

Highways and Transport Committee

Date of Meeting:	2 March 2023
Report Title:	Highways and Transport 2023-24 Programmes
Report of:	Tom Moody – Director of Infrastructure and Highways
Report Reference No:	HT/74/22-23
Ward(s) Affected:	All Cheshire East Wards

1. Purpose of Report

- 1.1. The purpose of this report is to inform the Highways and Transport Committee of the capital and revenue budgets available for the highway service for 2023/24 and the allocation of those budgets to the various programmes of work.
- 1.2. The programmes of work contribute to the Council's aim to be a thriving and sustainable place and in particular to the priority of having a transport network that is safe and promotes active travel.
- 1.3. Investment in footways is an important part of achieving this priority. In 2023/4 the funding for footways will be 9% of the total capital funding for highway maintenance compared to 7% in 2022/3 and the focus on the maintenance and improvement of footways will continue to be a focus in future years.

2. Executive Summary

- 2.1. The report explains the allocation of highway revenue and capital funding to deliver day to day maintenance activities and improvement programmes on the public highway, to ensure that the Council can fulfil its statutory responsibilities as a Highway and Transport authority, as well as contributing to the Council's Corporate Plan and Local Transport Plan objectives and priorities.
- 2.2. The report outlines the challenging funding position in terms of both capital expenditure (being dependent on grants from central government through the Department of Transport) and revenue expenditure (due to

the Council's position in respect of its Medium-Term Financial Strategy (MTFS).

- 2.3. Due to the responsive nature of the service and the many variable external factors, the budgets presented do not operate as fixed budgets, but are the basis on which the highway service business plan has been set for the start of the financial year in April 2023. Future committee reports through the year will provide progress updates on the delivery of the programmes, including any emerging pressures due to network demands which might call for amendments to some programmes.
- 2.4. Members are asked to note and comment on the budget allocations, and these will be considered during the year and in preparation for future years' budgets, whilst working within the available revenue budget and ensuring all statutory responsibilities placed on the Council as a Highway and Transport authority are being fulfilled.

3. Recommendations

- 3.1. The Committee is recommended to note the apportionment of revenue and capital funding to the key elements of the highway services shown in Tables 2, 4, 5 and 6 in this report.

4. Reasons for Recommendations

- 4.1. The budgets for the capital and revenue programmes represent the optimal apportionment between programmes to best achieve the Council's priorities, whilst fulfilling the Council's responsibilities as the Highway and Transport Authority as far as reasonably practicable within the available budgets.

5. Other Options Considered

- 5.1. In developing the final allocation of available budgets, as part of the business planning process, various funding allocation variations are considered across the highway assets, taking account of asset condition, risk, and investment need.
- 5.2. The paper details the funding available to the highway service and the plan in place to utilise these to fulfil the Council's responsibilities as the Highway and Transport authority. The paper also outlines how the utilisation of the funding helps to contribute to the Council's Corporate Plan and Local Transport Plan objectives and priorities. As such the 'do nothing' option would lead to the Members being less well informed.

6. Background

6.1. Policy Context - National

6.1.1 The Council is a local Highway and Transport authority, and in this context, it has a number of statutory duties to perform that have an impact on the maintenance of the public highway and the provision of transport in the borough. These include:

- Highways Act 1980 –The duty to maintain the highway maintainable at public expense
- Traffic Management 2004
- New Roads and Street works Act 1991
- Flood Water Management Act 2010

6.1.2 The Council's highways are valued at £6.6bn, and it receives capital grants from central government to invest in the structural maintenance of that asset. The value of this grant has diminished significantly in real terms in recent years and was reduced by 21% in 2021/22 from the previous year, resulting in an increased rate of decline in the condition of the Council's highway network. The DfT grant award letter for the current financial year maintains that reduced level of funding for three more years through to 2024/25, subject to any adjustments by central government in future budgets. This is a common position across highway authorities nationally.

6.1.3 The national picture was highlighted by a transport spokesperson from the Local Government Association. In response to the overall reduction in capital funding allocated to councils for local road maintenance in 2021/22 by the Department for Transport of £400 million (22 per cent) they said "Councils are working hard to keep our roads safe and resilient, repairing potholes as quickly as they can. However, it would already take £10 billion and more than a decade to clear the current local roads repair backlog".

6.1.4 It is important that in using the limited resources available, the duties contained in the Highways Act and Traffic Management Act, particularly in maintaining a safe network for all users, are given priority.

6.1.5 Some of the Council's funding is obtained because of the Incentive element of central government capital funding. This is awarded to local highway authorities who can demonstrate good practice in how they invest in the highway asset and provides high value for money in terms of asset life. The Council is in the highest category (Band 3) on this measure and receives the maximum incentive funding, £1.45M in 2023/24.

6.2. Policy Context - Local

6.2.1 The Council's highways and transport programmes are developed to ensure that the Council's duties as a local highway authority are delivered and to contribute to the Corporate Plan outcomes and Local Transport Plan (LTP) objectives.

- 6.2.2 The Corporate Plan has a priority of providing a transport network that is safe and promotes active travel.
- 6.2.3 The Council has a suite of highway policies that help to inform delivery of the highway service and prioritise how revenue and capital money is spent. A programme of reviews of these policies is underway and will come to this committee for consideration over forthcoming meetings. A good example in 2022 being the Speed Management Strategy
- 6.2.4 The Council's Local Transport Plan 2019 – 2024 is used to demonstrate how government funding will be used to maintain the public highway network and meet local transport needs. The DfT has indicated that updated national guidance on Local Transport Plans and associated funding will be published later this year, emphasising their role in contributing to the Government's decarbonisation strategy.
- 6.2.5 The DfT has recently undertaken a pilot study with some local authorities on an LTP performance regime with particular focus on active travel outcomes. There is a potential that low performance may result in a reduction in maintenance grants in a similar way to that of the Incentive Fund element of the LTP funding. This is speculation at this stage pending the DfT issuing new guidance on LTP monitoring and reporting.
- 6.2.6 The Council's financial position is challenging as outlined in its Medium-Term Financial Strategy (MTFS). The highway service made a number of budget proposals as part of the MTFS process to help meet the challenges. These have the effect of reducing the available revenue funding of the highways service and this has an impact on the capital funding.
- 6.2.6 As a demonstration of the challenges faced by the highways service.
- In 2015-16 the highways revenue budget was £11.214m.
 - During the intervening period through to 2021-22 inflation rose by 14%. If that inflation index had been applied to the 2015/16 figure, then the 2021/22 revenue budget would have been £12.784m.
 - Therefore, factoring in the reduction in government grants over the same period the real terms cut since then was (£12.784-£10.425) = £2.359m. This equates to a cut of approximately 18%.
 - The DfT Local Transport Plan funding letter for 2022/23 set the government funding for the next three years at the same level as that given in 2015/16 increasing the real terms cut in that funding.
- 6.3. Available Revenue Budget for 2023/24
- 6.3.1. Revenue funding is allocated from the Council's general fund as part of its budget setting process. The net revenue budget available for the highway service of £10.427m, this is established from the previously approved base budget and the net budget includes income from fees and charges to third parties for their use of the highway.

- 6.3.2. However, this is subject to change depending upon the outcome of the budget engagement undertaken during January 2023, with the outcome being considered at full Council on 22nd February 2023.
- 6.3.3. The total revenue savings included in the highway proposals is £0.579m and consists of:
- Increasing additional highways income from licencing and permits by £100,000.
 - Reallocation of revenue to capital funding for road maintenance, total of £375,000 – this will allow a decrease in the highway revenue budget for carriageway repairs, which will be managed alongside ongoing reviews and profiling of capital expenditure.
 - A change in the maximum response time of the highway incident response teams, out of hours from 1.5hrs to 2hrs, will see a revenue reduction of £100,000.
 - Carbon Reduction – Continued replacement of existing illuminated signs and bollards with LED units, revenue saving of £4,000.
- 6.3.4. Further revenue savings relating to energy costs associated with the street lighting asset are included as part of the 2023 budget consultation, the savings totalling £485,000 (£0.242m in 2023/24 and £0.243m in 2024/25).
- 6.3.5. The 2023/24 highway revenue budget is shown in the table below, this included the established base budget and the changes if all the highway budget saving proposals are approved.

Revenue Service Allocation	Budget (£000's)	Budget with budget reductions (£000's)
Highway Service Delivery - Client	2,010	1,764
Fees and charges for third parties	-2,570	-2,720
Highway Service Delivery – Ringway Jacobs	10,987	10,562
Net Highway Service Revenue Budget	10,427	9,606

Table 1 Revenue Service Budget for Highways in 202324

- 6.3.6. The Highways Team are currently exploring the potential to introduce a Lane Rental scheme on roads within the borough and tasked to identify associated process, costs and benefits of a scheme for Cheshire East Council with the intent to introduce potential benefits in the MTFS from 1st April 2024.
- 6.3.7. A lane rental scheme allows a local highway authority to charge works promoters for the time that street and road works occupy the highway. Charges are focused on the very busiest streets at the busiest times.

6.3.8. The power for local highway authorities to implement and operate a lane rental scheme in England is subject to approval by the Secretary of State for Transport and forms part of section 74A of the New Roads and Streetworks Act.

6.4. Revenue Service Provision

6.4.1. This table summarises the allocation of revenue budget for highway programmes delivered through the Highway Service Contract in 2023/24 and reflects current priorities, this includes adjustment to pothole repairs (reduction of £375,000) and responding to emergencies (reduction of £100,000) on the basis that the highway budget saving proposals are approved. These numbers may be subject to some slight amendments subject to final completion of the business planning process.

6.4.2. The allocation of funding for reactive Pothole Repairs is reduced for 2023-34 in comparison to 2022-23. This is because we have invested more capital funding into the planned proactive patching programme approach in 2022-23 which has seen the number of reactive pothole repairs reduce by over 3,000. This effective strategy is being continued in 2023-24 and future years.

Highway Asset	Description	Council Revenue Budget Allocation (£000's)	
		2022-23	2023-24
Coordinating Roadworks and other Activities on the highway	Managing Council, utility and developer works on the highway.	£556	£605
Handling enquiries from the public	Answering enquiries from the public, councillors, and MPs / Providing information on highway activities	£179	£220
Inspection of the highway	Highway inspections / updating digital records / boundary enquiries	£502	£505
Bridges and Structures	Inspection / routine small maintenance works	£257	£267
Drainage system cleaning and repairs	Gully emptying and drainage system cleansing	£1,099	£913
Pothole Repairs	Repair of carriageway potholes	£2,184	£1,474
Other Road Repairs (including road edge failures, damaged paving etc)	Footway repairs and other non-carriageway repairs	£588	£809
Responding to Emergencies	Responding to urgent defects and emergency issues on the network	£683	£394

Highway Asset	Description	Council Revenue Budget Allocation (£000's)	
		2022-23	2023-24
Road Markings Renewals	Replacement of worn and damaged road markings (to be included in capital programme in 2023/24)	£0	£0
Hedge and Trees	Responding to urgent tree works / hedge cutting (including highway contribution of c.£175k for the new Highway Tree Safety Inspection Policy)	£674	£586
Grass Cutting and Weed treatment	Cutting of grass verges and weed treatment	£794	£867
Fencing & Wall Repairs	Repair of drystone walls and fences (to be included in capital programme in 2023/24)	£0	£0
Road Signs Cleaning and Repairs	Cleansing, straightening and repair of road signs (to be included in capital programme in 2023/24)	£0	£0
Winter Service (including gritting and snow clearance)	Gritting of roads and provision of grit bins	£1,981	£2,249
Street Lighting	Repair of streetlight and cable faults / structural and electrical testing	£568	£526
Traffic Signals	Repair of traffic signals and electronic signs	£312	£393
Traffic and Road Safety (including education to schools)	Design of road safety schemes/provision of road safety education to schools	£305	£333
Managing Flood Risk	Addressing statutory duties as the Lead Local Flood Authority including planning applications and flooding issues.	£305	£421
	Overall Revenue Allocation (£000)	£10,987	£10,562

Table 2 Allocation of Revenue Budget across Routine/Reactive Core Highway Service programmes

6.5. Available Capital Budget for 2023/24

- 6.5.1. Capital budgets provide funding for significant repairs and improvements to the network. They are impacted by the size of grant from central government in the form of two annual block grants, these being the Highway Maintenance Block (HMB) and the Integrated Transport Block (ITB).
- 6.5.2. The Government has previously confirmed that it will provide Pothole Funding on an annual basis for 3 years with the first year being 2022/23 (See Table 5). Total DfT funding including the Pothole Funding in 2023/24 is £15.551m as shown in Table 3 below.
- 6.5.3. In 2023/24 the Council has approved local funding of a further £6.300m as shown in Table 3 below. This includes the supplementary capital investments to address the impact of high inflation on the highway capital programmes, as approved by full Council on 14 December 2022. The sums are included in the Local Transport Plan – Maintenance Block grant and Managing and Maintaining Highway Network budget lines of the MTFs and in Table 3 below. The Council funding is expected to be funded from borrowing and will be added to the programme for managing and maintaining highways.
- 6.5.4. The total capital funding available for 2023/24 is therefore shown in the table below:

Funding	Government - Department for Transport (£000's)	Council Investment (£000's)	Total Budget (£000's)
Integrated Transport Block - LTP	2,003		2,003
Maintenance Block - LTP	5,799	1,546	7,345
Incentive Fund - LTP	1,450		1,450
Pothole Funding	5,799		5,799
Managing and Maintaining Highways		4,529	4,529
Traffic Signs and Bollards - LED Replacement (rolled forward from 2022/23)		225	225
2023/24 Budget Totals (£000)	15,051	6,300	21,351

Table 3 – Capital Funding sources for the Highway Service in 2023/24

6.6. Capital programme

6.6.1 Annual Block Grants

6.6.1.1. The table below summarises the allocations of capital budget to highway and transport programmes in 2023/24.

6.6.1.2. As described in 6.5.1 capital funding comes from two central government block grants; the highway Maintenance Block (HMB) intended for capital maintenance of highways and structures and the Integrated Transport Block (ITB) for other capital transport programmes. The table indicates the allocation of the grant for each programme.

6.6.1.3. As in previous years, members have received the detailed work programmes (i.e., locations) planned on the main highway and structures assets across the borough prior to them being published on the Council's web site.

Department of Transport - Integrated Transport Grant, Maintenance Grant and Incentive Fund	Projects and Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding (£000's)	
			2022-23	2023-24
Infrastructure & Transport Policy and Scheme Development	<ul style="list-style-type: none"> • Town Studies • Transport Strategies <ul style="list-style-type: none"> - Crewe Transport Access Study - Macclesfield Transport Access Study • Infrastructure scheme feasibility and development work • Levelling Up fund bid - match funding 	Application of criteria to best deliver Council policy	525	375
Local Highway Measures	<ul style="list-style-type: none"> • Ward Member highway improvement budget (* including scheme administration) 	Member determined based on ward priorities	350	380*

	<p><i>NB: Member Budget part funded from Council Investment -ref Highways and Transport Committee Paper & Decision 22.09.22</i></p> <p>Minor Works Programme</p> <ul style="list-style-type: none"> - Traffic management measures - Traffic Regulations Orders - Pedestrian access improvements - Vehicles passing bays etc 	Officer determined based on assessment and prioritisation to deliver policy objectives	290	280
Sustainable Transport Enhancement Programme (STEP)	<ul style="list-style-type: none"> • Active travel investment • Public transport investment • Sustainable Modes of Transport to Schools (SMOTs) • Public Rights of Way and Countryside Access Improvements • Boulderstones Bridge Match funding contribution 	Schemes are prioritised against the objectives of the Local Transport Plan, Sustainable Modes of Transport to Schools (SMOTS) objectives etc to deliver on policy	895	1,238
Road Safety Investment	<ul style="list-style-type: none"> • Local Safety Schemes – cluster analysis to target killed/seriously injured traffic collision sites • Minor Safety Schemes - proactive programme to developing issues raised by Police • Vulnerable Road User Schemes – cluster analysis focusing on sites VRU injury collision sites • Road safety camera site related works 	Application of analysis of police Stats19 road traffic injury collision data to determine work programme that helps reduce number of killed and seriously injured on the roads in the borough.	245	350

Programme Management	<ul style="list-style-type: none"> • Highway Client team programme management 	Amount of work delivered by the highway client team that is chargeable to capital in accordance with local government financial rules.	200	200
Highway Asset Investment	<ul style="list-style-type: none"> • Road Repairs • Footway Repairs • Drainage Improvements • Bridges & Structures • Street Lighting • Traffic Signals • Road markings • Road Signs • Safety Barriers 	Evidence led asset management approach using established scoring matrices to prioritise works.	6,747	6,429
		Overall LTP Allocation	9,252	9,252

Table 4 Allocation of Department for Transport Local Transport Plan annual block grants across highway programmes

6.6.2 Pothole Fund

6.6.2.1 The table below summarises the funding provided by central government to help the Council address road condition in 2023/24 and how the highway service is using it to repair roads in the Borough.

6.6.2.2 Until 2022/23, the Pothole Fund was not an annual grant and varied in value when provided. In the government's recent announcement on funding for local highway authorities, it has committed to providing the Pothole Fund annually alongside the Local Transport Plan Integrated Transport and Maintenance Block grants and Highway Incentive Fund until 2025.

Department of Transport - Pothole Funding	Programme	How is the Programme Determined?	DfT Pothole Funding Allocation (£000's)	
			2022/23	2023/24
Highway Asset Investment	• Road repairs	Evidence led asset management approach using established scoring matrices to prioritise works.	5,799	5,799
Overall Allocation			5,799	5,799

Table 5 Allocation of Department for Transport Pothole Fund in 2023/24

6.6.3 Additional Council Investment

- 6.6.3.1 The capital investment has been re-profiled in response to the current revenue budget challenges with the effect that the investment is to be extended over four years rather than the original three years approved by Council. The result is the investment changes from £6m to £4m per annum.
- 6.6.3.2 The additional Council investment is designed to deliver increased maintenance of the public highway over and above that possible through the annual DfT Maintenance grant. The impact of high inflation on costs is affecting the ability to deliver all the schemes on the approved road repair programme in the current financial year and without redress will reduce the number of schemes that can be delivered in future years using the additional investment.
- 6.6.3.3 The Council met to consider this issue at its meeting of 14 December 2022 and approved supplementary capital estimates for additional borrowing on the DfT Maintenance grant and the additional Council investment for Managing and Maintaining the Highway to address the forecast impact of inflation over the four-year period to 2025/26.
- 6.6.3.4 The value of these supplementary capital estimates for this and next financial year are as follows:
- 2022/23 - £1.240m
- 2023/24 - £2.075m
- These have been added to the additional Council investment funded activities in table 6 below to summarise the overall additional capital funding the Council is providing to manage and maintain the public highway in the borough.
- 6.6.3.5 The table on the next page summarises how this investment is allocated across the highway assets.

Council Investment	Programmes	How are the Projects and Programmes Determined?	Funding Allocations (£000)	
			2022-23	2023-24
Highway Asset Investment (Consisting of Department for Transport – Maintenance Grant £1.546M and Managing and Maintaining Highway £4.529M)	<ul style="list-style-type: none"> • Drainage Improvements • Bridges & Structures • Street Lighting • Road Marking Replacement • Road Repairs • Footway Improvements • Traffic Signals • Minor Works – Pedestrian crossings • Air Quality • Road Safety – (Speed Management Strategy – 20mphs in 23/24) • STEPS Programme • Ward Member highway improvement budget (<i>Ref Highways and Transport Committee Paper & Decision 22.09.22</i>) • EV Charging On Street Funding bid (<i>in 2023/34 allocated from Integrated Transport Block</i>) 	Highway Asset management led approach using established Council asset led scoring matrices to prioritise works.	1,225	601
			1,000	703
			400	409
			100	234
			4,240	2,920
			542	562
			100	229
	100	93		
	270	15		
	270	126		
	65			
		183		
	Council match funding	100	0	
		Sub Total	8,042	6,075
Traffic Signs and Bollards – LED Replacement				225
		Overall Council Investment		6,300

Table 6 Allocation of Additional Council Investment across key highway programmes in 2023/24

6.6.4 Other Funding Sources

6.6.4.1 In addition to the Local Transport Plan block grants received from central government and the Council's own additional investment in the public highway, the Council has secured other funding. Table 7 below identifies over £1.5m of additional investment in Active Travel infrastructure and improvements that the Council has successfully bid for delivery in 2023-24:

Other Capital Funding - Active Travel	Available Funding (£000)	
	2022-23	2023-24
Shared Prosperity Fund UK (Active Travel)	200	700
Active Travel Tranche 2 - Manchester Road, Tytherington		386
Capability and Ambition Fund (Active Travel) - Scheme development for bids		143
Sustrans - Hurdsfield Road / Black Lane Scheme	250	350
Total Investment	450	1,579

Table 7 Other Capital Funding - Investment in Active Travel Infrastructure and Improvements

6.6.5 Notes on funding Tables:

- Sufficient capital funding for the highway network from all sources is essential to provide a safe and well-maintained highway network through long term planned investment. The level of capital funding is not sufficient to maintain steady state and we remain in a situation of managed decline. This has an adverse impact on the revenue funded service as this results in higher number of defects requiring a greater proportion of the available revenue budget to deliver reactive repairs to keep the highway safe, but which score lower in terms of value for money.
- Between 2015-2021 the Government provided a six-year funding commitment for the Local transport Plan block grants which resulted in the annual grants received remaining unchanged throughout. When construction inflation was applied this resulted in a £1.6million cut in funding in real terms. Inflationary pressures on budgets remains a significant challenge post Covid with supply issues and staff shortages driving up material prices and employment costs.
- The latest announcement from the Department for Transport on Government funding for highways in 2022/23 commits to the same funding levels received in 2021/22 for the next three years. This perpetuates the 21% cut in the maintenance funding block grant and makes no provision for inflation which is running at significantly higher levels than between 2015-21.

6.7. Next Steps in Business Planning

- 6.7.1 The process of highway service business planning for 2023-24 began in October 2022 and is now almost complete in readiness for the start of the new financial year in April 2023.
- 6.7.2 In the early stages of this annual business planning process indicative funding, typically based on the revenue and capital allocations available in the current financial year are used. These are replaced by the actual budgets when agreed and published. This year the Council met to agree the MTFS for 2023/24 on 22nd February 2023 and the funding figures included in this report are based on the latest approved MTFS.
- 6.7.3 The funding allocations in this report have been used to complete the business planning process with the Council's contractor, Ringway Jacobs.

7 Consultation and Engagement

- 7.1 The overall highways capital and revenue budgets have been set following the Council's annual budget consultation process. This included a report presented to this committee on 26th January 2023 on the Medium-Term Financial Strategy for 2023/24 – 2026/27. As part of the consultation process the committee was asked to provide feedback on the proposals within the MTFS, as related to the Committee's responsibilities, that can support and advise Full Council in fulfilling its responsibilities to approve a balanced budget for 2023/24.
- 7.2 Corporate Policy committee, at its meeting on 9th February 2023, considered the feedback and made recommendations to the Council (considered at its 22nd February 2023 meeting) on the budget proposals contained in the final Medium Term Financial Strategy for 2023/24 – 2026/27.

8 Implications

8.1 Legal

- 8.1.1 The purpose of the report is to provide an overview of the intended expenditure under various budget lines.
- 8.1.2 Any financial expenditure should be in compliance with the Budget and Policy Framework, and the Finance Procedure rules as set out in the Constitution Chapter 3 part 3 and part 4.8.1.3.

8.2 Finance

- 8.2.1 The financial information in this report reflects the approved MTFS. No financial implications therefore arise from this report. The revenue and capital programmes utilise, and will be managed within, the available budgets provided by the Council and central government for 2023/24.

8.2.2 The recommended allocations proposed are designed to make best use of the available budgets to maintain and invest in the highway and transport network to meet Council objectives.

8.3 **Policy**

8.3.1 National and local policy context is covered in section 5.

8.4 **Equality**

8.4.1 An Equality Impact Assessment is undertaken for the delivery of schemes as part of the process to design and deliver them in line with the Council's current policy and practise and takes account of the needs of all residents and users of the public highway.

8.5 **Human Resources**

8.5.1 There are no Human Resource implications

8.6 **Risk Management**

8.6.1 The revenue and capital programmes should be treated as indicative as they are always subject to change because of unknown events such as extreme weather and flooding that must be responded to and recovered from in year. For example, the 2019 floods resulted in £2.5m of funding being reallocated and many programmes were impacted as a result. Such budget adjustments need to be made immediately however, the work and programme consequences would be reported at the next available committee meeting.

8.6.2 The highway network is the Council's largest asset. As such it represents a very large financial and reputational risk if it is not maintained and operated in line with engineering best practice.

8.6.3 The provision of day-to-day highway service and delivery of highway and transport projects has inherent risks, and these will vary for each scheme. The project team for the schemes deliver it in full compliance with the Construction Design Management (CDM) 2015 Regulations. These seek to address and minimise risk from the early stage of design through to completion of construction on site and subsequent whole life maintenance requirements.

8.6.4 The provision of the highway service and delivery of highway and transport schemes requires good project management which includes the development of a Contract wide and scheme specific risk registers. These are monitored and updated as risks are identified and mitigated to minimise their impact on the safe and efficient delivery of services and schemes. All risks have assigned owners who are responsible for mitigating and managing them.

8.7 **Rural Communities**

8.7.1 The Programmes are designed to provide a consistent level of routine and reactive highway service boroughwide and prioritises capital investment in highway maintenance and transport in line with the asset management strategy and Local Transport Plan for the benefit of all residents.

8.8 **Children and Young People/Cared for Children**

8.8.1 There are no direct implications for children and young people.

8.9 **Public Health**

8.9.1 Providing a safe highway network that promotes active travel is a key aim of the Council. Road safety activities that reduce traffic speed and volume can prevent injuries as well as a wider impact on health by encouraging active travel.

8.9.2 Investment in the highway asset to maintain condition, improve access and invest in active travel and public transport helps encourage healthier lifestyles and support modal shift to more sustainable modes of transport.

8.9.3 There is a strong evidence base to support improved wellbeing, and physical health through increased physical activity via improved access to green open spaces. The annual work programme helps deliver the Council's Local Transport Plan strategy objectives which support the maintenance and improvement of the Public Rights of Way network and facilitate Countryside Access Improvements where appropriate.

8.9.4 Targeted developments in areas with higher levels of deprivation also aim to reduce health inequalities. For example, improved transport networks, and sustainable travel impacts on ability to access employment, education, training, increased social connectivity and reducing social isolation, supporting the wider determinants of health.

8.9.5 The annual highway capital programmes includes funding for works that can help to improve air quality and therefore associated respiratory health improvements.

8.9.6 All the services and works described within this report are delivered through the Council's highway service Contract with integrated service provider Ringway Jacobs. This contract includes several Social Value outcomes which impact on the wider determinants of health and aim to reduce health inequalities.

8.10 **Climate Change**

8.10.1 The highway service is playing its part in working to help deliver the Council's net zero carbon by 2025. Its key contribution to the work of the Council's Carbon group is twofold. The first is through the fleet implementation plan which is working with key services to introduce low carbon vehicles to replace traditional diesel or petrol powered, cars, vans,

and HGVs where practicable. The highway service has introduced small electric vans and consideration is being given to this for other vehicles within the fleet. To support this move, electric charging points have been installed in the highway depots and the Council is currently out to tender for the delivery of 15 EV charge in points in car parks and on highway in 2023. Where diesel/petrol vehicles are still necessary those operated are to the latest environmental standards. The second is the investment into converting all lit highway signs and bollards to low (LED) or no energy (solar) power. The two-year programme is underway and due for completion in March 2023 with some further work on additional assets in 2023-24.

- 8.10.2 Low carbon considerations are a high priority when planning programmes of work to maintain/improve highway assets. Where possible, materials and products with lower carbon footprint are selected, electric plant and equipment used, and recycling maximised on each site. Collaboration across teams and other services is part of the planning to make best use of a site and resources.
- 8.10.3 Good management of works on the highway through the Council’s permit system also plays a key role as it coordinates the requirements of developers, utilities, and the Council’s highway service for works on the highway. This reduces the impact to traffic travelling on the highway, as it keeps congestion down and minimises associated pollution.
- 8.10.4 Road safety enhancements help reduce the number of road traffic collisions and minimise disruption and congestion on the highway associated with such events. Road safety improvements can also encourage drivers to travel at lower and more appropriate speeds for the roads and conditions which can contribute to a reduction in vehicle emissions.

Access to Information	
Contact Officer:	Mike Barnett - Head of Highways Mike.barnett@cheshireeast.gov.uk
Appendices:	None
Background Papers:	None