



**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY**  
**COMMITTEE: 6 JUNE 2024**

**LEICESTERSHIRE HIGHWAY DESIGN GUIDE REFRESH**

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

**Purpose of the Report**

1. The purpose of this report is to seek views of the Highways and Transport Overview and Scrutiny Committee on the content of the draft Leicestershire Highway Design Guide (LHDG).

**Policy Framework and Previous Decisions**

2. On 15 May 2019, the County Council declared a climate emergency, with a commitment to aspire to carbon net zero by 2030 for its own emissions. The Council's Environment Strategy sets out how it will reduce the environmental impacts of travel and transport, and the Net Zero Strategy and Action Plan states that the LHDG should be revised "to incorporate environmental and net zero carbon objectives in the final phase of development".
3. The Council's Strategic Plan (adopted in March 2022) outlines the Council's five key outcomes for 2022 to 2026. As a tool providing policies and guidance for development and the basis for the Council's highway observations as a statutory consultee in the planning process, the LHDG helps to support these outcomes, and particularly that of a "Strong Economy, Transport and Infrastructure".
4. In line with new national guidance, the Council adopted its Cycling and Walking Strategy in 2021, which presents a vision "for Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities". The LHDG supports this ambition through the provision of guidance on the design of new development that supports active travel.
5. The LHDG is also a key supporting document of the Local Transport Plan 2011-2026 (LTP3) and has been drafted to align with the emerging themes and policies of the Council's Local Transport Plan 2026-2040 (LTP4), currently under development.
6. On 26 January 2023, the Committee considered and commented on a report on the LHDG Refresh project work undertaken, including the developing policies and

principles, the Council's position on commuted sums and road adoption, and the proposals for engagement and formal consultation activities.

7. On 24 October 2023, the Cabinet resolved that the draft LHDG policies, principle and approach to commuted sums and road adoption be approved for the purposes of consultation, prior to the development of the detailed guidance.

### **Background**

8. The LHDG provides guidance regarding highways and transportation infrastructure for new developments in areas for which the Council is the Local Highway Authority (LHA). The principal intention of the LHDG is to have a consistent approach to the design and construction of new highway in development across Leicestershire.
9. An update to the LHDG was particularly pressing following significant changes to national policy, regulations and guidance, including:
  - a) The National Planning Policy Framework's (NPPF) requirement to create "beautiful places" where street trees should be a prominent feature.
  - b) The Environment Act's strengthened duty on public bodies to conserve and enhance biodiversity, including mandating a net gain for biodiversity through the planning system.
  - c) The Local Transport Note 1/20 "Cycle Infrastructure Design" (LTN 1/20) guidance on provision of high-quality cycle infrastructure and prioritising active travel within highway.
  - d) The National Design Guide aspiration for places to be "beautiful, healthy, greener, enduring and successful".
10. The LHDG Refresh has required a comprehensive review of all aspects of the current LHDG from policy to detailed technical guidance and has involved early engagement with key stakeholders, including developers, disability groups and district councils.
11. Project decisions have been particularly complex given the difficult financial climate, including the real terms reduction in highway maintenance budgets over recent years. The project has had to balance fully supporting new national guidance that embraces the principles of sustainability with ensuring the Council can appropriately maintain the new assets it adopts.

### **The Draft Documentation for Consultation**

12. Further work is required to make largely presentational refinements to the draft LHDG in advance of consultation, at which point the complete draft documentation will be available for comment. The following paragraphs 13 to 37 present a high-level summary of the proposed changes and principles behind development of the new LHDG. A more detailed digest of new policy, key changes to processes, guidance and standards and the rationale and benefits of changes made are appended to this report.

## LHDG Principles

13. The following seven principles proposed for consultation form the foundation for LHDG policy and guidance and establish the Council's primary function as LHA and broadening role in supporting the environmental agenda:
- a) Working Collaboratively;
  - b) Facilitating Safe and Effective Highway;
  - c) Creating Road Types for All Road Users;
  - d) Creating Durable and Easily Maintained Highway;
  - e) Encouraging Active and Sustainable Travel;
  - f) Supporting Access for All;
  - g) Tackling Climate Change and Protecting the Environment.

## Highway Development Management

14. The role of Highway Development Management (HDM) is to ensure that development proposals are delivered in ways that safeguard the efficient and safe functioning of the transport network and promote sustainable active travel. The "HDM Policy" and "Preparing Development Proposals" sections of the LHDG define the Council's policy and the information required from developers (validation requirements) in relation to highway aspects of new development.
15. The current NPPF focuses on "Promoting sustainable transport" to ensure that:
- a) Sustainable transport options are available for all modes, with priority given to active travel movements;
  - b) The assessment of whether a proposed highway access is safe and suitable will be undertaken with reference to risks associated with the characteristics of the location and specifics of the proposals;
  - c) Proposals for new development and any associated highways schemes or impacts do not raise unacceptable safety concerns;
  - d) Any negative impacts on the effectiveness of the transport network can be avoided or "cost effectively mitigated to an acceptable degree".
16. As agreed by the Cabinet on 24 October 2023, to ensure that HDM policy proposed for inclusion within the LHDG stand up to scrutiny and potential challenge, the HDM policies have been drafted to accord with these objectives.
17. The HDM policies drafted for consultation are:
- a) **Policy 1 Sustainable Access for All Policy** - Development must be accessible for all highway users and maximise the uptake of sustainable travel choices.
  - b) **Policy 2 Access to the Highway Network** - The Council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to existing accesses so that they do not result in unacceptable road safety and operational concerns.

- c) **Policy 3 Highway Safety** - The Council will review relevant road safety information, to ensure the scheme and development proposals do not raise unacceptable safety concerns, and the Road Safety Audit process has been satisfactorily undertaken.
  - d) **Policy 4 Development Impact Policy** - Significant operational and road safety impacts of development on the transport network must be mitigated to an acceptable degree.
18. On 24 October 2023, the Cabinet was advised that, due to its limited weight compared with policies within the NPPF which the LHA relies on, Policy IN6 “Sustainability Standards for Residential Developments” is withdrawn from the LHDG. However, active and sustainable travel would be covered under the proposed Policy 1. Additionally, developers would be expected to follow strengthened guidance at both the planning and technical approval stages, included in the revised Preparing Development Proposals and Design Layouts sections.
19. Additionally, guidance relating to the validation requirements (evidence, such as transport assessments, relating to the impacts of development on the highway network) and road safety audits has been reviewed and updated.
20. Two new sections on traffic modelling and data collection have been drafted for inclusion in the new LHDG.

### **Highway Design Guidance**

21. All technical guidance sections of the LHDG have undergone a detailed review and they have been cross-checked against current national and local guidance and standards.
22. The new Active and Sustainable Travel sections of the LHDG have been drafted to reflect LTN 1/20 and NPPF’s step change towards prioritising cycling and walking within new development. An “Active Travel Matrix” has been developed to set out the Council’s approach within the Leicestershire context and aid developers in decision making related to cycle lane provision. The Matrix considers how location (rural, urban or urban edge), road typology and local facilities might affect decision making, in addition to road speeds and traffic flows. The guidance reinforces that the highest level of provision will always be expected within Local Cycling and Walking Infrastructure Plan areas.
23. The proposed LHDG guidance on the provision of green infrastructure reflects the new and updated environmental legislation relating to the strengthened duty on public bodies to protect and enhance biodiversity.
24. Under new guidance from the Government, the Council would facilitate the provision of the appropriate new green infrastructure (including Sustainable Drainage Systems (SuDS)) within the adopted highway, subject to a commuted sum, and strongly encourages the retention of valuable existing habitat. Green infrastructure might

include tree planting, conservation grass verges, sustainable drainage systems and the provision of wildlife crossing facilities.

25. Additionally, under new guidance from the Government, the Council would look to minimise avoidable maintenance burdens through:
  - a) Having a stricter specification requirement, including the trialling of the 'Value of Trees' approach in design.
  - b) Having dedicated resources for the technical approval of green infrastructure elements of highway development. It is considered that there would be future maintenance savings in ensuring that tree planting and landscaping schemes are properly designed and delivered.
  - c) Investigating the opportunity for pre-submission requirements related to green infrastructure for the inclusion in Section 38 agreements.
26. To help to decarbonise transport and contribute to the Council's net zero ambitions for the County, the Council is keen to support residents in switching to electric vehicles (EV).
27. The Council is working with district councils, businesses and other parties to help develop a Countywide EV Charging Infrastructure Strategy. This will define the role of the Council and evaluate options for a public charging point network in on and off-street locations.
28. In the forthcoming iteration of the LHDG, the Council will define the legal requirements for the provision of EV infrastructure in new development. It will also state the current position regarding the provision of on and off-street charging facilities in Leicestershire. The new LHDG guidance will be updated following the adoption of the EV Charging Infrastructure Strategy.

### **Materials and Construction Guidance**

29. The use of alternative materials can help support local distinctiveness in new development. However, the inclusion of these materials within new development can also be the cause of future maintenance issues. Problems regarding availability of like-for-like materials during future maintenance activities or statutory undertaker works can result in a patchwork appearance that undermines the original intention of their use.
30. The Department for Transport's Manual for Streets advocates that:
 

"One way of enabling designers to achieve local distinctiveness without causing excessive maintenance costs will be for highway authorities to develop a limited palette of special materials and street furniture. Such materials and components, and their typical application, could, for example, be set out in local design guidance and be adopted as a Supplementary Planning Document".
31. To consider how this guidance might be applied in Leicestershire, two limited palettes of surfacing materials have been developed comprising of:

- a) A standard palette of materials that are easily available within the local supply chain, have a history of successful use and are easy to maintain.
  - b) An enhanced palette of materials that will offer a balance between a desire for local distinctiveness and the Council's requirements relating to environmental sustainability, performance and on-going maintenance. Items from the enhanced palette will usually attract a commuted sum for future maintenance.
32. It is proposed that any materials not included within the Material Palettes document, but that are being promoted for use by developers in new highway schemes, will be subject to assessment by the Council. The developer will be required to evidence that the material meets key criteria such as availability, maintenance requirements and sustainability. This will help minimise the impact on maintenance budgets caused by poor quality or inappropriate materials.
33. A full review and, where required, a full update of the Council's Specification for Highway Works and standard drawings has been undertaken to ensure they accord with national standards.

### **Approvals, Road Adoption and Legal Agreements**

34. In October 2023, the Cabinet considered the scenario testing work undertaken regarding options to revise the Council's approach to road adoption and commuted sums. It was resolved that the Council's current road adoption and commuted sums policy be retained.
35. However, to strengthen the Council's existing position on road adoption and the Council's approach to commuted sums, two new policies have been drafted for inclusion in the LHDG:
- a) The proposed **Policy 5 "Highway Adoption Policy"** sets out the Council's requirements before adoption of new highway is agreed. In addition to serving and/or fronting a minimum of six residential dwellings or multiple-building, multiple-occupation industrial and commercial developments, new highway proposed for adoption must accord with all relevant policies, guidance and standards, including the LHDG.
  - b) The new **Policy 6 "Commuted Sums Policy"** defines that, "A commuted sum will be requested for the future maintenance of features, materials, drainage or areas that Leicestershire County Council has agreed to adopt but where the primary purpose is not the safe and efficient functioning of the highway."
36. Updated guidance has been produced to increase the clarity and effectiveness of the technical approval and legal agreement processes.
37. New guidance on how the network will be managed when access is required to the highway for construction purposes has been produced, which highlights how and when developers should communicate with the Council and the processes and permits involved.

### **Engagement and Consultation**

38. During the development work, engagement has been undertaken with developers, local planning authorities and equalities groups, to establish any key concerns at an early stage. Feedback has been considered during the drafting of the LHDG and will be revisited following the conclusion of formal consultation.
39. A six-week consultation exercise is planned to begin on 24 June 2024, which will take the form of an online questionnaire, available on the Council's website, focused on the written content of the draft LHDG.
40. On 26 January 2024, the Scrutiny Committee was consulted on the draft LHDG principles and policy and the following comments were raised:

- a) The design of highway on some estates was causing pavement parking issues, including obstruction of the use of footways and damage to grass verges.

Project response:

The LHDG has been updated so that the design of new highway meets the latest standards and considers the needs of all users. The draft LHDG emphasises that developers must, through the design of layouts, minimise the risk of pavement parking from new highway proposals. The use of features such as bollards within verges to prevent pavement parking should be an intervention of last resort, as this can create significant issues for the Council's maintenance activities. LHDG parking guidance has been drafted to meet the requirements of the latest national planning policy framework guidance in provision of parking within residential areas.

- b) Development should have regard for walking and cycling infrastructure.

Project response:

The draft LHDG accords with LTN 1/20 and the Council's Cycling and Walking Strategy to encouraging high quality active travel infrastructure appropriate to the context and expected traffic flows and speeds of new highway within development.

- c) There being no defined minimum specification for garages.

Project response:

There is no strictly defined standard for garage sizes. However, the Chartered Institution of Highways and Transportation states that vehicle sizes and the additional need for occupiers to be able to open doors on one or both sides, and to open tail gates, access gates and garage doors, are accepted by different authorities. The draft LHDG expects designs to meet the following:

- i. Standard single = 6m x 3.0m, with minimum door width of 2.286m (7'6"),
- ii. Use by disabled = 6m x 3.3m with minimum door width of 2.286m (7'6"),
- iii. Double = 6m x 6m, with minimum door width of 4.267m (14').

This accords with and, in some cases, exceeds the specification expected by other local authorities.

- d) Concerns regarding street furniture causing obstructions on highways.

Project response:

The “Street Furniture and Street Art” and “Utilities” sections of the draft LHDG cover guidance on the location and maintenance considerations for above ground non-highway assets. The LHDG references the Royal National Institute for Blind People’s guidance relating to the minimisation of clutter within highway, including:

- i. The provision of a 2m clear path between obstructions.
  - ii. That any obstructions, particularly to the building line or kerbs, should be minimised.
  - iii. The location of any street furniture should also be consistent.
  - iv. That using street furniture that have sharp edges or irregular shapes should be avoided.
  - v. Contrasting colours or materials should be specified where appropriate.
- e) In terms of unadopted roads, it was noted that the onus was on the home purchaser to ensure they had received appropriate legal advice and were aware of the implications.

Project response:

LHDG draft guidance states that the developer should make future residents aware of the adoption status of new highway serving their property.

- f) The concerns raised about commercial traffic using roads that had been primarily designed for residential users only was noted.

Project response:

The draft LHDG strengthens guidance on how private roads connect to adopted highway. The proposed Road Adoption Policy states that new private highway must not enable a through route by linking to adopted highways.

- g) Members asked that developers are encouraged to use available carbon capture technologies.

Project response:

The LHDG draft Principle 7 “Tackling Climate Change and Protecting the Environment” sets out the Council’s position in relation to the expectation that developers consider carbon through a whole life approach including materials, construction and future operation of highway. The proposed Materials Palettes document has been drafted with consideration for environmental sustainability, including carbon impacts. The Council also encourages the use of the Highway Sector Council’s toolkit which helps designers and contractors align themselves with PAS 2080 (Carbon Management in Infrastructure).

41. A report detailing the outcomes of the consultation and presenting the draft LHDG for approval will be presented to the Cabinet on 22 October 2024.

### **Resource Implications**



42. There is a risk that the broadening role of highway in delivering environmental and wellbeing benefits through provision of active travel and green infrastructure could place additional pressure on maintenance budgets. To mitigate this risk the following financial matters have been considered during development of the LHDG:
- a) Fees and charges – Similar to all fees the Authority charges the fees for undertaking technical approval work and other processing and assessment fees will be regularly reviewed to ensure that the Council is recovering reasonable costs and that they are comparable with other local authority charges.
  - b) A trial pre-planning technical advice service is proposed to help accelerate the development process. This service would attract an additional non-refundable fee to ensure that any costs for additional work and risk are recovered.
  - c) The Commuted Sum Schedule of rates for assets, materials and areas that attract a developer contribution towards their future maintenance has been updated to reflect current costs more accurately. Costs will be reviewed on an annual basis in the future.
  - d) To ensure that the green infrastructure the Council agrees to adopt as part of the highway does not place an unnecessary burden on the Council, it is proposed that it is treated consistently with other highway assets. The requirement for additional resource to ensure the appropriate consideration of green infrastructure during the approvals and inspection process will be assessed during implementation; any additional cost may be recovered through fees, which will be reviewed as necessary. It is considered that there would be future maintenance savings in ensuring that tree planting and landscaping schemes are correctly designed and delivered.
  - e) Additionally, a trial of the Value of Trees toolkit is proposed. The toolkit provides best practice guidance and a mechanism for determining suitable tree species for specific locations. A commuted sum discount of 10% will apply where developers can evidence that they have used the toolkit.
  - f) To minimise the impact on maintenance budgets, a full, costed maintenance plan will be required prior to agreement to adopt green infrastructure (including SuDS) that forms part of new highway. This will help with the calculation of commuted sums and better understanding of the potential burden to the Council.
  - g) The adoption of limited palettes of highway surfacing materials helps the Council to better control the quality and durability of future adopted highway, thereby reducing the burden on future maintenance budgets.
  - h) Compliance with new national policy and guidance (for example, relating to carbon reduction or provision of cycling infrastructure) may place the Council in a more advantageous position for applications to highway funding streams that place significant weight on environmental sustainability criteria.

43. Dedicated legal resource has been secured to help deliver the ambition to accelerate the legal process for adoption of new highway.
44. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

### **Timetable for Decisions**

45. The proposed consultation will start on 24 June 2024 and will end on 4<sup>th</sup> August 2024.
46. As advised in paragraph 41, the outcome of the consultation and the final draft LHDG will be presented to the Cabinet on 22 October 2024. Subject to the Cabinet's approval, the full LHDG will be published in November 2024.

### **Conclusions**

47. Updated national and local policy, legislation, guidance and standards are reflected in the content of the draft LHDG, which recognises a step change in what highway must deliver in terms of the sustainability of new development.
48. Whilst this shift has the potential to place additional pressure on maintenance budgets, the current and ongoing work relating to fees, charges and commuted sums, alongside the improved efficiency of the adoption approvals process and the push for high quality design and materials, will help to minimise impacts.
49. This report seeks comments from the Committee on the LHDG proposals and implications set out in paragraphs 14-47.

### **Background papers**

Report to the Cabinet 24 October 2023 – Leicestershire Highway Design Guide:  
Approval of Policies and Principles

<https://democracy.leics.gov.uk/documents/s179121/FINAL%20LHDG%20Approval%20of%20Policy%20and%20Principles%20Cabinet%20241023.pdf>

Report to the Cabinet 16 December 2022 – Leicestershire Highway Design Guide  
Refresh: Approval to Undertake Engagement.

<https://politics.leics.gov.uk/ieListDocuments.aspx?Cid=135&Mid=6746&Ver=4>

Leicestershire Highway Design Guide Full Refresh – Policy, Principles and Engagement  
Highways and Transport Overview and Scrutiny Committee 26 January 2023

<https://democracy.leics.gov.uk/documents/s174421/LHDG%20HT%20Scrutiny%20260123.pdf>

National Planning Policy Framework – Section 9. Promoting sustainable transport

<https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport>

Commuted Sums for Maintaining Infrastructure Assets

<https://bit.ly/3H617KQ>

Leicestershire Highway Design Guide webpage

<https://bit.ly/3OZNnTF>

Value of Trees

<https://www.leicestershire.gov.uk/environment-and-planning/tree-for-every-person/tree-charter-and-our-tree-management-strategy>

### **Circulation under the Local Issues Alert Procedure**

50. A copy of this report will be circulated to all members of the County Council.

### **Equality Implications**

51. The Equality Act 2010 requires the Council to consider the need to eliminate discrimination and to promote equality of opportunity between different protected groups.
52. The current LHDG guidance has been developed with the intention of facilitating developments that are “accessible to all people”. Throughout the course of the Refresh project, impacts on protected characteristic groups will continue to be assessed.
53. An Equality Impact Assessment screening has been undertaken and presented to the Departmental Equalities Group on 27<sup>th</sup> January 2022. At this stage, it is thought that the overall impact of the refreshed LHDG is likely to be neutral or positive. However, as further detailed work and evidence gathering needs to be completed to confirm this, the overall impact is currently classed as unknown.
54. It has been assessed that age and disability protected characteristic groups have the greatest potential to be impacted by the project. Consultation will be undertaken to ensure the views of these groups are properly understood.
55. The LHDG draft Principle 6 “Supporting Inclusive Highway” states that the LHDG will aim to be a ‘beacon for inclusive design’ and create highway where people feel safe, enjoy spending time, and that function in a way that meets the needs of communities.

### **Human Rights Implications**

56. A Human Rights Impact Assessment screening has been undertaken in January 2022. It has been determined that the LHDG has the potential to have positive and negative impacts on human rights and that further assessment is required to ensure

that full consideration is given to these issues through the development of the guidance.

57. Examples of where the LHDG has the potential to impact on human rights includes:
- a) Access to services such as education or health care facilities;
  - b) The potential for new highway development to impact on an individual's peaceful enjoyment of property;
  - c) Ensuring accessibility of transport infrastructure for all.

### **Health Implications**

58. A Health Impact Assessment (HIA) screening was undertaken in August 2023 to assess the likely impacts of the new LHDG on highway users in Leicestershire.
59. Although the assessment recognises that the transport sector can have negative effects on communities, including noise and air pollution, there are significant changes that can be made to the LHDG to deliver positive benefits, including:
- a) Improving social inclusion and the health of residents by supporting active travel infrastructure within highway schemes.
  - b) Encouraging the use of low carbon materials and methods of construction to help lessen effects of climate change (research has found that climate change can disproportionately impact low-income neighbourhoods, where there can be less resilience to issues such as flooding).
  - c) Creating attractive environments through facilitation of green infrastructure that can deliver ecosystem services such as reducing flooding and the impact of higher temperatures and encourage people to leave their cars behind and participate in active travel.
  - d) The provision of inclusive cycling and walking infrastructure that enables those without private vehicles to access employment opportunities or critical health services.
60. A full Health Impact Assessment will be undertaken on completion of the draft LHDG, informed through consultation with stakeholders, including key protected characteristic groups under the Equality Act 2010.

### **Crime and Disorder Implications**

61. The delivery of highway design approaches that design out crime and create positive spaces is dependent on adoption of principles by designers. The Council's ability to influence design is largely restricted to roads the Council is being asked to adopt.
62. Regarding highway safety, the LHDG draft Principle 6 "Supporting Inclusive Highway" states that: 'Consideration must be given to methods of designing out crime as part scheme design including issues relating to natural surveillance, access control (physical and symbolic barriers to opportunities for crime), territorial reinforcement (defensible space) and space management.'

63. Design factors relating to provision of green infrastructure or other built assets can provide opportunities for crime to take place. For example, how communal car parks are designed could present issues regarding safety.
64. The new LHDG will aim to ensure that developers follow the latest national guidance regarding designing out crime so that new highway minimises perceived and real personal safety risk.
65. The impact of the LHDG on crime will be assessed through via Health Impact Assessment.

### **Environmental Implications**

66. The LHDG refresh is a significant project where there is potential for policy and guidance to have consequential impacts, both negative and positive, on the environment. A screening exercise has been carried out and the decision taken to undertake a Strategic Environmental Assessment (SEA) to understand the implications of any changes to the LHDG.
67. An SEA is a legally required process under the SEA Regulations. It informs the decision-making process through the identification and assessment of both the significant and cumulative environmental effects from a strategy, plan, policy or programme, and its reasonable alternatives (i.e. a different way of fulfilling the objectives of the strategy or programme). The key output is an Environmental Report, which will suggest additional mitigation or management actions to further improve the environmental outcomes for guidance. The draft Environmental Report will be presented alongside the LHDG consultation documents. At this point, statutory consultees will be given the opportunity to comment on the SEA. Once finalised, the Council will consider whether to accept the recommendations of this Report.
68. There are several key areas where the LHDG has the potential to impact on the environment, including:
  - a) Setting standards regarding the criteria for acceptable materials such as their carbon impacts;
  - b) How the LHDG facilitates active travel to reduce dependency on the car;
  - c) Supporting green infrastructure within the highway that can deliver ecosystem services;
  - d) The resilience of the Council's future road network.

### **Partnership Working and Associated Issues**

69. Discussions will be undertaken with district councils, primarily regarding their role as Local Planning Authorities and any concerns relating to new proposals for the LHDG. Additionally, it is the intention to engage with other highway authorities to understand their approach to highway design guidance and any recent experience of reviewing their guides within the context of more recent national policy and guidance.

## **Risk Assessment**

70. A project risk assessment has been established to identify potential issues that could impact on project delivery. In addition to this, a strategic risk assessment will be maintained and updated through the course of the project. This will assess the risks in relation to changes in policy and approach.

## **Appendix**

Leicestershire Highway Design Guide Summary Report

### **Officers to Contact**

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