



**THE LOCAL GOVERNMENT
TECHNICAL ADVISERS GROUP
BULLETIN 71 FEBRUARY 2009**



At the Northern Ireland Regional meeting of TAG on December TAG president Bob Donaldson presented John Quinn Chief Executive of arc21 with the TAG exception service award.

Before taking up his role as Chief executive of arc21, John had served as Chief technical officer and latterly Director of Environmental Services at Antrim Borough Council.

An active member of TAG Northern Ireland for much of that period, John is now the full time chief executive of arc21, a collaboration of 11 councils in the eastern region of Northern Ireland . It is the first legally constituted Local Government Organisation of its type in the UK.

John is also a Member of the Northern Ireland Strategic Waste Board, tasked with Strategy delivery, having previously served in the Waste Management Advisory Board, which advised on Strategy formulation.

TAG NI is at the forefront of Waste management in Northern Ireland We would do well to emulate this prowess within the wider national scene.

Arc21 What is it all about?

History

The genesis of arc21 can be traced back to June 1999, when a small number of Council representatives agreed on the merits of a partnership approach to the development of a Waste Management Plan to comply with Article 23 of the Waste and Contaminated Land Order 1997. By 2000, 11 Councils joined together to form the Eastern Region Waste Management Group and embark on the collaborative initiative known as arc21.

Consultants were appointed in early 2000 to assist arc21 in the production of the Plan and in January 2001, a Waste Strategy was issued. This contained overall targets and objectives and thus acted as a precursor and foundation for the development of the Plan.

The Draft Waste Management Plan was issued for public consultation in February 2002. It considered the different waste options in detail and proposed a solution for managing waste until 2020. The public consultation exercise was programmed for three months but lasted slightly longer due to the outbreak of foot and mouth disease. The public consultation was followed by formal consultation with the Environment & Heritage Service and this culminated in the Waste Management Plan being submitted to the Minister during the autumn of 2002.

Angela Smith, the Minister of the Environment in Northern Ireland, formally approved the Plan in November 2002. All eleven of the arc21 constituent Councils adopted the Plan by January 2003. The Councils immediately commenced implementing the Plan with a major plank being the establishment of an administrative delivery mechanism entailing the formation of a Joint Committee.

The first meeting of the Joint Committee was held in Ballymena in June 2003 and it was agreed to apply to the DOE to have body corporate status. This was granted on the 15 th March 2004 through the Local Government (Constituting a Joint Committee a Body Corporate) NI Order 2004.

The Joint Committee employed its first member of staff, the Chief Executive, in September 2004 and awarded its first contract for the recycling of commingled dry recyclables in February 2005.

Recent DfT traffic management publications

TAL 1/08: Wig-wag Signals

Wig-wag signals are used to control road traffic at level crossings, swing or lifting bridges, tunnels, airfields or in the vicinity of premises used regularly by fire, police or ambulance service vehicles. Their use is prescribed by TSRGD Regulations 39 and 40. This TAL gives advice on the use of wig-wag signals and associated equipment. It also provides advice on the use of warning lights for cattle crossings.

Please follow this link to view/download the document:

<http://www.dft.gov.uk/pgr/roads/tpm/tal/>

Printed copies of this TAL are available free of charge from DfT Publications. You may order between 1 and 25 copies. Please quote product code TAL 1/08 when ordering.

By post: DfT Publications, PO Box 236, Wetherby, West Yorkshire, LS23 7NB

By telephone: 0300 123 1102

By fax: 0300 123 1103

By textphone: 0870 120 7405

By email: DFTINF@capita.co.uk

Registration is now open for TRAFFEX 2009.

The 24th edition of TRAFFEX is set to be the world's largest traffic engineering, road safety and highway maintenance exhibition and returns to the NEC Birmingham from 21 - 23 April 2009. See the most innovative solutions in: ITS (Intelligent Transport Systems), passive safety, enforcement, road safety, signage and the latest energy efficient products from over 400 exhibiting companies.

The Traffic Management division of the Department for Transport will be exhibiting at the show. Come and visit us at **Stand D60** where you can

- meet key members of the team
- find out more about the work undertaken by this division
- view and take away free copies of our latest publications.

<http://www.traffex.com/>

TRAFFIC SIGNS MANUAL CHAPTER 3: REGULATORY SIGNS 2008

This document explains the correct use of regulatory signs prescribed by the Traffic Signs Regulations. These include prohibited turns, waiting and loading restrictions, bus and cycle lanes etc. There is also a comprehensive section dealing with the signing of speed limits. This publication supersedes 'Traffic Signs Manual Chapter 3 - Regulatory Signs' (ISBN 9780115507489) published in 1987.

Please follow the link below to view/download the document:

<http://www.dft.gov.uk/pgr/roads/tss/tsmanual/>

TRAFFIC SIGNS MANUAL CHAPTER 4: WARNING SIGNS

Warning signs are used to alert drivers to potential danger ahead. They indicate a need for special caution by road users and may require a reduction in speed or some other manoeuvre. Appropriate warning signs can greatly assist road safety.

Please follow the link below to view/download the document:

<http://www.dft.gov.uk/pgr/roads/tss/tsmanual/>

LTN 3/08: MIXED PRIORITY ROUTES: PRACTITIONERS' GUIDE

This document reviews the experience from the ten schemes involved in the Department for Transport's Mixed Priority Route (MPR) Demonstration Project and presents the lessons learned through the project to assist other authorities in developing similar successful schemes. It is intended that this report should give advice to project managers and senior technical staff who might be involved in the development and delivery of MPR schemes in the future, to learn from the experience of those that have already been through the process and understand the issues involved.

Please follow the link below to view the document

<http://www.dft.gov.uk/pgr/roadsafety/dpp/mpr/>

LTN 2/08: CYCLE INFRASTRUCTURE DESIGN

Encouraging more people to cycle is increasingly being seen as a vital part of any local authority plan to tackle congestion, improve air quality, promote physical activity and improve accessibility. This design guide brings together and updates guidance previously available in different Local Transport Notes and other advice. It is hoped that, by bringing together relevant advice in a single document, this guide will make it easier for local authorities to decide what special provision, if any, is required to encourage more people to cycle.

Please follow the link below to view the document <http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/>

LTN 1/08: TRAFFIC MANAGEMENT AND STREETSCAPE

This LTN helps those involved in the design of traffic management measures to prepare schemes that consider and care for the streetscape. It aims to enhance streetscape appearance by encouraging design teams to minimise the various traffic signs, road markings and street furniture associated with traffic management schemes.

Please follow the link below to view the document <http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/>

OPERATIONAL GUIDANCE TO LOCAL AUTHORITIES: PARKING POLICY AND ENFORCEMENT

This document provides good practice guidance. It supersedes the joint Department for Transport and Welsh Office Circular 1/95 *Guidance on Decriminalised Parking Enforcement outside London* and relevant sections of the Mayor of London's Transport Strategy. It sets out a policy framework for parking policies in English local authorities. The document also advises all English enforcement authorities of the procedures that they *must* follow, the procedures to which they *must have regard* and the procedures that the Government recommends they follow when enforcing parking restrictions.

Please follow the link below to view the document <http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart6/betterprkoperationalguid/>

TRANSPORT ADVICE PORTAL

<http://www.tap.iht.org/>

The portal has been devised to direct members of the transportation profession and the general public to core documents in a range of subject areas that focus on the management of user groups on roads in the UK. The portal acts as a depository of web links to documents that are seen as key guides to the planning, design and operation of road networks.

AN INTRODUCTION TO THE USE OF PORTABLE VEHICULAR SIGNALS

This publication gives advice for people with specific responsibility for portable traffic signals at street works and road works. It replaces and updates

advice first published in 1986, which is out of print. It covers subjects such as:

- Choice of approved equipment.
- Setting up the equipment to maximise safety and minimise delays.
- Trouble-shooting guidance to keep equipment working correctly.

Please follow the link below to view the document <http://www.dft.gov.uk/pgr/roads/tss/gpg/>

KNOW YOUR TRAFFIC SIGNS

A new fully updated guide to traffic signs. This handy guide illustrates and explains the vast majority of traffic signs that a road user is likely to encounter.

Please follow the link below to view the document: <http://www.dft.gov.uk/pgr/roads/tss/>

LTN 1/07: TRAFFIC CALMING

This brings together in one comprehensive document a summary of the research commissioned by the Department for Transport together with research from external sources, to provide advice on the use of traffic calming measures today. It covers relevant legislation and the design, effectiveness and installation (including signing and lighting) of measures.

Please follow the link below to view the document: <http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/>

MANUAL FOR STREETS (MFS)

The Manual for Streets was produced in response to the Governments desire to promote residential developments which create more people-orientated streets. Our aim, through the Manual, is to reduce the dominance of motor vehicles in residential street design by assigning a higher priority to the needs of pedestrians and cyclists. MFS supersedes "Design Bulletin 32, Residential Roads and Footpaths" first published in 1977, and its companion guide "Places Streets & Movement" published in 1998.

Please follow the link below to view the document: <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

MINI ROUNDABOUTS GOOD PRACTICE GUIDANCE

This document explains what a mini-roundabout is and how it should be used. It explains the legislative basis for mini-roundabouts and establishes current practice based upon real examples of installation and lessons learned.

Please follow the link below to view the document: <http://www.dft.gov.uk/pgr/roads/tss/gpg/>

WORKING TOGETHER: A GOOD PRACTICE GUIDE TO MANAGING WORKS IN THE STREET

Our utility infrastructure needs to be maintained, improved and replaced. The road network too needs to be maintained and improved. The aim of this Good Practice Guide is to show how this can be

carried out with least disruption to highway users, frontagers and local communities. The Guide is commended to all promoters of works and other activities in the highway, including highway authorities and utility companies, their contractors and suppliers, as well as those within authorities involved in co-ordinating and managing those activities.

Please follow the link below to view the document:
<http://www.dft.gov.uk/pgr/roads/network/local/streetworks/managingworksonthestreet>

PUFFIN CROSSING TOOLKIT

The DfT has produced a new Puffin crossing toolkit. The following materials can be ordered: DL leaflet; A4 and A3 posters; Puffin Crossings Good Practice Guide; Crossing Safely with Puffins DVD/CD ROM; Road Safety for School Children (9-11 year olds) DVD/CD ROM. The leaflet is available for distribution in large quantities in local areas where Puffin crossings are being, or have recently been, installed. The A4 and A3 posters may be used by Road Safety Officers to publicise the Puffin concept. The DVD/CD ROMs are not for general distribution, but can be used to publicise the Puffin concept in primary schools and to the wider community.

Please follow the link below to view the ordering details:
<http://www.dft.gov.uk/pgr/roads/tss/gpg/>

HOME ZONES

Home Zones are residential streets designed as places for people, not just vehicles. Restoring the balance between traffic and communities can help make streets safer, more sociable, and better places to live in. Where successfully implemented, Home Zones have led to stronger, more vibrant and diverse communities, fewer empty properties and even reduced crime. The Department's Home Zones Challenge programme has demonstrated what benefits can be delivered and highlighted issues to be considered when developing Home Zones.

Please follow the link below to view the document:
<http://www.dft.gov.uk/pgr/sustainable/homezones/cfos/>

TRAFFIC ADVISORY LEAFLETS (TALs)

These leaflets present the findings of research and other studies into a wide range of traffic management issues.

TAL 2/07 The Use of Bus Lanes by Motorcycles
TAL 3/06 High Occupancy Vehicle Lanes
TAL 1/06 General Principles of Traffic Control by Light Signals
TAL 5/05 Pedestrian Facilities at Signal-Controlled Junctions.

Please follow the link below to view the current list of TALs:
<http://www.dft.gov.uk/pgr/roads/tpm/tal/>

The Coastal Communities Alliance

The Coastal Communities Alliance (CCA) came into being in 2007 in response to the Government's initial rejection of the recommendations of the Select Committee Inquiry into Coastal Towns. Despite the subsequent establishment of a Cross-departmental Working Group on Coastal Towns and an RDA's Coastal Best Practice Network, the narrow focus (employment/skills) of the two coastal groups reinforce the need for the CCA to articulate, lobby and seek solutions for the complex socio-economic problems existing in coastal areas.

The Role and Status of the Coastal Communities Alliance

The CCA is a UK-wide umbrella network that focuses on the socio-economic and regeneration issues of all coastal communities, not just seaside resorts.

Membership of the CCA is open to all coastal local authorities in the UK and to all public and private sector organisations engaged with coastal communities.

The CCA steering group currently comprises: the Local Government Association's Coastal Special Interest Group (SIG); British Resorts and Destination Association (BRADA), the British Urban Regeneration Association (BURA), and Lincolnshire County Council.

The CCA operates as a brokerage organisation that serves to both connect-up the activities of the four main network partners, and also to articulate the issues, lobby for change and promote solutions for coastal problems.

CCA operations are mediated through a new website - www.coastalcommunities.co.uk - and via e-mail, in order to maximise communications and to utilise partner time.

The CCA seek to support and inform the work of both the Government's Cross-departmental Working Group on Coastal Towns (XDWGCT) and the RDA's Coastal Best Practice Network

The activities of the CCA are not duplicating the core services of partners. The resources of the CCA - predominantly the expertise and local knowledge of members - are focused upon addressing multi-agency issues and brokering new local solutions for coastal problems.

The Secretariat of the CCA is provided by Lincolnshire County Council as part of the authorities ongoing objectives of improving service delivery and the quality of life for Lincolnshire's coastal and rural communities.

While there is no subscription fee to join the work of the Alliance, partners may be requested to provide local intelligence in the development of specific coastal activities and campaigns. Partners may also be requested/offer to lead on a coastal issue where they have the expertise and/or where the issue is a particular local concern.

The Activities of the Coastal Communities Alliance

As stated, the Coastal Communities Alliance will focus on the socio-economic and regeneration issues of coastal communities and will seek to inform regeneration policy and funding streams by providing local evidence and local solutions for entrenched problems.

Given that the SCI's range of coastal issues and recommendations are still valid, these form the basis of the evolving CCA work programme and the development of the CCA's Coastal Regeneration Handbook. The coastal issues are listed below.

Placing vulnerable adults and children in coastal towns
Lower employment levels
Higher sickness and disability benefits
Study on Coastal Tourism
Need for economic diversification
Seasonality of the coastal economy
Affordable Housing
HMOs, caravans
Coastal erosion and flooding
Regeneration and sea defence
In-migration of older people
Out-migration of younger people
Community barriers to regeneration
Coastal funding streams
Revenue Support Grant

Day visitor costs/benefits
Educational attainment levels
Business development
Tourism support sector
Coastal impact of policy
Recruitment issues
Enhancing the public realm
Attracting investment
Sparsity issues
Peripherality issues
Transience
Worklessness
Health issues

A number of these issues are clearly the pre-occupations of partners or national organisations, for example, tourism (Brada), physical regeneration (BURA); LA coastal management (SIG), business development (RDAs), flooding (EA).

However, many are not the specific responsibility of one agency (for example, transience, worklessness, demographics, recruitment) yet impact negatively on a variety of agencies servicing coastal areas. It is these latter issues that the CCA seek to illuminate and address. For example, the CCA recently organised an Incapacity Benefit and Worklessness Conference - two interrelated social issues that impact heavily on coastal communities and coastal service providers.

For further details on the Coastal Communities Alliance please contact:

**Patrick Browne on 01522 550508 or
patrick.browne@lincolnshire.gov.uk**

TAG AGM and Presidents Seminar 2009

This flagship event for TAG will take place on 19th and 20th May 2009 in Hounslow when Krishnan Radhakrishnan, Head of Service - Streetcare London Borough of Hounslow will take over from Bob Donaldson as TAG president.

Full details will be circulated to all Members

BUT make a diary note now!

PFI AND PUBLIC SECTOR PROJECTS

The following note by Krishnan Radhakrishnan TAG Senior Vice-President summarises the current arrangements for PFI and public sector projects. As Government spending inevitably becomes more constrained and in consequence capital grants/loans to Local Authorities become further squeezed, one can see the PFI route becoming increasingly the option of choice for local authorities. Whether or not this makes good long term financial sense must continue to be a matter for debate.

Abstract

Sustainable Built Environment (buildings and infrastructure) development remains integral to the modernisation of UK public services from the upgrade of hospitals, schools to new prisons and roads. The public sector has been under enormous pressure to deliver effective and efficient improvements in its built environment.

Introduction

The procurement of capital projects by the public sector was transformed during the 1990s by the advent of the PFI, now officially replaced by the Public-Private Partnerships (PPP). PFI relates to the sharing of risk and reward between the public and private sectors in the delivery of public sector services.

Basic Governance Structure of the Private Finance Initiative

There are now 800 PFI contracts with private sector suppliers for services worth in total of £155bn to 2032. PFI is a change of approach to procurement in that the public sector no longer buys buildings or assets but buys long-term services. PFI seeks to involve the private sector in the provision of public services with the result that the role of the public sector moves from being an 'owner' and 'provider' to an 'enabler' and 'purchaser'.

In traditional contractual arrangements between the public and private sectors for the procurement of public sector built environment (infrastructure hereafter) and related services the public sector was the owner and operator with responsibility for securing design and construction, this has been replaced by a contractual framework where the private sector has responsibility for design, construction, operation, management, maintenance and finance. The public sector through credits, tax revenue or in certain cases the public itself as the direct user or a combination pays for the provision of a service.

In a PFI transaction the key contract is a project agreement between the public sector and the private

sector. The private sector party will usually be a Special Purpose Vehicle (SPV), typically including construction contractors and facility management providers as shareholders. These shareholders are usually the principal subcontractors of the project company, although equity-only investors may also be involved.

The SPV will also secure finance for the project on a non-recourse basis. Its shareholders will usually only invest a limited proportion of equity into the SPV. Given the non-recourse financing structure, the lenders will require a series of direct agreements with the public sector and the principal subcontractors of the SPV which will enable them to take over the project if it is in jeopardy and also have powers to approve risk allocations.

The Advantage of PFI and its Incentives

The focus is on the provision of a service to the public sector. The Private sector has the responsibility for providing, maintaining and operating an asset, with the public sector defining the Levels of Service (LoS) to be delivered, leaving the private sector to determine the method of delivery. The public sector will outline a set of outputs (the 'what'), from the assets, and the private sector will be responsible for devising the technical solutions (the 'how').

Once the asset is constructed and the services are being delivered the public sector will pay a periodic unitary payment to the private sector during the contract period. In many PFI schemes the contract period is 25 to 30 years; therefore this enables to spread the cost over the lifetime of the contract compared with traditional procurement upfront investment.

The hypothesis is that PFI procurement is intended to incentivise the SPV to deliver the built asset on time at no additional cost to the client and also aims to deliver high quality built assets in order to reduce maintenance cost to the SPV.

The additional cost of capital is offset by the ability of the SPV to holistically construct and operate the asset more cheaply and efficiently than traditional procurement. In traditional procurement the design, construction and maintenance phases were undertaken separately.

SPV partners know that they are 'locked-in' a long-term partnership and thus incentivises them to build greater co-operation and to work towards the common good that avoids any reduction to their unitary payment, which is not the case in traditional procurement.

The fundamental risk of PFI is performance, namely delivery of the completed asset and related services to a defined LoS. In this method, the private sector is accepting performance risk and it will only be able to repay the finance which it has raised and make a

profit, if the assets and services are delivered to the appropriate performance standards.

Unitary payments do not, in general, start until the asset has been built, certified as fit for purpose and the SPV is delivering the services as specified with output specification. Therefore, the axiom is the payment mechanism stimulates the SPV to complete the construction of the asset as soon as possible to deliver the intended service to receive payments to commence servicing the debt funders.

The SPV is mandated to maintain the asset to the agreed LoS throughout the life of the project, and failure to do so will result in reduced unitary payments. This incentivises the SPV to integrate input from design and hard and soft facilities management elements with the construction of the asset to a higher quality standard to reduce the need for long-term ongoing maintenance throughout the project life.

Disadvantages of PFI

PFI can be inflexible due to the length of contracts and difficulty of changing requirements.

Due to the disproportionately high cost of procurement and transaction, PFI is rarely considered for small projects of less than £20 million in value and less than 15 – 20 years duration. It works best only where the public sector can have a relatively high degree of certainty about the future service requirements and well scoped.

The other known concerns that may make PFI inappropriate are lack of market appetite; significant bankability issues and risk averseness of the commercial lenders; extended construction periods causing delays in capital drawdown; unpredictable income streams; and low capital expenditure in comparison to service costs.

Construction Performance of PFI

The National Audit Office Study was based on a survey of 38 PFI construction projects which were completed by Summer 2002.

This survey found that whilst 73% of non-PFI construction projects were over budget and 70% delivered late, the corresponding figures for PFI were just 22% and 24% respectively.

The construction cost increases were borne mainly by the construction companies on their projects which included weather conditions, unforeseen ground conditions, labour problems, and changing building regulations. These are common reasons for increased costs under traditional procurement borne partly or wholly by the clients but under PFI these costs are mainly borne by the construction company. This is evidence that risk transfer is working.

Where construction companies were able to manage risks and complete PFI projects in line with the initial agreement, they earned greater profit on PFI

construction work than traditional construction work turnover.

The credit crunch has intensified over the past few months leading to greater challenges for all sectors of the economy that rely on private finance including local authorities with PFI/PPP Projects in development and procurement phases.

HM Treasury is currently assessing various alternative project financing models and local authorities should liaise with 4ps when considering using an alternative structure and other traditional financing options.

Krishnan Radhakrishnan
TAG Senior Vice-President
16th January 2009

ROAD SAFETY IN LONDON

TAG has close links with London, through LoTAG and TfL.

This note from Chris Lines outlines just one of the many activities of common interest to TAG members throughout the country

The London Road Safety Unit

The LRSU was set up in 2002 and is the centre for the majority of TfL's road safety activities to implement the London Road Safety Plan. LRSU undertakes the following major activities to improve road safety in London:

1. Using the ACCSTATS STATS19 casualty database for London, LRSU identifies areas of high accident density and potential sites suitable for accident remedial engineering measures. The database is also used for monitoring and research, which is undertaken to improve our understanding of road safety problems and potential solutions.
2. LRSU undertakes research, including programmes aimed at tackling inequality, and the development of technological solutions. These include time-over-distance camera systems and Intelligent Speed Adaptation (displaying speed limits inside the vehicle and voluntary speed limiters).
3. LRSU formulates and implements a programme of remedial engineering measures on the TfL road network (TLRN) and advises boroughs of locations on their roads where there are road safety problems, assisting with scheme design and monitoring the effectiveness of borough engineering schemes. LRSU also reviews the layout of TLRN junctions and links to identify shortcomings for pedestrians that could lead to additional collisions.

4. LRSU identifies specific safety problems and designs educational/attitudinal campaigns targeted at the identified groups - including motorcyclists, cyclists, children and teenagers. We also have campaigns to reduce speed, to promote driving at the appropriate speed, and to improve driving and riding standards.
5. Through the London Safety Camera Partnership, LRSU introduces safety cameras on the TLRN and treats as a priority requests for more cameras from the boroughs for installation on borough roads.

For more information visit:

<http://www.tfl.gov.uk/roadsafetyreports>

THE CHANGING FACE OF SPEED MANAGEMENT – POLICY, PRACTICE AND ENFORCEMENT

A conference has been organised by LOCAL TRANSPORT TODAY to be held on 19 MARCH 2009 at the NEW CONNAUGHT ROOMS LONDON

The issues of speed management policy and speeding continue to be high on the Government's road safety agenda. Only recently, more proposals were announced to beef up the enforcement powers against speeding motorists and the Government reiterated three areas it sees as most concerning: 30mph urban roads; rural road speeds; and drivers exceeding the speed limit by a large margin.

On the ground, local authorities are adopting a variety of approaches to these issues, including the introduction and expansion of 20mph zones, recommendations for new speed limits on particular roads, the trialling of new technologies and innovative engineering approaches that seek to engender changes in driver behaviour. At the same time, the age-old issue of resource allocation and public acceptability of the penal approach continues to make the headlines.

Speakers at this conference will cover areas that are at the forefront of current thinking on speed management and will provide delegates with an insight into latest developments through a series of case studies, discussion of research findings and stakeholder perspectives. The conference will also examine the potential for technology to modify driver behaviour in the form of Intelligent Speed Adaptation, something the Government has shown enthusiasm for, the DfT having recently announced it is to invite local authorities to come forward with bids to conduct trials of the technology.

To book online, go to www.landorconferences.co.uk and selecting the appropriate conference under the "forthcoming conferences" link.

FIRST EDITION SURFACE WATER MANAGEMENT PLANS

The following extracts from the DEFRA web site outline thinking following the Pitt report and the need for local authorities to develop formal surface water management plans. TAG member authority Warrington is amongst the six trial authorities so TAG will hopefully be able to keep up to date with developments

The floods last summer exemplified the distress and damage that surface water flooding can cause. The Environment Agency, as part of their [review](#) of the summer floods, [estimated](#) that two-thirds of the 57,000 homes affected were flooded from surface water runoff overloading drainage systems. Combined damage from the June and July floods is estimated to be around £3 billion. Sir Michael Pitt's [report](#) of the summer floods has highlighted the risks of surface water flooding and put forward recommendations to reduce the chance of such an event occurring again.

The problems will only worsen unless we take steps to manage the risk effectively. The Government's [Foresight report](#) estimated that currently 80,000 properties are at very high risk from surface water flooding (10% annual chance), causing on average £270 million of damage each year. With climate change these costs will increase if we take no action and could rise to several billion.

Improving Surface Water Drainage

Surface water flooding occurs where high rainfall events exceed the drainage capacity in an area. Such events can also lead to serious flooding of property and possessions where surface water flows and collects. Defra invited views from stakeholders on a [consultation](#) on improving surface water drainage. In line with Sir Michael Pitt's recommendations, the consultation put forward detailed proposals to improve the way that surface water is currently managed. The consultation closed on 30 April 2008. A summary of

the responses received was [published](#) on 17 September 2008.

The Government's response to the Pitt Review includes our proposals for improving surface water management. These proposals have been informed by the full range of consultation results, together with findings from the [urban drainage pilots](#) and the recommendations from the [Pitt Review](#) and the [EFRA Select Committee](#).

The Government previously [announced](#) in June 2008 that under the Environment Agency's new strategic overview role in England for all sources of flood risk, local authorities will take responsibility for surface water management, including Surface Water Management Plans.

Surface Water Management Plans

As part of the Government's response to the Pitt Review, Ministers announced investment of £15 million to help local authorities co-ordinate and lead local flood management work. As an immediate step, six local authorities are being funded to develop [first edition surface water management plans](#). Guidance to local authorities on the production of Surface Water Management Plans will be published shortly.





Water Strategy

The Government's new Water Strategy, [Future Water](#), sets out a vision for more effective management of surface water, in order to deal with the dual pressures of climate change and housing development. By the 2030s, we will manage surface water more sustainably, by allowing for the increased capture and reuse of water, slow absorption through the ground, and more above-ground storage and routing of surface water separate from the foul sewer, where appropriate. Water will be increasingly managed on the surface, rather than relying on wholesale upgrade of the sewer system to higher design standards, which will be costly and a lengthy process.

The Strategy also announced changes to household permitted development rights, so that planning permission is not required for paving from gardens, provided porous materials are used. Communities and

Local Government [published](#) guidance on the 10 September 2008.

Related Reports

- Parliamentary Office of Science and Technology – [POST note on Urban Flooding](#) 
- Defra - Water Strategy, [Future Water](#) (2008)
- Defra -draft [Social and Environmental Guidance to Ofwat](#) (2008)
- Defra - [Vivid Economics Report on Funding and charging arrangements for sustainable urban drainage systems](#) (May 2007) 
- Communities and Local Government - [Permeable paving Impact Assessment](#) (2008)
- Environment Agency [Open Board](#)  setting out some of the policy issues on surface water management that have come to light following the summer floods
- DTI Global Watch Mission on [Sustainable Drainage Systems](#)  (registration required)
- CIRIA Good Practice Guidance on [Designing for exceedance in urban drainage](#)
- CIRIA Good Practice Guidance on [Sustainable Urban Drainage Systems](#), including [Local authority network on drainage and flood risk management](#)

TAG MEMBERSHIP

Its not often we get a flood of new members, so it is particularly pleasing to be able to report the arrival of 17 colleagues from Faber Maunsell around the country. We are very pleased to welcome them all and hope they will feel able to join up with other TAG members at regional meetings and the TAG Annual Seminar. They are:-

Steve Tarry Birmingham
Richard Haines Chelmsford
Rory Poole St Albans
Simon Shapiro St Albans
Mike Scott Newcastle
Mark Woodhead Altrincham
Frank Mohan Altrincham
Jem Gilbert Beckenham
Amrit Ghose Beckenham

Nick Oliver Bristol
James McKechnie Bristol
Dave Bennett Birmingham
Christof Marx Birmingham
John Pattinson Birmingham
Neil Brownbridge York
Peter Harman Leeds
Ed Spivey Leeds
Tim Robinson Northern Ireland

To visit the TAG Website, if you are viewing this document on screen, click on the hyperlink at the foot of each page.

From the Hard Copy version. Just enter www.tagonline.co.uk in Internet Explorer.

CIRIA HIGHLIGHTS JANUARY 2009

CIRIA to exhibit at Ecobuild 2009

Visit CIRIA stand 1275 at Ecobuild taking place on 3-5 March 2009 at Earls Court, London. Co-located with Futurebuild, Ecobuild is the world's biggest event dedicated to sustainable design, construction and the built environment. [Find out more](#)

ManuBuild to unveil conclusions of a four year research programme into "open building manufacturing" at Futurebuild 2009. Visit stand 2256 to find out more.

CPN events

Use of ICT to improve supply chain efficiency, 24 February 2009, Salford

[list all CPN events](#)

[CPN – championing innovation and improvement in the construction industry](#)

[list all CIEF events](#)

[CIEF improving performance in sustainable construction](#)

LACL events

Determination of SPOSH, 5 February 2009, Cambridge
Ground gas - interpretation of sampling results, 26 February 2009, Bristol

[list all LACL events](#)

Green roofs – basic principles and design, 10 February 2009, Bristol

SUDS foundation course, 10 February 2009, Limerick

Green roofs –

Design of coastal and port structures, 19 February 2009, London

BS8555 Construction EMS training

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Publications

Guidance on designing for crowds - an integrated approach (C675) **New title**

EC7 - implications for UK practice (C641) **New title**

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TAG TELECONFERENCING COUNCIL MEETING ON FRIDAY 5 DECEMBER 2008

The following is a brief selection from the matters discussed at the Council meeting. To see the full minutes, visit the TAG website. Agendas and Minutes section. Whilst the teleconferencing format does save considerable time and expense compared with travel to London, inevitably some spontaneity is lost. The concept of video conferencing may be a halfway house to the real face to face meeting and the possibility of this is currently being explored by the presidential team

Andy suggested a monthly telephone conversation with nominated TAG members to discuss a current topic and to draft a press release. There is also the work of the TAG Coastal & Fluvial Committee as well as the TAG Regions. This way the publicity generation could be shared around TAG members. The TAG Secretary agreed to email all those concerned about this matter.

The TAG President would like to see the need for action put in any TAG Business plan. Bob asked the TAG Secretary to circulate the old TAG business plans and asked TAG Council members to for a response along the lines discussed.

The TAG Secretary highlighted the following for further action:-

Information was at the heart of TAG work. A lot of good work was being done within TAG committees and regions but it was not available to all TAG members. Committees and Regions are requested to submit an A4 sheet highlighting key points of discussion at their meetings for publishing on the web site

TAG Blog

The TAG Secretary has prepared a list of TAG Presidential Team members and the month that they should prepare their TAG Blog for circulation via email and on the TAG website.

THE CHANGING FACE OF TAG

When TAG was established back in 1995, its membership was 100% Local Authority professionals, Active or retired.

As the Public/ private initiatives have progressed, many of the services formerly carried out in-house are now delivered by colleagues in the private sector and TAG is seeing this group increasingly represented in its membership. Some fear that this shift in provision will leave Authorities bereft of expertise within their directly employed staffs. These fears will no doubt be exacerbated as the financial squeeze hits already strapped for cash local Authorities.

The role of organisations such as TAG has never been more acutely relevant as an impartial vehicle of communication and exchange of ideas and expertise between the two complementary sectors.

TIMETABLE OF COUNCIL AND COMMITTEE MEETINGS AND CONTACT DETAILS 2009											
MONTH	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
COMMITTEE and Contact Details											
COUNCIL Roy Fairclough 07887710272 royf@rfconsultancy.co.uk		6TH		19TH/20TH AGM AND PRES. SEMINAR							
COASTAL AND FLUVIAL Doug Wright 02380285908 doug.wright@nfdc.gov.uk	12TH			14TH			20TH			5TH	
TRANSPORTATION. John Elliott 01227765626 johnreliott@btinternet.com		6TH			12TH			18TH		27TH	
NORTH EAST REGION Andy Morris 01912134900 andy.morris@jacobs.com			29TH								
NORTHERN IRELAND Tim Walker 02890320202 WalkerT@BelfastCity.gov.uk	6TH		3RD	29TH			7TH		2ND		11TH
NORTH WEST REGION David Boyer 01925442530 dboyer@warrington.gov.uk			2ND			16TH			15TH		
LOTAG TRANSPORTATION. sec@lotag.com		4TH			3RD			9TH	13TH		2ND
LOTAG INFRASTRUCTURE. sec@lotag.com			21ST			14TH					
LOTAG Highway maintenance sec@lotag.com											

**To advise of changes to Dates or Contact details
Email John Holdsworth at john.e.holdsworth@btinternet.com**