

# 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](http://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](http://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:

Role:

Organisation name:

Q2 Does your council/area have any of the following?

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

# 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...?

	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="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with damaged pavements and footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enforces the cutting back of overgrown hedges/trees obstructing roads and pavements or hiding road signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with flooding on roads and pavements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with mud on the road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with the repair of unlit street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with knocked over/ damaged bollards, railing and signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Undertakes cold weather gritting (salting) and snow clearance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Undertakes grass cutting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with overgrown public Rights of Way*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\*(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

- 

0

1-5

6-10

11-20

More than 20 times

Don't know

Q4a

Very  
satisfied

Fairly  
satisfied

Neither  
satisfied  
nor  
dissatisfied

Fairly  
dissatisfied

Very  
dissatisfied

Don't  
know/ Not  
applicable

## Communication

## Speed of resolving the problem

## Quality of the work carried out

## Overall process and outcome

# 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?

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

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?

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

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'

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

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'

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

\*(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'?

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

☐

☐

☐

☐

☐

☐

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?

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

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)?

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

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

☐ Pavements

☐ Cycle routes/lanes

☐ Roads

☐ Street lights

☐ Traffic lights

☐ Bollards

☐ Road signs

☐ Grass cutting in towns and villages

☐ Grass cutting between villages (rural verges)

☐ Roadside drains, gullies and culverts

☐ Footbridges and subways

☐ Rural laybys

☐ Unsurfaced rural tracks and lanes

☐ Fencing and pedestrian railings

☐ Road markings (e.g. white lines)

☐ Vehicle activated signs (e.g. for speed limits/bends)

☐ Traffic calming features (e.g. speed bumps)

☐ Shrub and flower beds

☐ Other environmental work (e.g. treating weeds, looking after trees we are responsible for)

☐ 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)

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 arrangement, 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'?

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?

	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="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having a role in <u>checking that defects</u> have been resolved in line with standards required	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having a role in how <u>overhanging trees and hedges</u> are dealt with	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



**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"/> <b>None</b>   |
| <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"/> <b>None</b>   |
| <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?

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

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 click the 'Submit' button below to send us your response.** It may take a few seconds to send your response. **Please only click the button once.**

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