



BRAUNSTONE TOWN COUNCIL

www.braunstonetowncouncil.org.uk

Darren Tilley – Executive Officer & Town Clerk

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PLANNING APPLICATIONS

PUBLIC INSPECTION OF PLANS AND PARTICIPATION

1. The Planning Applications can be inspected at the offices of Blaby District Council to whom representations should be made and they are also available Blaby District Council's website at www.blaby.gov.uk under Planning Application Search
2. A list of the applications to be considered by the Town Council's Plans & Environment Committee are listed on the Town Council's website www.braunstonetowncouncil.org.uk under Planning & Environment Services, Inspection of Local Planning Applications.
3. The applications will be considered by the Braunstone Town Council's Plans and Environment Committee, which may make its own observations and forward them to the relevant Planning Authority.
4. Braunstone Town Council and Blaby District Council have introduced procedures to enable applicants, objectors and supporters to speak on applications brought before their relevant Committees.

4th August 2016

To: Councillor Robert Waterton (Chair), Councillor Bill Wright (Vice-Chair) and Councillors Roger Berrington, Sharon Betts, David Di Palma, Dinesh Joshi, Stuart Maxwell, Phil Moitt and Mr John Dodd (Ex-Officio) (2 positions vacant).

Dear Councillor

You are summonsed to attend a meeting of the **PLANS & ENVIRONMENT COMMITTEE** to be held in the Fosse Room at Braunstone Civic Centre on **Thursday, 11th August 2016** commencing at **7.30pm**, for the transaction of the business as set out below.

Yours sincerely,

Executive Officer & Town Clerk

AGENDA

1. **Apologies**
To receive apologies for absence.
2. **Disclosures of Interest**
To receive disclosures of Interest in respect of items on this agenda:
 - a) Disclosable Pecuniary Interests,
 - b) Other Interests (Non-Pecuniary).

3. **Public Participation**
Members of the public may make representations, give evidence or answer questions in respect of any item of business included on the agenda. At the discretion of the Chairperson the meeting may be adjourned to give members of the public present an opportunity to raise other matters of public interest.
4. **Minutes of the Meeting held 14th July 2016**
To confirm the accuracy of the Minutes of the Meeting held on 14th July 2016 to be signed by the Chairperson (**Enclosed**).
5. **Planning Applications dealt with under Delegated Authority**
To receive and note responses to planning applications taken under Delegated Authority (**Enclosed**).
6. **Planning Applications**
To agree observations on planning applications received (**Enclosed**).
7. **Additional Planning Applications**
To agree observations on planning applications received since the publication of the agenda if any.
8. **Licensing Applications dealt with under Delegated Authority**
To note there have been no responses to licensing applications taken under Delegated Authority.
9. **Planning Decisions**
To receive and note planning decisions made by Blaby District Council (**Enclosed**).
10. **Feedback on Planning Applications**
To consider the latest position concerning feedback on planning applications, guidance on material considerations and training for Councillors.
11. **Highways Maintenance Policy & Strategy Review**
To consider responding to a Leicestershire County Council consultation in respect of a review of Highways Maintenance Policy & Strategy (**Enclosed**).
12. **Lubbesthorpe Strategic Consultative Board**
To report on the last meeting of the Lubbesthorpe Strategic Consultative Board held on 27 July 2016.
13. **Financial Comparisons**
To receive Financial Comparisons for the period 1st April 2016 to 31st July 2016 (**Enclosed**).
14. **Termination of the Meeting**

NOTE:

CRIME & DISORDER ACT 1998 (SECTION 17) – The Council has an obligation to consider Crime and Disorder implications of all its activities and to do all that it can to prevent Crime and Disorder in its area.

EQUALITIES ACT 2010

Braunstone Town Council has a duty in carrying out its functions to have due regard to:-

- eliminate unlawful discrimination, harassment and victimisation;*
- advance equality of opportunity between different groups; and;*
- foster good relations between different groups*

To ensure that no person receives less favourable treatment on the basis of race, disability, sex, gender re-assignment, sexual orientation, age, religion or belief, marriage or civil partnership, pregnancy or maternity.

BRAUNSTONE TOWN COUNCIL

MINUTES OF PLANS & ENVIRONMENT COMMITTEE

THURSDAY 14TH JULY 2016

PRESENT: Councillor Robert Waterton (Chair) and Councillors Roger Berrington, Sharon Betts, and Sam Maxwell (substituting Stuart Maxwell).

Officers in attendance: Darren Tilley, Executive Officer & Town Clerk.

There were no members of the public present at the meeting.

25. Apologies

Apologies for absence was received from Councillors Berneta Layne (Ex-Officio), Stuart Maxwell and Bill Wright and Mr. John Dodd (Ex-Officio).

26. Disclosures of Interest

There were no disclosures of any Disclosable Pecuniary or Non-Pecuniary Interests by members.

27. Public Participation

In accordance with Standing Order 3.6, members of the public may attend the meeting for the purpose of making representations, giving evidence or answering questions in respect of any item of business included on the agenda.

There were no members of the public present.

28. Minutes of the Meeting held 16th June 2016

The Minutes of the Meeting held on 16th June 2016 were circulated (item 4 on the agenda).

RESOLVED that the Minutes of the meeting held on 16th June 2016 be approved and signed by the Chairperson as a correct record.

29. Planning Applications dealt with under Delegated Authority

The Committee received and noted responses to planning applications taken under Delegated Authority (item 5 on the agenda).

RESOLVED that the action taken by the Executive Officer & Town Clerk under delegated authority in forwarding the following observations to Blaby District Council be noted:

1. Application No: 16/0764/ADV

Description: Display of various illuminated and non-illuminated signage

Location: Asda Stores Ltd Narborough Road South Braunstone Town Leicestershire LE3 2LL

Response: *Braunstone Town Council does not object to the application, subject to the following:*
a) the hours of use and level of lighting of the illuminated signs being in accordance with Blaby District Council's Lighting Policy; and
b) none of the signs adjacent to the highway obstructing the view of and/or distracting users of the highway.

Reasons: *a) To avoid nuisance to motorists in terms of glare and unnecessary light spillage; and*
b) to avoid a detrimental impact upon public safety due to distraction of drivers, cyclists or pedestrians.

30. Planning Applications

The Committee received details of planning applications to be considered by Blaby District Council (item 6 on the agenda).

RESOLVED that the following responses be forwarded to Blaby District Council:

1. Application No: 16/0638/CLP

Description: Application for certificate of lawful use for proposed roof alterations

Location: 176 Braunstone Lane Braunstone Town Leicestershire LE3 2RW

Response: *Braunstone Town Council objects to the approval of a certificate of lawful use since the proposals:*
a) would result in a changed appearance to the front of the property;
b) the installation of a dormer window to the rear; and
c) the creation of a fourth habitable bedroom.

Reason: *The proposals may be reasonable in principle, however, Braunstone Town Council was concerned that the request for a certificate of lawful use was granted within one working day and that this was a significant development which would require planning permission to determine:*

- a) *impact upon the street scene;*
- b) *impact upon privacy of the neighbouring properties;*
and
- c) *availability of sufficient on-site parking provision.*

- 2. Application No:** 16/0787/FUL
- Description:** Extension to lobby/administration area to create a new lobby and office.
- Location:** Millfield Community School And Centre Hat Road Braunstone Town Leicestershire
- Response:** *Braunstone Town Council does not object to this application.*
- Reason:** *There was no impact on the surrounding properties and the extension was contained within a courtyard area surrounded by existing buildings.*
- 3. Application No:** 16/0722/FUL
- Description:** Two storey side/rear and single storey side extensions to create an additional retail unit (Use Class A1) and subdivision of the existing first floor accommodation in order to provide an additional two flat at first floor level, including the erection of one dwelling with access off Chaplin Court
- Location:** 5 - 7 Sun Way Braunstone Town Leicestershire LE3 3DS
- Response:** *Braunstone Town Council wishes to make the following observations:*
- a) *suitable parking should be provided for workers and customers of the new retail unit; and*
 - b) *two on-site parking facilities should be provided for the new dwelling.*
- Reasons:**
- a) *To mitigate dangerous and/or illegal parking in an area with road junctions and higher footfall.*
 - b) *The property had 3 bedrooms and two on-site parking spaces should be provided in accordance with Local Plan Policy T7.*
- 4. Application No:** 16/0771/HH
- Description:** Two storey side and single storey front and rear extensions
- Location:** 16 Chislehurst Avenue Braunstone Town Leicestershire LE3 2UF

Response: *Braunstone Town Council wishes to make the following observations:*

- a) *On-site parking provision for 3 spaces must be provided;*
- b) *no windows in the side elevation without the explicit consent of the local planning authority; and*
- c) *the occupiers of neighbouring properties should be fully consulted in connection with the proposals.*

Reasons:

- a) *The plans increased the number of bedrooms from 3 to 4 and for an extension on the side access to the property, therefore in accordance with Local Plan Policy T7, replacement parking should be provided.*
- b) *To avoid a detrimental effect on the amenity enjoyed by the occupiers of the neighbouring property.*
- c) *To ensure that the proposals do not have an adverse impact on the amenity enjoyed by neighbouring properties.*

31. **Additional Planning Applications**

The Committee received details of planning applications received since the publication of the agenda (item 7 on the agenda).

RESOLVED that the following response be forwarded to Blaby District Council:

1. **Application No:** 16/0797/HH

Description: Single storey side and rear extensions (Revised Scheme)

Location: 7 Hilcot Green Braunstone Town Leicestershire LE3 3SY

Response: *Braunstone Town Council wishes to make the following observations:*

- a) *no windows in the side elevation without the explicit consent of the local planning authority; and*
- b) *in accordance with Local Plan Policy T7 replacement of on-site parking facilities should be provided (dwellings with more than 4 bedrooms – 3 spaces, 3 or less bedrooms – 2 spaces).*

Reasons:

- a) *To avoid a detrimental effect on the amenity enjoyed by the occupiers of the neighbouring property.*
- b) *The side extension would result in reduced parking provision, on-site parking provision must meet the minimum standards.*

2. **Application No:** 16/0816/TPO

Description: Proposed crown thinning and crown reduction of on Oak Tree (T3).

Location: 15 Goodheart Way, Braunstone Town, Leicestershire, LE3 3RX.

Response: *Braunstone Town Council objects to the application for the following reasons:*

- a) *the tree was not sufficiently close to the properties to be overbearing or cause nuisance;*
- b) *slight encroachment onto the property was no further than existing bushes.*

It should be noted that the applicant was not the owner of the land or the tree in question. Braunstone Town Council was responsible for maintaining the site and would not permit any works upon this tree unless there was a legal obligation to do so or it would be in compliance with our own policies and procedures.

Reasons:

- a) *Long Spinney was ancient woodland and there were several properties adjacent to it and trees of a similar height and age.*
- b) *There appeared to be no encroachment on the access to the properties.*

A decision to grant crown thinning and crown reduction was different to a requirement to carry out the work, Braunstone Town Council would judge an outcome to grant work under the TPO in the context of its legal obligations and own policies.

32. Licensing Applications dealt with under Delegated Authority

The Committee noted that there had been no licensing applications dealt with under delegated authority.

33. Lubbesthorpe Strategic Consultative Board

The Committee considered whether there were any items for the next meeting of the Lubbesthorpe Strategic Consultative Board scheduled for 27 July 2016 (item 9 on the agenda).

RESOLVED that the following matters be raised by Town Council representatives at the meeting:

- a) Air Quality – the cumulative effect; and
- b) Progress with opening the M1 Bridge and when construction traffic would start to use the route.

Reason for Decision

To enable matters which impacted upon the Town and its residents to be considered and addressed:

- a) *Air Quality was already poor and there were further developments due in the area which would produce a cumulative impact.*

b) *To ensure that the needs of residents adjacent to the Bridge were considered.*

34. Termination of the Meeting

The meeting closed at 7.40pm.

NOTE:

CRIME & DISORDER ACT 1998 (SECTION 17) – The Council has an obligation to consider Crime & Disorder implications of all its activities and to do all that it can to prevent Crime and Disorder in its area.

EQUALITIES ACT 2010

Braunstone Town Council has a duty in carrying out its functions to have due regard to:-

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and;
- foster good relations between different groups

To ensure that no person receives less favourable treatment on the basis of race, disability, sex, gender re-assignment, sexual orientation, age, religion or belief, marriage or civil partnership, pregnancy or maternity.

These issues were considered in connection with each of the above decisions. Unless otherwise stated under each item of this report, there were no implications.

These minutes are a draft and are subject to consideration for approval at the next meeting, scheduled for 11th August 2016.

BRAUNSTONE TOWN COUNCIL

PLANS & ENVIRONMENT COMMITTEE – 11th AUGUST 2016

Item 5 – Planning Applications dealt with under Delegated Authority

To receive and note responses to planning applications taken under Delegated Authority:

- 1. Application No:** 16/0862/FUL

Description: Single storey rear extension forming additional office space

Location: 75 Henley Crescent Braunstone Town Leicestershire LE3 2SB

Response: *Braunstone Town Council does not object to this application.*

Reasons: *There were no changes to the size of the retail unit nor to the existing residential flat.*
- 2. Application No:** 16/0874/HH

Description: Single storey front extension, first floor side extension and erection of garage to rear of property

Location: 62 Shakespeare Drive Braunstone Town Leicestershire LE3 2SQ

Response: *Braunstone Town Council wishes to make the following observation: on-site parking provision for at least 3 spaces must be provided and remain for use in perpetuity.*

Reason: *The plans increased the number of bedrooms from 3 to 4, therefore in accordance with Local Plan Policy T7, 3 on-site a condition should ensure that 3 parking places would be permanently provided.*
- 3. Application No:** 16/0856/HH

Description: Single storey rear extension

Location: 480 Braunstone Lane Braunstone Town Leicestershire LE3 3DG

Response: *Braunstone Town Council does not object to this application.*

Reasons: *This was a rear ground floor extension for a kitchen and utility, which presented no detriment to the amenity of the neighbouring properties.*

4. Application No: 16/0907/HH

Description: Pitched roof to existing flat roof and increase in ridge height to existing pitched roof. Insertion of two dormers to front elevation and one to side.

Location: 77 Watergate Lane Braunstone Town Leicestershire LE3 2XQ

Response: *Braunstone Town Council wishes to make the following observations:*

- a) On-site parking provision for 3 spaces must be provided;*
- b) no dormer windows in the side elevation adjacent to 172 Lubbesthorpe Road, without the explicit consent of the local planning authority; and*
- c) the occupiers of neighbouring properties should be fully consulted in connection with the proposals.*

Reasons:

- a) The plans increased the number of bedrooms from 3 to 4 and for an extension on the side access to the property, therefore in accordance with Local Plan Policy T7, replacement parking should be provided.*
- b) To avoid a detrimental effect on the amenity enjoyed by the occupiers of the neighbouring property.*
- c) To ensure that the proposals do not have an adverse impact on the amenity enjoyed by neighbouring properties.*

BRAUNSTONE TOWN COUNCIL

PLANS & ENVIRONMENT COMMITTEE – 11TH AUGUST 2016

Item 6 – Planning Applications

To agree observations on Planning Applications received:

- 1. Application No:** 16/0930/HH

Description: Two storey side extension

Location: 328 Braunstone Lane Braunstone Town Leicestershire LE3 3AU
- 2. Application No:** 16/0988/HH

Description: Two storey side and single storey rear extensions plus canopy to front

Location: 12 Mossdale Road Braunstone Town Leicestershire LE3 2US
- 3. Application No:** 16/0969/HH

Description: Two storey side and single storey front and rear extensions

Location: 9 Pits Avenue Braunstone Town Leicestershire LE3 2XL
- 4. Application No:** 16/0934/HHPD

Description: The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4m, for which the maximum height would be 3.9m, and for which the height of the eaves would be 2.9m

Location: 15 Headley Road Braunstone Town Leicestershire LE3 2PJ

BRAUNSTONE TOWN COUNCIL

PLANS & ENVIRONMENT COMMITTEE – 11TH AUGUST 2016

Item 9 – Planning Decisions

To receive and note planning decisions made by Blaby District Council.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
16/0516/HH	Conversion of existing garage to form habitable room, porch with pitched roof and canopy over and detached building to rear garden forming a store/gym	10 Edward Avenue Braunstone Town Leicestershire LE3 2PB	Observations: <ul style="list-style-type: none"> • permanent on-site parking for at least 3 vehicles; • use of outbuilding being ancillary to main residential dwelling. 	Approved, subject to: <ul style="list-style-type: none"> • 2 permanent off street parking spaces; • outbuilding being ancillary to main residential dwelling
16/0564/HH	First floor side extension	2 Collins Close Braunstone Town Leicestershire	Observations: <ul style="list-style-type: none"> • permanent on-site parking for at least 3 vehicles; • upstairs windows in side elevation, adjacent to no. 4, being opaque glass, unless authorised by the local planning authority. 	Approved.
16/0547/ADV	Installation of 4 new internally illuminated fascia signs and the relocation of 4 existing internally illuminated signs.	McDonalds Restaurant Meridian East Meridian Business Park Braunstone Town	No objections, subject to hours of use and level of lighting of illuminated signs being in accordance with District Lighting Policy.	Approved, subject to: <ul style="list-style-type: none"> • removing old signs; • maximum luminance; • no hindrance to highway • no visual amenity impact • kept in good condition

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
16/0644/HHPD	The erection of a single rear extension, which would extend beyond the rear wall of the original house by 4.8m, for which the maximum height would be 2.972m, and for which the height of the eaves would be 2.1m	57 Ravenhurst Road Braunstone Town Leicestershire LE3 2PW	No objections.	Prior Approval Not Required.
16/0676/HH	Two storey and first floor front extensions	19 Foxon Way Thorpe Astley Braunstone Town Leicestershire	Observation: <ul style="list-style-type: none"> • permanent on-site parking for at least 3 vehicles. 	Approved, subject to: <ul style="list-style-type: none"> • no additional windows in first floor southern flank elevation
16/0713/HH	Single storey rear extension to form conservatory	68 Braunstone Close Braunstone Town Leicestershire LE3 2GT	No objections.	Approved.
16/0604/VAR	Variation of condition 6 of 89/1259/1/PX to accommodate retention of two ancillary storage containers	64 Amy Street Braunstone Town Leicestershire LE3 2FB	Objection: <ul style="list-style-type: none"> • the original condition 6 should be retained. 	Approved.
16/0699/HH	Two storey side extension.	33 Stonehurst Road Braunstone Town Leicestershire LE3 2QB	Objection: <ul style="list-style-type: none"> • insufficient on-site parking provision; and • overbearing effect. 	Approved, subject to: <ul style="list-style-type: none"> • 3 hard standing permanent off street parking spaces.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
16/0816/TPO	Proposed crown thinning and crown reduction of one Oak Tree (T3)	15 Goodheart Way Braunstone Town Thorpe Astley Leicestershire	Objection: <ul style="list-style-type: none"> • not sufficiently close to be overbearing or cause nuisance; • slight encroachment onto property was no further than existing bushes. 	Approved, subject to: <ul style="list-style-type: none"> • must be carried out within 12 months; • to be carried out in accordance with British Standards.

BRAUNSTONE TOWN COUNCIL

PLANS & ENVIRONMENT COMMITTEE – 11th AUGUST 2016

Item 11 – Highways Maintenance Policy & Strategy Review

Purpose

To consider responding to a Leicestershire County Council consultation in respect of a review of Highways Maintenance Policy & Strategy.

Background

Leicestershire County Council has launched a consultation to seek feedback on how they look after Leicestershire's roads, pavements and verges in the future.

Leicestershire County Council currently spend £26 million pounds each year on looking after roads, pavements and verges, using their own staff and some external contractors. By 2020 they anticipate the budget to be around £16.5 million.

The Town Council's involvement in Highways Maintenance is to report problems identified by local residents and this is undertaken through the Braunstone Customer Service Shop, a partnership arrangement the County Council are no longer part of. The role of the Customer Service Shop is to take the customer's details along with details and location of the problem. The enquiry can be raised in person or by phone to Braunstone Civic Centre or via the website or enquiries email. The Customer Service Advisor will then submit the details to Leicestershire County Council Highways Customer Services using the online form. There is some inconsistency of approach by Highways as to whether the feedback and response is given directly to the customer or via the Braunstone Customer Service Shop.

Proposed Highways Maintenance Strategy

In the new Highways Maintenance Strategy, Leicestershire County Council are proposing to:

- prioritise high risk repairs when responding to highway defects and focus resources on planned repairs and preventative maintenance;
- reduce the number of items they look after directly and/or reduce how regularly they maintain these;
- involve communities directly in maintaining the streetscape and road-side environment.

A summary of the proposals are attached as Appendix 1.

The consultation runs until midnight on Sunday 25th September, with the findings reported back to the County Council's Cabinet in autumn 2016.

Additional information, setting out the County Council's current thinking about involving communities in looking after roads, pavements and verges is attached as Appendix 2.

Stakeholders are able to respond using a specific Stakeholder Survey, which is attached as Appendix 3. Question 1 and 2 have been answered as factual questions and the answer to question 4 has been recommended based on the experience of the Customer Service Advisors.

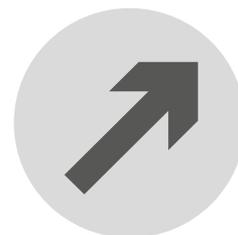
Action Requested

Consider the consultation documents and determine the nature and method of the Town Council's response to the consultation.

Leicestershire's future

The plan for change

From A-roads to Zebras... Have your say on how we look after Leicestershire's roads, pavements and verges



Your feedback is important

Online: leicestershire.gov.uk/highwaysconsultation

For general enquiries or comments about this consultation

phone **0116 305 0001** or email highwaysconsultation@leics.gov.uk

**Public consultation: the consultation runs from 5 July 2016.
Submit your views by midnight on 25 September 2016.**

Leicestershire's future

The plan for change

Why change?

Leicestershire County Council has saved more than £100 million over the last 5 years and is having to save a further £78 million over the next four. We have to make savings across all areas of the council's work. We also need to make sure the service takes account of changes in legislation and national guidance.

Our road and footpath network provides connections to employment, health services, education, places of leisure, and supports industry.

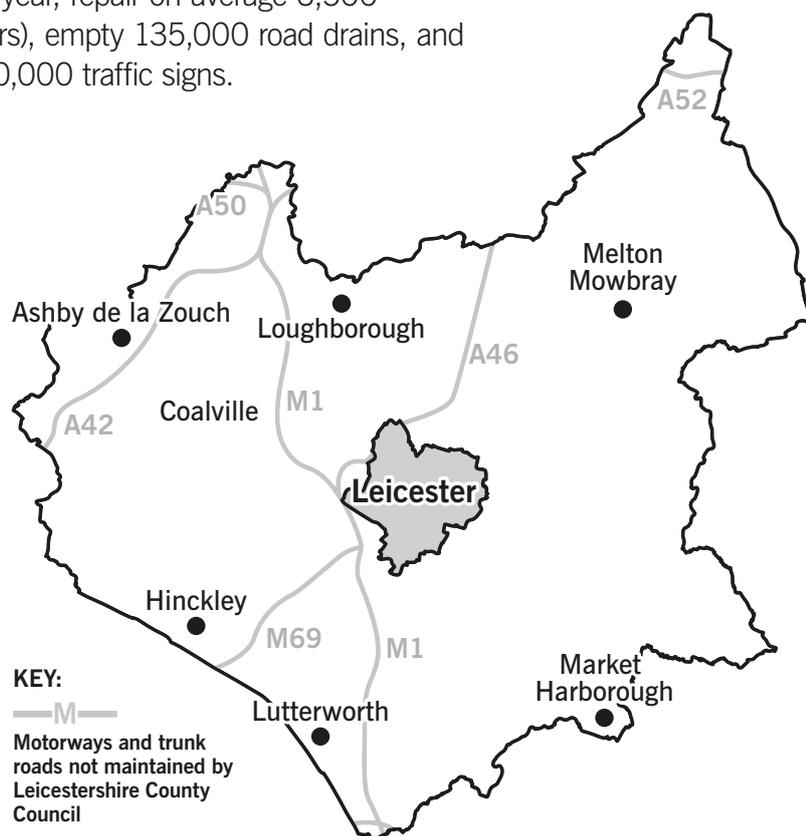
Over the last years we've already made considerable savings. In 2015/16 we had a budget of £26 million for looking after our roads, pavements and verges, using our own staff and some external contractors. By 2020 we expect our budget to be around £16.5 million. In order to make the savings required, we need to provide services in a different way in the future.

What is the current service?

The roads in Leicestershire are amongst the best in the country and have been maintained to a high standard. We look after approximately 2,575 miles of road and inspect them every year. We upgrade the surface on around 180 miles of road a year, grit 45% of the road network in the winter, cut grass verges six times per year, repair on average 6,500 potholes per year (over the last 4 years), empty 135,000 road drains, and look after 68,000 street lights and 80,000 traffic signs.

Please note we are not responsible for maintaining the motorways and trunk roads that run through Leicestershire, or the roads in Leicester City.

Highway maintenance services are about maintaining the condition of roads, pavements, verges and associated features such as signs, bollards etc.



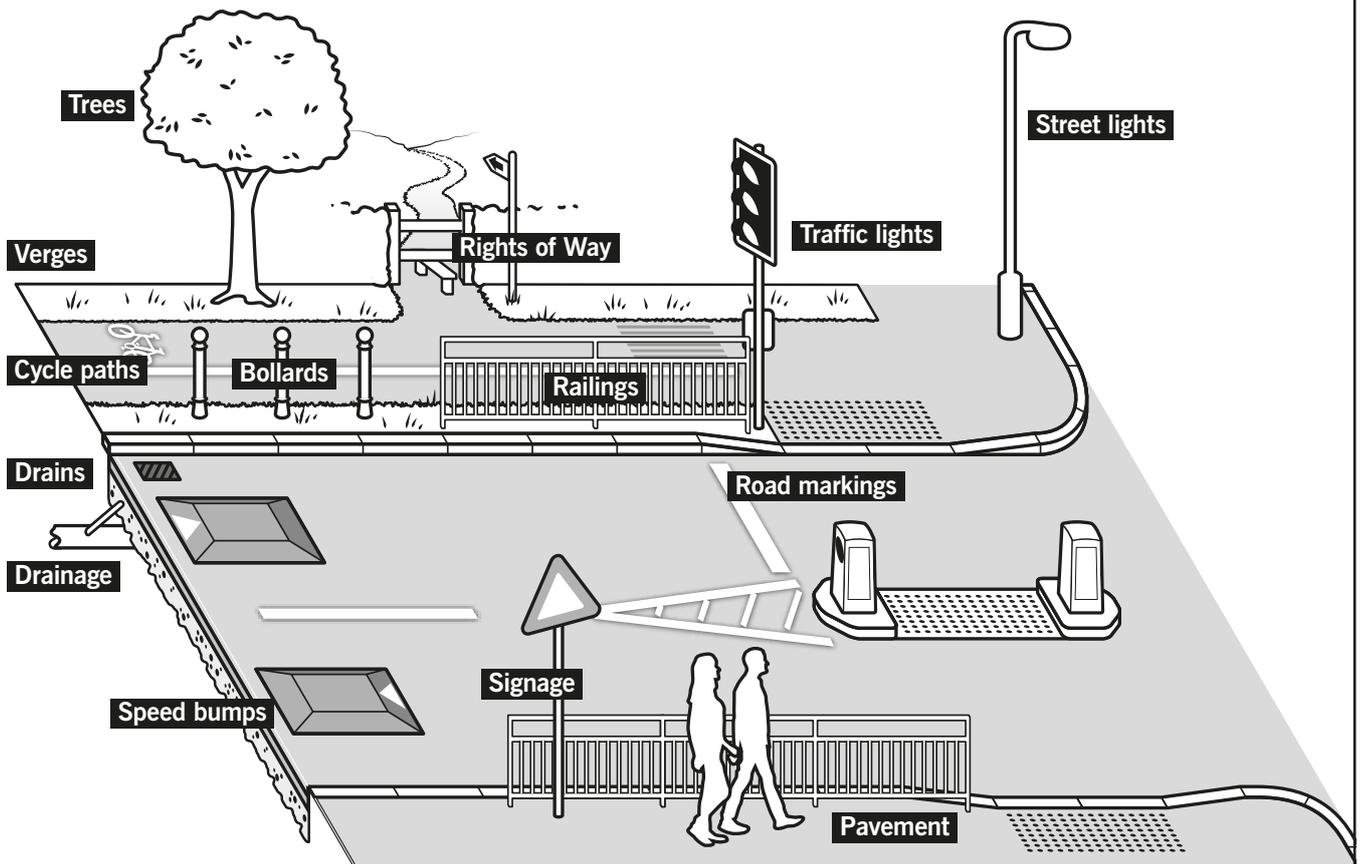
✓ Highway maintenance activities include:

Highway maintenance and repairs

- Carrying out scheduled inspections of roads and footpaths
- Repairing potholes and reacting to other defects
- Patching and resurfacing roads and footpaths
- Treatments such as surface dressing roads and slurry sealing footpaths, which seals them and prolongs their life
- Inspecting and maintaining road bridges and major culverts
- Inspecting and maintaining streetlights, traffic signals and traffic signs
- Renewing carriageway and footway line markings
- Inspecting and maintaining crash barriers
- Winter gritting
- Emptying road drains and clearing verge drainage channels (grips) and culverts

Maintenance of the streetscape and road-side environment

- Cutting highway grass verges in towns and villages and on rural roads
- Looking after our trees and our shrub beds
- Cleaning traffic signs
- Repainting and repairing fences and traditional finger and mileposts
- Clearing foliage blocking visibility of road traffic signs
- Maintaining footbridges and subways
- Repairing and replacing bollards etc.
- Public Rights of Way



✗ Highway maintenance activities do not include:

- Street sweeping and litter picking
- Parking enforcement
- Tackling congestion
- Planning and building of new roads
- Assessing the impact on the road network of new development and commenting on planning applications
- Vehicle speed control

Leicestershire's future

The plan for change

What are we consulting on?

As a council we have a statutory duty to maintain Leicestershire's highways but there are a number of ways we can do this. The Highway Maintenance Strategy is the document we use to set out how we maintain our highways. We are reviewing our current Highway Maintenance Strategy based on changes to national guidance and the need to make savings.

- We are proposing to refocus how we use resources to plan the maintenance of our roads and respond to defects.
- We are proposing to reduce the resources we spend on maintaining the streetscape and road-side environment. There are some parts of the service that we may not be able to provide in the future and we want to see how we could support communities to deliver some of these.

We would like to know your views on the condition of our network of roads, pavements and verges, how you use it, what parts and features of it you value most and if you think we are spending money in the right places.

What are other councils doing?

Other councils have already made changes to how they maintain roads, pavements and verges so we also want to learn from them. Other initiatives we are aware of are:

- Working with Parish Councils and community groups
- Changing response times to inspect and repair some defects
- Reducing what they will maintain and how often they maintain them

Our vision for the future

In the new Highway Maintenance Strategy we are proposing to:

- 1. Prioritise high risk repairs when responding to highway defects and focus resources on planned repairs and preventative maintenance.**
- 2. Reduce the number of items we look after directly and/or reduce how regularly we maintain these.**
- 3. Involve communities directly in maintaining the streetscape and road-side environment.**



Our proposals in detail

1. Prioritising high risk repairs when responding to highway defects and focusing resources on planned repairs and preventative maintenance.

We will continue to carry out preventative maintenance treatments such as surface dressing and patching. This prolongs the life of the road surface and stops potholes from forming.

The county council has a limited resource for repairing defects, such as potholes. There is a balance between how quickly we carry out a repair and how durable and cost effective the repair is. A fast response is more expensive and often only provides a temporary solution.

We currently respond to highway defects based on criteria that only relate to the nature of the defect. These criteria do not reflect the location of the defect or the risk to safety of highway users. For example, we would currently respond to a defect on a busy town centre footway in the same timescale that we would respond to the same defect on a lesser used rural footway.

We propose to change the way we prioritise and repair highway defects by taking more consideration of the location and use, and targeting our resources according to the likely risk.

We will continue to treat the same number of defects overall. Assessing the risk and isolating only those that really are critical will mean we could reduce the number of high cost, low quality, rapid repairs. Responding to medium and lower risk defects in a longer timescale will allow us to programme works better and provide more first time permanent repairs at a higher standard and reduced cost.

We currently allocate resources towards sections of the network according to road classification and their assessed condition. We have budgets for our A, B and C roads, and for unclassified roads. We are looking to reclassify our network, using more relevant information than the road number classification alone, so we can target resources on a more prioritised basis. Our revised approach would mean we can better differentiate between how we maintain certain types of road, i.e. urban estate roads, urban main roads and narrow rural minor roads with low traffic volume. By using a variety of characteristics, we can better prioritise spending across the network according to the condition and priority.

Leicestershire's future

The plan for change

2. Reducing the number of items we look after directly and reducing the maintenance frequency of a range of items.

We maintain many items on the highways network and the roadside.

Examples of maintenance and repair spending on selected items are listed below.

Maintenance of the road-side environment:

- **Bollards**
It costs £150 to replace a bollard when it has been damaged or knocked over.
- **Pavements and footpaths**
Some footways between rural villages have very low usage and are not in good condition. The cost of reconstructing just 1 mile of this type of footway is £135,000.
- **Fencing and pedestrian railings**
It costs around £200 to replace one panel of damaged pedestrian railing, a typical junction could have as many as 20 panels.
- **Shrub beds and flower beds**
We spend £45,000 per year looking after shrub and flower beds.
- **Grass verges**
We spend just over £900,000 per year cutting grass on road verges around the county, using our own in house staff as well as external contracts (including with 30 parish councils).

Road/highway maintenance

- **Street lights**
We have 68,000 street lights, and aim to renew around 1,600 old ones each year, at a cost of £1.35 million. This does not include the cost of work to transfer existing lights to LEDs.
- **White lines and road markings**
We currently spend £400,000 replacing worn out white lines and other road markings.
- **Traffic signs**
We spend £200,000 per year repairing or replacing over 80,000 old and damaged traffic signs.
- **Traffic lights**
We spend £540,000 looking after more than 400 sets of traffic lights annually.
- **Traffic calming features (e.g. speed bumps)**
The cost of preparing the road surface and installing a pair of speed cushions typically costs £7,500. To replace a damaged cushion costs us around £1,200.
- **Cycle routes/lanes**
We have around 80 miles of cycle paths that would cost £335,000 per mile to rebuild.
- **Drain covers and roadside drains/gullies**
We have 135,000 roadside drains, which we empty approximately every 18 months. The annual cost of doing this is £1.04 million. We spend a further £750,000 repairing broken and blocked drain pipes.
- **Winter Gritting**
We grit 45% of the road network on cold nights, this equates to around 1,100 miles, which costs £1.6 million per year. In comparison Nottinghamshire grit 33%, Northamptonshire 46%, Staffordshire 43% and Gloucestershire 29%.

We are proposing to reduce costs by reducing, sharing or ending the maintenance of some of these items.

- We could reduce or remove the number of items that we look after to cut ongoing maintenance costs:
- We could work closer with Parish Councils and community groups to help them to deliver some services that we will have to reduce, for example cleaning traffic signs, painting fencing and cutting vegetation.

3. Involve communities in maintaining the streetscape and roadside environment

We already have various schemes in place with Parish, Town Councils and local communities, such as the Tree Wardens, Flood Wardens and Snow Wardens.

Some Parish Councils already take responsibility for cutting grass verges.

We think there are opportunities to build further on this. Joint working can help reduce costs whilst resulting in a service that is more tailored to the needs and aspirations of local communities.

Many local authorities have started, or are considering, devolving or sharing certain responsibilities for highway maintenance to Parish and Town Councils.

Examples include 'Lengthsman Schemes', where a range of minor works are carried out by Parish Councils in return for some funding.

We can also see benefit in better collaboration and communication between local communities and our highway maintenance service, such as in planning road maintenance works and responding to defects.

One possible way could be a Highway Warden scheme, collaborating with Parish and Town Councils to provide a link with the council's maintenance teams. The duties of a highway warden could include:

- Direct reporting of highway defects and issues, receiving feedback and disseminating information
- Communication of planned works to the community
- Responsibility for minor works in a community
- Dealing with local obstruction issues such as overhanging hedges
- Enabling community self help

Who would this affect?

- All Leicestershire residents and council tax payers
- People who use the road and footpath network in Leicestershire
- Parish and Town Councils
- Communities and businesses

How the consultation will work

The consultation begins on 5 July 2016 and will end at midnight on 25 September 2016

To submit your views please fill out the consultation survey and make sure it reaches us by midnight on 25 September 2016 at the latest. If you are able to, please complete this survey online as it will save us money. It's available online at leicestershire.gov.uk/highwaysconsultation.

Paper copies of the survey are available on request by calling 0116 305 0001.

Please note additional information and a dedicated survey are available for Town & Parish Councils and for any other groups and organisations interested in working with the county council to take care of our roads and maintain the streetscape and roadside environment.

What happens next?

When the consultation closes, we will analyse the feedback and use this to develop more detailed highway maintenance policies and proposals which will be discussed by the council's Cabinet in Autumn 2016.

You can view the latest information in a number of ways

Visit us online leicestershire.gov.uk/highwaysconsultation.

Our web pages will be kept up-to-date with the latest information and developments. You'll also be able to access the survey here.

Send an email to highwaysconsultation@leics.gov.uk to register for the latest news and updates.

Follow us [@leicscountyhall](https://twitter.com/leicscountyhall) for general updates from the council, including the developments on the budget.

Alternatively, you can telephone **0116 305 0001** to ask for information in printed or alternative formats.



This information is also available in Easy Read format call **0116 305 0001** or email **highwaysconsultation@leics.gov.uk**

ਜੇ ਆਪ ਆ ਮਾਹਿਤੀ ਆਪਨੀ ਆਪਾਮਾਂ ਸਮਝਵਾਮਾਂ ਥੋੜੀ ਮਦਦ ਚੰਝੜਨਾਂ ਫ਼ੀ ਤੇ 0116 305 0001 ਨੰਬਰ ਪਰ ਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਸੇ ਆਪਨੇ ਮਦਦ ਕਰਵਾ ਆਵਰਥਾ ਕਰੀਯੋ।

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਸਮਝਣ ਵਿਚ ਕੁਝ ਮਦਦ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0116 305 0001 ਨੰਬਰ ਤੇ ਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਸੀਂ ਤੁਹਾਡੀ ਮਦਦ ਲਈ ਕਿਸੇ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਦਵਾਂਗੇ।

এই তথ্য নিজের ভাষায় বুঝার জন্য আপনার যদি কোন সাহায্যের প্রয়োজন হয়, তবে 0116 305 0001 এই নম্বরে ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

اگر آپ کو یہ معلومات سمجھنے میں کچھ مدد درکار ہے تو براہ مہربانی اس نمبر پر کال کریں 0116 305 0001 اور ہم آپ کی مدد کے لئے کسی کا انتظام کر دیں گے۔

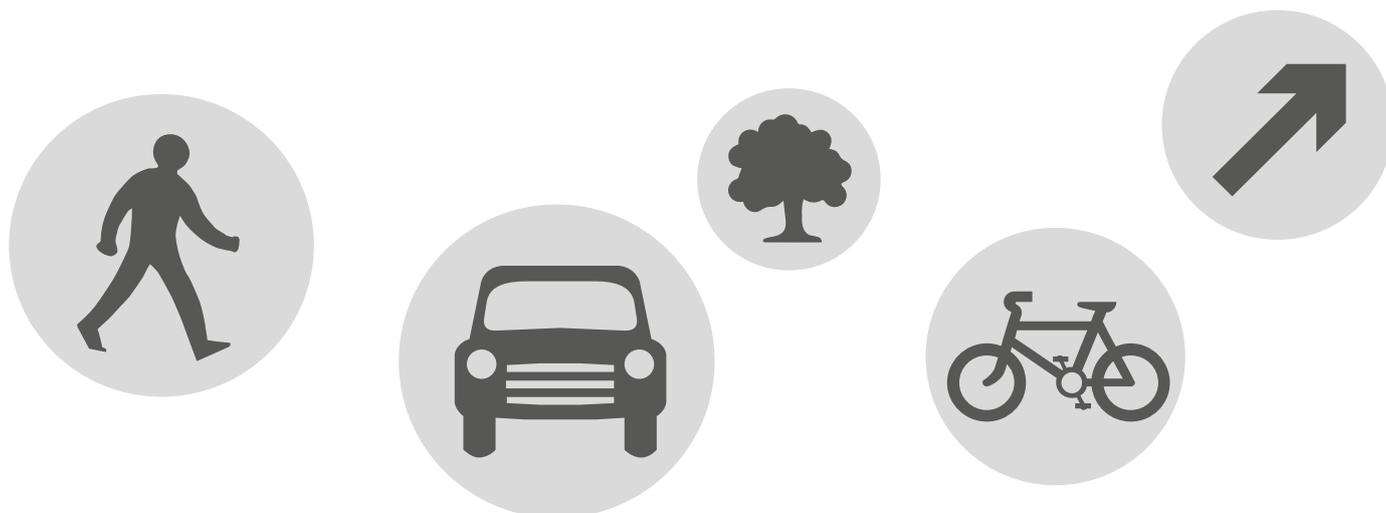
假如閣下需要幫助，用你的語言去明白這些資訊，請致電 0116 305 0001，我們會安排有關人員為你提供幫助。

Jeżeli potrzebujesz pomocy w zrozumieniu tej informacji w Twoim języku, zadzwoń pod numer 0116 305 0001, a my Ci dopomożemy.

Leicestershire's future

The plan for change

From A-roads to Zebras... Involving communities in looking after our roads, pavements and verges



Additional information for:

- Town councils, parish councils and parish meetings.
- Other groups and organisations interested in working with Leicestershire County Council to take care of our roads and maintain the streetscape and roadside environment.

This document provides more detail and further information which sets out our current thinking about involving communities in maintaining Leicestershire's roads, pavements and verges.

This document is particularly aimed at town and parish councils, but should also be of interest to resident associations, town centre partnerships and other relevant community groups in non-parished areas.

We would welcome feedback on any aspects of the details contained in this document through the 'A-roads to Zebras' consultation available at www.leics.gov.uk/highwaysconsultation

- Please note a specific stakeholder survey is available for community groups and parish and town councils to provide feedback.
- Please complete the main consultation survey if you wish to respond as an individual.

Introduction

We know that our network of roads, pavements and verges are valued by local communities. As we need to continue making savings, our budgets to maintain these assets are reducing. We are now facing difficult choices about reducing or removing non-critical elements from the maintenance programme. We will have to prioritise safety over amenity value, which may mean we will become less able to maintain these assets to the amenity standards local communities may desire.

Other local authorities have already started to involve communities in a range of ways in maintenance of the roads, pavements and verges. In many areas, local communities are now responsible for maintaining elements of the streetscape and roadside environment.

As we are developing a new Highway Maintenance Strategy, we would like to understand if and how parish councils and other community groups would want to work with us to help maintain our roads, pavements and verges and how we could best support local communities to do that.

What roles could parish and town councils and community groups have?

- 1) Act as 'eyes and ears'. Our proposals include using a different approach to planned maintenance and responding to critical defects of roads, drains, street lights, footways and pavements. This approach will work best where we can tap into good local intelligence. We could see an enhanced role here for community organisations in performing an 'eyes and ears' role. This role might include working in close collaboration with our highway maintenance staff on the planning of maintenance works, reporting defects and/or checking repairs have been carried out.
- 2) Take over maintenance of certain items. Our proposals include reducing the number of items that we take care of or reducing the coverage (miles of verge/road serviced) for certain services. These would be for items/services that are not essential to fulfil our statutory duties. However, they often do have an amenity value and as such are often valued by local communities. The county council could enable community organisations to take over the maintenance and repair of these items/services, where they wish to do so.
- 3) Deliver the maintenance of certain items on our behalf. Our proposals include reducing the frequency of maintaining certain items. These would be items that largely would pose a low risk to road safety. Again, these items are often valued by local communities for their amenity factor. We could enable community organisations to deliver the maintenance and repair of these items on our behalf. There are clear benefits to local delivery, such as flexibility to respond to local circumstances and community expectations, and cost effectiveness through use of local contractors and use of volunteers.

How could this work in practice?

We haven't got a ready-made model in mind. There are various options, but we want to develop a model that is right for Leicestershire. We already work in

partnership with local communities taking care of roads and the environment. Examples include the tree wardens, snow wardens and flood wardens. We also have service level agreements for grass-cutting with a range of parish and town councils in place.

Elsewhere in the UK, councils have developed a range of schemes to devolve services to local communities. These schemes were often developed for different reasons and in different circumstances, but they do offer some useful examples on how joint working could work in practice. Here are some examples of what is already in place in other areas:

- **Lengthsman schemes**

In the 19th century, a lengthsman was someone employed by parish council to keep a “length” of road, canal or railway neat and tidy. They looked after verges to keep grass and weeds down, kept drainage ditches clear, and often also undertook minor repair works. The role gradually died out through the 20th century as county councils took over the responsibilities.

Recently, modern lengthsman schemes have emerged in various counties. Under these schemes a range of maintenance tasks are devolved to local councils. Local councils employ a lengthsman to carry out maintenance tasks identified by the local community and/or subcontract work to local providers. In most areas, local councils receive some form of payment from the county council, based on the length of road and/or the type of services for which the local council has taken responsibility. This funding is complemented by funding from the local councils involved. Some parish councils have opted to work together and share a lengthsman.

Maintenance services that can be part of the schemes include

- Grass cutting
- Cutting back overhanging hedges
- Ensuring visibility of traffic signs
- Clearing drains
- Clearing minor storm debris
- Tidying roadsides
- Digging out ditches in verges
- Repainting traditional finger and mile posts
- Reporting defects and potential safety issues

Examples of surrounding counties with a Lengthsman scheme in place include Nottinghamshire, Warwickshire and Staffordshire.

- **Highway wardens**

Highway Wardens are volunteers who act as liaison between the local community and the county council’s highways service – a conduit for communication and information. Highway wardens may also be responsible for dealing with certain minor maintenance and repair tasks.

In Northamptonshire, highway wardens alert the council to defects and report regularly on the condition of the roads, pavements and verges. They raise awareness with the local community of planned highway works. They also make requests for minor improvement works and assist in leading on funding applications for such works on behalf of the local community. Highway wardens are given a full induction training and receive ongoing support from highway service managers. Northamptonshire County Council gives appropriate training on Health and Safety issues and, if relevant, personal protective equipment).

- **Hybrid schemes**

Lengthsman and highway warden schemes exist in various shapes and forms. Generally speaking, lengthsman schemes are focused on devolved delivery of maintenance services, whereas highway warden schemes aim to optimise the ‘eyes and ears’ role that local communities can play. However, hybrids of these two models also exist - involving elements of devolved delivery alongside an enhanced ‘eyes and ears’ role.

In Devon, the Community Road Warden scheme involves trained volunteers who complete minor maintenance works in the vicinity of the public highway within their community. The type of projects that could be carried out include;

- Clearing weeds, cutting grass, cutting hedges
- Cleaning signs, repairing finger post signs
- Cleaning gully grates

In Devon, wardens can also arrange road closures for special events and ecological, geographical and historical surveys. Any group interested in any of these schemes needs to attend relevant training in safety awareness. Funding for this training for volunteers is provided by Devon County Council.

Does Leicestershire County Council already have a preference for any of these models?

No. We would like to use the consultation to get feedback from parish and town councils and other interested groups and organisations to better understand if community delivery could work in Leicestershire and, if so, what kind of community delivery model we should look to develop for Leicestershire.

How would community delivery be an effective way to maintain the streetscape and roadside environment?

For many years, we have kept the costs of highways maintenance for local tax payers down by delivering services on a countywide basis. Although the resulting economies of scale have helped to keep costs down, the flipside has been a loss of flexibility to respond to local circumstances.

Increasingly, it is being recognised that local delivery can offer its own economies and benefits as it offers the opportunity to provide services in a way that is more flexible, targeted and effective.

Locally delivered services can be more flexible to respond to local circumstances, taking account of the views and priorities of local people. An example may be cutting grass verges and clearing vegetation in time for a local event.

Services can also be designed in more radical and innovative ways - with the opportunity for local experimentation. There are examples of tailored approaches using a combination of local contractors, trained volunteers and community action by local residents. This can help build community spirit (and engage communities in healthy exercise) as well

as providing a cost-effective way to enhance the roadside environment.

Local delivery also makes it easier to combine delivery of a range of services that would otherwise have to be commissioned separately. For example, a local contractor who is familiar with the area may be able to provide a range of services for the county and the parish council, for example maintaining the local play area, cutting grass on highway verges, clearing gullies, cleaning signage, maintaining street furniture etc.

Recently, we offered parish and town councils the opportunity to take on delivery of grass cutting in their parishes. Although many councils responded, we would like to see take up of this scheme increase further in future. What can we learn from this scheme to better understand how we can enable parish councils and others to deliver services locally?

How would the county council support community delivery?

To effectively support, facilitate and enable community delivery the county highway service would need to operate in a different way. For starters, we would need to adapt so we can oversee, interact with and respond to a wide range of local delivery arrangements.

We may not be able to offer much in the way of direct financial support, but we would be keen to provide practical support where we can to make it as straightforward as possible for parish councils and community groups to play a part. This might include the provision of tools, guidance, materials and training. It may be through facilitating networking and the sharing of good practice. It may also involve investing in technology that would make it easier to share live information about highway maintenance issues.

We would like to hear from parish councils and community groups about what we could do to support them in taking an enhanced role in maintenance.

What about smaller councils?

We appreciate local councils (town councils, parish councils and parish meetings) are different in size, both in terms of the population they serve and their budgets. We understand that this may impact on their capacity and ability to get involved with us. For community delivery to work, we would need a model and 'offer' to communities that can work for smaller as well as larger councils. In other counties, clustering of smaller councils or joint working between smaller councils and a larger council has often provided a solution. We appreciate our model would need to offer flexibility to enable such local arrangements to work. We do not have a fixed solution in mind and would like to hear what you think.

What would happen in parishes that choose not to work with the county council on this?

Our proposal to involve communities directly in maintaining the streetscape and roadside environment is based on the premise that, by working together, we can mitigate some of the impacts that our reduced budgets would otherwise have on the quality of the streetscape and roadside environment.

Whether to work with the county council or not will be a matter for local decision making.

Without joint working arrangements in place, communities would still receive the basic level of services that the county council is able to provide within its reducing budget. This may mean:

- local residents may see a slow deterioration of a range of items;
- when items require repairs, they may be removed if there is no impact on road safety;
- it may take longer to repair and maintain certain things, ie rights of way, overgrown hedges.

How would this work in non-parished areas

Loughborough, Hinckley, Coalville, Melton Mowbray, Oadby, Market Harborough, Wigston and South

Wigston do not have a parish or town council. In non-parished areas the local district and borough councils perform the functions that parish councils have elsewhere. In these towns we could also work with other community organisations that are interested in working with us. Examples could be resident associations, town centre partnerships / Business Improvement Districts and organisations such as the Melton Mowbray Town Estate. We would like to understand if there is interest in working with us from these groups and organisations and how we could best support them to take on an enhanced role.

How do parish and town councils and other interested organisations feed in their views?

- Parish and town councils attending the Leicestershire County Council and Leicestershire and Rutland Association of Local Councils (LRALC) annual parishes liaison event on 11 July had an opportunity to participate in a workshop to find out more about the proposals and discuss the potential and the implications for an enhanced role for local councils. Information about this workshop, including the slides can be found on the Leicestershire and Rutland Association of Local Councils website.
- We will be holding a consultation workshop on Tuesday 13 September for parish and town councils and other interested organisations. This workshop will be held at County Hall, Glenfield and take place from 6.30-8.30pm. Please e-mail highwaysconsultation@leics.gov.uk to book your place.
- Please complete the community involvement stakeholder survey and return by 25 September. Please let us know asap if you are unable to submit a response by that date. We would be grateful if you could complete the survey online as this will help us save costs. To facilitate discussion, a copy of the survey is available for download from the LRALC website and available on request by contacting highwaysconsultation@leics.gov.uk.

Appendix 3

Have your say on how the council looks after Leicestershire's roads, pavements and verges - Stakeholder Survey

This survey is for:

- Parish and Town Councils, and
- Groups/organisations who may be interested in working with us to take care of the county's roads, streetscape and roadside environment.

We'd like to understand your views on our 'current thinking' and your level of interest in working with us.

Introduction

Leicestershire County Council continues to face its biggest ever financial challenge and is having to save £78 million over the next four years.

Highway Maintenance services are about maintaining the condition of roads, pavements, verges and associated features such as signs, bollards etc. In 2015/16 we had a budget of £26 million for highway maintenance, using our own staff and some external contractors. By 2020 we expect our budget to be around £16.5 million.

We look after approximately 2,575 miles of road and inspect them every year. We upgrade the surface on around 180 miles of them a year, grit 45% of the road network in the winter, cut grass verges 6 times per year, repair on average 6,500 potholes per year (an average of the last 4 years), empty 135,000 road drains, and look after 68,000 street lights and 80,000 traffic signs.

Please note we are not responsible for maintaining the motorways and trunk roads (i.e. A42, A46) that run through Leicestershire, or the roads in Leicester City.

As a council we have a statutory duty to maintain Leicestershire's Highways but there are a number of ways we can do this. In order to make the savings required, we need to provide services in a different way in the future. We are reviewing our current Highway Maintenance Strategy based on changes to national guidance and the need to make savings.

Further information on the proposals can be found on www.leicestershire.gov.uk/highwaysconsultation.

Before completing this questionnaire, please read the consultation summary document and the document with additional information for parish & town councils and other interested organisations.

For ease of reference, you can download a pdf copy of this survey here: www.leicestershire.gov.uk/highwaysconsultation. Please complete the survey online if possible as to do so will save us money.

Please note: Your responses to the survey (including your comments) may be released to the general public in full under the Freedom of Information Act 2000.

About your organisation

Q1 What type of organisation do you represent? Please tick one option only.

- Parish Council
- * Town Council
- Parish Meeting
- Residents' Association
- Town Centre Partnership
- Other (please specify below)

Other (please specify)

Please provide your details.

Name:	Darren Tilley
Role:	Executive Officer & Town Clerk
Organisation name:	Braunstone Town Council

Please note: Only answer Q2 if you said 'Parish Council', 'Town Council', or 'Parish Meeting' to Q1. Otherwise, please skip to Q3.

Q2 Does your council/area have any of the following? Please tick one option per row.

	Yes	No	Don't know
Tree warden	<input checked="" type="checkbox"/> *	<input type="checkbox"/>	<input type="checkbox"/>
Snow warden	<input checked="" type="checkbox"/> *	<input type="checkbox"/>	<input type="checkbox"/>
Flood warden	<input checked="" type="checkbox"/> *	<input type="checkbox"/>	<input type="checkbox"/>
Service level agreement to deliver grass cutting	<input type="checkbox"/>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>

Your views and experience of Leicestershire's highways

Please could you tell us what you think about current conditions and service standards.

Q3 Within your area, how satisfied or dissatisfied are you with the way Leicestershire County Council...? Please tick one option per row.

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/ Not applicable
Deals with potholes and damaged roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with damaged pavements and footpaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enforces the cutting back of overgrown hedges/trees obstructing roads and pavements or hiding road signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with flooding on roads and pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with mud on the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with the repair of unlit street lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with knocked over/ damaged bollards, railing and signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undertakes cold weather gritting (salting) and snow clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undertakes grass cutting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deals with overgrown public Rights of Way*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*(Rights of Way are routes open to the public - such as 'bridleways' and footpaths - which are often in the countryside but can also be found in towns)

Q4 How many times have you contacted Leicestershire County Council to report a highways-related problem/defect in the last 12 months? Please tick one option only.

- 0
- 1-5
- 6-10
- 11-20
- * More than 20 times
- Don't know

Q4a Overall, how satisfied or dissatisfied were you with the following aspects of how your enquiries were handled? Please tick one option per row.

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/ Not applicable
Communication	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed of resolving the problem	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of the work carried out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> *
Overall process and outcome	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> *

Our proposals

In the new Highway Maintenance Strategy we are proposing to:

1. Prioritise high risk repairs when responding to highway defects and focus resources on planned repairs and preventative maintenance
2. Reduce the number of items we look after directly and/or reduce how regularly we maintain these
3. Involve communities directly in maintaining the streetscape and road-side environment

Proposal 1: Prioritise high risk repairs when responding to highway defects and focus resources on planned repairs and preventative maintenance

We currently respond to highway defects based on criteria that only relate to the nature of the defect. We propose to change the way we prioritise and repair highway defects by taking more consideration of the location and use, and targeting our resources according to the likely risk.

We will continue to treat the same number of defects overall. Assessing the risk and isolating only those that really are critical will mean we could reduce the number of high cost, low quality, rapid repairs. Responding to medium and lower risk defects in a longer timescale will allow us to programme works better and provide more first time permanent repairs at a higher standard and reduced cost.

We currently allocate resources towards sections of the network according to road classification (i.e. A roads, B roads) and their assessed condition. In future, we are proposing to use a variety of characteristics to better prioritise spending across the network according to the condition and priority. This would mean we can better differentiate between how we maintain certain types of road, i.e. urban estate roads, urban main roads and narrow rural minor roads with low traffic volume.

Q5 To what extent do you agree or disagree with the proposal to deal with medium and low risk defects as part of longer term planned maintenance programmes, with the aim of dealing with higher risk defects more effectively? Please tick one option only.

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

Why do you say this?

Q6 To what extent do you agree or disagree with the following criteria for deciding how our schedule of planned highways maintenance is prioritised? Please tick one option per row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Amount of use/wear received	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Risk to safety if not regularly maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on users if not regularly maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost of ad hoc repairs if not regularly maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is there anything else we should consider?

Q7 On a scale of 1 to 5, how would you rate the importance of the following criteria for deciding the priority in which we respond to highway defects? Where 1 = 'Not important' and 5 = 'Very important'. Please tick one option per row.

	1 (not important)	2	3	4	5 (very important)	Don't know
Likelihood of causing damage to vehicles	<input type="checkbox"/>					
Likelihood of causing a risk to safety	<input type="checkbox"/>					
Anticipated rate of deterioration of the defect	<input type="checkbox"/>					
History of defects on the carriageway/pavement	<input type="checkbox"/>					
Aesthetics/appearance/ visual impact	<input type="checkbox"/>					
Nuisance (e.g. clattering manhole covers)	<input type="checkbox"/>					
The amount the road/pavement is used	<input type="checkbox"/>					
Status/classification of road (e.g. A road, B road, C road) regardless of amount of use	<input type="checkbox"/>					
Whether or not a temporary repair would be cost effective	<input type="checkbox"/>					
Proximity to key services (e.g. schools, hospitals, main shopping areas)	<input type="checkbox"/>					
Significance for economic activities (e.g. for businesses, employment, commercial areas)	<input type="checkbox"/>					

Is there anything else we should consider?

Q8 Taking into account the fact that the county council has to make choices about where to use limited resources, on a scale of 1 to 5, how important do you think it is for us to prioritise our resources on the following types of road/footway when planning routine maintenance or responding to defects? Where 1 = 'Not important' and 5 = 'Very important'. Please tick one option per row.

	1 (not important)	2	3	4	5 (very important)	Don't know
Urban roads - high use	<input type="checkbox"/>					
Urban roads - average use	<input type="checkbox"/>					
Urban roads - low use	<input type="checkbox"/>					
Housing estate roads	<input type="checkbox"/>					
Rural roads - high use	<input type="checkbox"/>					
Rural roads - average use	<input type="checkbox"/>					
Rural roads - low use	<input type="checkbox"/>					
Town centre/ shopping area pavements	<input type="checkbox"/>					
Housing estate pavements	<input type="checkbox"/>					
Other urban pavements	<input type="checkbox"/>					
Village pavements	<input type="checkbox"/>					
Rural pavements between villages	<input type="checkbox"/>					
Cycleways	<input type="checkbox"/>					
Rights of Way network*	<input type="checkbox"/>					

*(Rights of Way are routes open to the public - such as 'bridleways' and footpaths - which are often in the countryside but can also be found in towns)

Proposal 2: Reduce the number of items we look after directly and/or reduce how regularly we maintain these

We maintain many items on the highways network and the roadside. We are proposing to reduce costs by reducing, sharing or ending the maintenance of some of these items.

The council could potentially reduce or remove the number of items that we look after to cut ongoing maintenance costs: Examples might be to remove rather than replace old, broken or damaged items such as street lights, bollards, fencing etc. or to stop reconstructing pavements or cycle lanes that are not in a good condition.

Q9 To what extent do you agree or disagree with the proposal to 'reduce the number of items we look after directly and/or reduce how regularly we maintain these'? Please tick one option only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

Q10 Subject to an assessment of risk, which of the following items do you think we could reduce in number? Please tick one option per row.

	A great deal	To some extent	Not very much	Not at all	Don't know
Street lights	<input type="checkbox"/>				
Traffic lights	<input type="checkbox"/>				
Bollards	<input type="checkbox"/>				
Road signs	<input type="checkbox"/>				
Rural laybys	<input type="checkbox"/>				
Fencing and pedestrian railings	<input type="checkbox"/>				
Road markings (e.g. white lines)	<input type="checkbox"/>				
Vehicle activated signs	<input type="checkbox"/>				
Traffic calming features (e.g. speed bumps)	<input type="checkbox"/>				
Shrub and flower beds	<input type="checkbox"/>				

Are there any other items you think we should consider reducing in number?

The council could potentially look at reducing the coverage of some services, for example grass cutting or winter gritting (e.g. miles of verge/road serviced). In towns and villages this could mean leaving some areas of wider grass verge left uncut (where there is no risk to safety) or grass verges between villages only being cut for visibility at junctions and on bends. For winter gritting a reduction in coverage could mean reducing the length of lower priority roads that are treated ahead of frost.

Q11 Subject to an assessment of risk, which of the following services do you think we could reduce in coverage (e.g. miles of verge/road serviced)? Please tick one option per row.

	A great deal	To some extent	Not very much	Not at all	Don't know
Grass cutting in towns and villages	<input type="checkbox"/>				
Grass cutting between villages (rural verges)	<input type="checkbox"/>				
Winter gritting (lower priority roads)	<input type="checkbox"/>				

Q12 Subject to an assessment of risk, which of the following items/services do you think we could consider reducing the frequency of maintenance? Tick all applicable

- | | |
|--|---|
| <input type="checkbox"/> Pavements | <input type="checkbox"/> Rural laybys |
| <input type="checkbox"/> Cycle routes/lanes | <input type="checkbox"/> Unsurfaced rural tracks and lanes |
| <input type="checkbox"/> Roads | <input type="checkbox"/> Fencing and pedestrian railings |
| <input type="checkbox"/> Street lights | <input type="checkbox"/> Road markings (e.g. white lines) |
| <input type="checkbox"/> Traffic lights | <input type="checkbox"/> Vehicle activated signs (e.g. for speed limits/bends) |
| <input type="checkbox"/> Bollards | <input type="checkbox"/> Traffic calming features (e.g. speed bumps) |
| <input type="checkbox"/> Road signs | <input type="checkbox"/> Shrub and flower beds |
| <input type="checkbox"/> Grass cutting in towns and villages | <input type="checkbox"/> Other environmental work (e.g. treating weeds, looking after trees we are responsible for) |
| <input type="checkbox"/> Grass cutting between villages (rural verges) | <input type="checkbox"/> Public Rights of Way* |
| <input type="checkbox"/> Roadside drains, gullies and culverts | |
| <input type="checkbox"/> Footbridges and subways | |

*(Rights of Way are routes open to the public - such as 'bridleways' and footpaths - which are often in the countryside but can also be found in towns)

The council could potentially look at devolving or sharing certain responsibilities for highway maintenance to Parish and Town Councils.

We could work closer with Parish Councils and community groups to help them to deliver some services that we will have to reduce, for example cleaning traffic signs, painting fencing and cutting vegetation.

Q13 In principle, for which of the following items/services do you think we could share or devolve maintenance by working with Parish/Town Councils, communities and residents? Tick all applicable

- | | |
|--|--|
| <input type="checkbox"/> Pavements | <input type="checkbox"/> Footbridges and subways |
| <input type="checkbox"/> Cycle routes/lanes | <input type="checkbox"/> Rural laybys |
| <input type="checkbox"/> Roads | <input type="checkbox"/> Unsurfaced rural tracks and lanes |
| <input type="checkbox"/> Street lights | <input type="checkbox"/> Fencing and pedestrian railings |
| <input type="checkbox"/> Traffic lights | <input type="checkbox"/> Road markings (e.g. white lines) |
| <input type="checkbox"/> Bollards | <input type="checkbox"/> Vehicle activated signs (e.g. for speed limits/bends) |
| <input type="checkbox"/> Road signs | <input type="checkbox"/> Traffic calming features (e.g. speed bumps) |
| <input type="checkbox"/> Grass cutting in towns and villages | <input type="checkbox"/> Shrub and flower beds |
| <input type="checkbox"/> Grass cutting between villages (rural verges) | <input type="checkbox"/> Winter gritting |
| <input type="checkbox"/> Dealing with overhanging trees and hedges | <input type="checkbox"/> Other environmental work (e.g. treating weeds) |
| <input type="checkbox"/> Roadside drains, gullies and culverts | <input type="checkbox"/> Public Rights of Way* |

*(Rights of Way are routes open to the public - such as 'bridleways' and footpaths - which are often in the countryside but can also be found in towns)

Q14 Is there anything else you think we should consider to reduce the number of items we look after and/or the amount of maintenance work we do?

Proposal 3: Involve communities directly in maintaining the streetscape and road-side environment

We already have various collaborative schemes in place with Parish and Town Councils and local communities. We think there are opportunities to build further on this and involve communities directly in maintaining the streetscape and roadside environment. Joint working arrangements, such as Lengthsman or Highway Warden schemes, can help reduce costs whilst resulting in a service that is more tailored to the needs and aspirations of local communities.

We can also see mutual benefits in better collaboration and communication between local communities and our highway maintenance service i.e. in planning road maintenance works and responding to defects.

Q15 To what extent do you agree or disagree with the proposal to 'involve communities directly in maintaining the highway'? Please tick one option only.

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

Why do you say this?

Working in collaboration with the county council - acting as the county council's 'eyes and ears': Our proposals include using a different approach to planned maintenance and responding to critical defects of roads, drains, street lights, footways and pavements. This approach will work best where we can tap into good local intelligence. We could see an enhanced role here for community organisations in performing an 'eyes and ears' role, working in close collaboration with our highway maintenance staff.

Q16 Would your organisation be interested in collaborating with the county council in any of the following ways? Please tick one option per row.

	Yes	No	Maybe	Don't know
Having a role in planning <u>preventative maintenance and repairs</u> of roads, cycle paths and pavements in your area and liaising with the local community on behalf of the county council	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having a role in <u>reporting defects</u> to road markings, street lights, traffic lights, bollards, road signs, vehicle activated signs, traffic calming features, fencing and pedestrian railings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having a role in <u>checking that defects</u> have been resolved in line with standards required	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having a role in how <u>overhanging trees and hedges</u> are dealt with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having a role in <u>checking assets</u> such as roadside drains, gullies and culverts, rural laybys, unsurfaced rural tracks and lanes and public rights of way for any issues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Taking over the maintenance of certain items: Our proposals include reducing the number of items that we take care of or reducing the coverage (miles of verge/road serviced) for certain services. These would be for items/services that are not essential to fulfil our statutory duties. However, they often do have an amenity value and as such are often valued by local communities. We would like to enable community organisations to take over the maintenance/repair/delivery of these items/services where they wish to do so.

Q17 Which, if any, of the following items/services might your organisation be interested in looking after/delivering directly (instead of the county council)? Tick all applicable

- | | |
|--|--|
| <input type="checkbox"/> Pavements | <input type="checkbox"/> Rural laybys |
| <input type="checkbox"/> Cycle routes/lanes | <input type="checkbox"/> Unsurfaced rural tracks and lanes |
| <input type="checkbox"/> Roads | <input type="checkbox"/> Fencing and pedestrian railings |
| <input type="checkbox"/> Street lights | <input type="checkbox"/> Road markings (e.g. white lines) |
| <input type="checkbox"/> Traffic lights | <input type="checkbox"/> Vehicle activated signs (e.g. for speed limits/bends) |
| <input type="checkbox"/> Bollards | <input type="checkbox"/> Traffic calming features (e.g. speed bumps) |
| <input type="checkbox"/> Road signs | <input type="checkbox"/> Shrub and flower beds |
| <input type="checkbox"/> Grass cutting in towns and villages | <input type="checkbox"/> Winter gritting |
| <input type="checkbox"/> Grass cutting between villages (rural verges) | <input type="checkbox"/> Other environmental work (e.g. treating weeds) |
| <input type="checkbox"/> Dealing with overhanging trees and hedges | <input type="checkbox"/> Public Rights of Way |
| <input type="checkbox"/> Roadside drains, gullies and culverts | <input type="checkbox"/> None |
| <input type="checkbox"/> Footbridges and subways | |

Delivering the maintenance of certain items on the county council's behalf: Our proposals include reducing the frequency of maintaining certain items. These would be items that largely would pose a low risk to road safety. Again, these items are often valued by local communities for their amenity factor. We would like to enable community organisations to be able to maintain/repair/deliver these items/services on our behalf, where they wish to do so.

Q18 Which, if any, of the following items/services might your organisation be interested in looking after/delivering on behalf of the county council as part of a service level agreement? Tick all applicable

- | | |
|--|--|
| <input type="checkbox"/> Pavements | <input type="checkbox"/> Rural laybys |
| <input type="checkbox"/> Cycle routes/lanes | <input type="checkbox"/> Unsurfaced rural tracks and lanes |
| <input type="checkbox"/> Roads | <input type="checkbox"/> Fencing and pedestrian railings |
| <input type="checkbox"/> Street lights | <input type="checkbox"/> Road markings (e.g. white lines) |
| <input type="checkbox"/> Traffic lights | <input type="checkbox"/> Vehicle activated signs (e.g. for speed limits/bends) |
| <input type="checkbox"/> Bollards | <input type="checkbox"/> Traffic calming features (e.g. speed bumps) |
| <input type="checkbox"/> Road signs | <input type="checkbox"/> Shrub and flower beds |
| <input type="checkbox"/> Grass cutting in towns and villages | <input type="checkbox"/> Winter gritting |
| <input type="checkbox"/> Grass cutting between villages (rural verges) | <input type="checkbox"/> Other environmental work (e.g. treating weeds) |
| <input type="checkbox"/> Dealing with overhanging trees and hedges | <input type="checkbox"/> Public Rights of Way |
| <input type="checkbox"/> Roadside drains, gullies and culverts | <input type="checkbox"/> None |
| <input type="checkbox"/> Footbridges and subways | |

Q19 Are there any other opportunities for your organisation to work with us to maintain and improve roads, pavements and verges?

Q20 How could we best support your organisation in taking a role in maintaining and improving roads, pavements and verges?

Q21 Do you have any suggestions/ideas about the ways in which other community groups and individuals could get involved in maintaining and improving roads, pavements and verges?

Q22 The council is considering whether to increase its charges to cover more of the cost of providing some items requested by the public, e.g. for outside their properties, such as, new dropped kerbs for driveways, bollards, and white line H-bar entrance markings. To what extent do you agree or disagree with the principle of the council seeking full cost recovery for such work? Please tick one option only.

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

Why do you say this?

Other ideas or comments

Q23 Considering the maintenance of roads, pavements, verges and street furniture etc., is there anything else you think the council should consider to help make the required savings?

Q24 Do you have any other comments?

Please return your completed questionnaire to the following address (no stamp required):

Highways Strategy Consultation, Leicestershire County Council, Have Your Say, FREEPOST NAT 18685, Leicester, LE3 8XR

Thank you for your assistance. Your views are important to us. We will report the results back to the council's cabinet in December 2016.

Data Protection: Personal data supplied on this form will be held on computer and will be used in accordance with the Data Protection Act 1998. The information you provide will be used for statistical analysis, management, planning and the provision of services by the county council and its partners. Leicestershire County Council will not share any information collected from the 'About you' section of this survey with its partners. The information will be held in accordance with the council's records management and retention policy. Information which is not in the 'About you' section of the questionnaire may be subject to disclosure under the Freedom of Information Act 2000

Financial Budget Comparison

Comparison between 01/04/16 and 31/07/16 inclusive.

Excludes transactions with an invoice date prior to 01/04/16

		2016/2017	Actual Net	Balance
8. Plans & Environment				
Income				
890	Consumer Products (Sales)			
890/1	General	£0.00	£0.00	£0.00
890/2	Poop Scoops	£1,600.00	£445.16	-£1,154.84
890	Total	£1,600.00	£445.16	-£1,154.84
Total Income		£1,600.00	£445.16	-£1,154.84
Expenditure				
8190	Professional Fees	£250.00	£0.00	£250.00
8440	Waste Services	£5,000.00	£0.00	£5,000.00
8460	Furniture	£250.00	£0.00	£250.00
8680	Grit Bins	£200.00	£0.00	£200.00
8900	Consumer Products (Purchase for resale)			
8900/1	Poop Scoops	£1,600.00	£516.00	£1,084.00
8900	Total	£1,600.00	£516.00	£1,084.00
Total Expenditure		£7,300.00	£516.00	£6,784.00

Financial Budget Comparison

Comparison between 01/04/16 and 31/07/16 inclusive.

Excludes transactions with an invoice date prior to 01/04/16

	2016/2017	Actual Net	Balance
Total Income	£782,007.00	£359,457.99	
Total Expenditure	£782,007.00	£224,131.83	
Total Net Balance	£0.00	£135,326.16	