

Leicestershire County Council

Network Management Supporting Principles

We will operate in line with the following supporting principles (SP) when managing the operation, performance and development of the county road network.

This will help to ensure that we continue to meet our network management duty whilst having due regard to our other obligations, policies, objectives and budgetary constraints.

Understanding the Network and its Usage

SP1 The County Council will continue to develop a robust evidence base which considers a wide range of transport, economic, social and environmental intelligence:

- to improve our understanding of how the network is used and how it performs now and in the future at a local and wider strategic level;
- to understand the impacts of growth and influence the nature and location of growth;
- to make informed decisions on the development of future policy interventions, priorities for investment, scheme development and the management of road/street work activities.

SP2 The County Council will engage and consult with stakeholders, as appropriate, to understand expectations and support our understanding of the network and its usage.

SP3 The County Council will continue to take account of a number of network classifications and hierarchies to help make informed network management decisions.

SP4 The County Council will continue to review and develop our network management approach across all service areas, seeking ways of working more efficiently.

Planning and Development

- SP1** In planning for future population and economic growth and the development required to support it, the County Council will seek to ensure that our road network continues to operate safely and perform as efficiently and reliably as possible.
- SP2** To ensure that new development (once built) does not adversely affect the movement of traffic on our network (including the ability of traffic to access the new development), we will:
- require developments proposed through planning applications to be in accordance with our Design Guide and other appropriate planning and highway policies;
 - expect and encourage site promoters to engage with us at the earliest possible stage.
- SP3** Within the planning system the County Council, as the Local Highway Authority, will:
- continue to work with District and Borough Councils and other stakeholders at a strategic level to encourage the delivery of sustainable development in the most appropriate areas;
 - encourage promoters of development to provide credible and robust transport evidence to demonstrate the potential impact of their proposals and any mitigation measures and seek to assist them to achieve this through the provision of guidance and advice (e.g. at pre-application stage);
 - assess the scale of impacts of proposed development on the road network using a case-by-case, balanced, risk-based approach which incorporates all available evidence, in line with NPPF;
 - seek to secure funding from site promoters for suitable infrastructure across all transport modes, where the planning system allows, to reduce the adverse impacts of development proposals on the road network;
 - ensure that third party improvements or additions to our network are delivered in accordance with our Highway Asset Management Policy and Strategy and do not place unnecessary financial burdens on the authority with regards to future asset maintenance.

- SP4** Limit the demand for travel, particularly by private car, by resisting development proposals that:
- are located in inappropriate locations (e.g. residential developments with poor access to employment or local facilities);
 - would have a severe impact on:
 - routes to major employment sites;
 - routes and linkages to major retail sites;
 - main commuter routes;
 - core bus network routes;
 - areas of existing congestion;
 - routes or junctions with recorded safety issues (personal injury collisions);
 - are in areas which don't have adequate walking, cycling and public transport facilities, unless these will be provided by the developer.
- SP5** Ensure that developments which will result in a high number of freight movements (e.g. warehousing and distribution) are located in appropriate locations, which:
- minimise the impact of freight movements on communities, and
 - direct freight vehicles to use routes which are suitable for large or heavy vehicles, such as those which do not have height or environmental weight restrictions.
- SP6** To minimise the short-term disruption caused by construction of new developments, including associated works on or affecting the road network (such as access improvements or service connections) and movement of construction traffic, we require site promoters to follow the principles set out in our Road and Street Works Framework Guide.
- SP7** Seek to minimise the short-term impacts of construction traffic on the safe and efficient operation of the road network and on local communities by requiring site promoters to submit construction traffic management plans which use the most appropriate routes available, for example by:
- using the lorry routing network wherever possible;
 - giving first consideration to higher-quality routes such as A roads and the MRN as per the local road network hierarchy set out in **Chapter 2**;
 - avoiding routes that pass-by vulnerable locations wherever possible, e.g. schools;
 - considering the use of haul roads.

Highway Management

- SP1** To support planning, scheduling and the management of planned activities on the road network (e.g. the Highway Permit Scheme) the county council will;
- apply the same standards and approaches to our own activities as we do to others, demonstrating parity between standards for others and ourselves (for instance our own contractors will be subject to the same restrictions and directions as utility companies);
 - provide the necessary time and space to support the safe and efficient implementation of maintenance and improvement work to the network and the services running underneath it;
 - continue to manage the appropriate balance between the potentially conflicting interests of road users and activity promoters and their customers;
 - maintain close co-operation and collaborative good practice working arrangements with all stakeholders, including road users and works promoters.
- SP2** The county council will expect that third-party improvements or additions to our network are delivered in accordance with our Highway Asset Management Policy and Strategy and do not place unnecessary financial burdens on the authority with regards to future asset maintenance.
- SP3** The county council will expect all promoters of planned activities on the road network to;
- provide early engagement and timely, clear, accurate and appropriate information to stakeholders such as parish and district councils, businesses, local residents and public transport operators;
 - provide evidence that they have considered and understood the breadth/ impact of their proposals on all road users, including public transport and adequately mitigated any adverse avoidable impacts before they are implemented.
- SP4** The county council will seek to minimise the impact of unplanned disruptive events, such as road traffic accidents, flooding and snow and ice by ensuring that the actions we take are well planned and effectively coordinated and managed, so as to minimise disruption to the network.
- SP5** In dealing with activities and obstacles on the road network the county council will we try to balance the street scene and the needs of the public, including those with visual or mobility difficulties, when assessing the degree of obstruction or nuisance. We will use our statutory powers where

appropriate and take enforcement action in relation to unnecessary and illegal occupation of the road network.

SP6 In carrying out its duties and exercising its powers under the Highways Act 1980 to maintain the local road network, the county council will;

- ensure that our network management duty is a key consideration when planning our highway maintenance functions;
- as far as is reasonably practicable, ensure highway maintenance treatments are delivered in accordance with our network management duty and do not cause any unnecessary delays to those travelling on our road network.

Traffic Demand Management

- SP1** The County Council will seek to make the most effective use of our existing road network by;
- exploring opportunities to improve the operational capacity and efficiency of the road network including the operation and management of controlled signal junctions;
 - making the best use of new technology and innovations to manage traffic on the road network;
 - seeking to ensure that the most appropriate TROs are in place and suitably enforced with the powers and resources available;
 - developing future programmes of traffic management interventions supported by robust evidence and stakeholder support, to help manage congestion, provide more reliable journey times and direct traffic onto the most appropriate parts of the network.
- SP2** The County Council will seek to reduce the level of demand on the existing road network by;
- ensuring that the needs of all road users are taken into account when road capacity improvements are considered;
 - developing infrastructure and initiatives to influence travel choice in order to support and encourage walking and cycling, where these can offer a viable alternative to the car;
 - continuing to support and encourage the use of the public transport network by working with stakeholders, including commercial operators;
 - considering the introduction of interventions to restrain demand, where this could provide significant benefit in managing traffic on our network.
- SP3** The County Council will also explore the possibility of increasing network capacity by increasing the size of network, where it can be justified as the only viable option; where there is robust evidence of a realistic deliverable solution; and where it helps to deliver housing and economic growth and meets the County Council's other, wider strategic outcomes

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