

ENVIRONMENT & TRANSPORT

LRALC – 22nd January 2020

Environment & Transport - Update

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and Growth**

- Introduction – Director of Development and Growth (IV)
- Highways Development Management (IV)
- Highway Maintenance (IV)
- Passenger Transport Policy (IV)
- Flooding (IV)
- Parish Initiatives (IV/LB)
- Structural Licence update (Licences for Street Furniture) (LB)
- Biodiversity (LB)
- Future Planning (LB)

Introduction:

Development and Growth covers 4 service areas which are:

- **Highways & Transport Commissioning**

This service area is responsible for planning, agreeing and monitoring 'things', such as all services, studies, projects, schemes or initiatives

- **Midlands Highways Alliance**

LCC acts as the host authority for the alliance. It employs 4 MHA staff (an alliance manager, a framework manager, a skills community manager and a support assistant), providing financial management support and communications support

- **HS2**

This team has been set up to maximise the benefits of HS2 for Leicestershire and minimise the disbenefits

- **Highways & Transport Network Management**

This team is responsible for infrastructure planning, the notice processing unit which control and process the Penalty Charge Notices (PCNs), Traffic and Signals who lead on traffic management (signals and safety) and Highway Development Management

The role of the Local Highway Authority as a statutory consultee in the planning process

- LCC are only a statutory consultee
- LCC provide advice to Local Planning Authorities (LPA's) in the same way that other consultees do e.g. Parish Council's, Historic England, Environment Agency
- LCC are governed by policies and design standards and guidance e.g. National Planning Policy Framework (NPPF), Manual for Streets (MfS), Design Manual for Roads and Bridges (DMRB), Leicestershire Highway Design Guide (LHDG)
- In 2018/19 we were consulted on and responded to 2400 consultations
- Respond to approximately 350 pre-application enquiries per year. These come either from LPA's or directly from applicants and are strictly confidential



- Myth: LPA's have to follow our advice
- **Fact: LPA's can make an alternative decision taking into account the advice of all consultees**

- Perception: There is an existing problem at a junction and Highways are doing nothing about it
- **Reality: Development can only mitigate against its own significant impact not address an existing problem**

- Perception: The roads won't be able to cope with all the additional traffic that this development will bring
- **Reality: Is there any evidence that the development will have an unacceptable impact on highway safety and/or severe impact on the network that cannot be mitigated?**

- Myth: Highway Officers never visit planning application sites
- **Fact: Carry out site visits, combined with fortnightly district liaison with Planning Officers**

- Perception: There is not enough parking included with the proposal
- **Reality: Accords with adopted standards, is parking on the highway a safety issue?**

- Perception: Vehicles are speeding through our village and Highways have not considered this
- **Reality: Assessment based on actual measured speeds**

- Perception: There have been a number of accidents in a given location that have not been considered
- **Reality: Assessment of recorded accidents in the past 5 years**

- Maintenance - since 2009/10, the combined revenue and capital spend, taking into account inflation has reduced from £32m to £22m per year. As such, spend is concentrated on repair rather than prevention which is less efficient. (Despite this Leicestershire's roads are some of the best in the Country)
- Safety Schemes - previously had a budget of £4.5 - £5m per year, focused on delivery public requests. Since 2015/16 actual spend on improvement schemes has reduced to almost £0 (bids needed for capital for safety critical schemes)
- Over 30,000 Highways & Transportation enquiries were received in 2019, with the top 5 improvement/maintenance requests including vegetation cutting, pothole repair, blocked gullies, parking issues and signage
- Over the last 12 months there have been over 1300 enquiries from Members and over 2000 enquires from Parishes

MYTH BUSTER: LCC have no statutory duty to improve the highway only maintain it



- Of the 3300 enquiries, 20% were requests for increased service provision / improvements including:
 - 173 requests for speed reduction schemes (average cost £100k each)
 - 156 requests for parking improvement schemes (average cost £60k each)
 - 42 requests for vehicle activated signs (average cost £15k each)
 - 30 crossing requests (average cost £30k each)
- Costs to do all would be circa £25 million per annum
- However, even if we had the money many requests are not allowable on the network under current regulations



Funding Passenger Transport in Leicestershire – The Challenge

- The County Council spends around £2.4m on supporting passenger transport services
- Over 30 routes are supported
- Some bus services are being subsidised by as much as £13 per passenger journey
- We have been tasked with saving £400,000, growth of £300,000
- We will still be spending around **£2m** per year, but need to consider the most cost effective way of providing the services
- In order to meet this challenge the County Council has developed the new Passenger Transport Policy and Strategy

Progress to Date:

A review of services began in December 2018 (Phase 1 & 2 already carried out)

- Reviewed Melton services in a holistic way – changes implemented from December 2019
- Reviewing Harborough services in a holistic way – likely to engage in spring 2020
- Reviewing Hinckley services – likely to engage in spring 2020
- Anticipate completing the review towards end of 2020
- Annual monitoring of services to ensure we continue to deliver cost effective passenger transport provision to meet essential needs



Working with Communities

- Recognise that certain journeys will no longer be available following service changes
- Happy to work with communities to shape local transport solutions that may complement the council's transport offer, e.g.
 - social car scheme
 - car sharing scheme
 - car club
 - good neighbour scheme
 - community minibus scheme

Contact Details - Website: www.leicestershire.gov.uk/passenger-transport
Email: ptps@leics.gov.uk

- The provision of passenger transport services is not a statutory duty - the County Council simply has to consider need within the limited resources available
- The County Council is not the main funder of local bus services in Leicestershire – we support about 5% of local bus services, the other 95% are operated on a commercial basis by a number of bus operators at no cost to the council tax payer
- Providing local bus services is not cheap - it costs approximately £150,000 to operate a single bus for one year and the higher the service frequency the more buses are needed to operate a service
- Providing a bus service is not the only way to provide local passenger transport services - we are considering cost-effective transport solutions which are tailored to meet local need
- Demand Responsive Transport (DRT) is not something to fear – once people try these pre-booked, scheduled taxi services, they tend to like and value them

Responsibilities:

Land Owners

- The owner of the land or property next to or over a river, stream, ditch or piped flow of water (culvert) that forms part of a watercourse, is legally termed a 'riparian landowner' of that section of the watercourse



The Environment Agency

- Manages the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being a coastal erosion risk management authority

Highway authorities (LCC)

- Responsible for highway drainage. Leicestershire County Council is the highways authority for Leicestershire Water and sewerage companies

Water and Sewerage companies

- Responsible for managing the risks of flooding from water and foul or combined sewer systems (Severn Trent Water and Anglian Water in Leicestershire)

Lead Local Flood Authority (LLFA) – some of the roles include:

- The LLFA investigate reported flooding occurrences (mainly where properties have been flooded internally) after the event in priority of the flooding impact
- The LLFA are the statutory consultee for Major Planning Applications
- The LLFA (under the Land Drainage Act) issues consents for works on watercourses and can enforce to ensure flow is maintained in the watercourse
- The LLFA have a responsibility for strategic flood risk management planning (co-ordination role with other risk management authorities). In Leicestershire, the LLFA is Leicestershire County Council

Progress update:

- 136 properties were flooded from October – December 2019
- LCC are continually working with other Risk Management Authorities and residents as part of their investigations
- LCC are seeking funding from Local Levy for modelling investigation works to identify possible solutions
- LCC are seeking resources for additional staff to deal with the increase in the volume of flooding works in the last quarter

Contact Email: flooding@leics.gov.uk



What we have done so far:

- Waived licence fees for placing structures on the highway until 31/03/2020
- One-off design work offered to Parishes
- New Parish Newsletter (winter)
- Column testing and post installation for VAS for Parishes

Coming up:

- Keeping it Local
- Parish Newsletter (spring)
- Process review on structural licences
- Member/Parish engagement

Please remember to use either the report it form or email
CSCParishes@leics.gov.uk

Licences for Street Furniture

- Any structure placed on the highway must have been licenced by the Highway Authority
- That the structure / equipment be removed at the applicant's expense if so required by the County Council as the Highway Authority
- That the structure / equipment be maintained to a safe and acceptable standard
- That the applicant indemnifies the County Council against any incident arising that would not have occurred if the structure had not been erected
- That consultation has been carried out with all residents / landowners in the locality
- That no part of the structure / equipment shall be less than 0.5m from the kerb face or interfere with the visibility from nearby junctions or drives

SAFETY MUST BE A PRIORITY

Update – Following concerns raised by Members and the Parishes in September 2019, a decision was made to review the Structural Licence process with our Legal team and it was agreed to waive the existing fee of £75 for licences until 31st March 2020

Need for training:

- Of 7,615 species of plant and animal in the U.K. 971 are critically threatened by extinction
- Leicestershire is particularly poor in habitat-84% of the county is intensively farmed and we are growing rapidly with built developments
- Causes of loss; urbanisation, pollution, management of land



- 77% of parishes that responded want support and information on management of land for wildlife; 94% want best practice for managing land for protecting and encouraging wildlife, 76% would like information on wildlife and the law, 61% information Planning acts and wildlife, 46% want information on how to record wildlife
- Only 12% of respondents confirmed that they had an environmental policy and 21% were unsure

- Opportunity to learn about the topics and ask questions
- All the information that is provided has been selected in relation to the purposes of parish councils
- To interact with Parishes and begin a discussion on how to deliver action for Biodiversity within the County
- Parishes can promote the course as a way of starting a journey to helping nature
- Course is open to professionals and elected members with an interest/responsibility for open spaces/nature conservation

The Training is FREE!

- Content; Latest legal and best practice information including ways to resource actions but with a light touch
- Cost; Free PILOT course paid for by LCC Environment Team
- Length of course; 3 sessions x ½ a day.
- Follow-up; Focus group and survey.

- Will this be appealing to you?
- Any concerns or requests?

What	When	Who
VE Day	12 weeks minimum (Jan latest)	eventsnetworkmanagement@leics.gov.uk
Events – General	12 weeks minimum	eventsnetworkmanagement@leics.gov.uk
Parish Newsletter (ideas for articles)	March (published April)	cscparishes@leics.gov.uk

FOR ROADWORKS INFO <https://one.network/>



Have a go at the Recycling Challenge

A good opportunity to check what you can and can't recycle at kerbside

