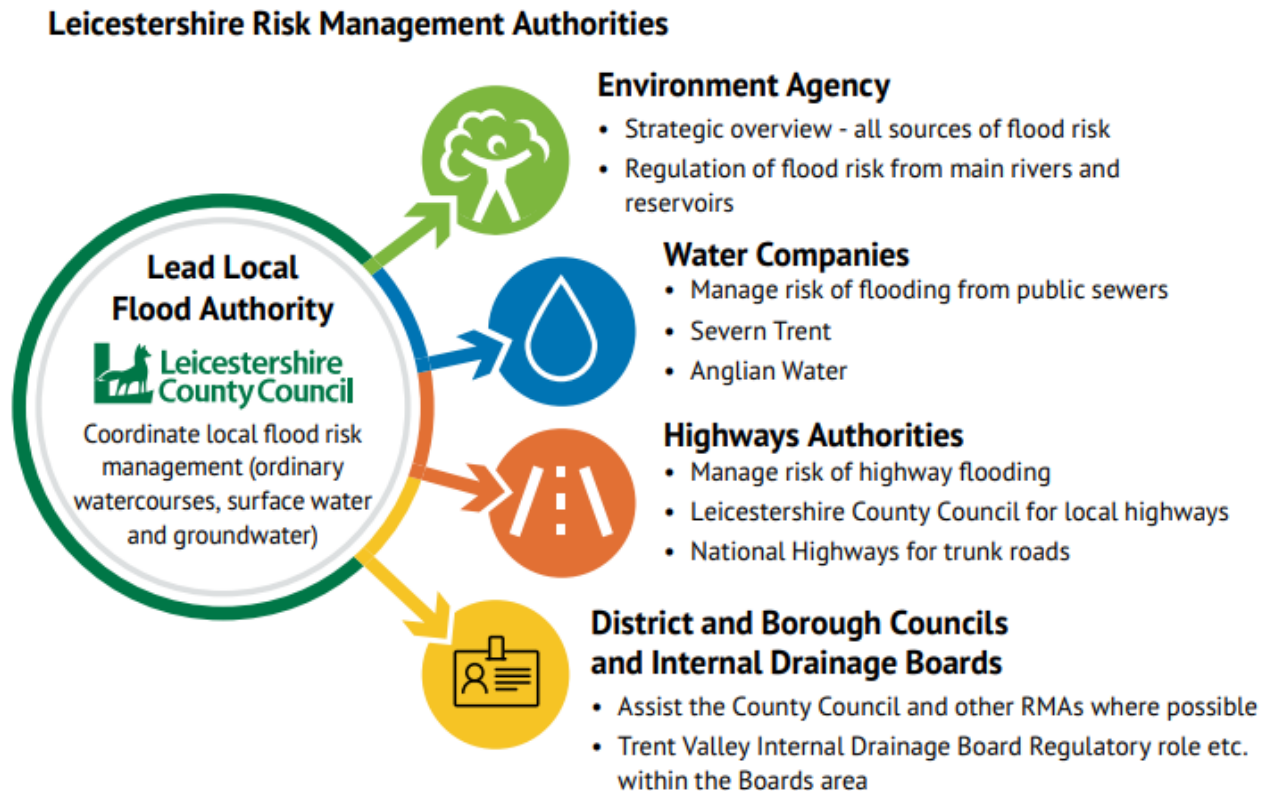
7 November 2024

Director of
Environment and Transport

- ❑ The updated LFRMS was approved by the Cabinet in December 2023. The Highways and Transport Overview and Scrutiny Committee was consulted twice (in June 2023 and November 2023).
- ❑ The Strategy was published in February 2024 (as it was slightly delayed due to Storm Henk).
- ❑ The LFRMS 'wheel' includes five principles and five objectives. The Action Plan currently lists 33 measures.
- ❑ This report provides an interim update. Understandably, given the recent events, the report is significantly focused on flood preparedness, response and recovery.



- ❑ The Flood Risk Management Board (FRMB) is a partnership of Risk Management Authorities (RMAs), coordinated by the County Council as Lead Local Flood Authority (LLFA).
- ❑ The Highways and Transport Overview and Scrutiny Committee acts as the 'Flood Risk Management Committee', monitoring the performance and activities of the FRMB. The FRMB met in January 2024 and in June 2024 and will meet again on 11 November 2024.



Storm Babet and Storm Henk



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ Storm Henk (occurred on 2 January 2024) resulted in 453 residential and commercial properties being reported as being internally flooded in Leicestershire and 128 reported as externally impacted.
- ❑ Storm Henk followed Storm Babet, (occurred in October 2023) where 48 residential and commercial properties were reported as being internally flooded in Leicestershire.
- ❑ The worst affected areas in Leicestershire were Charnwood, Blaby, Melton and North-West.





To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ The Government enacted the National Flood Recovery Framework following Storm Babet and Storm Henk.
- ❑ The County Council worked with the district councils to collate data for submission to the Ministry of Housing, Communities and Local Government to enable Leicestershire to qualify for this framework of grants.
- ❑ The affected residents were able to claim:
 - £500 to assist with their recovery;
 - A grant of up to £5,000 to help become more resilient to flooding by helping to pay for a range of property improvements (National Property Flood Resilience Repair grant);
 - 100% council tax relief for a minimum of three months.
- ❑ There were also grants and council tax relief available for the affected businesses.

Property Flood Resilience Repair Grants



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ As a part of the National Framework, the Council opened applications for Property Flood Resilience Repair Grants for Storm Babet and Storm Henk on 26 April 2024.
- ❑ This is the first time that the Council has administered the scheme. As of 21 October 2024, the Council had received 121 applications.
- ❑ Surveys and installations are arranged by the property owners, with support and approvals from the Council.
- ❑ The Department for Environment, Food and Rural Affairs (DEFRA) pays grant funds per property to the Council only once the measures are installed. The Council is not paying out grants in advance to property owners due to the financial risk. The current process therefore requires property owners to pay surveyors and contractors in advance of receiving the grant.
- ❑ Officers are actively engaging with DEFRA to seek a rule change so that the grants would be paid to the Council in advance, enabling the Council to better support the applicants.
- ❑ In most cases, £5,000 is not enough to fully protect the properties. Some property owners have contributed towards the costs, or opted for recoverability measures, such as replacing carpets with tiles.
- ❑ There is also the potential for unclaimed grants to be pooled towards community level measures.
- ❑ The administration of the grant has required significant revenue resources from the Council, as the DEFRA scheme does not cover the administrative costs of providing the scheme. The Council's officers are recording the costs.
- ❑ The Council's officers are also engaged with DEFRA in seeking rule changes for future occurrences.

Spring 2024 Public Drop-In Sessions



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ Five multi-agency drop-in sessions were held in the parts of the County that were worst affected by Storm Henk.
- ❑ The key risk management authorities were represented, which included:
 - The LLFA;
 - Severn Trent Water;
 - The Environment Agency;
 - The district councils.
- ❑ Attendees appreciated the face-to-face discussions with the RMAs. Some attendees stayed at the events for around two hours.
- ❑ The Council received requests for updated local watercourse management guidance, and for simple advice on who to contact during a flood event.



'Who-to-Contact' Leaflets




To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

Advice on 'who-to-contact' leaflets have since been developed by the Council in collaboration with its partners.


These have been shared by email with the flood wardens and Members and were also distributed at the recent engagement events.

Reservoir:
Environment Agency
EA Incident Hotline
0800 80 70 60 (24 hours)
Floodline 0345 988 1188
(Flood Warning Information)
Check for Flood Warnings:
check-for-flooding.service.gov.uk

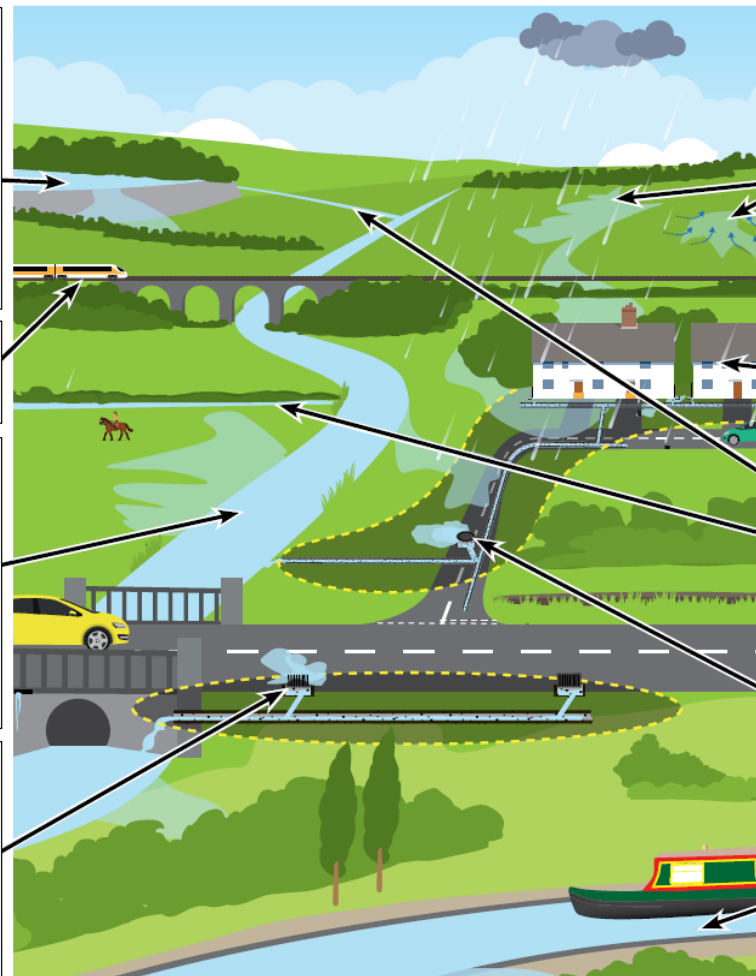


Railway:
Network Rail
03457 11 41 41 (24 hours)



Main Rivers:
Environment Agency
EA Incident Hotline
0800 80 70 60 (24 hours)
Floodline 0345 988 1188
(Flood Warning Information)
Check for Flood Warnings:
check-for-flooding.service.gov.uk



Public Highway:
Leicestershire County Council
Highways
Report a road problem online:
www.leicestershire.gov.uk/report-a-road-problem
or 0116 305 0001 (Not out of hours)




Surface Water and Groundwater:
Leicestershire County Council
Lead Local Flood Authority
Report a Flood online:
www.leicestershire.gov.uk/report-a-flood
or 0116 305 0001 (Not out of hours)
Check for Flood Warnings:
check-for-flooding.service.gov.uk



Private Residence or Business:
Private owner responsible for the property

Ordinary Watercourses:
Leicestershire County Council Lead Local Flood Authority
Report a Flood online:
www.leicestershire.gov.uk/report-a-flood
or 0116 305 0001 (Not out of hours)



Mains Sewer & Wastewater Sewer:
Severn Trent:
0800 782 4444 (24 hours)
Anglian Water:
03457 145 145 (24 hours)

Canal:
Canal and River Trust
0303 040 40 40 (Office hours)
0800 479 9947 (24 hours)

If a river or watercourse runs through your land you may be a riparian landowner. For more information visit www.gov.uk/guidance/owning-a-watercourse



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ Where flooding meets the locally agreed threshold, the LLFA has a duty to carry out an investigation (Section 19) of that flooding in partnership with the other RMAs (such as the Environment Agency, Severn Trent Water, riparian owners, the Local Highway Authority).
- ❑ The LLFA is establishing how many formal investigations have been triggered from Storm Henk. This could be a lengthy process as the data is analysed and compared against the Council's Formal Flood Investigation Policy. Such investigations involve various agencies, can be very complex, and will take some time to complete.
- ❑ The LLFA does not have the powers to make the other RMAs implement solutions where it is their responsibility. In some instances, there may not be a realistic or affordable solution for flood prevention.
- ❑ Following Storm Henk, approximately 18 communities have triggered the threshold for formal investigation, with a further 12 on the watch list (close to threshold pending further investigation).
- ❑ Prior to Storm Henk, there were three outstanding formal investigations.
- ❑ The Council has allocated £400,000 additional resource to assist with formal investigations and other related tasks.
- ❑ All instances of flooding are investigated regardless of whether a formal investigation occurs.



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ A series of flood exercises have taken place throughout 2024, coordinated by the Local Resilience Forum (LLR Prepared).
- ❑ The exercises involved practising Tactical Command Group and Strategic Command Group scenarios in response to hypothetical flood events.
- ❑ All of the events were well attended by the emergency services.
- ❑ LLFA officers also attended the events.





To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ Since September 2023, the number of flood wardens in Leicestershire has increased from 100 to 130.
- ❑ There have been three flood warden training events in 2024:
 - 28 February (North West Leicestershire – requested after Storm Babet);
 - 13 June (Charnwood);
 - 8 August (Harborough).
- ❑ The second annual Flood Warden Engagement Event was hosted on 14 September 2024, where 43 flood wardens attended (36 flood wardens attended on 16 September 2023).





To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ A new Flood Warden Working Group has been established to develop flood warden projects. The Resilience Partnership Team worked with the County Council to develop the group which meets every two months.
- ❑ LLR Prepared has reviewed and updated the Flood Warden Handbook in conjunction with the flood wardens and the partner agencies at the Flood Warden Working Group.
- ❑ LLR Prepared is working with the flood wardens to establish their own online networking groups, linking into the flood action groups and the community response plans.
- ❑ LLR Prepared is developing a road closure proposal for the flood wardens, which is to be considered by the Council.



Flood Warden
Handbook

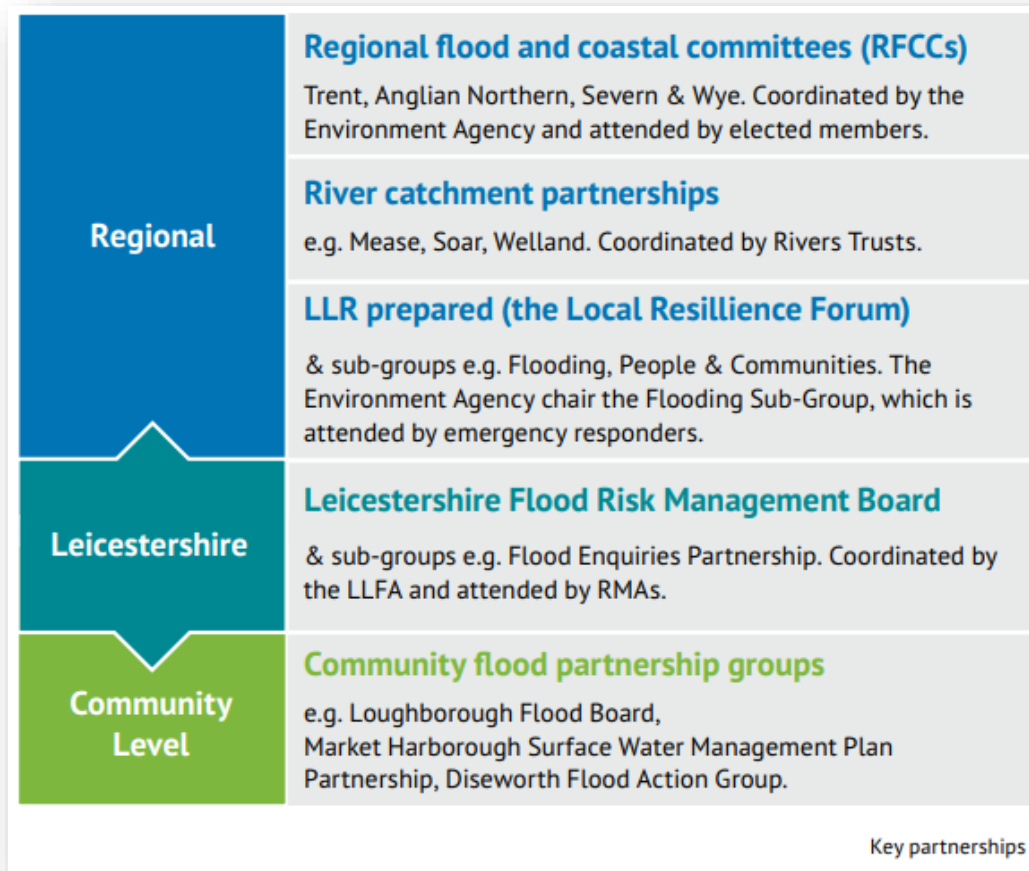


SEPTEMBER 2024



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ The new flooding sub-group of the Local Resilience Forum (Flood Response Planning Group) meets quarterly, and it is chaired by the Environment Agency.
- ❑ The LLR Multiagency Flood Plan is currently being reviewed by the LLR Prepared. This will incorporate the lessons that were learnt from Storm Babet and Storm Henk.
- ❑ The Environment Agency has introduced new flood warning areas for:
 - Barkby Brook at Syston;
 - Sileby Brook at Sileby;
 - Rearsby Brook at Rearsby.



Key partnerships. From LFRMS



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ With a changing climate, meaning that there is more rainfall and greater intensity when it rains, there is a greater need to move communities towards resilience via property protection and community action.
- ❑ The Council has developed the 'Be Flood Ready' messaging.
- ❑ The Council's website material is being updated with a focus on self-resilience.
- ❑ There will be further development of the guidance notes, and these will be circulated and promoted in due course.



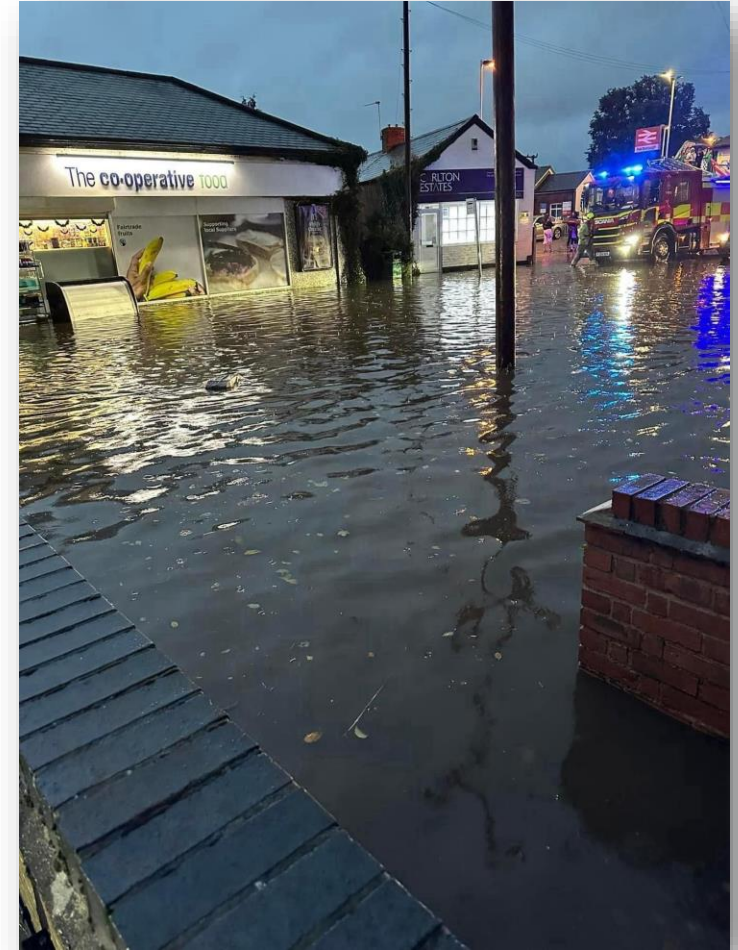
Be Flood Ready logo

Flooding in September and October 2024



To manage local flood risk through effective **preparedness, response to, and recovery** from flood events.

- ❑ Further extensive flooding occurred in September and October 2024.
- ❑ In September, 96 commercial and residential properties in Leicestershire were internally impacted. The worst affected areas were:
 - Market Harborough, on 21 September 2024, with 44 internal flooded properties.
 - Blaby (Narborough, Enderby, Croft), on 26 September 2024, with 48 internal flooded properties.
- ❑ In October, four residential properties were internally impacted (in Sileby and Wymondham).
- ❑ The Council is not expecting there to be any National Flood Recovery Framework funding, as the impacts nationally were relatively low.
- ❑ This flooding may result in an additional five formal flood investigations.
- ❑ Drop-in sessions were arranged in Market Harborough (on 16 October 2024) and at County Hall (on 7 November 2024).

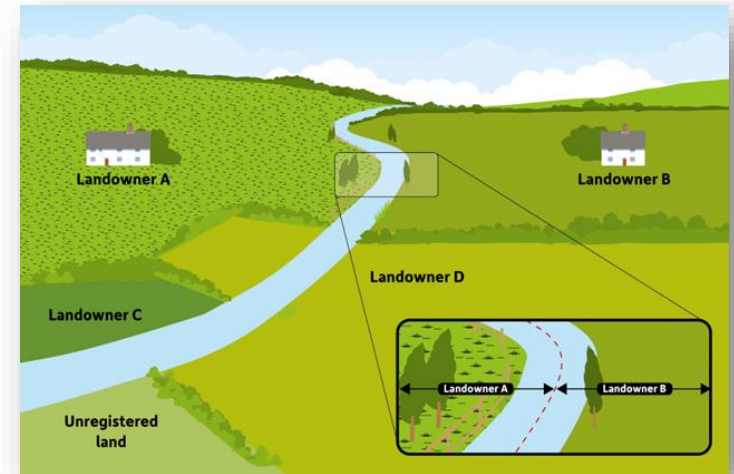


Flooding in Narborough

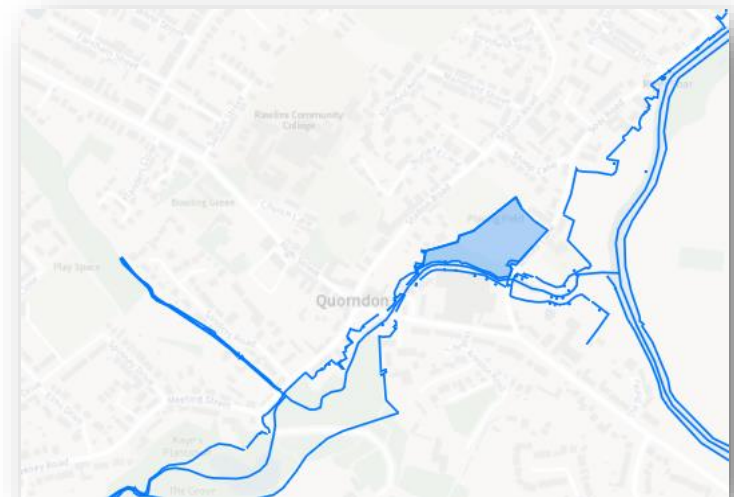


To manage local flood risk through the effective management of flood risk assets, watercourses, and catchments.

- ❑ The flooding in 2024 has raised the profile of the management of existing assets.
- ❑ Increased flooding events have seen a high demand in the number of requests for additional gully cleansing and maintenance, in addition to routine cleansing. This has resulted in a backlog of work and stretched resources.
- ❑ The new watercourses management guidance has been developed, and it is consistent with the new national guidance from the Government.
- ❑ The County Council's LLFA Ordinary Watercourse Regulation and Culvert Policy is working well.
- ❑ Natural Flood Management is being delivered through projects and countryside stewardship.
- ❑ A new asset map of the Environment Agency maintained or regulated flood risk assets is now publicly available online on the Environment Agency's website.



Watercourse management imagery



Watercourse management imagery



To manage local flood risk through **encouraging sustainable development** working to ensure development is resilient to flooding, and does not increase risk of flooding elsewhere.

- ❑ The LLFA continues to fulfil the role of statutory consultee on surface water for all major planning applications.
- ❑ Most of the district councils have recently been working on updating their Local Plans. The LLFA and the other RMAs have therefore also been consulted on multiple local policy updates, and the Strategic Flood Risk Assessments that support these.
- ❑ The RMAs have also supported the Local Highway Design Guide update process.
- ❑ Prior to the general election in July 2024, a consultation on the enactment of Schedule 3 of Flood and Water Management Act 2010 was expected from the Government. The Council's officers are now awaiting a further update.
- ❑ The Schedule 3 enactment would lead to the Council becoming a Sustainable Drainage Systems (SuDS) Approval body, which would lead to the Council having additional responsibilities in relation to SuDS approvals and adoptions.



To manage local flood risk through developing and or managing **local projects** for at-risk communities.

- ❑ The LLFA and its partners have a programme of local projects to reduce the risk of flooding and increase resilience to flooding.
- ❑ Some programme slippage has occurred due to flood recovery and investigation resource pressures.
- ❑ The Breedon flood alleviation scheme has progressed well. A combination of upstream storage, natural flood management, property flood resilience, and bridge alterations will reduce the risk of flooding to 46 properties.
- ❑ The business cases have been approved by the Environment Agency for projects in Long Whatton and Diseworth.



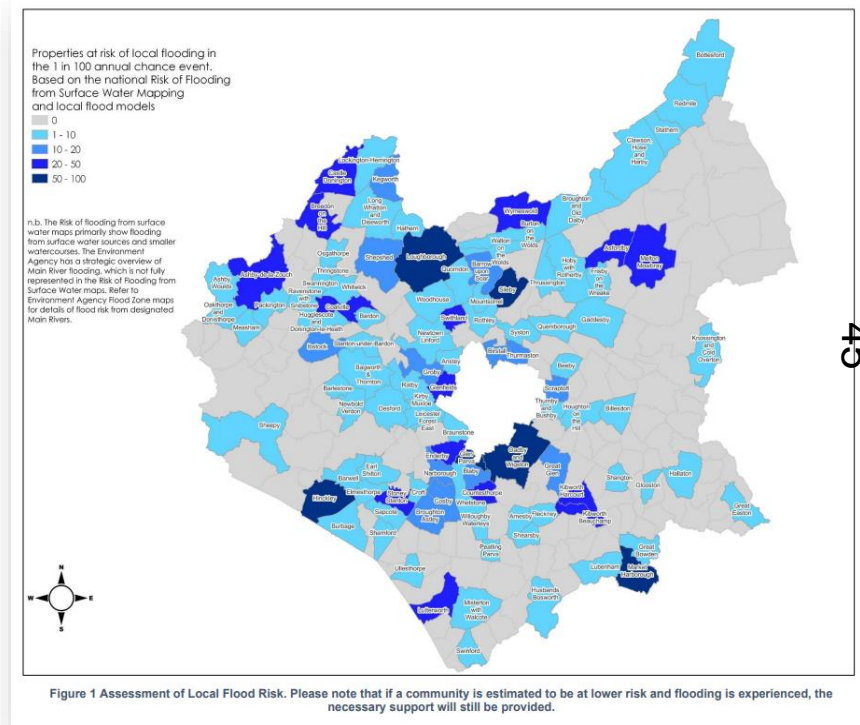
*Upstream storage
construction, Breedon*

Better Understanding Flood Risk



To better understand local flood risk and impacts, informing approaches to managing this risk.

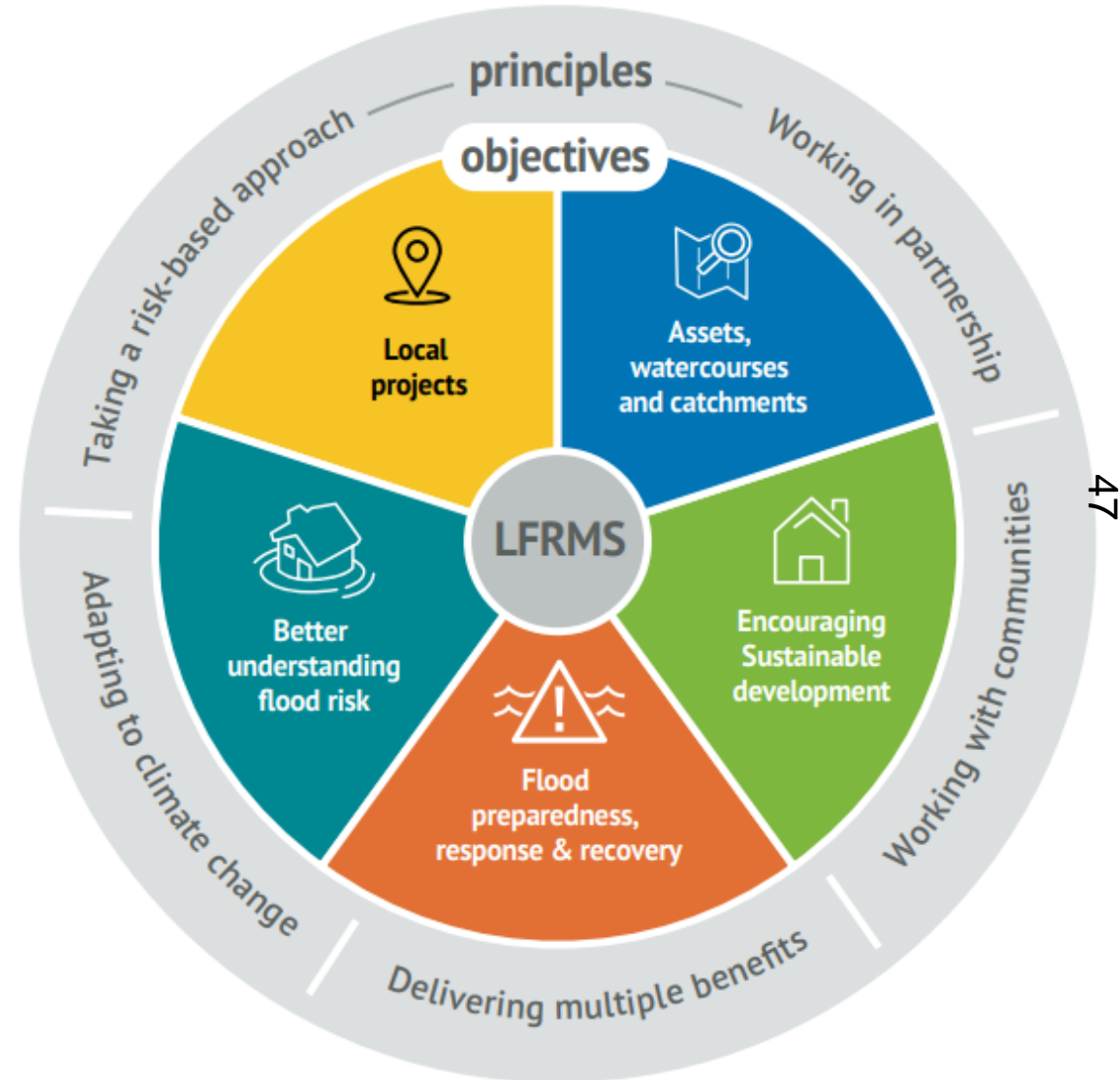
- ❑ The LLFA and its partners work in partnership to better understand flood risks.
- ❑ The LFRMS includes the assessment of Local Flood Risk, which is used to prioritise the proactive local assessments.
- ❑ Study work in Stoney Stanton had led to a project business case recently being submitted.
- ❑ Flood risk study bids are currently being developed in Loughborough and Oadby.
- ❑ The LLFA has also been consulted on the Environment Agency's update to the National Flood Risk Assessment. The updated online national mapping will be published by the Environment Agency.



Assessment of Local Flood Risk map

- ❑ As previously stated, the LLFA does not have the powers to make the other RMAs implement solutions where it is their responsibility.
- ❑ Lincolnshire County Council requests water companies attend regular Overview and Scrutiny Committee meetings.
- ❑ It is suggested that Committee might want to consider inviting annually the water companies and the Environment Agency to Committee meetings to seek updates and check on their progress with flood risk management activities for Leicestershire.
- ❑ This would provide an opportunity to keep the spotlight on progress for flood risk management activity in Leicestershire in lieu of any powers over other RMAs.

- ❑ The LFRMS will continue to be implemented.
- ❑ A full update on the LFRMS Action Plan implementation can be provided in due course.
- ❑ Propose to bring an annual update report.
- ❑ The Committee will have the opportunity to engage with the agencies and attendees at the drop-in session (on 7 November between 2.00pm - 6.30pm).
- ❑ The Committee considers inviting the water companies and the Environment Agencies to attend Committee meetings on an annual basis.



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