

Highways and Transport Committee

Agenda

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| Date: | Thursday, 26th January, 2023 |
| Time: | 10.30 am |
| Venue: | The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA |

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and in the report.

It should be noted that Part 1 items of Cheshire East Council decision-making meetings are audio recorded and the recordings are uploaded to the Council's website.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. Apologies for Absence

To note any apologies for absence from Members.

2. Declarations of Interest

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

3. Minutes of Previous Meeting (Pages 3 - 8)

To approve as a correct record the minutes of the previous meeting held on 24 November 2022.

4. Public Speaking/Open Session

In accordance with paragraph 2.24 of the Council's Committee Procedure Rules and Appendix on Public Speaking, set out in the [Constitution](#), a total period of 15 minutes is allocated for members of the public to put questions to the committee on any matter relating to this agenda. Each member of the public will be allowed up to two minutes each to speak, and the Chair will have discretion to vary this where they consider it appropriate.

Members of the public wishing to speak are required to provide notice of this at least three clear working days' in advance of the meeting.

Contact: Nikki Bishop
Tel: 01270 686462
E-Mail: nikki.bishop@cheshireeast.gov.uk

5. **Notice of Motion: Criteria for the Installation of Zebra Crossings and Light Controlled Crossings** (Pages 9 - 14)

To consider a report in response to a Notice of Motion proposed at Council in October 2022 seeking a review of the criteria for the installation of zebra crossings and light controlled crossings

6. **Notice of Motion: Safe Night-Time Travel for Workers** (Pages 15 - 24)

To consider a report which responds to a Notice to Motion to Council in October 2022 which proposed a number of actions aimed to improve late-night public transport for workers.

7. **Highway Asset Management Policy, Plan and Strategies** (Pages 25 - 124)

To consider a report on Highway Asset Management Policy, Plan and Strategies.

8. **The Congleton Greenway - River Dane Bridge and Multi-user path** (Pages 125 - 136)

To consider a report which provides an update on the delivery of a new pedestrian and cycle bridge crossing over the River Dane.

9. **It's Not Just Water - Officer Recommendations** (Pages 137 - 150)

To consider a report which provides a response to the report of the former Environment and Regeneration Overview and Scrutiny Committee's Working Group – "It's Not Just Water".

10. **Highways and Infrastructure: Mid-Year Performance Review** (Pages 151 - 176)

To consider a report which provides an update on performance across the Infrastructure and Highways services for the first half of 2022-23.

11. **Medium-Term Financial Strategy 2023-27 Consultation** (Pages 177 - 196)

To receive and respond to the Medium Term Financial Strategy 2023-27.

12. **Work Programme** (Pages 197 - 200)

To consider the Work Programme and determine any required amendments.

13. **Minutes of Sub-Committees** (Pages 201 - 210)

To receive the minutes of the meeting of the Public Rights of Way Sub-Committee held on 5 December 2022.

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Thursday, 24th November, 2022 in the The Capesthorne Room -
Town Hall, Macclesfield SK10 1EA

PRESENT

Councillor C Browne (Chair)
Councillor L Crane (Vice-Chair)

Councillors S Akers Smith, M Benson, L Braithwaite, H Faddes, A Gage,
L Gilbert, C Naismith, M Sewart, S Holland and I Macfarlane

OFFICERS IN ATTENDANCE

Tom Moody, Director of Highways and Infrastructure
Chris Hindle, Head of Infrastructure
Richard Hibbert, Head of Strategic Transport and Parking
Hayley Kirkham, HS2 Programme Director
Mandy Withington, Principal Lawyer
Samantha Oakden, Principal Accountant
Josie Lloyd, Democratic Services

30 APOLOGIES FOR ABSENCE

The Chair referred to the recent sad death of Councillor Barry Burkhill who was a member of this committee. There was a minute's silent reflection in tribute.

Councillor Iain MacFarlane was present by way of substitute. Apologies were received from Councillor Don Stockton and Councillor Sally Holland attended as a substitute.

31 DECLARATIONS OF INTEREST

There were no declarations of interest.

32 MINUTES OF PREVIOUS MEETING**RESOLVED:**

That the minutes of the meeting held on 22 September 2022 be approved as a correct record.

33 PUBLIC SPEAKING/OPEN SESSION

Mr Malcolm Crowther referred to pollution from vehicles, the high volume of traffic and engine idling on Ullswater Road, Congleton adjacent to

Quinta School and asked what proposals the committee had for improving the health and safety of children and local residents in this area.

Richard Hibbert, Head of Strategic Transport and Parking, advised that the Council has a Civil Enforcement Service for parking management and, in light of Mr Crowther's comments, he would ensure an enforcement presence at this location to assess the severity of the problem. It was noted that having a presence of uniformed officers was often sufficient to discourage engine idling so that would be the first step but regulatory measures could be looked into if required.

34 ENGINE IDLING - OPTIONS REPORT

The committee considered the report which reviewed options that could be implemented to help reduce instances of engine idling, including whether legislation should be adopted.

A motion was moved and seconded which sought agreement to write to government with respect to fixed penalty notices and the level of fine applicable. This was unanimously carried.

An additional amendment was moved and seconded which sought to adopt the legislative powers. This was carried by majority.

RESOLVED (by majority):

3.1.1. Continue internal and external promotional / educational public information campaigns in accordance with the findings of the Feasibility Study (Appendix A).

3.1.2. Adopt additional legislative powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

3.1.3. Write to government with respect to fixed penalty notices and the level of fine applicable

35 BUS SUPPORT CRITERIA

The committee received the report which outlined the proposed approach to reviewing the Council's bus support criteria, providing an up-to-date framework to guide future expenditure on those local bus services that are financially supported by the Council.

RESOLVED (unanimously):

That the Highways and Transport Committee:

1. Approve the approach to updating the Council's local bus support criteria.

2. Agree the need to introduce additional criteria on decarbonisation, deprivation and patronage recovery post Covid, as proposed in the report, as a basis for consultation.
3. Approve the proposal to carry out a period of public consultation and stakeholder engagement on the bus support criteria in line with section 7.

36 HS2 PROGRAMME UPDATE

The committee received the report which provided an update on the HS2 programme. The report included a copy of the Council's petitions against the HS2 Phase 2b hybrid bill and the first additional provision to the Bill, as well as outlining the steps the Council is taking to prepare for the Select Committee hearings and seeking approval of the Council's approach to implementing the HS2 Phase 2a (Crewe – Manchester) Act Road Safety Fund including engagement with ward members and the affected communities.

The committee thanked the officers involved for the detailed report and their work on the programme.

RESOLVED (unanimously):

That the Highways and Transport Committee:

1. Note that the Council petitioned against the High Speed Rail Phase 2b (Crewe – Manchester) Bill (Hybrid Bill).
2. Note that the Council petitioned against the High Speed Rail Phase 2b (Crewe – Manchester) Additional Provision 1 (AP1).
3. Note that the proposals and mitigations outlined in the Hybrid Bill and AP1 do not meet the standards and requirements that underpin the Council's supportive position on HS2, these being:
 - 3.1 An enhanced Crewe hub station that can serve 5/7 HS2 trains per hour, in each direction, with direct HS2 services to London, Manchester and Birmingham; and
 - 3.2 Appropriate and adequate mitigation and compensation against the negative impacts of the scheme on communities, the Borough's landscape, environment and ecology and against the disruption caused during construction on the local transport network and to residents.
4. Note the steps the Council is taking to prepare evidence for the future Select Committee hearings.

5. Note that the prioritisation of petitioning points, and preparation for Select Committee hearings, will be undertaken in collaboration with the Petitioning Member Reference Group.
6. Authorise the Executive Director of Place to seek a recommendation from Full Council to review the Council's underlying position on HS2 should the appropriate requirements in 3.1.3.1 and 3.1.3.2 not be secured through sufficiently binding Government commitments, or as undertakings in the Hybrid Bill Parliamentary Process.
7. Accept the total £724k funding allocation to the Council from the HS2 Phase 2a Road Safety Fund and approve the proposed funding split and approach to prioritising schemes, as contained at paragraph 6.14, including the engagement with local ward members, for the development of a programme of road safety improvements.
8. Note that the injunction, granted to HS2 Ltd, imposed by the High Court to allow HS2 Ltd to restrain unlawful trespass on and obstruction of access to land which HS2 holds on the route of the HS2 Scheme will cover the Phase 2a route within Cheshire East.

37 FINANCIAL REVIEW 2022/23

The committee received the Financial Review report for 2022 – 2023.

RESOLVED (unanimously):

That the Highways and Transport Committee:

1. Notes the report of the Finance Sub-Committee, specifically the recommendations of that committee:
 - 1.1 Finance Sub-Committee recommend Service Committees to:
 - 1.1.1 note the financial update and forecast outturn relevant to their terms of reference.
 - 1.1.2 note that officers will seek to improve the financial outturn across all Committees to mitigate the overall forecast overspend of the Council.
2. Notes Appendix 7 and the following sections specific to this Committee:
 - Changes to Revenue budget 2022/23
 - Action Plan 2022/23
 - Corporate Grants Register
 - Debt Management
 - Capital Strategy
 - Reserve Strategy

38 WORK PROGRAMME

It was noted that, since the agenda was published, an item had been added to the work programme for January in relation to the Mid-Year Review of Performance.

RESOLVED:

That the work programme be noted.

The meeting commenced at 10:30 and concluded at 11:38

Councillor C Browne (Chair)

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Working for a brighter future together

Highways and Transport Committee

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| Date of Meeting: | 26 January 2023 |
| Report Title: | Notice of Motion Criteria for the Installation of Zebra Crossings and Light Controlled Crossings |
| Report of: | Tom Moody, Director of Highways & Infrastructure |
| Report Reference No: | HT/77/22-23 |
| Ward(s) Affected: | All |

1. Purpose of Report

- 1.1. This report responds to the Notice of Motion proposed at Council in October 2022 seeking that 'a report be prepared for the relevant Committee which will enable the Council to review the criteria for traffic light timings and to review the criteria for the installation of zebra crossings and light controlled crossings with the ambition to installing more each year'.
- 1.2. This report outlines actions required to address the issues raised by the Notice of Motion.

2. Executive Summary

- 2.1. This paper proposes the review of the Council's current Pedestrian Crossing Policy, with an exercise undertaken to engage with identified stakeholders to develop an approach to the provision of controlled and uncontrolled pedestrian crossing facilities that considers pent-up pedestrian demand.
- 2.2. The setting of traffic signal timings is largely covered by the Traffic Signs Manual - Chapter 6 – Traffic Control (2019) and any future amendments will need to be aligned with this document.
- 2.3. The recommendations in this report align with the Council's Corporate Plan. They support the objective of being an open and transparent council as well as supporting sustainability initiatives within our communities which promote a local response to the climate challenge.

3. Recommendations

- 3.1.** The Highways and Transport Committee is recommended to endorse the proposed response to the Notice of Motion, with a review undertaken to the Council's approach to:
- 1) Traffic signal timings.
 - 2) The criteria for the installation of zebra crossings and light controlled crossings.
- 3.2.** Which results in an update of the existing Policy.

4. Reasons for Recommendations

- 4.1.** In May 2019, the Council made a commitment to be carbon neutral by 2025 and in January 2022, made a further pledge to make Cheshire East a carbon neutral borough by 2045. The promotion of active travel, through the provision of facilities such as pedestrian crossings that encourage active travel are key to this.
- 4.2.** The Notice of Motion supports the Corporate Plan 2021 – 25 Objective of being Green together with the Priority of being a 'A Thriving and Sustainable Place - A transport network that is safe and promotes active travel'.

5. Other Options Considered

- 5.1.** No other options were considered. In the interests of being open and transparent, the response to this Notice of Motion to Council will be considered by the relevant service Committee in accordance with the Council's Constitution.

6. Background

Criteria for Selecting a Controlled Crossing

- 6.1.** The **current** 'Criteria for Selecting a Controlled Crossing' is based around the existing Pedestrian Crossing Policy that was approved by the Cabinet Member for Environmental Services in December 2011.
- 6.2.** This policy is based around advice in the Local Transport Note 1/95: The Assessment of Pedestrian Crossings (withdrawn December 2019) and uses the PV² method as to the degree of conflict between vehicles and pedestrians.

- 6.3. Currently, following an initial request, sites are assessed through a manual count to calculate the site specific PV². For sites with low values then they will not normally be considered for any further consideration and not taken forward.
- 6.4. Other factors including feasibility of construction, local representations, local interest groups and relative priority with other sites are considered at this initial stage. However, the PV² calculation is the overriding factor. This approach is considered to be a somewhat quantitative only taking into account existing site demand.
- 6.5. It is **proposed** to develop a new approach to the 'Criteria for Selecting a Controlled Crossing' that in addition to the PV² calculation it also includes a formalised qualitative assessment and informal consultation with the ward member and relevant town and parish council. This proposed approach will also enable a greater consideration given to trip generators such as shop locations, schools and other community facilities.
- 6.6. The aim of this new approach is to identify suppressed demand for crossings and to factor in local support for the proposals. It is considered that this information will help give wider consideration at an earlier stage in the assessment, determination to the type of crossing and help establish relative priority with other sites.
- 6.7. The Traffic Signs Manual – Chapter 6 – Traffic Control (2019) supersedes the previous advice given in documents such as Local Transport Note 1/95 and promotes a more qualitative approach to assessing potential controlled pedestrian crossing points.
- Traffic Signal Timings
- 6.8. In the past, nationally, the approach to traffic signal design has tended to prioritise vehicular movement over that of pedestrians. With the advent of design documents such as Manual for Streets and Manual for Streets 2 focus has shifted to considering the wider street scape and the types of users in an area.
- 6.9. The setting of traffic signal timings is intrinsically linked to traffic conditions and pedestrian movements, as such timings are outlined in the Traffic Signal Manual - Chapter 6 – Traffic Control (2019). Any future amendments to traffic signal timing in the Borough must be linked to this.

7. Consultation and Engagement

- 7.1.1. As part of the new approach, it is proposed to undertake a consultation with relevant stakeholders to help identify the factors that should be considered when developing a new approach to the identification of controlled pedestrian crossing facilities.
- 7.1.2. Work will be undertaken with the Council's Research and Consultation Team to identify the appropriate stakeholders who should be consulted as part of this process.

8. Implications

8.1. Legal

- 8.1.1.** The contents of this report and the recommendation to propose a review of the Council's Current Pedestrian Crossing Policy have been considered and are supportable based on the information provided.

8.2. Finance

- 8.2.1.** The provision of controlled pedestrian crossing points places a burden on both the Council's capital budget (construction costs) and revenue budget (maintenance and running costs). As such and new facilities will see increased strain on both these budgets.
- 8.2.2.** Wherever possible other funding streams including Section 106, ward members budgets, active travel and opportunity to work with Town and Parish Councils to joint fund will be considered alongside the traditional allocation from the Integrated Transport Block.
- 8.2.3.** The review is focussed on the criteria used for determination to the type of crossing and prioritisation. Decisions around installations will form part of the annual business planning process and considered only when Capital funding is affordable and against other priorities in the Highways business plan to also ensure the Annual Revenue Budget is not exceeded.

8.3. Policy

- 8.3.1.** In 2011 the Council approved a Pedestrian Crossing Policy, this policy references practices that are now considered to be out of date. The proposals in this response to the Notice of Motion will see the Pedestrian Crossing Policy updated.

8.4. Equality

- 8.4.1.** There are no equality implications as a result of this response to the Notice of Motion.
- 8.4.2.** Equality impact assessments will be prepared for any proposed Policy amendment

8.5. Human Resources

- 8.5.1.** There are no Human resource implications arising as a result of this Notice of Motion.

8.6. Risk Management

- 8.6.1.** There are no risk management implications arising as a result of this Notice of Motion.

8.7. Rural Communities

- 8.7.1.** There are no specific rural communities' implications as a result of this Notice of Motion.

8.8. Children and Young People/Cared for Children

- 8.8.1.** The introduction of controlled pedestrian crossings can have positive impacts for Children and Young People/Cared for Children within the borough. Appropriately placed controlled pedestrian crossing can have positive impacts on children's health and well-being by encouraging greater levels of active travel. There is evidence that increasing active travel can have positive impacts on students participation with learning and readiness-to-learn.

8.9. Public Health

- 8.9.1.** The introduction of controlled pedestrian crossings can have positive impacts on public health within the borough. The introduction of controlled pedestrian crossings in appropriate locations can have positive impacts on levels of air quality, noise, road accident casualties and health/wellbeing.

8.10. Climate Change

- 8.10.1.** Committee will note that the provision of controlled pedestrian crossings within Cheshire East can make a positive contribution to more active and sustainable journeys, reducing congestion, improving road safety, improving air quality and reducing carbon emissions from motorised vehicles.

| Access to Information | |
|------------------------------|--|
| Contact Officer: | Mike Barnett Head of Highways michael.barnett@cheshireeast.gov.uk |
| Appendices: | None |
| Background Papers: | Pedestrian Crossing Policy - Report to Cabinet Member for Environmental Services 5th December 2011 |

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Working for a brighter future together

Highways and Transport Committee

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| Date of Meeting: | 26 January 2023 |
| Report Title: | Notice of Motion 'Safe Night-time travel for workers' |
| Report of: | Tom Moody, Director of Highways & Infrastructure |
| Report Reference No: | HT/70/22-23 |
| Ward(s) Affected: | All |

1. Purpose of Report

- 1.1. This report responds to the Notice to Motion at Council which proposed a number of actions aimed to improve late-night public transport for workers, that would lead to improved personal safety and security, provide enhanced access and opportunity for work in the night-time economy and, in so doing make contributions to the economy and environmental sustainability of Cheshire East.
- 1.2. This report considers those actions relating passenger transport raised by the Notice to Motion to Council in October 2022, where Council resolved that the matter be referred to the relevant Service Committee. It should be noted that the Motion included a number of matters relating to the licensing of both premises and vehicles (taxis). These parts of the Motion are to be considered by the Council's Environment and Communities Committee in February 2023.

2. Executive Summary

- 2.1. The Notice of Motion to Council on Safe Night-time Travel for Workers included the following proposals in relation to passenger transport:
 - 2.1.1. Publicly call for improvement to late night and off-peak transport service provision and use the Government's Safety of Women at Night Fund to provide extra night services, as well as work with employers to use the fund for supplementary taxi travel.

- 2.1.2. Publicly call for the lowering of fares and opposition to any cuts to public transport funding and for our local council to use their powers and political platforms to achieve this.
- 2.1.3. Publicly call for the municipal ownership of buses in order to lower prices and improve service provision, especially for night-time and off-peak services and endeavour to work with Greater Manchester Combined Authority as they move forward with bus franchising using powers under the Bus Services Act 2017
- 2.2. This paper summarises the main responses to the issues of night-time public transport provision in the borough and the opportunities available to the Council to further enhance the local public transport network.
- 2.3. The recommendations in this report align with the Council's Corporate Plan. They support the objective of being an open and transparent council as well as supporting sustainable transport initiatives which contribute to a local response to the climate challenge whilst supporting those residents that rely on local public transport provision for travel-to-work.

3. Recommendations

- 3.1. Highways and Transport Committee is recommended to endorse the proposed response to the Notice of Motion, which will be made available on the Council's Highways & Transport webpages.
- 3.2. Committee is recommended to agree that:
 - 3.2.1. the Council continues to engage with local bus operators through its Enhanced Partnership arrangements acknowledging that any consideration of improved evening and late-night services on the local bus network would be dependent on central government funding, such as the Government's Safety of Women at Night Fund, being made available to provide financial support.
 - 3.2.2. the Council continues to engage with the Greater Manchester Combined Authority to ensure their plans for bus franchising protect cross boundary bus services.
 - 3.2.3. there is no compelling case for a move to municipal ownership of buses in Cheshire East at this time.

4. Reasons for Recommendations

- 4.1. The recommendations relate to the key parts of the Motion at Council on 'Safe Night-time travel for workers', in October 2022.

- 4.2. The recommendations take into account the structure and legal mechanisms relating to local buses and passenger transport affecting the Council's role as Passenger Transport Authority.
- 4.3. The recommendations take into account national and regional policy initiatives that are expected to influence local bus provision in Cheshire East.

5. Other Options Considered

- 5.1. No other options were considered. In the interests of being open and transparent, the response to this Notice of Motion to Council will be considered by the relevant service Committee in accordance with the Council's Constitution.

6. Background

- 6.1. Shift work is widespread in many industries, particularly hospitality, as well as health and care workers, retail, cleaning, security and porter staff and can often entail late-night working. Many of these job roles are essential to maintaining key services relied upon by communities, including health care, schools as well as commercial and leisure facilities in the night-time economy.
- 6.2. Many workers, especially women, state that they are increasingly worried about their safety travelling to and from work at night. These concerns may inhibit participation on work within the night-time economy in ways that contribute to loss of household incomes. At the same time, employers with night-time businesses may find it difficult to attract workers, constraining economic activity in the sector.
- 6.3. The public transport network throughout Cheshire East currently provides only limited levels of service to support the night-time economy. This is largely in response to the low level of demand for late night travel, which makes commercial operation of services unviable. As examples, the latest scheduled bus service from Crewe bus station leaves at 23.35 hours. The last service departs Macclesfield bus station at 23.35 hours also. There are no all-night services – night buses - operating in Cheshire East
- 6.4. Presently, 15 local bus routes are operated on a commercial basis in Cheshire East. The Council provides revenue support (subsidy) to 14 local bus contracts, deploying circa £2.2million annually. This financial support provides services that would not be provided commercially. The Council's revenue support for local buses secures the following:
 - 6.4.1. Whole routes serving parts of the Borough without any other bus services, especially the more rural areas.

- 6.4.2.** Specific journeys on routes that are otherwise commercial, including evening or weekend journeys.
- 6.5.** Local authorities in the UK have powers under the Transport Act 1985 to provide support to enhance the local bus network, in instances where a service cannot be provided on a commercial basis. However, this is a non-statutory provision, meaning that a Council is able to determine the need and ability to provide subsidy locally, on a case-by-case basis.
- 6.6.** Cheshire East Council published its first Bus Service Improvement Plan (BSIP) in October 2022, in accordance with Government's National Bus Strategy – "*Bus Back Better*" – (March 2021). This plan covers a five-year period up to 2026/27. Like many rural local authorities, Cheshire East received no Government funding for its BSIP, which severely constrains the level of investment in the local bus network. Our BSIP called for improvements to services, including off-peak and night-time transport services over coming years.
- 6.7.** The Council has entered into an Enhanced Partnership with local bus operators, where we can work collaboratively to improve the offer to passengers. By working with operators, we can explore the viability of a range of service changes, including options to use the Government's Safety of Women at Night Fund to provide extra night services.
- 6.8.** Government has announced a national £2 fare cap will be trialled during the period January to March 2023. This initiative is intended to promote further recovery in bus patronage following the pandemic, demonstrating the impact of reducing fares on local bus ridership. Arrangements for the Fare Cap are being negotiated directly between bus operators and the Department for Transport.
- 6.9.** There is no history of municipal ownership of bus companies in Cheshire East, in fact there is a very limited number of municipally-owned bus companies nationwide. Typically, those currently operating are legacy companies that pre-date the period of privatisation from the mid 1980's. Establishing a new municipal operator would be largely without precedent and would face a number of stringent tests to ensure it did not undermine the commercial bus sector.
- 6.10.** In Cheshire East, before privatisation and de-regulation in the mid 1980's, the predominant operator was Crosville, a part of the former National Bus Company. Following privatisation, a number of private operators have worked in the borough; both small and medium-sized independents plus a number of the "big 4" nationals. No detailed evaluation of a move to municipal ownership of buses in the borough has been completed. There is no evidence that municipal ownership would yield lower prices for the customer or costs to the Council; noting that the cost base for municipally-owned companies is generally comparable to that for commercial companies.

- 6.11.** The Greater Manchester Combined Authority (GMCA) is moving forward with provisions for bus franchising using powers under the Bus Services Act 2017. Recourse to bus franchising is limited to Mayoral Combined Authorities, with other local authorities using Enhanced Partnership working arrangements to improve local services. GMCA are obliged to engage with all neighbouring authorities and they have been doing so throughout the development of their franchise plans. This is particularly important to ensure continuity of cross-boundary services linking Cheshire East and Greater Manchester.

7. Consultation and Engagement

- 7.1.** Following a committee resolution on 24th November, the Council is to consult on changes to its Criteria for Supporting Local Bus Services in January 2023. This consultation is an opportunity for all stakeholders to make representations on how the Council should prioritise its funding for local bus subsidies, including night-time bus services.
- 7.2.** Consultation will be carried out with local bus operators and key stakeholders as part of the Cheshire East Enhanced Quality Partnership for buses. Statutory consultees including local bus operators, Traffic Commissioner, Transport Focus, neighbouring councils and local public transport user groups.

8. Implications

8.1. Legal

- 8.1.1.** The Council operates an Enhanced Partnership arrangement with bus operators and decision making on bus services and timetabling need to be taken in accordance with the Enhanced Partnership Scheme and Plan framework.
- 8.1.2.** The Government's Safety of Women at Night Fund is a fund set up by central Government to fund initiatives focused on preventing violence against women and girls in public spaces at night, including on related routes homes. An application to access the funds is required and any proposals would need to demonstrate how they would meet the criteria.

8.2. Finance

- 8.2.1.** The committee report recommends the use of the Government's Safety of Women at Night Fund to support additional night services / supplementary taxi travel. Therefore, there are no financial implications for Council funding in this particular instance.

8.3. Policy

- 8.3.1.** There are no policy implications as a result of this response to the Notice of Motion, as local bus support may be implemented under existing policies and programmes adopted by the Council.

8.4. Equality

- 8.4.1.** The equality implications arising as a result of this response to the Notice of Motion relate principally to the role of local bus services in providing transport opportunities, particularly to jobs requiring work at night-times.

- 8.4.2.** There is evidence that a high proportion of workers relying on these bus services are women, are from ethnic minority groups and are from lower income households. Therefore, any improvement to local bus services is likely to reduce disadvantage experienced by these groups compared to the wider population.

8.5. Human Resources

- 8.5.1.** There are no Human resource implications arising as a result of this Notice of Motion.

8.6. Risk Management

- 8.6.1.** There are no specific risk management implications arising as a result of the response to this Notice of Motion.

- 8.6.2.** Should improvements to night-time public transport be achieved, there is a likelihood the personal risks associated with travel during nights and evenings will be reduced, especially for women, ethnic minorities and other vulnerable persons.

8.7. Rural Communities

- 8.7.1.** There are no specific rural communities' implications as a result of this Notice of Motion. The proposed approach would apply to all local bus service within the borough, although it should be acknowledged that there are particular challenges to making rural bus services more commercially viable.

8.8. Children and Young People/Cared for Children

- 8.8.1.** The introduction of improved local bus services can have positive impacts for Children and Young People/Cared for Children within the borough. Whilst late-night services may not be used directly by large numbers of children, they can have positive impacts on children's health and well-being by enabling parents/carers to participate in the workforce therefore increasing household incomes.

8.9. Public Health

- 8.9.1.** The introduction of night-time bus services can have positive impacts on public health within the borough. Increased provision of public transport can have positive impacts on levels of air quality, noise, road accident

casualties and health/wellbeing, as well as reduced dependency on private cars.

8.10. Climate Change

- 8.10.1. Committee will note that additional local bus services can make a positive contribution to more sustainable journeys to work and for leisure purposes, reducing congestion, improving personal safety, improving air quality and reducing carbon emissions from motorised vehicles.

| Access to Information | |
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| Contact Officer: | Richard Hibbert, Head of Strategic Transport and Parking Richard.hibbert@cheshireeast.gov.uk |
| Appendices: | A) Notice of Motion to Council - 19 th October 2022, “ Safe night-time travel for workers ” – Proposed by Cllr Laura Smith, Seconded by Cllr Sally Hanley |
| Background Papers: | Cheshire East Bus Service Improvement Plan https://www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf Enhanced Partnership for Buses Transport Strategies (cheshireeast.gov.uk) |

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Notice of Motion to Council (October 2022) - Cllr Laura Smith

This Council notes that;

- Shift work is widespread in many industries, particularly hospitality, as well as health and care workers, retail , cleaning, security and porter staff and can often entail late-night working;
- Many workers, especially women, are increasingly worried about their safety travelling to and from work at night

This Council believes that;

- While employers may feel their duty of care to staff ends when an employee finishes a shift, they also need to take into consideration journeys home, especially during unsocial hours;
- The weakness of enforcement of the law against sexual assault, including up-skirting, on public transport is appalling and only 2% of victims go on to report sexual harassment on public transport;
- The Get Me Home Safely campaign, which calls on employers to take all reasonable steps to ensure workers are able to get home safely from work at night, is greatly needed and should be supported;
- Greater numbers of trained staff and stronger enforcement of the law against sexual assault and harassment on public transport are urgently needed;

This Council will;

- Use its powers - as others such as East Dunbartonshire Council - and adopt a policy that our licensing board will ensure the process for approving late night licences will be linked to the provision of free transport home.
- Calls on Cheshire East Council to use its powers - as others have done – to allow our licensing board include additional criteria when considering late opening applications from licensed premises dependent on venues providing free transport home for night shift employees. This will significantly benefit the safety and wellbeing of hospitality workers, particularly women, who often cannot afford, or access, safe transport options late at night and benefit our community.
- Publicly call for improvement to late night and off-peak transport service provision, and use the Government's Safety of Women at Night Fund to provide extra night services, as well as work with employers to use the fund for supplementary taxi travel.
- Publicly call for the lowering of fares and opposition to any cuts to public transport funding and for our local council to use their powers and political platforms to achieve this.
- Publicly call for the municipal ownership of buses in order to lower prices and improve service provision, especially for night-time and off-peak services and endeavour to work with Greater Manchester Combined Authority as they move forward with bus franchising using powers under the Bus services Act 2017
- Make representation to appropriate regional and national levels of governance to bring forward national minimum standards for taxis and private hire as per the

recommendations of the Task and Finishing group and in support of this motion and it demands on behalf of our local community.



Working for a brighter future together

Highways and Transport Committee

| | |
|-----------------------------|--|
| Date of Meeting: | 26 January 2023 |
| Report Title: | Highway Asset Management Policy, Plan and Strategies |
| Report of: | Tom Moody, Director of Highways and Infrastructure |
| Report Reference No: | HT/62/22-23 |
| Ward(s) Affected: | All |

1. Purpose of Report

- 1.1.** The purpose of this report is to bring forward the following new and updated documents for adoption into formal Council practice:

Updated - The Cheshire East Speed Highway Asset Management Policy (Appendix 1)

Updated -The Cheshire East Highway Asset Management Strategy (Appendix 2)

New - The Cheshire East Highway Infrastructure Asset Management Plan (Appendix 3)

Updated - The Cheshire East Resilient Highway Network Plan (Appendix 4)

Updated – The Highway Safety Inspection Code of Practice (Appendix 5)

- 1.2.** The implementation of these strategies and plans will enable the further application of high-quality asset management principles and the promotion of safety in the stewardship of the Borough's highway network.

2. Executive Summary

- 2.1. The strategies and plans presented in this report are intended to contribute to the Council's core policy outcomes by being:

Open – Updating the policy, strategy, plan and code of practice documents along with introducing the Highway Infrastructure Asset Management Plan shows a clear vision for the management of the highway asset.

Fair – The application of asset management principles ensures that risks to highway users are reduced and that budgets are spent in a way that delivers the best outcomes for all highway users.

Green – Ensuring that our approach to asset management contributes fully to the wider ambitions of the Council to promote sustainability and carbon reduction.

3. Recommendations

- 3.1. That the Highways and Transport Committee resolve that the updated Highway Asset Management Policy 2023 is adopted as policy and subsequently implemented operationally.
- 3.2. That the Highways and Transport Committee resolve that the updated Highway Asset Management Strategy 2023 is adopted as policy and subsequently implemented operationally.
- 3.3. That the Highways and Transport Committee resolve that the new Highway Infrastructure Asset Management Plan 2023 is adopted as policy and subsequently implemented operationally.
- 3.4. That the Highways and Transport Committee resolve that the updated Cheshire East Resilient Highway Network Plan 2023 is adopted as policy and subsequently implemented operationally.
- 3.5. That the Highways and Transport Committee resolve that the updated Highway Safety Inspection Code of Practice is adopted as policy and subsequently implemented operationally.
- 3.6. Authority is delegated to the Director of Highways and Infrastructure to make technical amendments to the Highway Asset Management Policy, the Highway Asset Management Strategy, Highway Infrastructure Asset Management Plan, Resilient Highway Network Plan and the Highway Safety Inspection Code of Practice as required and to update the Highways and Transport Committee on any significant changes at a future meeting.
- 3.7. Authority is delegated to the Head of Highways to make and approve amendments to the Asset life cycle plans and life cycle plan summaries.

4. Reasons for Recommendations

- 4.1.** The adoption of these documents aligns with the Cheshire East Corporate Plan 2021-2025 aim of being 'A thriving and sustainable place' under the priorities of:
- 'A transport network that is safe and promotes active travel'.
 - 'Reduce impact on the environment'.
 - 'Be a carbon neutral council by 2025'.
- 4.2.** Maintaining the highway network in accordance with asset management principles ensures that the available funding is spent in the most efficient manner to achieve the best possible network condition with the funding available. The application of asset management principles also ensures that risks on the network are known, monitored and reduced to a minimum within the available budgets.
- 4.3.** Current DfT funding through the 'Local Highways Maintenance Incentive Fund' is awarded to the Council based on our ability to demonstrate that our management and custodianship of the local highway network in Cheshire East is in accordance with Asset Management Principles. Not operating to these principles would risk C.£1.45m of funding.

5. Other Options Considered

- 5.1.** The Council could choose not to manage the highway network in accordance with asset management principles, undertaking a worst first approach; however, this would see the overall condition of the highway network deteriorate and risks on the network unmitigated. Furthermore, in terms of the Highway Safety Inspection Code of Practice, it is unlikely that the Council would address its statutory duties under the Highways Act 1980.
- 5.2.** Not managing the highway network in accordance with asset management principles would see a reduction in funding from the Department for Transport (DfT).

6. Background

- 6.1.** A well-managed highway network is key in enabling the Council to deliver its corporate priorities, a reliable highway network helps to connect communities, enable business prosperity and facilitate a lower carbon Borough.
- 6.2.** The Highway Network is the largest most visible publicly owned asset in Cheshire East. Consisting of numerous assets including over:
- 2,700km of carriageways with supporting drainage assets

- 2,000km of footways
- 1,700 structures
- 40,000 streetlights

- 6.3.** This complex asset is valued at C.£6 billion and requires an annual investment of C.£27.4m to maintain the asset in a steady state; carriageways alone are valued at over £3.3B.
- 6.4.** Asset management principles are key in providing timely preventative maintenance which extends asset life spans, reduces overall cost to the public purse and reduces the carbon footprint of maintaining the asset. As an example, the timely application of preventive maintenance treatments offers a 7 fold reduction in costs over full carriageway construction and drastically reduces the number of potholes.
- 6.5.** Nationally a challenge existing for local authorities, given the pressures on budgets both locally and from central government, the timely application of preventative maintenance across all highway assets cannot be achieved and therefore the asset management documents are key in managing the risk to the Council that this presents.
- 6.6.** For the financial year 2022/23 the Council chose to invest £10.986m revenue and £22.793m capital funding. The capital funding comprises £15.551m of Government funding and £7.242m of additional Council investment. The Government funding is via the DfT Local transport Plan block grants, Pothole Fund and Traffic Signal Maintenance awards and the Council investment is part of the Council's commitment to an additional investment of £19m of its own money over the next 3 years to help improved the network's condition across the Borough.
- 6.7.** The management of the highway network is a key challenge for the Council, it is an area of high public expectation which is coupled to an aging asset and limited funding.
- 6.8.** The aging nature of the highway network also presents further challenges when considering resilience. Climate change is already having an adverse impact upon the highway network and communities in the Borough, this was demonstrated in 2019 with the extreme flooding experienced in Poynton.
- 6.9.** Each year the highway network grows typically by 7 km due to both Council and developer-led schemes as part of new developments that can industrial, residential or mixed used. The developer-led schemes alone will add an additional 9,000 house to the Borough over the next 5 years. In addition, the Council's own infrastructure programme which delivered schemes such as Congleton Bypass and under construction Poynton Relief Road and North-West Crewe will add further assets to the highway network. Growth is also expected as HS2 is constructed through the Borough. This network growth adds a further burden on the Council's finances.

- 6.10. The issues of limited funding, high public expectation, an aging asset and climate change highlight the need for an asset management approach to the highway network in order to ensure that the available funding best mitigates the risks that are present.
- 6.11. Figure 1 below shows the how the documents included in this report fit into the corporate document structure.

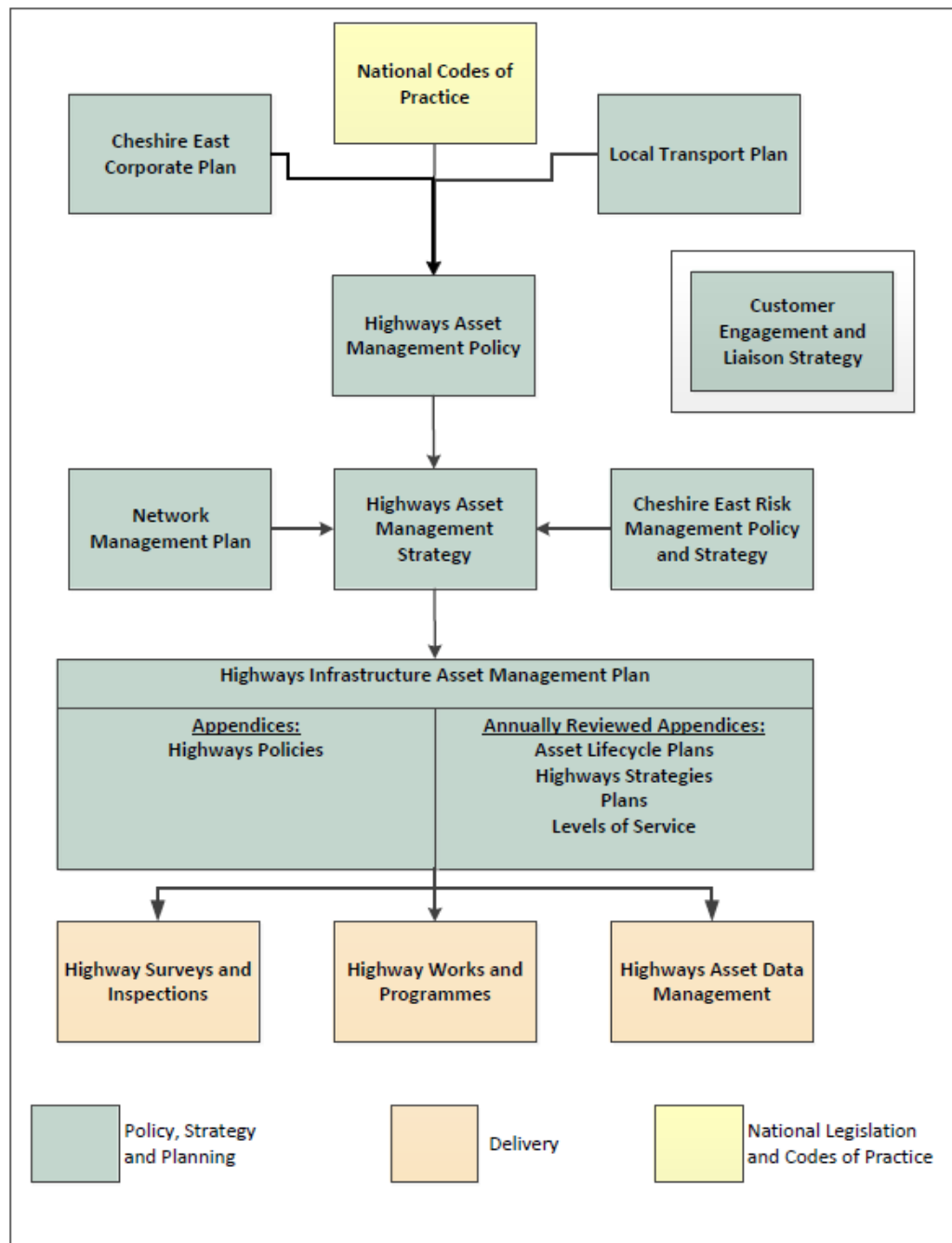


Figure 1 – Asset Management Policy

Highway Asset Management Policy

- 6.12.** The Highway Asset Management Policy is a high-level statement of intent that demonstrates the Council's commitment to delivering highway infrastructure maintenance in accordance with asset management principles.
- 6.13.** The Asset Management Policy sets out how the management of the highway network in accordance with asset management principles aligns with the Corporate Priorities of being:
- A Council which empowers and cares about people.
 - An open and enabling organisation.
 - A thriving and sustainable place.
- 6.14.** The presence of a developed asset management policy is best practice and is a key requirement of the DfT's Local Highways Maintenance Capital Funding Self-Assessment Questionnaire. This is a key element to the Council's annual funding of highway maintenance and management activities.
- 6.15.** As part of this funding award there is a requirement that the document is revised and published every two years and signed off by senior decision makers within the Council, in this case being the Highways and Transport Committee.
- 6.16.** A review of the Highway Asset Management Policy has been undertaken and the document updated to align with the Council's 2021-2025 Corporate Plan.

Highway Asset Management Strategy

- 6.17.** The Highway Asset Management Strategy dovetails to the Highway Asset Management Policy.
- 6.18.** The Strategy sets out the general direction for highway asset management in the Borough, allowing for the uncertainties of an aging asset and varying funding.
- 6.19.** The Strategy sets strategic objectives and provides guidance to support the delivery of the service, establishing a clear line of sight, outlining at a high level how the objectives of the Strategy will be achieved. Key to this is the delivery of the highway service aligned with the principles of ISO 55001:2014 – Asset Management.
- 6.20.** As with the Highway Asset Management Policy, the developed Asset Management Strategy is a key requirement of the DfT's Local Highways Maintenance Capital Funding Self-Assessment Questionnaire and must be signed off by senior decision makers within the Council together with being revised and published every two years.
- 6.21.** The latest revision of the Strategy has been updated to set the strategic direction for the HIAMP and show the updated document structure.

Highway Infrastructure Asset Management Plan

- 6.22.** The Highway Infrastructure Asset Management Plan (HIAMP) is a new document, it leads on from the Highway Asset Management Policy and Strategy, these documents together forming the framework for asset life cycle plans and the maintenance policies that the department operates to.
- 6.23.** In 2014 the UK Roads Liaison Group (UKRLG) released The Highway Infrastructure Asset Management Guidance Document which outlined how asset management should be delivered in relation to local highways. The Cheshire East HIAMP links to the 14 recommendations in this document further helping the Council to adopt a risk-based approach to asset management.
- 6.24.** In Cheshire East over the last few years, we have significantly developed our approach to asset management and have worked towards implementing the recommendations of the industry guidance document Well Managed Highway Infrastructure; In the process this has helped us attain the highest achievable level of funding through the DfT's Local Highways Maintenance Capital Funding Self-Assessment Questionnaire.
- 6.25.** The HIAMP:
- Outlines our statutory obligations and stakeholder needs in relation to the overall performance of the highway network.
 - Outlines the implementation of asset management principles to effectively manage the highway network in-line with available budgets.
 - Encompass the Council's long-term goals and objectives into the management of the highway network.
 - Forms a framework to guide the development and evolution of highway policies, strategies, performance measures and priorities.
 - Fulfils the objectives set out in the Asset Management Strategy.
- 6.26.** The HIAMP and in particular its appendix documents are live documents and will be subject to on-going review and development, as new national and local policies, strategies and priorities emerge.

Resilient Highway Network Plan

- 6.27.** Following the severe weather of 2013/14, the Government commissioned the Transport Resilience Review which was published in July 2014. A key finding of the review was the need for local councils to identify a resilient network to which they give priority, in order to maintain economic activity in times of extreme weather or during disruptive events.
- 6.28.** In February 2020 the Council's then Cabinet approved the Borough's first Resilient Network Plan, the 2023 version of this document is a refresh of that original strategy.

- 6.29. To accord with the requirements of the DfT Highways Maintenance Capital Funding Self-Assessment Questionnaire, the Council undertakes an annual review of the Resilient Network plan and where appropriate introduces amendments.
- 6.30. This year's review has seen additional information added to the document, together with the addition of Congleton Link Road and a dedicated route into Macclesfield hospital.

Highway Safety Inspection Code of Practice

- 6.31. In February 2020 the Council's then Cabinet approved the introduction of a new Highway Safety Inspection Code of Practice (HSICoP). In line with the review of other related policy documents a recent review has been undertaken which has specifically focussed around ensuring the HSICoP remains fit for purpose. The conclusion is that the current HSICoP remains robust.
- 6.32. This review has at the same time identified that by amending the out of hours emergency response time in HSICoP from 1.5hrs to 2hrs C.£67,000 can be saved which can be better deployed in other areas of the highway service.
- 6.33. It is considered that this reduction can be undertaken without any noticeable impact to the travelling public and the Council's statutory duties under the Highways Act 1980. The proposed 2hr out of hours emergency response time is operated by other highway authorities in the region, such as Cheshire West. The amended response time will also help the service to respond more flexibly during times of high workload outside of normal business hours.

7. Consultation and Engagement

- 7.1. Given the operational nature of the documents no consultation has been undertaken.

8. Implications

8.1. Legal

- 8.2. The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures. The adoption of the asset management documents will ensure that there is a consistent approach to the management of assets across the Borough and in line with the available funds, ensuring that the Council is able to meet its statutory duties in accordance with the relevant legislation and in accordance with the Council's adopted policies.

8.3. Finance

- 8.3.1. The application of sound asset management principles ensures that the limited Council Revenue and Capital Budgets are managed and allocated

in an efficient manner which ensure the best asset condition for the available funding.

- 8.3.2.** The proposed amendment to the HSICOP response times will provide revenue funding to the value of £67,000 which can be reallocated to address pressures within the highway service.

8.4. Policy

- 8.5.** The operation of the service in accordance with the asset management documents included in this report aligns with the Council's Corporate Plan.

8.6. Equality

- 8.6.1.** There are no equality implications of this report.

8.7. Human Resources

- 8.7.1.** There are no human resource implication of this report.

8.8. Risk Management

- 8.8.1.** The application of asset management principles ensures that risks are prioritised and addressed within the available budgets.

8.9. Rural Communities

- 8.9.1.** There are no rural community impacts of this report

8.10. Children and Young People/Cared for Children

- 8.10.1.** There are no children and young people/cared for children impacts of this report.

8.11. Public Health

- 8.11.1.** There are no public health implication to this report.

8.12. Climate Change

- 8.12.1.** The application of asset management principles will help to ensure that low carbon solutions are selected where appropriate.

| Access to Information | |
|------------------------------|---|
| Contact Officer: | Michael Barnett - Head of Highways mike.barnett@cheshireeast.gov.uk |
| Appendices: | Appendix 1 - The Cheshire East Speed Highway Asset Management Policy Appendix 2 - The Cheshire East Highway Asset Management Strategy Appendix 3 - The Cheshire East Highway Infrastructure Asset Management Plan |

| | |
|--------------------|---|
| | <p>Appendix 4 - The Cheshire East Resilient Highway Network Plan</p> <p>Appendix 5 - The Highway Safety Inspection Code of Practice</p> |
| Background Papers: | |

Highway Asset Management Policy 2023

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Version Control

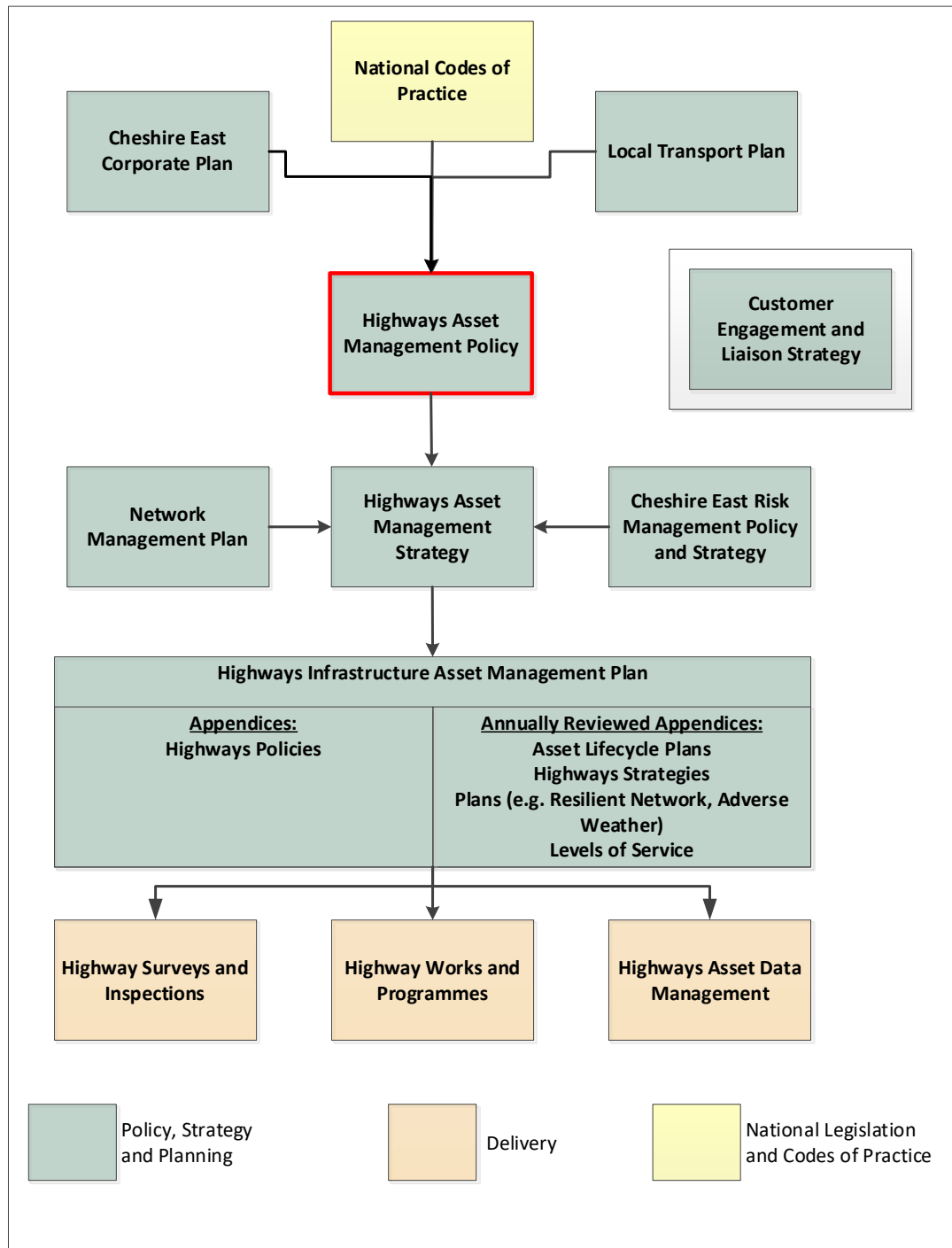
| Version | Purpose/Change | Date |
|----------------|-----------------------|---------------|
| 1.0 | Final | December 2022 |

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Document Structure



Highway Asset Management Policy

Asset management is defined as:

“A systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the performance requirements of the authority in the most efficient and sustainable manner”

Highway Infrastructure Asset Management Guidance – UKRLG/HMEP, May 2013

The highway network is the single largest asset that the Council maintains. The current gross replacement cost for the local highway network with its associated assets and land values, stands at over £6 billion.

Using asset management principles are crucial to establishing the risks associated with available budgets and delivering the best value in the management and maintenance of highway assets.

The Cheshire East highway network is used daily by the majority of residents and those passing through the Borough and is fundamental to the economic, social, and environmental wellbeing of the community. It helps to shape the character and quality of the local areas that it serves and makes an important contribution to wider local authority priorities including regeneration, carbon reduction, social inclusion, community safety and health.

The Council recognises the vital role played by Cheshire East’s local highway network and its management to asset management principles in supporting the authority’s vision and its strategic priorities. Our primary focus will be on achieving the following objectives:

1. The Council is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of the local highway network, to help deliver the best long-term outcomes for residents, businesses, and highway users.
2. The Asset Management Strategy will set out how Highway Asset Management will be delivered in Cheshire East. This strategy will consider current and projected financial pressures and opportunities and will explain how available funds and resources should be utilised to maximise their benefit.
3. The Council will continue to be a high performing authority that uses its resources well, investing in the **‘right treatment, at the right place, at the right time’** to secure a long-term sustainable future for the highway infrastructure for the borough.
4. The work we do contributes to the delivery of the priorities outlined in the Council’s Corporate Plan 2021-2025:

Our Priorities

A Council which empowers and cares about people

Adopt an effective Asset Management Strategy which will support the development of an effective transport system that helps facilitate a high quality of life, meeting the needs of the individual, whilst remaining responsive to the changing needs of businesses and the local economy. This approach will ensure that the condition and performance of highway assets are enhanced and continuously monitored, helping to optimise planned maintenance programmes.

An open and enabling organisation

Adopt an effective asset management approach that will ensure that the highway infrastructure assets support the delivery of services and the local economy, considering the long-term performance of the asset. Local communities and businesses will see the positive effects of investment that supports initiatives to deliver optimum infrastructure within available resources.

The approach will provide the optimum levels of planned maintenance activities with the available funding over the lifecycle of all asset types. This will allow the effective coordination of works to reduce road closures and their impacts, as well as providing maximum network availability and reliability, which supports the forward visibility of planned maintenance works.

The delivery of the service is led by an effective and efficient Asset Management System, which will optimise and support the resources to maintain and improve the Cheshire East highway network. Working with partner organisations and communities enables the approach which supports our values in delivering a lean, innovative, and flexible service for local residents, communities and businesses.

The Council will work to engage with communities regarding the operation of the highways network and will work to increase the forward visibility of the it works it undertakes on the highway.

A thriving and sustainable place

The asset management approach sets out a framework that will provide an integrated transport system that minimises cost over time, maximises value to the community and environmental benefit, whilst keeping people healthy and supporting lower carbon transport choices. It will also integrate sustainable solutions and treatments, which minimise waste and landfill. In addition, an effective Asset Management Strategy will support the delivery of road safety initiatives, to help reduce road traffic accidents.

Highway Asset Management Strategy 2023

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Version Control

| Version | Purpose/Change | Date |
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| 1.0 | Final | December 2022 |

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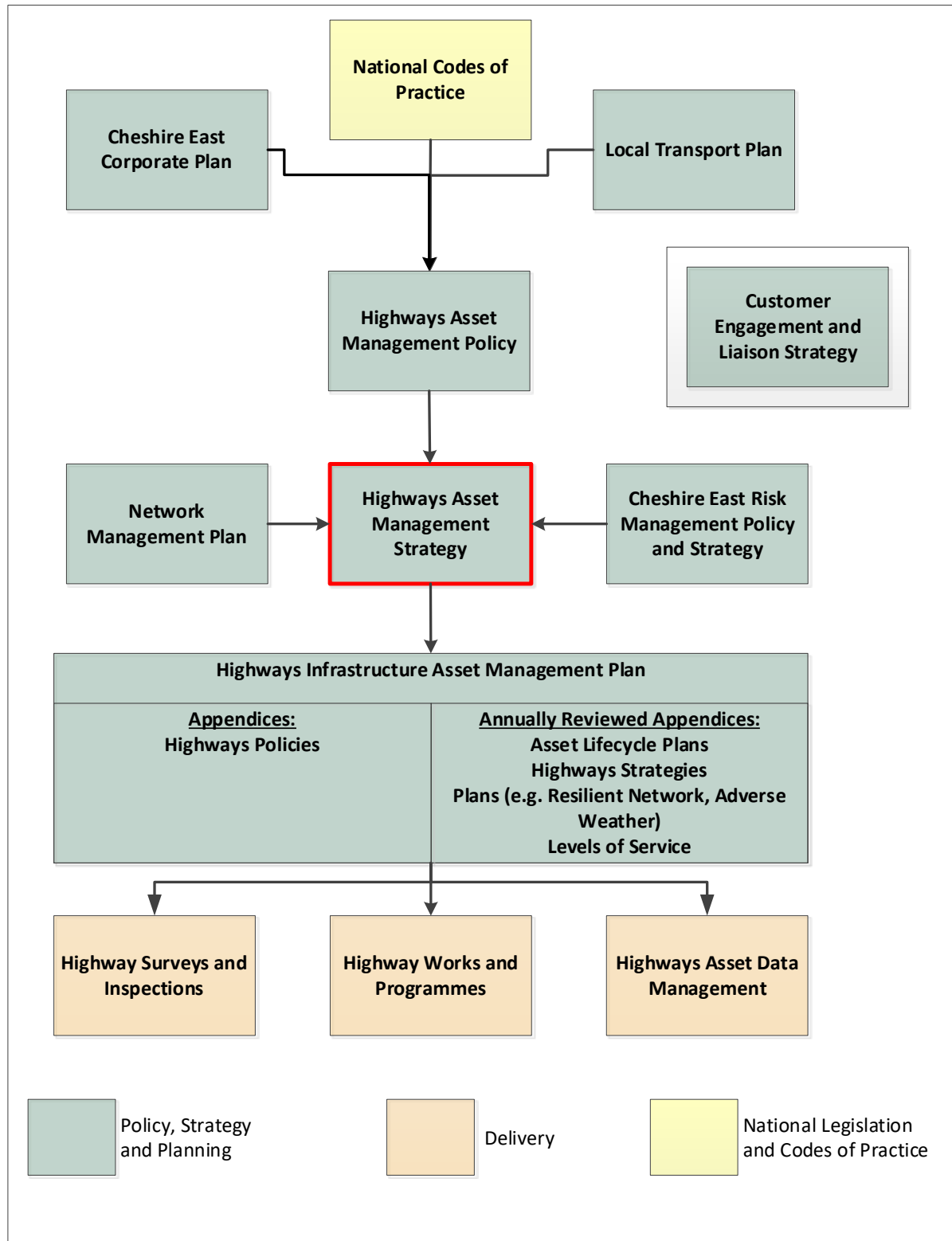


Figure 1: Cheshire East Strategic Documents

1. Introduction

Cheshire East Council (Hereinafter referred to as the Council) recognises the importance of its highway infrastructure and how an effectively maintained and managed network contributes to the achievement of its corporate goals and delivers the required outcomes for Cheshire East residents and businesses. It understands that effective Asset Management is a platform to deliver clarity around standards and levels of service, and to make best use of its available resources.

The Highway Asset Management Policy has been developed to define how the implementation of asset management supports the Council in delivering its corporate vision. The Highway Asset Management Strategy sets out how the Council will best manage the highway network, taking into consideration customer needs, local priorities, risk, asset condition and the best use of available resources through invest to save initiatives that realise the benefits of early intervention.

This Highway Asset Management Strategy has been produced following the assessment of customer needs, local priorities, and asset condition. It also ensures that both short and long term needs are appropriately considered, whilst delivering an optimised whole life cost approach to our Highway Assets.

The Highway Asset Management Strategy will be used to inform highway maintenance activities that are to be implemented during the Council's Corporate Plan 2021-2025 lifespan.

This Highway Asset Management Strategy will be used to inform priorities in the Business Planning Process and will be used to support the continuous improvement of our highway asset management by capturing the outcomes of using the optimum treatments or interventions over the whole life cycle of the different asset groups.

2. The Highway Asset

Cheshire East's highway network comprises of just over 2,700 km of carriageway. This is a mixture of rural and urban network either classified as A, B, C roads or unclassified local roads. The unclassified network represents 58% of the overall network length. The footway and cycleway network are 1,900 km, of which just over 32 km is shared cycleway/footway.

The highway asset also includes over 386 traffic signal junctions and 144 pedestrian crossings, 33,700 traffic signs of which 3,700 are lit, over 57 km of safety fencing and more than 40,000 streetlights. In terms of structures, the Council is responsible for approximately 1,700 road bridges, foot bridges, underpasses, subways, culverts, and retaining walls. The highway asset also includes drainage, street furniture, road markings and soft estate.

The Council has calculated the asset value in accordance with the requirements for Whole of Government Accounts. The gross replacement cost was estimated to be over £6 billion.

The Council as the Highway Authority has a statutory duty under the Highways Act 1980 to maintain the highway network in a condition to enable the safe passage of the travelling public. The borough's highway network comprises of many diverse assets; this strategy describes how the principles of asset management are applied to all highway infrastructure assets that are the responsibility of the Council.

3. Overall Objectives of the Strategy

In alignment with the vision and priorities set by the Corporate Plan and the objectives established in the Highway Asset Management Policy, the following strategic objectives provide guidance to support the delivery of the service and establish a clear line of sight.

| Our objectives are to: | This will be achieved by: |
|---|--|
| Adopt an asset management approach within the highways service. | Adopting an approach in line with ISO 55001:2014 for the management and maintenance of the highway |

| | |
|---|---|
| | assets, ensuring the right treatment, in the right place, at the right time Supporting our stakeholders by considering the long-term performance of the highway assets |
| Delivery of the service is led by an effective and efficient Asset Management System | Optimising the resources required to plan, support, maintain and improve the Cheshire East highway network |
| Deliver an Asset Management Strategy that considers current and projected financial pressures of the lifecycle of all asset types | Providing strategic levels of service Providing the optimum levels of planned maintenance activities for the most effective and economic benefits Making highway investment decisions on a whole life basis |
| Set out a framework that will provide an integrated transport system | Minimise cost over time Maximises value to the community and environmental contribution supporting lower carbon choices |

Table 1: Highway Asset Management Strategic Objectives

4. Identifying Stakeholders Needs

The Council participates in various benchmarking and customer focussed surveys including the National Highways and Transportation (NHT) survey which is carried out by an independent organisation nationally on an annual basis. The NHT gathers information from a random selection of residents from Cheshire East on satisfaction and what they consider as important. The full results can be found on:

<http://nhtnetwork.org/nht-public-satisfaction-survey/findings>

The NHT survey covers various themes including public transport, accessibility, walking and cycling, tackling congestion, road safety, highways maintenance and enforcement. By identifying what residents consider important themes; The Council can establish the main priorities for future budgets.

As part of the Brighter Future Transformation Programme, in particular the Customer Experience Strategy, the highways service is undergoing a Customer Satisfaction Improvement Plan

The Cheshire East Highways Communication Strategy, Highway Asset Management Strategy and Highways Infrastructure Asset Management Plan allows for more focused consultation and engagement to take place with identified key stakeholders on an on-going basis.

5. Managing the Highway Asset

This Highways Asset Management Strategy sits within the wider Highway Asset Management Framework and is one of the key strategic documents related to the delivery of the Council's highways services.

Encompassed within the framework are several key documents including the Council's Highway Asset Management Policy and the Local Transport Plan. These documents reflect the guidance laid down in the suite of national Codes, in particular the following Codes of Practice:

- Well-Managed Highway Infrastructure
- Design Manual for Roads and Bridges (DMRB)
- Manual of Contract Documents for Highway Works (MCHW)
- Manual for Streets

In addition, the Department for Transport has worked with the highways sector to develop the Highway Maintenance Efficiency Programme (HMEP) which allows local highway authorities to connect and share their practices of ‘what works’ across the sector and allows the Council to achieve greater efficiency in maintaining its highway infrastructure assets in the future.

The Council has established an organisational structure (Figure 2) that reflects the importance that asset management plays in the delivery of its highways and transport services. This structure enables the development, continual review and embedment of strategic documents and promotes asset management practices.

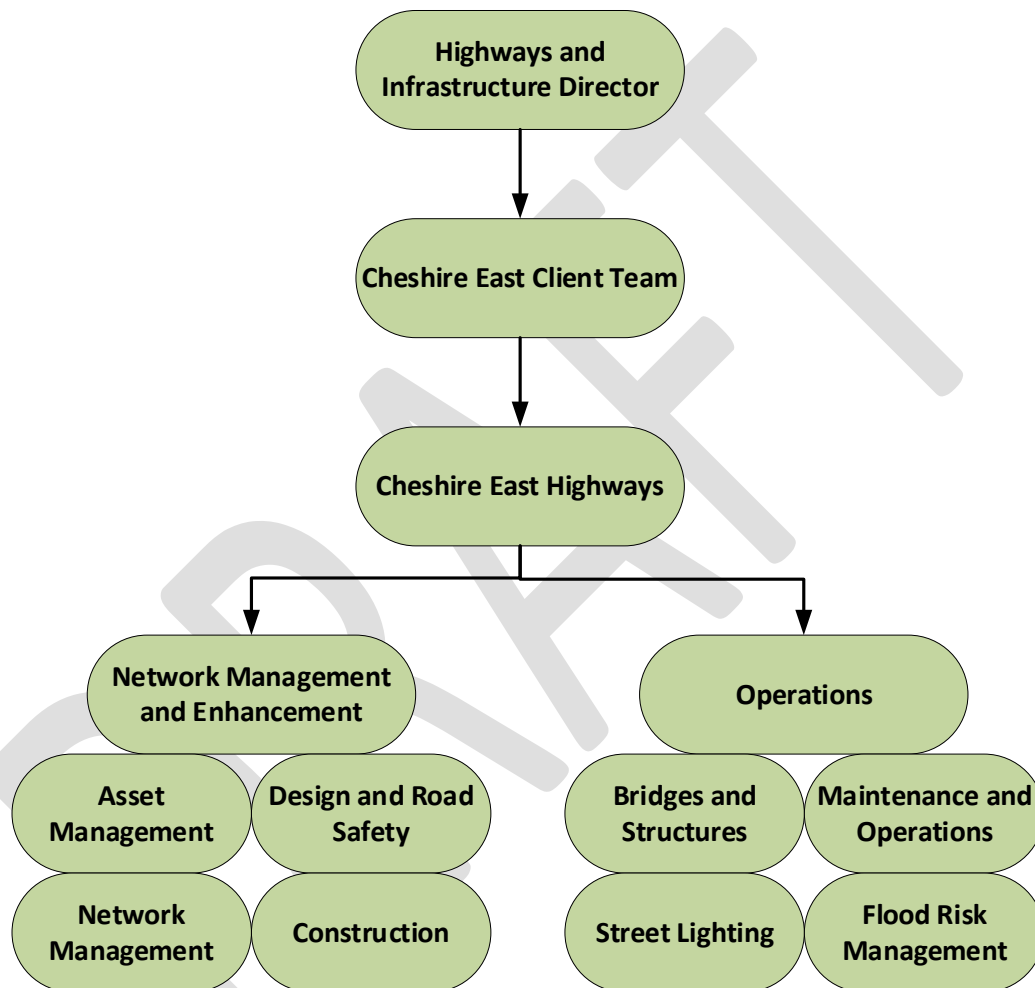


Figure 2: Organisational Structure

This Highway Asset Management Strategy describes the initiatives and processes that enable the implementation of asset management. It also refers to the enablers, both tools and information, necessary for delivering the highway service effectively and efficiently.

The Council has implemented asset management principles for several years. This approach is further demonstrated by the Asset Repair Programme which is providing additional capital funding to support the highway asset and demonstrates the council’s objective to enhance the highway network, providing residents and the economy with a better place to live and do business in.

6. Asset Management

Asset management is defined as:

“A systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the performance requirements of the authority in the most efficient and sustainable manner”

Highway Infrastructure Asset Management Guidance – UKRLG/HMEP, May 2013

This definition puts emphasis on the systematic approach that asset management plays in managing the strategic needs of highway assets within an organisation and highlights the need for optimal allocation of resources and long-term planning.

The adoption and implementation of asset management principles, strategies and plans provides a means for the Council to face the challenges of managing the highway asset, through the development of a systematic approach. The aim is to deliver the most efficient and effective maintenance regime over the lifecycle of the asset, ensuring that the performance of that asset reflects the requirements of the Council.

In addition, the adoption of asset management is seen as a tool to enable the Council to establish appropriate budget allocations by demonstrating the effects of under-investment and the implications of not meeting safety and serviceability requirements of the customers using the network. The “Highway Investment Programme” is a good example of how asset management has demonstrated the case for additional capital funding.

7. Asset Management Framework

This Strategy sets out how the Highway Asset Management Policy will be achieved. It describes how the Service continues to work towards implementing an asset management approach to the management of the Authority’s highway infrastructure and network. It provides the framework for delivering our corporate priorities through effective, informed, and defensible decision making.

This strategy serves as a basis for the development of a detailed Highway Infrastructure Asset Management Plan and its implementation, including enabling the organisation, its technology, and its processes to adapt to change.

This strategy is based on the framework shown schematically in Figure 3 and outlined in the following sections. This framework clearly identifies the relationships between asset management, the influences of corporate and national drivers and internally the Council’s Local Transport Strategy and Plan.

The Highway Asset Management Strategy informs priorities in the planning and delivery process and supports continual improvement in the management of the highway asset.

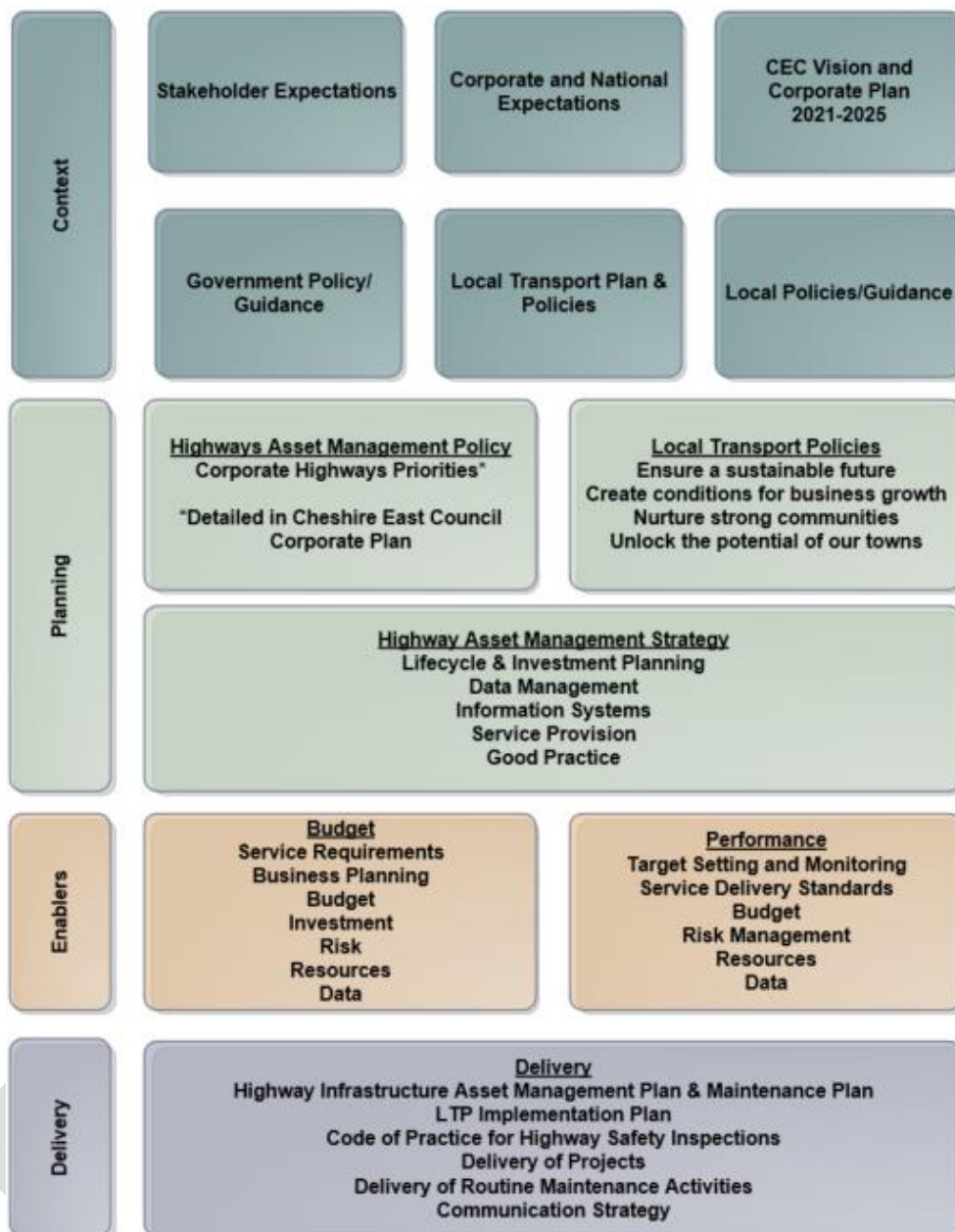


Figure 3: Asset Management Framework

This strategy covers all maintenance led activities including activities funded by capital and revenue streams. Decisions related to capital improvements and the transport needs of the network are not presently covered in this strategy.

This strategy explains how individual asset groups and components fit into the framework, describes how the asset management planning process is implemented and refers to tools currently employed, as well as links to other key documents.

Finally, the strategy describes how the Council will embed a continuous improvement approach to highway asset management, including how national developments and good practice are taken into consideration, as well as how the work carried out in Cheshire East can influence the regional and national asset management agenda.

8. Strategy for Individual Assets

As part of the highway asset management framework, and in accordance with other national guidance, the highway infrastructure assets have been divided into individual asset groups. Each group is then broken down into asset components and maintenance activities. The asset groups and components are described in the following sections.

A key function of the asset management process is to understand the spending needs of each asset group, component, and maintenance activity against performance, aims and objectives. This means understanding funding needs to meet:

- Cheshire East Five Year Plan objectives.
- Sustainable Community Strategy.
- Local Plan.
- Local Transport Plan.
- Service Delivery and Planning; and
- Performance Targets.

Inherent to this process is a need to understand the influence of budget decisions on customer satisfaction and delivery of the corporate priorities. Furthermore, the impact that investing on one asset component may have on the overall performance of other asset components, as well as the whole asset, is examined. To this end, a Needs Based Budgeting (NBB) approach has been developed and is being used.

In line with national guidance and good practice, the Council has developed a lifecycle approach to managing its highway maintenance activities.

Understanding the individual asset's condition, how long specific maintenance treatments last, the relative cost of these treatments and the Levels of Service (LoS) provided are essential pre-requisites to good asset management. The goal of the Council is to improve residents' satisfaction with its highway services, whilst maintaining value for money and continuing to provide a safe highway network, in line with corporate priorities.

The NBB approach of the Council in delivering the principles of lifecycle management planning employs a risk management approach in assessing the influences across the following criteria: Legislative, Safety, Environmental, Economy and Customer.

This approach allows for the available budgets to be split at a strategic level based on a common set of criteria. Successful implementation of this approach relies on a good understanding of the asset, its current and future performance, expenditure, and customer feedback; as well as an understanding of the various service levels that may be achieved for the different funding options.

This understanding can only be achieved through reliable, current, and robust data. The Council has developed a range of data and information capture systems and processes, which prioritises its data collection needs, data management requirements and the IT infrastructure necessary to process, manage and present this information.

9. Asset Groups and Components

The Council's highway infrastructure has been divided into key assets groups and components, as described in Table 2.

Table 2: Asset Groups and Components

| Asset Group* | Asset Component |
|----------------------------|--------------------------------------|
| All Classification of Road | Carriageway, footways, and cycleways |
| Structures | Bridges, retaining walls, culverts |

| | |
|---|--|
| Streetlighting | Streetlights, illuminated traffic signs and traffic bollards |
| Surface Water Drainage | Pipes, gullies, chambers, headwalls, ditches |
| Traffic Signs and Street Furniture | Non-illuminated traffic signs and traffic bollards, street name plates |
| Traffic Signals and Information Systems | Traffic signals, information signs and control equipment |
| Fences, Walls, and Safety Barriers | Fences, walls, and safety barriers |
| Road Markings | Road markings |
| Environment | Highway verges, trees, weeds |
| Weather Emergencies | Depots, pumps, and salt storage barns |

*For the scope of registration (ISO 55001:2014 Asset Management - Management Systems – Requirements): Carriageways, Footways, Street Lighting, Traffic Signals, Bridges and Structures.

This approach has been adopted to allow a clear understanding of budget allocation across the different asset components and facilitating the recording of where money is invested linked to expenditure to activities.

Identifying where money is invested, allows the Council to monitor performance against service delivery and the implementation of a continuous improvement process, within the constraints of available funds.

Dividing the highway infrastructure into component parts and identifying the relative costs and demand for planned routine and reactive maintenance activities is seen as an essential process upon which NBB can be developed.

10. Asset Management Planning

The asset management strategy supports continual review and improvement of its processes and procedures, ensuring, as far as possible, that the standards identified in relevant legislation and codes of practice are adopted and that our customers receive a good and efficient service that reflects the resources available.

At the asset group level the forward-looking work programmes are developed and aligned to reflect the Government's Comprehensive Spending Review. This allows the Council to develop a longer-term programme of work, which can be critical where short duration windows of opportunity exist to carry out preventative treatments, such as application of surface dressing treatments or protective coating systems to carriageways.

The Council considers that NBB is fundamental to good asset management planning and robust investment and lifecycle planning decisions. Substantial resources have therefore been focused on and will continue to support the development of processes and tools to inform budget decisions at strategic and asset group levels. An overview of the budget allocation process is shown below in Figure 4.

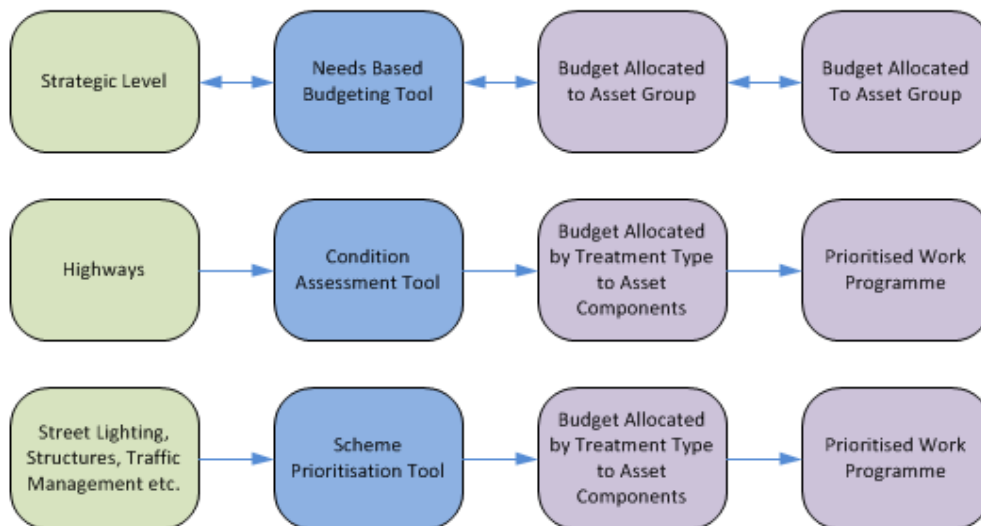


Figure 4: Budget Allocation Process

This budget allocation approach allows a consistent process and relates high level aspirations to scheme level decisions. At the Strategic Level processes and tools have been developed which allow informed budget allocation decisions to be measured across a range of criteria.

In broad terms, three treatments sets have been developed for our Asset Groups.

- Planned Maintenance – replace or enhance.
- Preventative Maintenance – arrest deterioration prolongs life cycle; and
- Reactive Maintenance – maintain public safety.

Targeted investment and informed decisions are therefore encouraged, to deliver the **‘right treatment, at the right time, in the right place’**, by identifying the level of service that can be achieved for a given budget allocation.

We have also developed several tools to assess the impact of changing funding levels of each activity to the overall service. At the highways service level, a tool for carriageways and footways has been developed, which allows lifecycle aspirations to be considered and compared with condition targets, budget constraints and stakeholder’s wishes, offering options for route and treatment strategies, with ‘preventative’ treatments having higher priority weightings.

Where suitable data is available and where appropriate this concept will be extended to encompass other asset groups, such as Street Lighting, Structures and Traffic Management. This will allow decisions to be made that consider criteria other than condition and determine programmes that are not necessarily ‘worst condition first’. Unless the asset condition would pose a risk to public safety.

At the Asset Component level packages of information are prepared annually, allowing teams to formulate programmes of work based on the allocations identified in the previous strategic and service level decision phases.

11. Gross Replacement Cost and Depreciated Replacement Cost

Whole of Government Accounts (WGA) has set requirements for the way the value of the highway asset is reported to HM Treasury in the Authority’s audited accounts.

For this to be achieved there is a clear need for accurate and detailed inventory information and performance data. This requirement will support asset management by providing an improved understanding of network deterioration and combining that with the levels of service to be achieved.

The Council embraces this approach and has developed the processes for collating the data needed to meet the WGA requirements, whilst developing good asset management practices that will lead ultimately to a refinement of the service.

12. Data Management and Information Systems

The Council recognises that good and robust data is critical to implementing asset management and delivering potential benefits. However, the Authority believes that the collection, management and use of data need to be based on a process, which identifies:

- Ownership.
- Data Requirements.
- Responsibilities; and
- Costs to store, manage and maintain data.

To this end, the Council has developed a comprehensive asset information system, backed up with condition surveys and data that provide the optimum use of available information. This system covers data collection, highway infrastructure data management, reporting requirements (business information) and corporate IT needs. It is used to inform current data collection needs for both inventory and condition information.

The Council also recognises that effective asset management and its implementation relies on systems, which can be used as tools to support decision making at all levels. The following tools are currently in use by the Authority:

- Pitney Bowes Confirm Asset Management System - covering most of highway infrastructure management needs, including works order, public enquiries, asset register, street works register and inspection regimes.
- Xais Asset Management – asset condition modelling
- GIS (as the corporate asset management mapping system)
- Bridge Station – asset condition modelling
- IMTRAC – Information management for traffic controls
- KaarbonTech – asset condition mapping for gullies and trees
- Vaisala – Road AI

13. Maintainability

One of the aims of good asset management is to improve co-ordination between highway improvement and highway maintenance schemes. Considering the cost and implications of maintaining the asset at the design stage will ensure that whole life costs of schemes are optimised. The Highways Asset Management Strategy aims to raise awareness of this issue, in accordance with national guidance, by ensuring that any new infrastructure has adopted the most appropriate design option and the most appropriate materials.

The Council has developed and is implementing a process for incorporating new works into the existing highway network. The process advocates lifecycle management values and introduces early communication between developers or clients and the Council to ensure that asset management principles have been considered and agreed as part of the scheme implementation.

This process aims to ensure that all capital and revenue investment options have been considered fully, where new works should only require maintenance in line with expected lifecycles.

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Cheshire East Highway Infrastructure Asset Management Plan

www.cheshireeast.gov.uk

Version Control

| Version | Purpose/Change | Date |
|---------|----------------|---------------|
| 1.0 | Final | December 2022 |

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Executive Summary

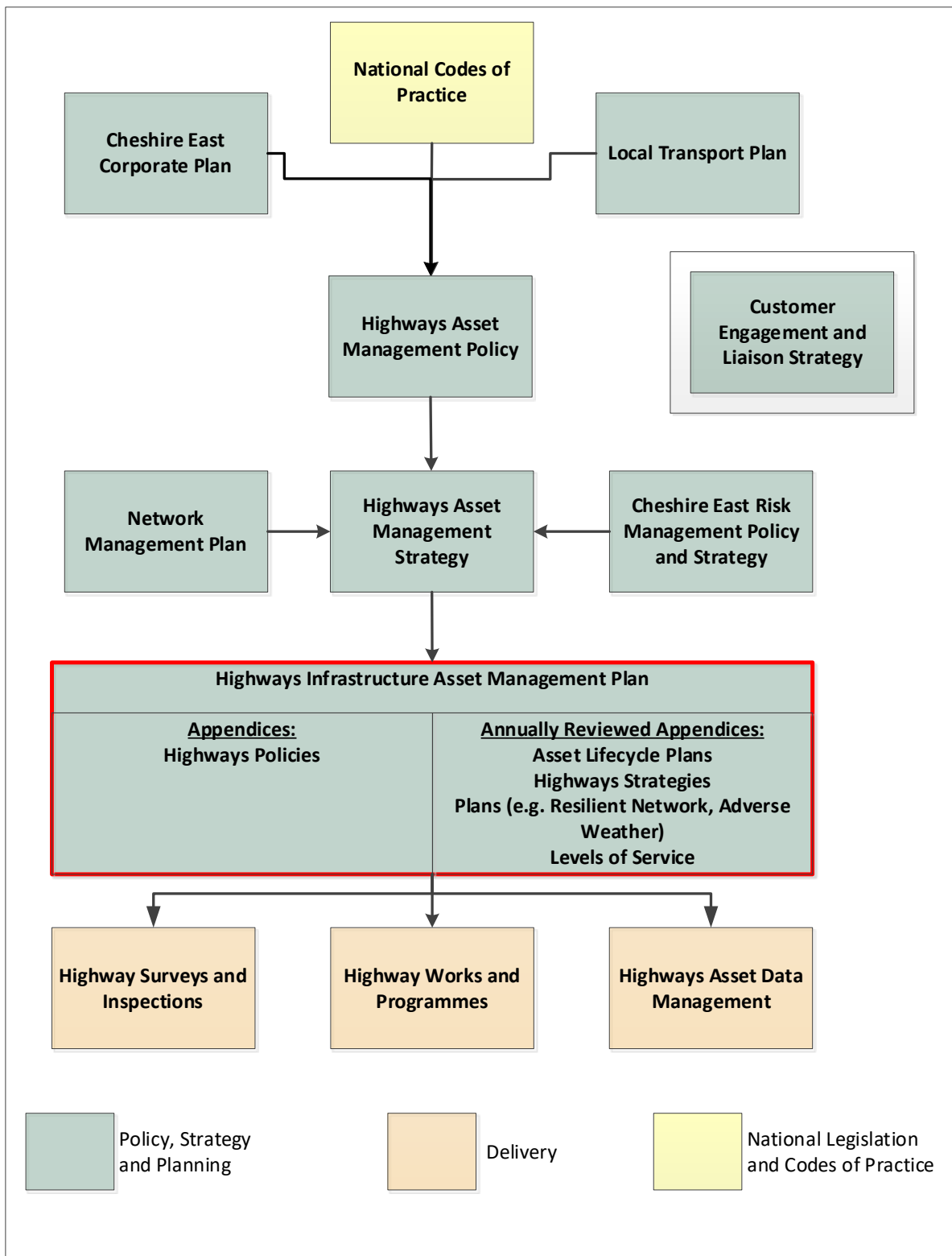
In May 2013, the UK Roads Liaison Group (UKRLG) published the Highway Infrastructure Asset Management Guidance Document. This set out the below 14 recommendations that all local Highway Authorities should employ to demonstrate they are following Asset Management principles in all aspects of highway maintenance management.

| | |
|---|--------------------------------------|
| Highway Infrastructure Asset Management Framework | Leadership and Commitment |
| Communications | Making the Case for Asset Management |
| Asset Management Policy and Strategy | Competencies and Training |
| Performance Management Framework | Risk Management |
| Asset Data Management | Asset Management Systems |
| Lifecycle Plans | Performance Monitoring |
| Works Programming | Benchmarking |

The development of Cheshire East's Highways Infrastructure Asset Management Plan (HIAMP) links directly to the Highway Infrastructure Asset Management Guidance Documents 14 recommendations and provides the basis for the Council to adopt a risk-based approach founded on sound asset management principles which guides the maintenance and management of the highway asset. This enables economic prosperity and growth of the wider community. The HIAMP helps to form critical links through the highway sector and industry enabling collaborative working which in turn delivers better value for money.

The Highway Infrastructure Asset Management Plan also reflects the approach outlined in the Code of Practice 'Well-managed Highway Infrastructure'. This Code of Practice serves as a guidance document to Local Authorities, encouraging them to implement a risk-based approach to the delivery of their services.

The HIAMP forms part of a suite of documents which define Cheshire East's Asset Management approach. The links to other documents are set out in the diagram below:



The HIAMP remains a live document and will be subject to on-going review and development, as new national and local policies, strategies and priorities emerge.

1. Introduction

Our highway network is the largest and most visible publicly owned asset. With over 2,700km of carriageways, 2,000km of footways and over 40,000 streetlights, it is used daily by the majority of the travelling public for commuting, business, social and leisure activities. It is fundamental to the economic, social, and environmental wellbeing of local communities and to the prosperity of the nation.

At a local level, the highway network helps to shape the character and quality of local areas and makes an important contribution to wider local authority priorities, including regeneration, social inclusion, community safety, education, and health. As with any asset, its condition will deteriorate over time. It is critical that the Council continually invest in maintenance of the highway network. With years of limited funding nationally, there has never been a more significant time to ensure asset lifecycle management is embedded as normal practice. Cheshire East Council have adopted and applied asset management principles since 2011 and continue to make the best use of the available resources to ensure optimum investment results for its stakeholders.



Image: Cheshire East Borough

1.1 Background - Funding

'The case for implementing the Asset Management Framework should be made clearly explaining the funding required and the wider benefits to be achieved'

The case for Asset Management – Recommendation 9
UK Roads Liaison Group Guidance

Managing and maintaining a large and complex network requires an effective asset management framework to provide a focus for funding and achieving the wider benefits. The demand for an efficient approach to the management of highway infrastructure assets has come to prominence in the light of economic challenges faced by both central and local government. Several developments designed to streamline the management of these assets include:

Department for Transport (DfT) Local Highways Maintenance Incentive Fund

The Local Highways Maintenance Incentive Fund which is set by central government is designed to enable authorities to assess their progress on the journey to the implementation of best practice, creating an environment for effective and efficient delivery and enabling capital funding to maximise its return.

UKRLG–Summary of Recommendations

The UK Roads Liaison Group produced the Highway Infrastructure Asset Management Guidance Document in 2013 which laid out 14 recommendations which are presented as the minimum requirements to achieve a reasonable level of benefit from asset management.

Well-Managed Highway Infrastructure Code of Practice 2016

The Code of Practice provides highways authorities with guidance on highways management and signposts the implementation of a risk-based approach.

ISO 55001:2014 – Asset Management

This internationally recognised standard sets out a framework which enables the organisation to achieve its objectives through effective and efficient management of its assets consistently and sustainably over time.

1.2 Capital and Revenue Funding

Investment and maintenance of the highway is funded through both revenue and capital resources.

Capital funding is that which is used to add to the highway asset or significantly increase its remaining life, such as highway structural maintenance schemes. **Revenue funding** is used for the day-to-day recurring activities required to maintain the highway network such as pothole repair, grass cutting and gully emptying.

Each year the Department for Transport provide capital funding for highways and transportation to local authorities in the form of annual Integrated Transport and Maintenance Block Grants. The Maintenance Block Grant is essential for maintenance and minor works programmes for all highway assets.

The Local Highways Maintenance Incentive fund focuses on questions set by central government that are designed to enable authorities to assess their progress on the journey to the implementation of good practice. The Incentive Fund aims to create an environment for effective and efficient delivery of highway maintenance works to enable capital funding to maximise its return.

The self-assessment bands are based on an authority's maturity across five key areas of highway management:

- Band 1 – Has a basic understanding of key areas and is in the process of taking it forward.
- Band 2 – Can demonstrate that outputs have been produced that support the implementation of key areas that will lead towards improvement.
- Band 3 – Can demonstrate that outcomes have been achieved in key areas as part of a continuous improvement process.

The five main areas of highways management are asset management, resilience, customer, benchmarking and efficiency and operational delivery.

The incentive funding awarded to each authority will be based upon their score in this questionnaire; and will be relative to the amount received through the needs-based funding formula. The Incentive Fund places the need for robust asset management at the heart of its methodology. Cheshire East submits the self-assessment questionnaire to the Department for Transport annually.

Other funding streams are available from time to time, such as the Local Highways Maintenance Challenge Fund which enables local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the usual formulaic funding allocations they receive from government.

1.3 Purpose of our Highway Infrastructure Asset Management Plan

This HIAMP ensures the efficient and effective management of the highway asset to meet and achieve the objectives set out by the Council. It follows a clear line of sight from the local and national policies that shape the future direction of the Council.

Strong leadership influences the culture and behaviour of all organisations. The Council has clear direction and commitment to its priorities to ensure that a consistent approach to delivering asset management is achieved.

Communication with customers senior decision makers and elected members is vital in supporting a steady approach to improving highway maintenance, ensuring best use of funding, and demonstrating the need for investment. Regular committees, updates, monthly newsletters, website pages and members events are scheduled throughout the year to reinforce the case for asset management.

Delivery of highway maintenance is largely based on statutory powers and duties contained in legislation and precedents in case law. Highway authorities have a general duty of care to users and the community to maintain the highway in a condition which is fit for purpose, in so far as is reasonably practicable.

Cheshire East has produced this HIAMP to:

- Fulfil the objectives set out in the Asset Management Policy and Strategy.
- Outline our statutory obligations and stakeholder needs in relation to the overall performance of the highway network,
- Outline the implementation of asset management principles to effectively manage the highway network in-line with available budgets,
- Encompass the Council's long-term goals and objectives into the management of the highway network including carbon reduction targets,
- To form a framework to guide the development and evolution of highway policies, strategies, performance measures and priorities

2. Legal Framework

The delivery of highway maintenance is largely based on statutory powers and duties contained in legislation and precedents in case law. Highway authorities have a general duty of care to maintain the highway in a condition which is fit for purpose, in so far as is reasonably practicable.

The most significant legislation applicable to highways is:

Highways Act 1980

The Highways Act 1980 sets out the main duties of Authorities in England and Wales. Section 41 imposes a duty to maintain highways maintainable at public expense. The Act identifies all powers that Highway Authorities can exercise to undertake activities on or within the highway such as improvements, drainage, acquiring land etc.

Authorities have a general duty of care to users and the community to maintain the highway in a condition fit for its purpose. This principle should be applied to all decisions affecting policy, priority, programming, and implementation of highway maintenance works.

Traffic Management Act 2004

The Traffic Management Act 2004 places a network management duty on a highway authority that includes co-ordination of all works within the highway. It also introduces duties associated with reducing congestion, requires the appointment of a Traffic Manager and close liaison with neighbouring authorities.

New Roads and Street Works Act 1991

Imposes duties upon the Council to co-ordinate, monitor and inspect the works of 3rd parties within the highway.

Management of the highway asset is also influenced by:

- Transport Act 2000
- Road Traffic Regulation Act 1984
- Traffic Signs Regulations & General Directions 2002
- Railways and Transport Safety Act 2003
- Local Authorities (Transport Charges) Regulations 1998
- Countryside and Rights of Way Act 2000 21
- Environmental Protection Act 1990
- Noxious Weeds Act 1993
- Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- Construction (Design & Management) Regulations 2015
- Local Government Act 2003
- The Clean Neighbourhoods and Environment Act 2005
- Disability Discrimination Act 2005
- Equalities Act 2010
- Environment Act 2021
- The Permit Scheme (WASP)

2.1 Supporting the Local Transport Plan

The Local Transport Plan (LTP) is a legal requirement through the Transport Act 2000 and defines the long-term vision for Cheshire East's transport system as:

'Cheshire East's transport network will enable growth through improved connectivity, a better quality of life and enhanced quality of place'

Following a period of consultation, the new Local Transport Plan 2019-2024 (LTP) was adopted in October 2019. The new plan considers all forms of transport over the next 5 years. It is a framework for how transport will support wider policies to improve our economy, protect our environment and make attractive places to live, work and play. The LTP outlines the role transport will play in supporting the long-term goals of Cheshire East.

The below identifies what transport success against each of the corporate outcomes will look like for Cheshire East:

- Maintaining and improving the condition of the area network
- Delivering value for money
- Improving customer satisfaction

3. Communications

In March 2021, Cabinet approved the Council's first "Customer Experience Strategy". The Strategy sets out our vision to put customers at the heart of everything we do and supports the visions contained in the Corporate Plan to become an open and enabling Council and one which empowers and cares about people.

A programme of work in support of the Strategy was approved by the Brighter Futures Transformation Board. Actions are aimed at driving an enhanced customer experience, developing a better understanding of customer's needs, and designing and delivering services to meet that need. Staff will be provided with the tools, skills, and knowledge to delivering this with the ultimate aim of building a customer focussed culture across the organisation.

The highway service re-design workstream adopts a customer focused approach. This includes reviewing the current ways of working (people, processes, policies and technology) that underpin the service. The workstream has identified and implemented new ways of working resulting in greater efficiencies and improved processes which improved the customer experience.

The Council's Customer Charter has been introduced as part of the Council's Customer Experience Strategy, to set out the standards to which the Council will strive to adhere to when dealing with its customers. The HIAMP works to further embed the Customer Experience Strategy in the delivery of works upon the highway in Cheshire East. This will see the development and review of new and existing communication processes to help its customers understand the way the highway asset is managed and maintained.

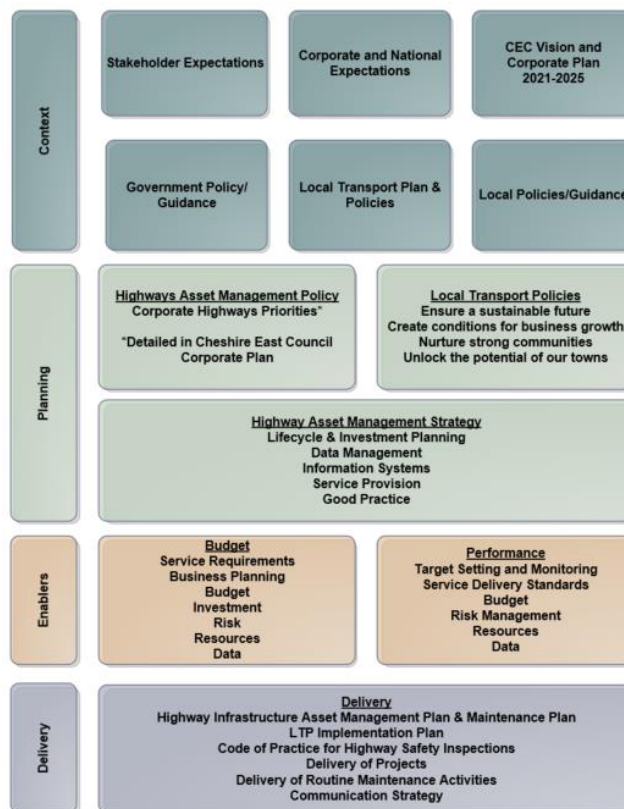
4. Cheshire East Highways – Asset Management Framework

'An Asset Management Framework should be developed and endorsed by senior decision makers. All activities outlined in the Framework should be documented'

Asset Management Framework – Recommendation 1
UK Roads Liaison Group Guidance

The Cheshire East Asset Management Framework is presented in four parts and describes how the Council will embed a continuous approach to highway asset management, including how national developments and good practice are taken into consideration, as well as how the work in Cheshire East can influence the regional and national asset management agenda.

The diagram below identifies the line of sight required in supporting the Asset Management within the Council in both local and national contexts.



The framework is presented in four parts:

Context – Describes the context and ethos for highways infrastructure asset management within the environment in which the highway service is delivered within Cheshire East.

Planning – Describes the policies, strategies, and processes for asset management and how they are applied to the highways service.

Enablers - Describes the functions that enables and supports asset management within the highways service.

Delivery – Describes the plans in place to enable the delivery of the highways service.

5. Asset Management Policy and Strategy

‘An asset management policy and strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving the vision’

Asset Management Policy and Strategy – Recommendation 3
UK Roads Liaison Group Guidance

Cheshire East HIAMP is aligned with the clear principles of the Policy and Strategy providing a clear line of sight from local, national, and corporate policies and guidance.

5.1 Asset Management Policy

The Cheshire East Asset Management Policy is a high-level document which sets out the Council’s commitment to Highways Asset Management and aligns and supports the Local Transport Plan.

The Council recognises the vital role played by Cheshire East’s local highway network in supporting the authority’s vision and its strategic priorities. The primary focus of the Policy is to achieve the following objectives:

- The Council is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of the local highway network, to help deliver the best long-term outcomes for residents, businesses, and highway users.
- The Asset Management Strategy will set out how Highway Asset Management will be delivered in Cheshire East. This strategy will consider current and projected financial pressures and opportunities and will explain how available funds and resources should be utilised to maximise their benefit.
- The Council will continue to be a high performing authority that uses its resources well, investing in the 'right treatment, at the right place, at the right time' to secure a long-term sustainable future for the highway infrastructure for the borough.

The work we do contributes to the delivery of the priorities outlined in the Council's Corporate Plan 2021-2025:

The Policy also outlines how it aligns with the Corporate Priorities of:

- A Council which empowers and cares about people
- An open and enabling organisation
- A thriving and sustainable place

5.2 Asset Management Strategy

The Cheshire East Asset Management Strategy sets out how the Council will best manage the highway network to deliver its statutory duties and corporate objectives, taking into consideration the stakeholder and interested parties' needs, local priorities, asset condition and best use of available resources through invest to save initiatives to realise the benefits of early intervention.

The Strategy is guided by the Highway Asset Management Policy and has the following objectives:

- Adopt an asset management approach within the highways service.
- Delivery of the service is led by an effective and efficient Asset Management System.
- Deliver an Asset Management Strategy that considers current and projected financial pressures of the lifecycle of all asset types.
- Set out a framework that will provide an integrated transport system.

6. Asset Data Management

'The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed. An asset register should be maintained that stores, manages and reports all relevant asset data'

Asset Data Management – Recommendation 5
UK Roads Liaison Group Guidance

6.1 Asset Information Strategy

A key requirement for effective asset management is to know and understand the assets which are being managed. The collection and maintenance of asset data assists in a consistent approach to decision making, reporting, and monitoring. Asset data needs to be accurate, reliable, up-to-date, useful, maintained, and well-managed.

On a day-to-day basis, the council, through its maintenance contractor, utilises 'The Operational Cheshire East Highways Asset Information Strategy' (AIS) to inform how data is gathered and stored for highway assets. This supports and aligns with the UKRLG Well-Managed Highway Infrastructure (WMHI) code of practice and the UKRLG Highway Infrastructure Asset Management Guidance (HIAMG) recommendations.

A detailed inventory or register of highway assets, together with information on their scale, nature and use should be maintained. The nature and extent of inventory collected should be fit for purpose and meet business needs. Where data or information held is considered sensitive, this should be managed in a security minded way.

Recommendation 9 – Network Inventory (Well-managed Highway Infrastructure)

The quality, currency, appropriateness, and completeness of all supporting asset management data should be regularly reviewed. An asset management register should be maintained that stores, manages, and reports on all relevant asset data.

Recommendation 10 – Asset Data Management (Well-managed Highway Infrastructure)

In order to maximise the effectiveness of our data management, the AIS is intended to carry out a gap analysis across all highway infrastructure asset groups and to identify what information currently exists, what additional data is required to support the asset management process and how Cheshire East Highways (CEH) intend to populate the asset management databases over a period of time.

6.2 Asset Portfolios/Registers

The asset portfolio contains details of our asset stock that make up the highway network. It is vital to know and understand where and what our assets are so they can be inspected, surveyed, and maintained to the appropriate service levels.

6.2.1. Asset Management Systems

‘Asset management systems should be sustainable and able to support the information required to enable asset management. Systems should be accessible to all relevant staff and, where appropriate, support the provision of information to stakeholders’

Asset Management Systems – Recommendation 12

UK Road Liaison Group Guidance

6.2.2 Confirm on Demand

Confirm on Demand supports Cheshire East’s Asset Management System and is a modular software package that provides functions used to help deliver the day-to-day highway service including Fix My Street. The system is continually upgraded to provide greater functionality and to maintain compliance.



6.2.3 Additional Software Products

Additional software products are utilised within the service which also support the Asset Management System.

6.2.3.1 Xais

Xa is a visual Pavement Management System by Xais. This software can take large amounts of road and pavement condition data and display it in a visualised format using maps, graphs, charts and videos. This enables us to present condition data to engineering and non-engineering audiences.

Road and pavement data is displayed using a 'Red, Amber, Green' format on the Road Condition Index (RCI) which pulls together the severity of each defect identified in the condition surveys.

6.2.3.2 BridgeStation

BridgeStation is an asset management system designed for highway bridges and structures. The system holds all inspection records and condition surveys, inventory and document management, asset valuation and calculates the Bridge Condition Index (BCI).

6.2.3.3 IMTRAC

Information on the inventory of Traffic Signal infrastructure is held within IMTRAC (Information Management for TRAffic Control). The software incorporates an on-line database with map-based user interface and access (in the office or on street) to all pertinent site information. IMTRAC facilitates easy identification and management of assets, managing faults and replacement planning. IMTRAC is also used to store details of all reported faults/fault clearances, lamp change regimes and bi-annual inspections for each site.

6.2.3.4 KaarbonTech

KaarbonTech is a software package which allows for accurate surveying, inventory creation and monitoring of the gully and drainage assets.

7. Risk Management

'The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical, and operational risks should be included as should appropriate mitigation measures'

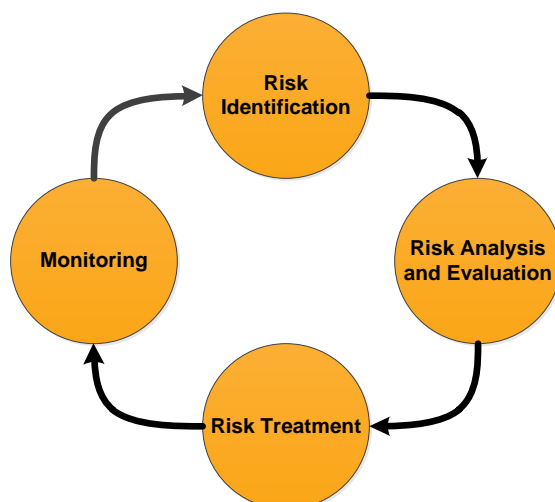
Risk Management – Recommendation 11
UK Roads Liaison Group Guidance

The management of highway maintenance, including the setting of standards for condition and determining priorities and programmes for effective asset management should be undertaken against clear and comprehensive understanding and assessment of the risks and consequences involved.

7.1 How we manage risk

The objective of applying risk management within the asset management plan is to identify the specific risks associated with the management and operation of the network and by doing so, ensuring that these are managed in a structured, appropriate, and auditable manner.

Management of these risks is fundamental to effective asset management and Cheshire East Highways manages this risk via the following process:



Cheshire East has adopted a risk-based approach and a risk management regime for all aspects of highway maintenance policy. This includes investment, setting levels of service, operations, including safety and condition inspections, and determining repair priorities and replacement programmes. It is undertaken against a clear and comprehensive understanding and assessment of the likelihood of asset failure and consequences involved.

The Well-managed Highway Infrastructure Code of Practice recommends the development of a Network Hierarchy to prioritise areas of the network in accordance with their expected use, resilience, and local economic and social factors such as industry, schools, hospitals etc. The approach recommended in the Code looks to move away from the traditional prioritisation of the network by road classification i.e. A, B and C etc.

Risks are evaluated strategically and operationally along with asset condition data. Schemes are prioritised in line with available funding resulting in revenue and capital schemes.

As a result of this Cheshire East has developed the below Network Hierarchy:

| CATEGORY | CRITERIA |
|------------------------|---|
| Resilient Network | The category of roads to which priority is given for maintenance and other measures to maintain economic activity and access key services. |
| Strategic Routes | Trunk and some Principal 'A' class roads between Primary Destinations, routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. |
| Main Distributors | Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. |
| Secondary Distributors | B and C class roads and some unclassified urban routes carrying buses. In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. |
| Link Roads | Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. |
| Local Access Roads | Roads serving limited numbers of properties carrying only access traffic. In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs. |

8. Lifecycles

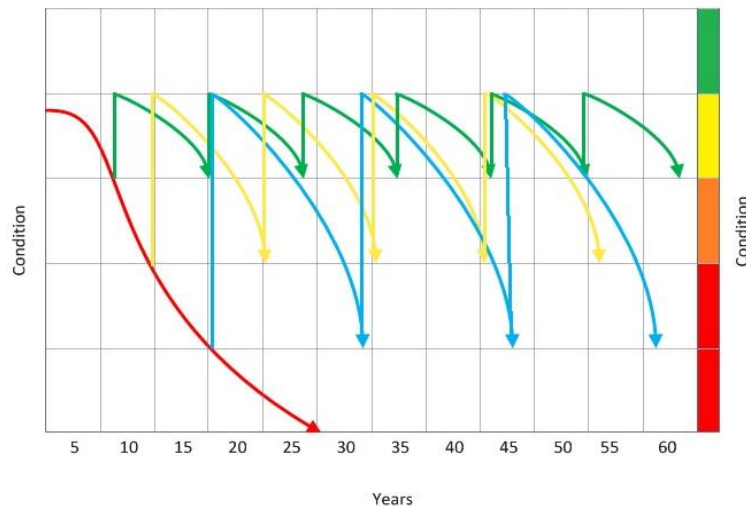
‘Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long-term investment’

Lifecycle Plans – Recommendation 6
UK Roads Liaison Group Guidance

8.1 Lifecycle Planning

Lifecycle planning is the management of an asset from its construction to disposal. Planning for future performance, investment levels and maintenance determines the optimum strategies required to maintain the asset in alignment with the agreed levels of service and budgetary constraints.

Effective lifecycle planning is about making the right investment and using the right treatment at the right time to ensure that the asset delivers the required level of service over its lifespan.



Red Line (Deterioration Curve)

This shows how the asset deteriorates from the date it is constructed over its life span with no intervention. Without any maintenance intervention, it will generally deteriorate to a point where it needs remedial work. It will then reach an unacceptable condition and need full reconstruction or replacement.

Blue Line (Major Treatment)

This shows reconstruction of an asset when it goes below an acceptable condition returning to a 'new' condition after maintenance intervention. At which point it will again begin to deteriorate. This is known as the 'worst first' first method, where funding is invested into assets that are in poor condition and need full or partial reconstruction.

Yellow Line (Intermediate treatment)

This shows remedial works of an asset at more frequent intervals which would be at a lower cost than construction.

Green Line (Multiple treatments)

This shows how an optimum asset management strategy works. It involves a combination of regular preventative maintenance repairs. This approach has cost benefits in terms of the whole life investment costs.

It is recognised that there is almost never a single solution to achieving the desired objective. Therefore, the evaluation of lifecycle costs plays a large part in deciding which option is best in each set of circumstances to deliver minimum whole life cost solutions.

8.2 Carbon

Climate change represents a significant threat to the future sustainability of our planet.

In May 2019, we committed to becoming carbon neutral in our own operations as a council by 2025, and to assist with reducing the borough's carbon footprint. In January 2022, we made a further pledge to make Cheshire East a carbon neutral borough by 2045.

The Council has developed Carbon Neutrality Action Plan 2020-2025 which sets ambitious targets for the Council to be carbon neutral by 2025.

The lifecycle of a highway asset in its construction, management and maintenance can have a sizable environmental impact.

When undertaking construction, management and maintenance activities, we will strive to reduce the carbon footprint and deliver carbon neutrality.

8.3 Life Cycle Plans

Life Cycle Plans define the activities that will be implemented and the resources that will be applied to meet the asset management objectives. A summary of the asset management plans can be found within the appendices.

8.3.1 Carriageway Asset Management Summary Plan – Appendix 1

8.3.2 Footway Asset Management Summary Plan – Appendix 2

8.3.3 Bridges and Structures Asset Management Summary Plan – Appendix 3

8.3.4 Street Lighting Asset Management Summary Plan – Appendix 4

8.3.5 Traffic Signals Asset Management Summary Plan – Appendix 5

8.3.6 Drainage Asset Management Summary Plan – Appendix 6

The above summary plans are live documents and reference the detailed life cycle plans that evolve throughout the life cycle of the asset.

9. Works Programming

‘A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly’

Works Programming – Recommendation 7

UK Roads Liaison Group Guidance

Using our highways asset management approach, we identify and prioritise what maintenance, repair and improvement work we undertake each year. A forward works plan is produced each year which includes a definite one-year annual works programme of both structural and preventative maintenance. The forward works plan includes a further three-year indicative programme. The plan considers the current asset condition through assessment of each road in terms of age, condition, and usage.

The programmes of work can be found on the Council’s webpage and via this link:

<https://www.cheshireeast.gov.uk/road-repair-programme>

9.1 Levels of Service

The Council have adopted a 3-level strategy for repairs and improvements to assets.

- Level 1 – Keeping the network safe and serviceable.
- Level 2 – Maintaining and Protecting the Network
- Level 3 – Investing to Improve the Network

Each Asset Management Plan details the levels of service and how assets are managed and maintained.

9.2 Data Collection

Collecting data through inspections, surveys and assessments is a vital part of highway asset management. Each asset has an effective condition data collection regime designed to meet statutory and regulatory requirements and to meet the needs to the HIAMP, which includes:

- Collecting data to maintain the highway network in a safe condition
- Funding to be prioritised and allocated effectively
- Understanding the extent of the outstanding work and future investments

Monitoring the condition of the network and identifying trends, locally and nationally against performance.

Data collected from surveys addresses the basic information required to develop programmes for maintenance. An effective inspection regime requires clearly defined:

- Inventory of items to be recorded
- Investigatory levels
- Inspection frequencies
- Actions required

Each Life Cycle Plan and its summary details the exact method of data collection used for that asset.

10. Performance Management Framework

‘A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy’

Performance Management Framework – Recommendation 4
UK Roads Liaison Group Guidance

10.1 Performance Management Framework and Levels of Service

Performance is continually measured to monitor progress against our aims and objectives to drive continuous improvement. The highways service Performance Management Framework has been developed with stakeholders and interested parties and supports the Asset Management Strategy.

The Performance Management Framework (PMF) is a suite of measures linked within three themes:

- Council Priorities
- Asset Management
- Customer

Performance measures are clear, linked with levels of service and, accessible to stakeholders, as appropriate. Indicators are regularly reviewed by the key stakeholders to ensure they remain relevant and their targets challenging but deliverable. Where appropriate, revisions are agreed to reflect the changes and challenges being faced by the service at the time.

Performance measures consist of three types:

Strategic Performance Indicator (SPI)

Strategic indicators monitor the health and direction of the Highways Service Contract and inform decisions relating to the Service Period. Achievement / non-achievement of these indicators have contractual implications.

Operational Performance Indicator (OPI)

Operational indicators measure the effective delivery of the Highways Service Contract and determine the Performance Element of the Fee

Service Indicator (SI)

Service indicators are used to monitor performance and provide useful management information. They may be used to agreeing future amendments to the Performance Indicators

10.2. Performance Monitoring

‘The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken’

Performance Monitoring – Recommendation 13
UK Roads Liaison Group

Performance management is embedded into the service level agreements set by the Highway Service Contract. By monitoring and reporting on performance against key service areas, provides a means to measure short and long-term performance.

10.2.1 System Audits

The Asset Management System is monitored and audited internally and externally to ensure that it is fit for purpose, as well as reviewing the output and how it is being used strategically, tactically, and operationally. Cheshire East is accredited to ISO 9001 Quality Management, ISO 14001 Environmental Management, ISO 45001 Occupational Health and Safety Management, ISO 55001 Asset Management, and ISO 44001 Collaborative Business Relationships. Each standard ensures good practice and innovation within the highways service.

10.2.2 Compliance Monitoring

The Council monitors and audits internally and externally the performance and compliance of our maintenance contractors against their contractual obligations.

11. Benchmarking

‘Local and national benchmarking should be used to compare performance of the Asset Management Framework and to share information that supports continuous improvement’

Benchmarking – Recommendation 14
UK Roads Liaison Group

Local and national benchmarking is used to compare performance of the Asset Management Framework and to share information that supports continuous improvement. Cheshire East Highways are fully engaged in many benchmarking groups and best practice groups.

| | | |
|--|---|---|
| National Highways and Transportation (NHT) |  | Cheshire East Highways contribute to the annual National Highways and Transportation Survey (NHT) for the purposes of both benchmarking against similar authorities and gauging the level of customer satisfaction with our services. |
| Customer Quality Commission Efficiency Network (CQC) |  | The CQC Efficiency Network benchmarks the cost of carriageway maintenance in local authority areas on a like for like basis. Cheshire East Highways participate to quantify achieved savings and assess costs against other similar authorities. |
| Asphalt Industry Alliance ALARM Survey |  | Cheshire East Highways participate in the annual Asphalt Industry Alliance ALARM Survey. Participating in this survey helps to develop consistent, credible data that raises awareness of the condition of the local road network in England and Wales as well as maintenance funding issues. |
| Association for Public Service Excellence (APSE) |  | Cheshire East continue to work with the Association for Public Service Excellence (APSE) as an effective means of benchmarking our performance in the delivery of highway maintenance management relative to other similar highway authorities. This helps to identify strengths and weaknesses and to continue to improve the quality of our service. |
| Influence Cheshire East – Our Citizens Panel |  | The panel was created and recruited for during 2011 and consists of nearly 3,000 members – Cheshire East residents living the length and breadth of the Borough. These members have volunteered to regularly take part in research exercises, usually surveys, results from which we use to influence the Council and the Borough for the better. As of June 2018, this panel has been refreshed into a Digital Influence Panel. |

12. Competencies and Training

‘The appropriate competency required for asset management should be identified, and training should be provided where necessary’

Competencies and Training – Recommendation 10
UK Roads Liaison Group

Authorities should identify the necessary competencies to meet their requirements for asset management. Maintaining regular training is key to staff to keep up to date with asset management practices, legislation, and codes of practice.

Long term asset management involves many people over time. As people change and as the approach evolves, it will be necessary to ensure an orderly transfer of knowledge. This can be best achieved where those involved in asset management have clear roles and where due consideration is given to succession planning and the smooth hand over of responsibilities.

Cheshire East Highways invest and will continue the development of staff and support the overall improvement in the implementation and delivery of asset management. There is a mixture of tailored training such as the Highways Maintenance Efficiency Programme (HMEP) e-learning toolkits and workshops and external training with professional bodies such as Lantra, City and Guilds, British Standards Institute, and the Institute of Asset Management.

The Council, through its maintenance contractor, utilises a Competency Framework.

13. Review

The Cheshire East HIAMP will remain a live document. As new national and local policies, strategies and priorities emerge and new challenges are identified, the HIAMP suite of documents will be reviewed and updated as required. The HIAMP is a vital tool to help the Council and stakeholders to strengthen its place shaping role and its delivery of services to the community.

14. Appendices

All available current Highways Policies and Strategies will be available via the Cheshire East Highways webpage.

| | |
|---|--|
| 1 | Cheshire East Highways Carriageway Asset Lifecycle Plan Summary |
| 2 | Cheshire East Highways Footways Asset Lifecycle Plan Summary |
| 3 | Cheshire East Highways Bridges and Structures Asset Lifecycle Plan Summary |
| 4 | Cheshire East Highways Street Lighting Asset Lifecycle Plan Summary |
| 5 | Cheshire East Highways Traffic Signals Asset Lifecycle Plan Summary |
| 6 | Cheshire East Highways Drainage Asset Lifecycle Plan Summary |



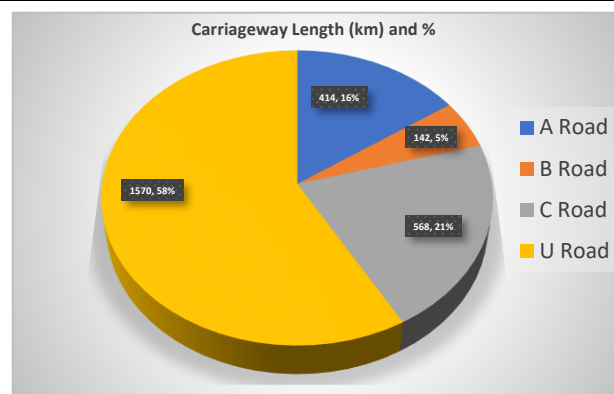
Carriageway Asset Lifecycle Summary

Inventory

The authority has over 2,694 km's in carriageway length which breaks down into the following road categories:

- 414 km of A Roads
- 142 km of B Roads
- 568 km of C Roads
- 1570 km of Unclassified Roads

Each year Cheshire East's carriageway asset will have a small increase due to Council schemes and the adoption of roads from new developments.



Condition

Cheshire East Council carry out annual carriageway surveys of the network to monitor the current condition and assist with the development of annual programmes and lifecycle planning.

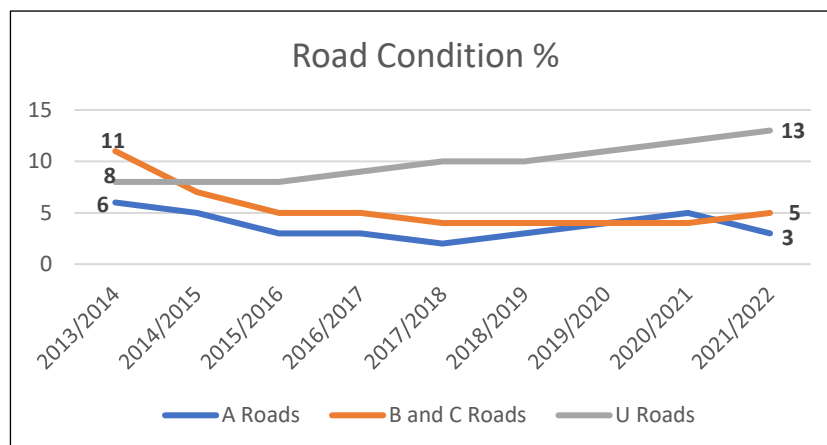
There are a number of different surveys that the Council use, from a surveyor visually inspecting the road to using vehicles with mounted lasers and cameras to measure different aspects of the roads surface, providing a comprehensive picture of the condition of the carriageway asset.

Annually there is a requirement for authorities to report road condition data to the Department for Transport of proportions of the network where maintenance should be considered over the next 12 months.

The condition of the A Road Network within the Borough where maintenance is to be consider over the next 12 months currently stands at 3% in 2021/22. This is an improvement of 3% in comparison to 6% in 2013/14.

The B & C Road Network has also seen an improvement in condition from 11% in 2014 to 5% in 2021/22.

The area of the carriageway network within the Borough which has not improved is the authorities' unclassified network which is the largest section of the road network within Cheshire East. Areas where maintenance should be considered over the next 12 months on the unclassified network has increased by 1% from 12% in 2020 to 13% in 2021/22



In addition to condition, the maintenance of adequate levels of carriageway skidding resistance are an important aspect of highway maintenance, and one that contributes significantly to network safety.

The skid resistance of the A Road Network is annually monitored through a scrim survey. Surfaces with actual skid resistance below a certain threshold identified from the survey are investigated in line with Council's Skid Resistance Strategy.

Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from Council Tax and is used for day to day maintenance activities. Capital funding is provided by central government grants and the Council's own investment and delivers improvements to the road network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million. The level of funding needed to stop the public highway network in the borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the key service areas. Carriageway investment has been highlighted in bold as follows:

| Revenue Investment | | | | |
|--|---|--|------------------------|--------------|
| Highway Asset | | | Council Revenue Budget | |
| Coordinating Roadworks and other Activities on the highway | | | £555,695 | |
| Handling enquiries from the public | | | £179196 | |
| Inspection of the highway | | | £501,884 | |
| Bridges and Structures | | | £256,645 | |
| Drainage system cleaning and repairs | | | £1,099,171 | |
| Pothole Repairs | | | £2,184,279 | |
| Other Road Repairs (including road edge failures, damaged paving etc.) | | | £588,251 | |
| Responding to Emergencies | | | £683,041 | |
| Road Markings Renewals | | | £0 | |
| Hedges and Trees | | | £674,077 | |
| Grass Cutting and Weed treatment | | | £794,527 | |
| Fencing and Wall Repairs | | | £0 | |
| Road Signs Cleaning and Repairs | | | £0 | |
| Winter Service (including gritting and snow clearance) | | | £1,981,215 | |
| Street Lighting | | | £567,563 | |
| Traffic Signal | | | £312,053 | |
| Traffic and Road Safety (including education to schools) | | | £304,697 | |
| Managing Flood Risk | | | £304,909 | |
| Budget Total 2022/23 | | | £10,987,202 | |
| Capital Investment | | | | |
| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

Strategy and Repair Options

A variety of repair processes are required to address the various levels of deterioration through a carriageway's lifecycle. An innovative three level asset management strategy was therefore adopted to rectify carriageway defects through different lifecycle stages:

Level 1 – Safe and serviceable: Permanent repairs to defects through scheduled inspections within prescribed timescales to ensure the network is safe.



Level 2 – Maintaining and protecting: Using a defined programme of works for medium sized patching, targeting areas showing potential to worsen and become future defects.



Level 3 – Investing to improve the network: Surface Dressing and Resurfacing Programme, utilising an asset data-led approach, to provide the most effective treatment, obtaining as much value and cost benefit as possible



Carriageway Service Level Documents

- Cheshire East Council Asset Management Policy
- Cheshire East Council Asset Management Strategy
- Cheshire East Council Highways Safety Inspections Code of Practice
- Cheshire East Highway Infrastructure Asset Management Plan
- Cheshire East Council Skid Resistance Strategy
- Cheshire East Council Adverse Weather Plan

Footway Asset Lifecycle Summary

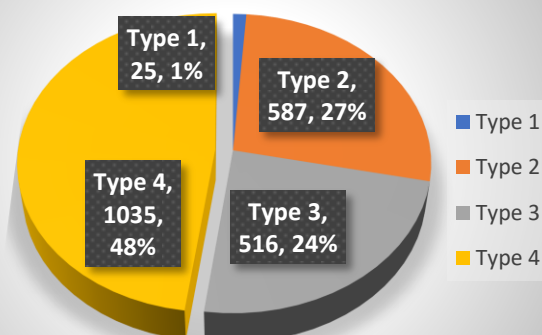
Inventory

The Footway Network Length in Cheshire East Borough is approximately 2,162 km and is split into the following footway hierarchies:

- Type 1 (Primary Walking Routes) - 25 km
- Type 2 (Secondary Walking Routes) – 587 km
- Type 3 (Link Footways) - 516 km
- Type 4 (Local Access Footways) – 1035 km

Each year Cheshire East's footway asset will have a small increase due to the adoption of roads from new developments and council schemes

Footway Length (km) & %



Condition

Cheshire East Council carry out annual footway surveys of the network to monitor the current condition and assist with the development of annual programmes and lifecycle planning.

Current condition information for our high and medium use footways is obtained from detailed visual inspections (DVIs)

The condition of Type 1 and Type 2 footways within the Borough where maintenance is to be consider over the next 12 months currently stands at 32% for 2021/22. This is an increase of 1% in comparison to 31% in 2017/18.

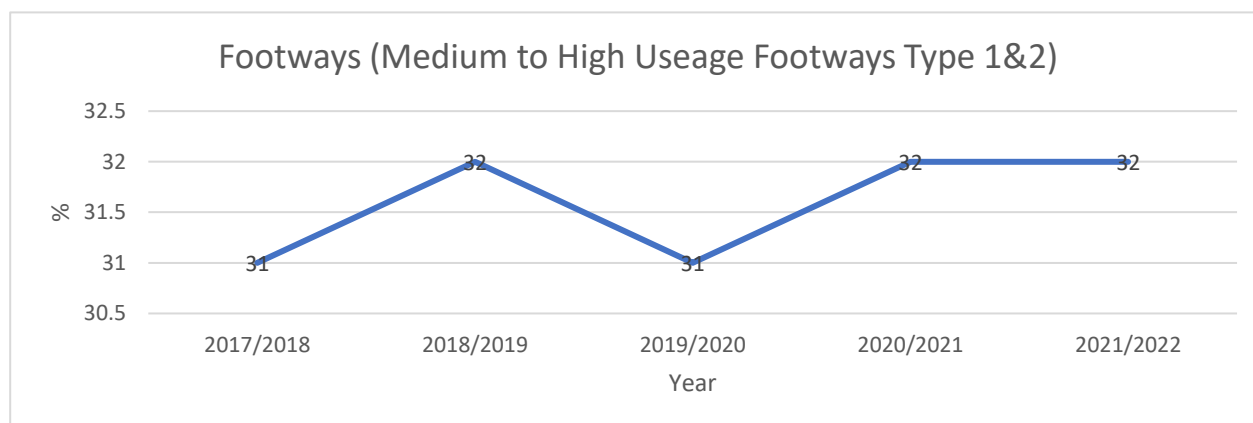


Fig. 1 % of Footways where maintenance is to be consider over the next 12 months.

For lower-use footways around the Borough, the Council undertake an annual survey programme of 25% of the current network, to help identify their current condition and to gain a better understanding of the condition of their footways across all categories.

Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from Council Tax and is used for day to day maintenance activities. Capital funding is provided by central government grants and the Council's own investment and delivers improvements to the highway network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million.

The level of funding needed to stop the public highway network in the Borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the key service areas shown below. Footway investment has been highlighted in bold as follows:

| Revenue Investment | | | | |
|--|--|--|------------------------|--------------|
| Highway Asset | | | Council Revenue Budget | |
| Coordinating Roadworks and other Activities on the highway | | | £555,695 | |
| Handling enquiries from the public | | | £179,196 | |
| Inspection of the highway | | | £501,884 | |
| Bridges and Structures | | | £256,645 | |
| Drainage system cleaning and repairs | | | £1,099,171 | |
| Pothole Repairs | | | £2,184,279 | |
| Other Road Repairs (including road edge failures, damaged paving etc.) | | | £588,251 | |
| Responding to Emergencies | | | £683,041 | |
| Road Markings Renewals | | | £0 | |
| Hedges and Trees | | | £674,077 | |
| Grass Cutting and Weed treatment | | | £794,527 | |
| Fencing and Wall Repairs | | | £0 | |
| Road Signs Cleaning and Repairs | | | £0 | |
| Winter Service (including gritting and snow clearance) | | | £1,981,215 | |
| Street Lighting | | | £567,563 | |
| Traffic Signal | | | £312,053 | |
| Traffic and Road Safety (including education to schools) | | | £304,697 | |
| Managing Flood Risk | | | £304,909 | |
| Budget Total 2022/23 | | | £10,987,202 | |
| Capital Investment | | | | |
| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

Strategy and Repair Options

A variety of repair processes are required to address the various levels of deterioration through a footways lifecycle. An innovative three level asset management strategy was therefore adopted to rectify carriageway defects through different lifecycle stages:

Level 1 – Safe and serviceable: Permanent repairs to defects within prescribed timescales to ensure the network is safe. Sufficient resources were employed to carry out repairs to footway defects identified.

Level 2 – Maintaining and protecting: Using a defined programme of works for medium sized schemes such as patching etc., targeting areas showing potential to worsen and become future defects.

Level 3 – Investing to improve the network: Slurry Seal and resurfacing programme, utilising an asset data-led approach, to provide the most effective treatment, obtaining as much value and cost benefit as possible.



Footway Service Level Documents

- Cheshire East Council Asset Management Policy
- Cheshire East Council Asset Management Strategy
- Cheshire East Council Highway Safety Inspection Code of Practice
- Cheshire East Highway Infrastructure Asset Management Plan
- Cheshire East Council Adverse Weather Plan

Bridges and Structures Asset Lifecycle Summary

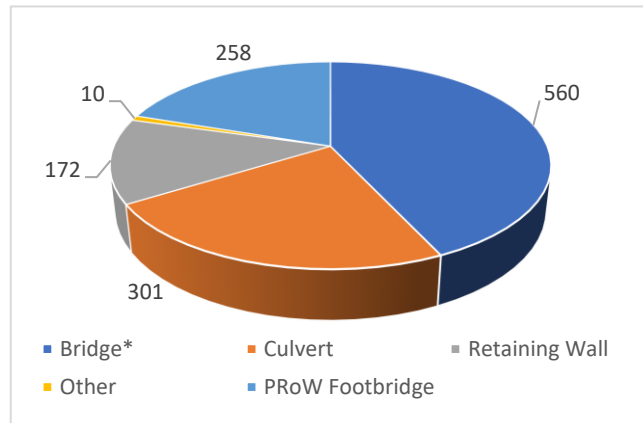
Inventory

The authority has 1,302 structures in Cheshire East. This Asset grouping comprises bridges, culverts, subways and retaining walls.

The list also includes footbridges owned outside of the Highways Portfolio, i.e., Public Rights of Way (PRoW), but is included in the remit for inspection and cyclical maintenance.

The total number of Cheshire East's Bridges and Structures stock can increase due to the adoption of roads from new developments. Proposed structures are recorded on the system at the start of the Technical Approvals process. This allows for a tracked process up to the point when the structure is constructed and adopted by the highway authority.

The number of assets will fluctuate as we undertake regular network reviews and in alignment with national standards and Codes of Practice.



Inspection

In line with current guidance, we undertake periodic inspections of all the structures to ascertain their current condition and measure deterioration rates from previous inspections. The type and frequency of inspections are as follows:

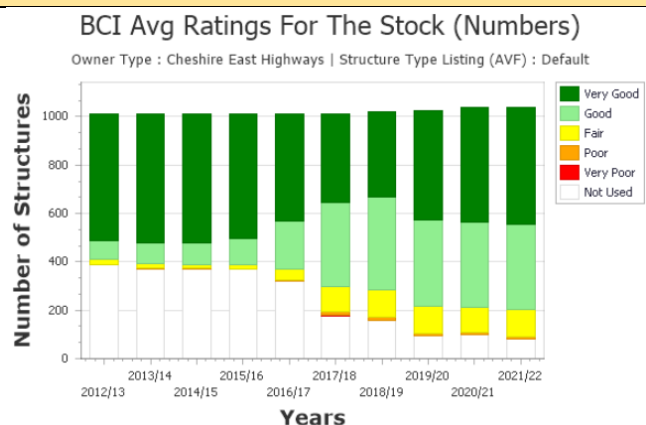
- Principal – Detailed, thorough inspection undertaken to every structural element from within touching distance, the frequency is every 6-12 years. Frequency is assessed by undertaking reviews in line with the DMRB CS 450 every two years.
- General – Walk around visual inspection from ground level detailing visual defects, there frequency is every 2 years.
- Special – Undertaken when required; For example, after road traffic collisions, specific element inspection undertaken outside normal frequencies. This includes specialised diving inspections to check for scour.
- Monitoring – Undertaken on agreed frequencies outside of the routine inspections to collect data against specific defects or movement to enable schemes to be developed.

Condition

The graph represents the total number of structures over the past 11 years and their changing condition ratings over that time.

Effective asset management principles were introduced in 2015/16 and this is evident in the following years with a greater understanding of the structure's asset stock and their condition.

The slow rate of deterioration over time is evident within the later part of the graph with an increase in the yellow and amber sections. A large proportion of this is attributed to the inclusion of small span culverts (>0.9m) into the programme.



Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from Council Tax and is used for day to day maintenance activities. Capital funding is provided by central government grants and the councils own investment and delivers improvements to the road network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million.

The level of funding needed to stop the public highway network in the borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the key service areas. Bridges and Structures investment has been highlighted in bold as follows:

Revenue Investment

| Highway Asset | Council Revenue Budget |
|--|------------------------|
| Coordinating Roadworks and other Activities on the highway | £555,695 |
| Handling enquiries from the public | £179,196 |
| Inspection of the highway | £501,884 |
| Bridges and Structures | £256,645 |
| Drainage system cleaning and repairs | £1,099,171 |
| Pothole Repairs | £2,184,279 |
| Other Road Repairs (including road edge failures, damaged paving etc.) | £588,251 |
| Responding to Emergencies | £683,041 |
| Road Markings Renewals | £0 |
| Hedges and Trees | £674,077 |
| Grass Cutting and Weed treatment | £794,527 |
| Fencing and Wall Repairs | £0 |
| Road Signs Cleaning and Repairs | £0 |
| Winter Service (including gritting and snow clearance) | £1,981,215 |
| Street Lighting | £567,563 |
| Traffic Signal | £312,053 |
| Traffic and Road Safety (including education to schools) | £304,697 |
| Managing Flood Risk | £304,909 |
| Budget Total 2022/23 | £10,987,202 |

Capital Investment

| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
|---|--|--|--------------------|--------------------|
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

Strategy and Repair Options

A variety of repair processes are required to address the various levels of deterioration through a structure's lifecycle. An innovative three level asset management strategy was therefore adopted to rectify bridges and structures defects through different lifecycle stages:



Level 1 – Interventions aimed towards delivering a required target condition for the structure. All elements are considered for treatment when they reach a condition of 3C. This should be linked to contract performance requirements for overall condition factors.

Level 2 – To be used for regular and frequent minor intervention that slow down the rate of deterioration. All critical elements are considered for treatment when they reach a condition of 3C. This should be linked to network hierarchy as well as gritting routes and all listed structures

Level 3 – To be used for infrequent, but major interventions. The Structures Asset Lifecycle Planning Toolkit suggests intervention at an element condition score of 4D.

Bridges and Structures Service Level Documents

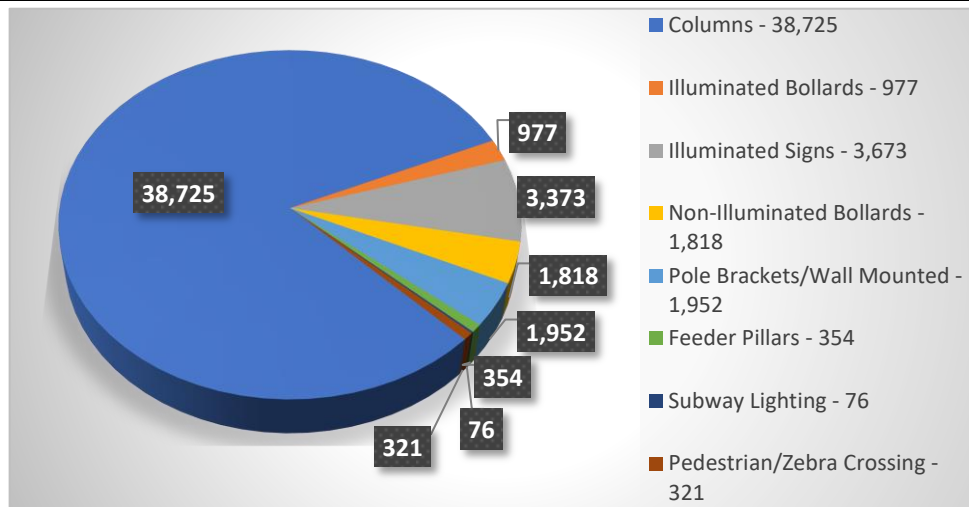
- Cheshire East Highways Asset Management Policy
- Cheshire East Highways Asset Management Strategy
- Cheshire East Council Highway Safety Inspection Code of Practice
- Well-Managed Highway Infrastructure
- Value Management Strategy
- Value Management Guidance notes

Street Lighting Asset Lifecycle Summary

Inventory

The Council has 47,896 street lighting assets.

The majority of these are street lighting columns, illuminated signs and illuminated bollards as shown in the following categories:



Inspection

Regular inspections and checks are undertaken as shown below; -

Structural Testing

This tests the structural integrity of the asset. The Borough's Street Lighting columns will be tested every 6 years until such time as they reach an age at which they should be considered for replacement. The replacement age of a column is determined by several factors including but not limited to the location of the column, its surface protection, wind exposure and if any attachments are fitted to the column. Generally, this age is around 25 years (BS EN 40 gives the Design Working Life) after installation however if the column is in an area with less severe environmental conditions this age may be longer.

After an initial test subsequent tests are undertaken every 6, 3, 2 or 1 year, depending upon the results of the previous test and the recommendation provided by the tester.

Steel lighting columns are visually inspected with an endoscope and ultrasonic material thickness testing is carried out if the endoscope reveals a potential problem. Concrete columns are visually tested.

The Council also has lighting brackets mounted on Electricity Board wooden poles, bridges and other buildings and structures that are not owned by the Council. Structural testing only ascertains if the bracket (and ancillary equipment) fixing to these structures is sound. Maintenance of the structure itself is the responsibility of others.

Electrical Testing

This tests the safety of electrical elements of the asset to BS 7671 18th Edition standard. Electrical testing of each lighting unit, feeder pillar and Council-owned cable network is carried out every six years in accordance with the IEE regulations.. Columns on the Council-owned cable network will be programmed for rectification whilst columns on Distributor Network Operator's cable network will be sent to the necessary DNO for review.

Night Scouting

Night scouts are currently carried out 2 times yearly to ensure lighting is operational

Condition

To ensure that the desirable levels of service of a column are met measurements will be taken and recorded. The condition of the lighting asset is also a key area of public interest. The table identifies the areas of testing and frequency to ensure asset condition.

| Operation | Frequency |
|---------------------|--|
| Structural Test | 6 Yearly Cycle (max) |
| Electrical Test | 6 Yearly Cycle |
| Visual Safety Check | During each maintenance or Capital Visit |
| Night Inspection | Once annually during winter period |

Detailed analysis of the street lighting asset stock has shown that different types of lighting columns have different structural defects. Testing of steel lighting columns has shown considerable variability of lighting column condition in any one location. The main cause of failure is internal corrosion, our practice is to replace only those steel columns which fail the structural test.

A visual safety check of the condition of each lighting column is carried out on every visit. Lighting columns thought to be structurally unsound are assessed further and may be subject to an emergency "make safe" or are replaced in the shortest possible timescale.

Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from Council Tax and is used for day to day maintenance activities. Capital funding is provided by central government grants and the Council's own investment and delivers improvements to the road network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million.

The level of funding needed to stop the public highway network in the Borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the key service areas. Street Lighting investment has been highlighted in bold as follows:

Revenue Investment

| Highway Asset | Council Revenue Budget |
|--|------------------------|
| Coordinating Roadworks and other Activities on the highway | £555,695 |
| Handling enquiries from the public | £179,196 |
| Inspection of the highway | £501,884 |
| Bridges and Structures | £256,645 |
| Drainage system cleaning and repairs | £1,099,171 |
| Pothole Repairs | £2,184,279 |
| Other Road Repairs (including road edge failures, damaged paving etc.) | £588,251 |
| Responding to Emergencies | £683,041 |
| Road Markings Renewals | £0 |
| Hedges and Trees | £674,077 |
| Grass Cutting and Weed treatment | £794,527 |
| Fencing and Wall Repairs | £0 |
| Road Signs Cleaning and Repairs | £0 |
| Winter Service (including gritting and snow clearance) | £1,981,215 |
| Street Lighting | £567,563 |
| Traffic Signal | £312,053 |
| Traffic and Road Safety (including education to schools) | £304,697 |
| Managing Flood Risk | £304,909 |
| Budget Total 2022/23 | £10,987,202 |

Capital Investment

| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
|---|--|--|--------------------|--------------------|
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

A variety of repair processes are required to address the various levels of deterioration through a streetlight's lifecycle.

An innovative three level asset management strategy was therefore adopted to rectify street lighting defects through different lifecycle stages:



Level 1 – Safe and serviceable: To undertake reactive maintenance works onstreet lighting stock to expeditiously prevent short term deterioration and keepin a safe condition.

Level 2 – Maintaining and protecting: Using a defined programme of works such as lamp replacement programmes, targeting areas showing potential to worsen and become future defects.

Level 3 – Investing to improve the network: Investment in new energy efficientled technology adopting dimming and trimming protocols on all new installations to control energy expenditure and reduce carbon footprint. Column Replacement Programme based on a risk assessment, age, and material profile.

Street Lighting Service Level Documents

- Cheshire East Highways Asset Management Policy
- Cheshire East Highways Asset Management Strategy
- Well-Managed Highway Infrastructure
- Cheshire East Highway Infrastructure Asset Management Plan
- GN22/19 – Asset Management Toolkit: Minor Structures



Traffic Signals Asset Lifecycle Summary

Inventory

An annual inventory and condition survey is undertaken upon all sites on the Cheshire East network.

Each year Cheshire East's Intelligent Transport Systems (ITS) asset will increase. This is due to the adoption of installations associated with new developments and the implementation of safety schemes and local authority initiatives which use ITS facilities to improve driver and pedestrian safety.

Summary of Traffic Signal Installations

| Description | Number |
|--------------------------------|------------|
| Signal Controlled Junction | 112 |
| Pelican Crossings | 6 |
| Puffin and Toucan Crossings | 149 |
| Fire Safety Priority Equipment | 0 |
| Total | 267 |

Summary of ITS Equipment Inventory

| Description | Number |
|--|------------|
| Urban Traffic Control System | 0 |
| Traffic Signals Remote Monitoring System | 1 |
| VAS & SIDS | 120 |
| School Wig Wag Signs (SWW's) | 339 |
| Total | 460 |

Condition

A consistent scoring system is used to rate and track the condition of all equipment at each individual site. Each asset includes a field for its installation date.

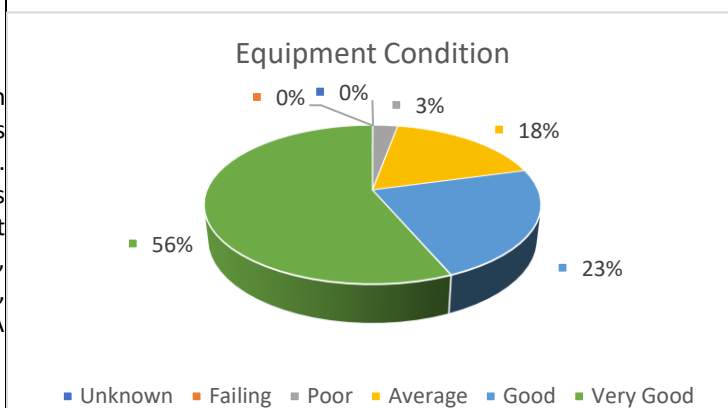
The condition ratings used are:

- Very Good,
- Good,
- Average,
- Poor,
- Failing.

Overall, the current asset is in good condition with an average condition rating of 83% with no installations considered to be in a poor or failing condition. However, there are still several junctions and crossings which, although working well, do not meet current CEH requirement with respect to operational function, for example having obsolete, but working equipment, far-sided pedestrian equipment or requiring MOVA control.

All assets reported as failing are immediately listed for the following year's replacement programme. Assets reported as being in poor condition are also added to the list with the intention of replacement should budget allocations permit.

Should an individual site be identified as containing a large amount of failing and poor equipment, then consideration is given to full refurbishment of the installation.



Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from Council Tax and is used for day to day maintenance activities. Capital funding is provided by central government grants and the Council's own investment and delivers improvements to the road network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million.

The level of funding needed to stop the public highway network in the Borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the below key service areas. Traffic Signal investment has been highlighted in bold as follows:

| Revenue Investment | | | | |
|--|--|--|------------------------|--------------|
| Highway Asset | | | Council Revenue Budget | |
| Coordinating Roadworks and other Activities on the highway | | | £555,695 | |
| Handling enquiries from the public | | | £179196 | |
| Inspection of the highway | | | £501,884 | |
| Bridges and Structures | | | £256,645 | |
| Drainage system cleaning and repairs | | | £1,099,171 | |
| Pothole Repairs | | | £2,184,279 | |
| Other Road Repairs (including road edge failures, damaged paving etc.) | | | £588,251 | |
| Responding to Emergencies | | | £683,041 | |
| Road Markings Renewals | | | £0 | |
| Hedges and Trees | | | £674,077 | |
| Grass Cutting and Weed treatment | | | £794,527 | |
| Fencing and Wall Repairs | | | £0 | |
| Road Signs Cleaning and Repairs | | | £0 | |
| Winter Service (including gritting and snow clearance) | | | £1,981,215 | |
| Street Lighting | | | £567,563 | |
| Traffic Signal | | | £312,053 | |
| Traffic and Road Safety (including education to schools) | | | £304,697 | |
| Managing Flood Risk | | | £304,909 | |
| Budget Total 2022/23 | | | £10,987,202 | |
| Capital Investment | | | | |
| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

A variety of repair processes are required to address the various levels of deterioration through a traffic signal’s lifecycle. An innovative three level asset management strategy was therefore adopted to rectify traffic signal defects through different lifecycle stages:



- Level 1** – Reactive maintenance: Repair of faults on an ad-hoc basis as they occur and are reported via our remote monitoring system, via the public or spotted whilst passing by our maintenance engineers or highlighted within inspections.
- Level 2** – Replacement schemes: Identified annually though evaluation of individual equipment item asset condition data with a risk rating approach. This Includes replacement of poles, pedestrian push buttons and controllers. Annual works are budget dependent and are undertaken in the order of worse condition first.
- Level 3** – Improvement schemes: Identified annually though evaluation of overall asset condition and type for each site, including crossing upgrades, upgrades of mode of vehicle detection and full traffic signal refurbishment. These works are budget dependent and are evaluated annually and consider numerous other criteria such as road hierarchy, usage, local development, congestion, etc.

| Traffic Signals Service Level Documents | |
|---|--|
| <ul style="list-style-type: none"> Cheshire East Council Asset Management Policy Cheshire East Council Asset Management Strategy Well-managed Highway Infrastructure Cheshire East Highway Infrastructure Asset Management Plan | |

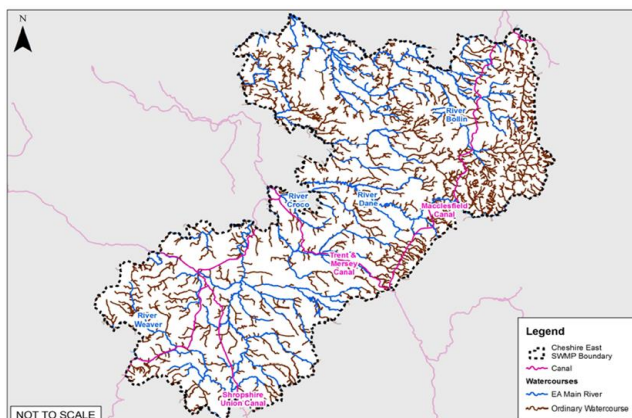


Drainage Asset Lifecycle Summary

Inventory

The highway drainage asset consists of a wide-ranging inventory including road and footway gullies, carrier drains, manholes and catchpits, combined kerb drains, culverts, petrol interceptors, storage tanks, balancing ponds and pumping stations.

The drainage systems across the Cheshire East network have evolved over the last 150 years. This process is continuing within the heavily regulated natural catchment and environment and makes full use of the complex network of drainage systems which eventually drain to the sea and/or natural groundwater systems.



Inspection and Condition

Highway drainage assets are inspected using a variety of methods:

- Regular highway safety inspections in accordance with Cheshire East Council's Code of Practice for Highway Safety Inspections
- Programmed annual and half-yearly maintenance inspections of larger assets
- Annual network condition surveys, including Course Visual Inspections and Detailed Visual Inspections
- Scheduled gully cleaning programme
- Ad hoc inspections in response to enquiries and requests for service

Over recent years, condition data has been collected for all road gullies at the time of each empty. As well as recording the date and time of empty, conditions can be collected such as the information relating to the amount of detritus in the pot, damage to the grate and frame, contamination, obstructions from parked vehicles etc. This information can then be presented on the GIS mapping system, providing data intelligence to help us prioritise our work programmes.

Maintenance

Gully emptying is the first stage of the process to ensure that all of the highway drainage assets are functioning. If the gully is found to be clear and the connection discharges water effectively, no further work will be required. However, if this isn't the case, the gully will be recorded in the asset system for further action. All such 'red tags' will then be programmed for clearing. This will usually take place on completion of that emptying schedule.

If the 'red tag' cannot be resolved at this time, a further visit will be required with a higher-pressure jetting unit. These will be prioritised based on clearly defined criteria depending on class of road, location, hazard to highway users, risk of flooding to property etc.

In most cases, the high pressure jetter will be able to resolve the problem.

However, other problems can be encountered:

- Blockages identified in public sewers.
- Blockages identified in private property.
- Blockages that cannot be resolved by jetting.

Depending on what is encountered, further follow up action will be necessary:

- Referral to the water and sewer company (United Utilities).
- Referral to adjacent landowner or riparian owner.
- Referral to Cheshire East Highways Flood Risk Management Team.
- CCTV or other surveys.
- Root cutting.
- Excavation and repair.

Where further work is Cheshire East Highway's responsibility, this will be prioritised and programmed using the same criteria and asset management approach we use for all highway drainage works.

Investment

Highway's funding is split into two areas – revenue and capital. Revenue comes from the Council Tax and is used for day to day drainage maintenance and cleansing type activities. Capital funding is provided by central government grants and the councils own investment and delivers improvements to the drainage network.

For the 2022/23 financial year, the highways revenue budget is £10.987 million, and the capital budget is £22.793 million.

The level of funding needed to stop the public highway network in the borough getting worse is currently estimated to be per annum £28 million for revenue activities and £27 million for capital works.

This year the budget has been allocated across the key service areas. Drainage investment has been highlighted in bold as follows:

Revenue Investment

| Highway Asset | Council Revenue Budget |
|--|------------------------|
| Coordinating Roadworks and other Activities on the highway | £555,695 |
| Handling enquiries from the public | £179,196 |
| Inspection of the highway | £501,884 |
| Bridges and Structures | £256,645 |
| Drainage system cleaning and repairs | £1,099,171 |
| Pothole Repairs | £2,184,279 |
| Other Road Repairs (including road edge failures, damaged paving etc.) | £588,251 |
| Responding to Emergencies | £683,041 |
| Road Markings Renewals | £0 |
| Hedges and Trees | £674,077 |
| Grass Cutting and Weed treatment | £794,527 |
| Fencing and Wall Repairs | £0 |
| Road Signs Cleaning and Repairs | £0 |
| Winter Service (including gritting and snow clearance) | £1,981,215 |
| Street Lighting | £567,563 |
| Traffic Signal | £312,053 |
| Traffic and Road Safety (including education to schools) | £304,697 |
| Managing Flood Risk | £304,909 |
| Budget Total 2022/23 | £10,987,202 |

Capital Investment

| Highway Asset/ Funding Source | Government Department for Transport (DfT) Local Transport Plan Grants | DfT Pothole Fund & Traffic Signal Maintenance Fund | Council Investment | Total Budget |
|---|--|--|--------------------|--------------------|
| Road Improvements | £300,000 | £5,799,000 | £4,000,000 | £10,099,000 |
| Footway Improvements | £1,140,000 | | £542,000 | £1,682,000 |
| Drainage Improvements | £1,721,000 | | £1,100,000 | £2,821,000 |
| Bridges and Structures | £1,704,008 | | £1,000,000 | £2,704,008 |
| Street Lighting | £750,000 | | £400,000 | £1,150,000 |
| Traffic Signals | £433,450 | £500,000 | | £933,450 |
| Road Markings | £200,000 | | £100,000 | £300,000 |
| Safety Barriers | £250,000 | | | £250,000 |
| Road Safety Investment | £245,000 | | | £245,000 |
| Sustainable transport Enhancement Programme (STEP) | £895,000 | | | £895,000 |
| Electric Vehicle Charging on Street Funding bid – Match funding | | | £100,000 | £100,000 |
| Infrastructure & Transport Studies | £525,000 | | | £525,000 |
| Local Highway Measures | £640,000 | | | £640,000 |
| Road Signs | £148,542 | | | £148,542 |
| Programme Management | £300,000 | | | £300,000 |
| Budget Totals 2022/2023 | £9,252,000 | £6,299,000 | £7,242,000 | £22,793,000 |

Drainage Repair Strategy

A variety of repair processes are required to address the various levels of deterioration through a lifecycle of a drainage asset. An innovative three level asset management strategy was therefore adopted to rectify drainage issues through different stages of the asset's lifecycle:



- Level 1 – Safe and serviceable:** A scheduled programme of gully cleaning is undertaken across the road network to ensure that the collection of waste is removed so water can flow freely.
- Level 2 – Maintaining and protecting:** Using a defined programme of drainage investigation works to expose and examine through excavation if a highway drainage system is operating properly and to carry out any minor repairs where necessary.
- Level 3 – Investing to improve the network:** Drainage renewal and improvements, utilising an asset data-led risk-based approach, to provide the most effective drainage solution whilst obtaining as much value and cost benefit as possible.

Drainage Service Level Documents

- Cheshire East Council Asset Management Strategy
- Cheshire East Council Asset Management Policy
- Cheshire East Council Highway Safety Inspection Code of Practice
- Cheshire East Highway Improvement Programme Plan
- Cheshire East Highways Infrastructure Asset Management Plan
- UKRLG Guidance on the Management of Highway Drainage Assets
- The Highways Maintenance Efficiency Programme (HMEP) Guidance of Highway Drainage Assets 2012

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Cheshire East Resilient Highway Network Plan 2023

www.cheshireeast.gov.uk

Version Control

| Version | Purpose/Change | Date |
|----------------|-----------------------|---------------|
| 1.0 | Final | December 2022 |

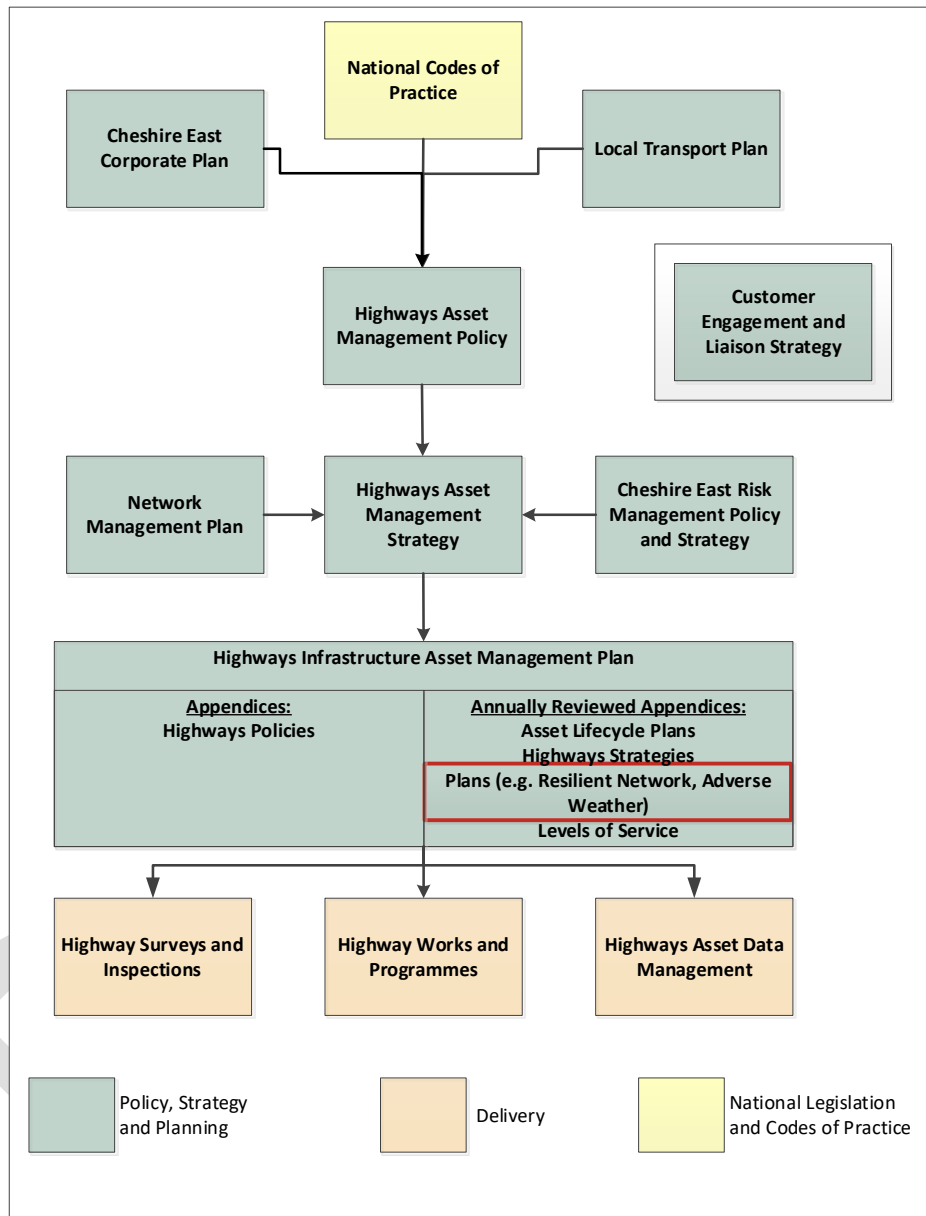
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1. Document Structure



2. Introduction

In 2014 the Department for Transport (DfT) released the Transport Resilience Review as a result of the extreme weather experience in the winter of 2013/14. The review assessed the resilience of all major modes of transport to extreme weather. The review made key recommendations aimed at improving the resilience of the UK's transport systems. The importance of these findings within the review has been reinforced by the inclusion of the Resilient Highway Network into the DfT Highways Maintenance Funding Incentive Self-Assessment Questionnaire.

The report recommended that Local Highway Authorities review their current resilient network to prioritise and identify resilience activities on more critical parts of the highway network which they maintain, with plans in

place for the management of events including exceptional heat, industrial action, major incidents and other local risks.

Cheshire East Highways is responsible over 2700km of Carriageways, 1900km of Footways, 1100 highways structures and an array of other network infrastructure which is critical on a national, regional, and local level.

The Cheshire East Resilience Plan links to the Highways Infrastructure Asset Management Plan (HIAMP) by identifying the critical network, which can then be utilised for maintenance prioritisation.

The Cheshire East Resilient Highway Network has been reviewed and refreshed as part of the Well Managed Highway Infrastructure review. The Cheshire East Resilient Highway Network forms the highest priority tier within the Network Hierarchy.

3. Methodology

The process for developing the Resilient Network followed the recommendations of the 2014 Transport Resilience Review.

Good asset management practice requires a Maintenance Hierarchy to be established to support the creation of levels of service and to aid the coordination and regulation of the occupation of the highway network when works are required. In 2016 The Code of Practice for Well-Managed Highway infrastructure reinforced the importance of a network hierarchy as a foundation of a risk-based maintenance strategy.

It is important that the hierarchy adopted reflects the needs, priorities and actual use of each road in the network and plays a key role in several Cheshire East activities and services including the resilient network.

In determining the critical points on the network, the following areas were considered in maintaining economic activity:

- Access to main towns within the Borough and outside Cheshire East using the principal road network.
- Access to town centres in the main towns.
- Access to principal employment areas.
- Access to key services.

The Primary and Winter Route Networks are the basis of the new Cheshire East Resilient Highway Network. Certain elements of the Primary Route Network have been replaced in the Cheshire East Resilient Network by more locally critical routes.

Changes to critical routes following the annual review of the Cheshire East Adverse Weather Plan will be reflected in the Cheshire East Highways Resilient Network plan to ensure alignment.

Working with partner organisations, further work will be undertaken as part of future reviews to determine additional critical routes that may develop as the network evolves, with particular attention paid to the routes with little or no alternative.

Key asset locations have been received through consultation with emergency services, partner organisations and neighbouring authorities.

Highways England manages the motorway and major trunk road network running through Cheshire East. Cheshire East Council's highway network and that which is managed by Highways England are very much interwoven with regards to resilience. Highways England has provided strategic diversion routes which have been included in the Cheshire East resilient network.

The Major Road Network (MRN) is a proposed classification of local authority roads in England. The creation of the MRN consists of the most strategic local routes in England and the more major local authority-controlled A roads. These are defined through a combination of quantitative and qualitative analysis in line with the Rees Jeffreys Road Fund report, which first proposed the concept of an MRN. These routes have been considered and included in the Cheshire East resilient network where necessary.

Cheshire East Highways Resilient Network was therefore developed in line with the above and is included in Appendix A.

As a minimum the Cheshire East Resilient Highway Network will be reviewed biennially or after a major event in collaboration with partner organisations and neighbouring authorities.

4. Stakeholder Engagement

In 2018, consultation on the proposed resilient network was distributed to the following interested parties for feedback:

- Local transport operators
- Neighbouring authorities (including Highways England)
- The emergency services
- Transport for the North
- The Local Enterprise Partnership (LEP)
- The local Chamber of Trade
- Manchester Airport
- Network Rail
- Local bus operators
- The Road Haulage Association

The Resilient Network was adjusted as a result of the consultation to take into consideration the feedback received from interested parties. The feedback played a predominant part in identifying the critical routes of the Borough.

The network was drafted in co-ordination with the Cheshire Emergency Planning Team and the Cheshire East Major Emergency Response Plan.

Considerations of the resilient network are detailed in the table below:

| Consideration | Description | Reviewed | Comments | Source | Format |
|-----------------|---|----------|---|--------------------|--------|
| Gritting Routes | Routes to provide indicative basis of Resilient Network | ✓ | Used as a reference to help determine the resilient network on a case-by-case basis | Operations | GIS |
| Utilities | Key utility locations/Sites: Electricity Primary Substations | ✓ | Awareness that suppliers will also have their own emergency procedures in place. Reviewed on a case-by-case basis | Emergency Planning | GIS |

| Consideration | Description | Reviewed | Comments | Source | Format |
|-----------------------------------|--|----------|--|----------------------------------|--------|
| CEH Maintenance Depots | 3 no. countywide | ✓ | Case by case basis | Operations | GIS |
| Pumping Stations | 7 no. countywide | ✓ | Case by case basis | Emergency Planning | GIS |
| Hospitals/ Community Hospitals | Main Hospitals Minor Injury Units Ambulance Stations | ✓ | Case by case basis | Emergency Planning | GIS |
| Emergency Services | Fire Stations Police Stations | ✓ | Case by case basis | Emergency Planning | GIS |
| Schools | All Schools | ✓ | No schools included | Asset Management Team | GIS |
| Public Transport | Major Railway Stations and locations of key bus service providers depots/garages | ✓ | Case by case basis.- | Asset Management Team | GIS |
| Economic Activity | Main Business Parks | ✓ | Case by case basis | Asset Management Team | GIS |
| Road Use | Network Hierarchy | ✓ | Road usage based on the busiest parts of the primary route network | Asset Management Team | GIS |
| Flood Zones | Flood Zone locations which are high risk to flooding | ✓ | Be aware of where these intersect the Resilient Network | Flood Risk Team/United Utilities | GIS |
| Key Petrol Stations | Resilient Petrol Stations > National > Local | X | Be aware of | Emergency Planning | GIS |
| Links to NH Network (SRN) | Access to key junctions and Emergency Diversion Routes | ✓ | Case by case basis | National Highways | GIS |

The resilient network must be reviewed every 2 years and remains a tactical tool in where priority can be given to minimise the impacts of extreme of extreme weather. Amendments to the 2022 Resilient Network following a review are:

| Action | Location | Change Comments | Length |
|--------|--|--------------------------------|---------|
| Added | Wolstenholme Elmy Way from Macclesfield Road to Sandbach Road | New Congleton Bypass | 6.58 km |
| Added | Prestbury Road from Cumberland Street to Victoria Road | Route to Macclesfield Hospital | 116 m |
| Added | Victoria Road from Prestbury Road to Fallibroome Road | Route to Macclesfield Hospital | 1.47 km |
| Added | Fallibroome Road from Victoria Road to Broken Cross Roundabout | Route to Macclesfield Hospital | 459 m |

5. Conclusion

By identifying the Resilient Network, Cheshire East Council will be able to prioritise investment to ensure critical routes are protected and identify options for early interventions that will minimise disruption to the network and ensure resilience in extreme weather events. The network will be reviewed periodically to ensure that it is still relevant.

6. Reference

Reference material:

- Cheshire East Adverse Weather Plan
- Cheshire East Major Emergency Response Plan
- Cheshire East Council Highway Safety Inspections CoP
- Well Managed Highway Infrastructure CoP
- Cheshire East Council Local Transport Plan
- Cheshire Winter Policy and Strategy
- Cheshire East Council Highway Tree Inspection Code of Practice
- DfT Transport Resilience Review
- DfT Highways Maintenance Incentive Funding Self-Assessment Questionnaire
- Consultation Strategy

7. Appendices

- 1.1 Road names of the Cheshire East Resilient Network
- 1.2 Cheshire East Resilient Network Map 2022

Highways Act 1980 Section 58 Highway Safety Inspections

Code of Practice for Highway Safety Inspections

April 2021

www.cheshireeast.gov.uk

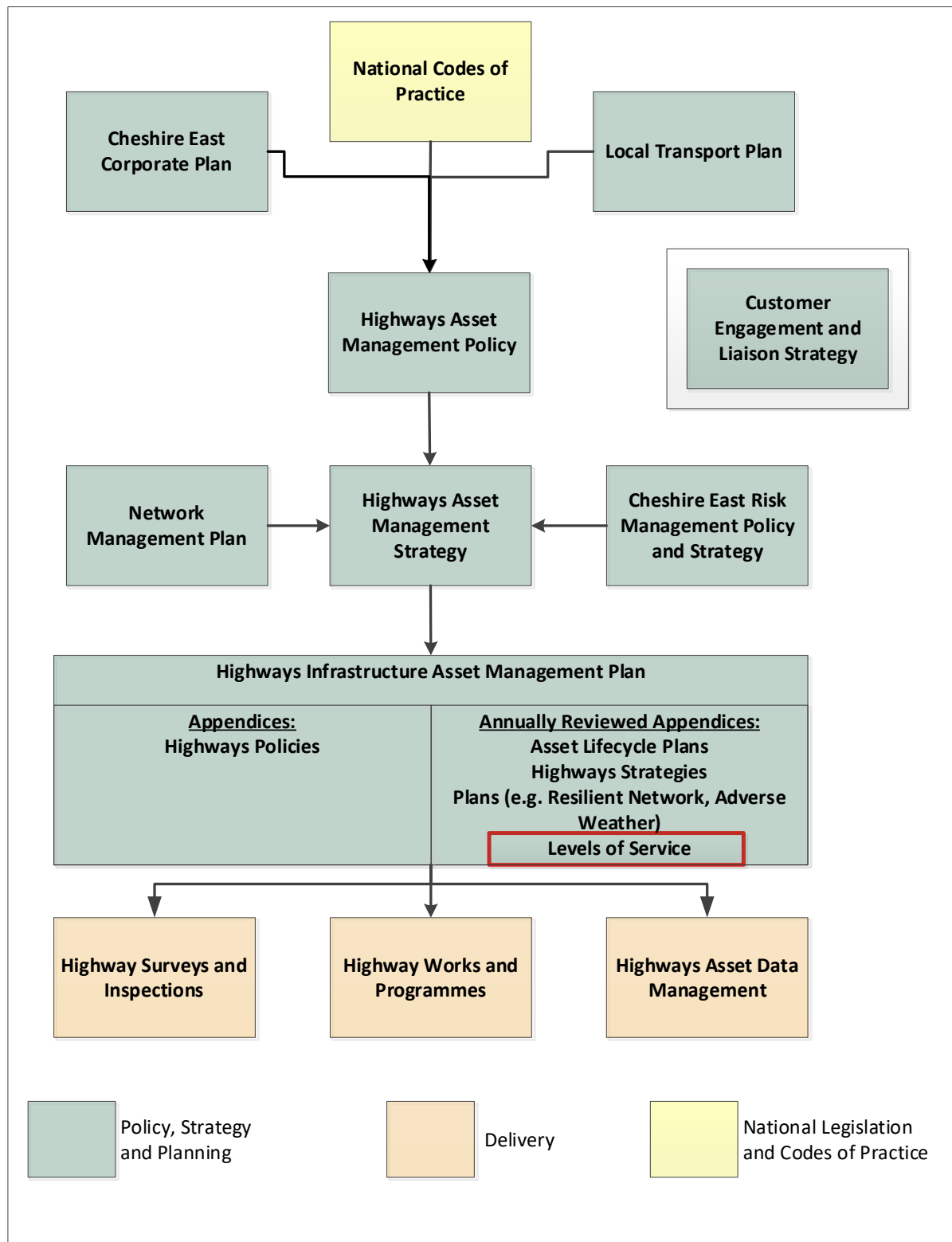
Version Control

| Version | Purpose/Change | Date |
|----------------|-----------------------|---------------|
| 1.0 | Final | December 2022 |

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Document Structure



1. Introduction

1.1. Cheshire East Council's Policy: Highway Safety Inspections

Cheshire East Council will carry out highway safety inspections of all adopted highways in accordance with its Highway Safety Inspections Policy and the Code of Practice for Highway Safety Inspections

1.2. This Document

Safety inspections are an important means of keeping the highway safe for the travelling public. They are also vitally important in court cases for providing evidence that the Council takes a responsible attitude to its duties as Highway Authority, and to provide a defence against third party claims under Section 58 of The Highways Act 1980. If a member of the public has an accident which can be attributed to the condition of a section of highway, then the Highway Authority may be liable to pay damages unless it can show that it has taken reasonable care to keep the highway safe; as is its duty under Section 41 of the Highways Act 1980.

This document has been developed following the recommendations of 'Well Managed Highway Infrastructure: A Code of Practice 2016' (WMHI). Although not statutory, WMHI provides guidance to Highway Authorities on highways management. It promotes the adoption of an integrated asset management approach and establishment of local levels of service through risk-based assessment.

Highway safety inspections are designed to identify, record and prioritise the repair of defects which may present an immediate danger or significant inconvenience to any users of the highway (Emergencies), present a hazard to any highway users or are likely to affect the structural condition of the highway structure or assets (Category 1 Defects). In addition, they are used to identify defects of a lesser magnitude which may be included within future programmes of planned maintenance work (Category 2 Defects) or to indicate that a more in depth service inspection is required.

In accordance with the guidance provided in WMHI, this document forms part of the Council's wider Asset Management Strategy and helps to deliver an asset management led approach. Condition data from Highway Safety Inspections helps to inform future maintenance programmes, supporting the overall objectives of the Council's Asset Management Strategy.

Highway safety inspections are supplemented by other inspections and assessments undertaken in line with national standards and/or good practice, including but not limited to:

- Ad-hoc inspections undertaken in response to specific matters identified through enquiries and correspondence
- Specialist inspections of certain assets within the highway boundary (for example street lighting and highway structures)
- Technical assessments of carriageway condition generally undertaken using machine-based equipment (for example SCANNER or SCRIM surveys)
- Structural maintenance visual assessments (CVI or DVI)
- Streetworks inspections

The strategy used by the Council to determine the frequency of inspections follows the risk-based approach for safety inspections promoted in 'Well-Managed Highway Infrastructure A Code of Practice' for highway maintenance management. The Strategy also aligns with the general approach adopted by the Midland Service Improvement Group (MSIG). MSIG is a collective of Midlands and North West English Shire Counties, Shire Unitaries and City Unitaries sharing Best Practice within the disciplines of Highways and Transportation. In addition, consultation has taken place with all neighbouring authorities to ensure cross-border consistency where possible.

This Code of Practice sets the standard for highway safety inspections on the roads of Cheshire East Council. In most cases, following the advice given will be adequate. However, staff engaged on safety inspections will

always be expected to apply a risk assessment approach as not every eventuality can be covered in this document. All details of inspections, defects and intended repairs must be recorded together with details of when subsequent repairs are carried out. In addition, inspections for road sections with **no defects** must be positively recorded.

This document describes the safety inspections carried out by trained and competent inspectors. It sets out the standards to be followed on the Borough's highway network. It is to be used by all members of staff who may be required to report defects or to visit sites to check on defect reports from members of the public, police etc.

Updated and amended versions of this document will be published as required.

1.3. Highway Inspections

Highway visual inspections used to record defects in highway condition are of three types:

| | |
|------------|---|
| Safety | To visit all adopted highways to a regular schedule, record actionable defects and initiate action to make safe within the required response times detailed in 3.5. |
| Detailed | Annually to record hazards plus non urgent repairs that are to be considered for inclusion in planned works. |
| Structural | To assess the overall structural condition of Sections of the road network so that funds can be allocated where need is greatest. |

This Code sets out the criteria for safety inspections. It does not include inspections for ice & snow. Details relating to the Council's winter service are contained in the Adverse Weather Plan.

2 Legal Framework

2.1. Highway Safety

The Highway Authority has a legal duty to maintain the highway. Under Section 41 of the Highways Act 1980, it may be exposed to the possibility of actions for breach of statutory duty if it fails to maintain a highway.

The policy of regular inspections and the subsequent actions to repair are designed to meet that duty. The records maintained in the 'Confirm' Business Management System assist in establishing the facts and provide evidence of the current maintenance standards.

The regular inspection / recording / retrieval system and the consequent action provide both a formal record of the condition of the highway and the defence for the Highway Authority under Section 58 of the Highways Act 1980. The recording of inspections & investigations made following notification of a possible hazard by members of the public, the Police etc. or on the receipt of a Third-Party Claim is essential in establishing a comprehensive defence.

In order to provide a defence against a claim there must be written standards of maintenance, which are in accordance with nationally accepted criteria. The Highway Authority needs to show that it had effective policies and that they were adhered to. The 'Confirm' Business Management System is designed to be a key element in that task.

2.2. Definition of Maintenance and Repair

The ordinary meaning of 'maintain' is to keep something in the state that enables it to serve the purpose for which it exists. *Haydon v Kent County Council* [1978 Q.B. 343 et 364). It is broader than just matters of repair and keeping in repair. Maintenance is defined in the Highways Act 1980 Section 329(1) as including repair. A

partial definition such as this suggests a wider meaning beyond mere repair, although this document is not intended to be a legal analysis for the purpose of any potential claim whether for an alleged statutory breach or in negligence.

Maintenance does not mean improvement. There is no duty on a Highway Authority to improve highways. Thus there is no duty on the Highway Authority to widen an existing highway, even if an accident may be said to be attributable to the amount of traffic using a road which is too narrow. (Highway Law, S.J.Sauvain 1989 p 104 Sect 5-21).

2.3. The Highways Act 1980

The Act expressly provided that the reasonableness of the Council's actions in attempting to perform the duty of maintenance could form a defence to the action.

The burden of proof was to be on the Highway Authority to establish that it had taken such care as was in all the circumstances reasonably required to secure that the part of the highway to which the action related was not dangerous for traffic. This statutory defence is contained in the Highways Act 1980, Section 58. (Highway Law, S.J.Sauvain 1989 p95 Sect 5-03).

The Highways Service has the task of providing for the defence of the Council on the roads within the Borough, by taking action to make safe. Insurance against third party highways claims is carried by Cheshire East Council for all adopted highways in the Borough.

The Council needs to establish that it has acted reasonably, which it would do by the production of adequate documentation and evidence in support of actions taken. In Cheshire East, these include a defined and monitored inspection regime, inspection records, the ordering of works of repair and the checking of compliance with instruction to repair.

2.4. Ensuring a Defence

A claimant must show that the highway was not in a reasonably safe state as a result of failure to maintain. The test is whether the state of the highway was such as to cause a reasonably foreseeable danger.

For the purposes of a defence under subsection (1) of Section 58, the court shall in particular have regard to the following matters:

- the character of the highway, and the traffic which was reasonably expected to use it;
- the standard of maintenance appropriate for a highway of that character and used by such traffic;
- the state of repair in which a reasonable person would have expected to find the highway;
- whether the Highway Authority knew, or could reasonably have been expected to know, that the condition of the part of the highway to which the action relates was likely to cause danger to users of the highway;
- where the Highway Authority could not reasonably have been expected to repair that part of the highway before the cause of the action arose, what warning notices of its condition had been displayed;
- The burden of proof is on the claimant to prove that the accident occurred as described and that such caused their losses and damage. It is also on the claimant to prove that the condition of any 'defect' in the highway was dangerous such to breach Section 41 of The Highways Act 1980.

If it is established that the defect is dangerous then the burden of proof rests with the defendant to establish their Section 58 'special defence' and also to prove any allegations of contributory negligence.

2.5. Statutory Undertakers

Section 58 does not apply to damage resulting from Statutory Undertakers' works or apparatus forming part of the highway surface.

The following sections of the New Road and Street Works Act apply to reinstatements:

- Sections 70 & 71. The undertakers must ensure that their reinstatements conform to the requirements of the "Specification for the Reinstatement of Openings in Highways" published in 1991.
- Section 72. If a reinstatement is causing a danger, the Highway Authority may carry out appropriate work at the Statutory Undertakers' expense.

The Highway Authority becomes responsible for a permanent reinstatement upon expiry of the guarantee period which is two years (three years in the case of openings deeper than 1.5 metres).

Statutory Undertakers are entitled to rely on the Highway Authority's inspections where they do no inspections themselves.

In *Reid v British Telecommunications plc* (1987) it was held that the Undertaker was not negligent in relying on a Highway Authority's six-monthly inspections rather than itself conducting regular inspections of the condition of its manhole covers. However, if an Undertaker did so rely, it was to be taken to have the same knowledge of their condition as it would or ought to have had if it had carried out its own inspection at the time of the Highway Authority's inspection. To achieve this the Highway Authority must promptly inform the utility of any dangerous defect.

Hazardous defects in Undertakers' apparatus, insofar as it forms part of the highway surface, or reinstatements discovered during an inspection must be recorded and a report sent immediately to the appropriate Street Works Inspector in order that the correct statutory undertaker may be informed.

Swift recorded action may be necessary by the Street Works Inspector by telephone or Email. Any failure to report such defects could place responsibility for damages partly on the Highway Authority. (*Nolan v. North West Water & Merseyside County Council* 1982).

Action may need to be taken by the Highway Authority if the Undertaker does not respond in accordance with The New Roads and Street Works Act 1991.

"The Nolan Principle" is often cited by Statutory Undertakers and their insurers in the event of a third-party claim being made against them. If the principle is upheld the Highway Authority and the Undertaker share the costs on a 50:50 basis. A Nolan agreement may be rejected by the Highway Authority when the Highway Authority has an effective inspection & repair system and can demonstrate that it was in use and that the Undertakers were told of the defect but failed to repair.

2.6. Other Authorities & Owners

An inspection or a visit to a site may reveal hazardous defects in street furniture, overhanging trees etc. which do not fall within the remit of the Highway Authority. Any hazards found must be recorded in the authority's Asset Management System and a report sent immediately to the appropriate engineering supervisor in order that the correct street authority or owner may be informed. Swift action may be necessary by telephone or email. Any failure to report such defects could raise arguments in so far as liability

3. Safety Inspections

3.1 General

Highway safety inspections, defect identification and repair are the responsibility of the integrated service provider and will be delivered in accordance with this code.

Regular inspections of the whole network are made by trained and competent personnel operating either from a slow-moving vehicle or on foot, using hand-held tablet devices to record the date, location and nature of defects hazardous to highway users.

The data from safety inspections is transferred to a central database and used as instructions to carry out the repairs or make safe the hazard.

3.2 Network Hierarchy

In accordance with WMHI, the Council has developed a Network Hierarchy in order to prioritise its resources in the most effective way allowing it to better address the various risks and issues associated with the management of the highway network. Each road is categorised in accordance with the criteria outlined in Table 1 of WMHI:

| CATEGORY | CRITERIA |
|------------------------|---|
| Resilient Network | The category of roads to which priority is given for maintenance and other measures to maintain economic activity and access key services. |
| Strategic Routes | Trunk and some Principal 'A' class roads between Primary Destinations, routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. |
| Main Distributors | Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. |
| Secondary Distributors | B and C class roads and some unclassified urban routes carrying buses. In residential and other built-up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. |
| Link Roads | Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. |
| Local Access Roads | Roads serving limited numbers of properties carrying only access traffic. In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs. |

Note: Special Interest Areas are defined as town centre areas etc.

3.3 Inspection Regime and Frequencies

In line with national codes of good practice (notably the new Code of Practice, Well Managed Highway Infrastructure, published on 28 October 2016) the characteristics of the inspection regime, including frequency of inspection, items to be recorded and nature of response, are defined following an assessment of the relative risks associated with the formation of defects within the highway boundary.

The inspection regime is applied and recorded systematically and consistently. As well as information relating to defects, all inspections must also therefore record:

- time of inspection and defect identification;
- weather conditions;
- any unusual circumstances of the inspection;
- person(s) conducting the inspection.

Frequencies for safety inspections of individual network sections are based upon the Network Hierarchy adopted by the Council, details of which can be found on the Council's website.

Although the Network Hierarchy will be the main determinant of inspection frequency, site specific factors may merit a decision to temporarily or permanently increase or reduce the frequency in a specific location (for example to mitigate the risk of unusually high defect levels or accident rates, or with consideration for vulnerable users).

Frequencies of Inspection for each Road

| Hierarchy Classification | Frequency of safety inspection per year | Hierarchy Category |
|--------------------------|---|----------------------------|
| S | 12 | Special Interest Areas |
| 1R | 12 | Resilient Network |
| 2 | 6 | Strategic Road |
| 3A | 6 | Main Distributor Road |
| 3B | 3 | Secondary Distributor Road |
| 4A | 3 | Local Link Road |
| 4B | 2 | Local Access Road |

Safety Inspection Frequency for Carriageways and Footways

| Cycleway Hierarchy Classification | Frequency of safety inspection per year | Hierarchy Category |
|-----------------------------------|---|--|
| 1 | As per carriageway frequency | Cycle lane or on carriageway signed cycle route - contiguous with the carriageway |
| 2 | 2 | Cycle Track, Shared Cycle/Footway – a route for cyclists remote from the public footway or carriageway or a shared cycle/pedestrian path |
| 3 | 2 | Cycle trails - Leisure routes through open spaces which are the responsibility of the highway authority to maintain |

Safety Inspection Frequency for Cycleways

Notes

- Total Number of Inspections in a year is shown in bold
- Inspections will ideally be scheduled evenly across the year however in time of adverse weather the time between inspections may vary
- Safety inspections will normally be carried out from a slow moving vehicle. Where the inspector determines that, in their reasonable opinion, the inspection cannot be undertaken and defects effectively observed from the vehicle, the inspection will be carried out on foot;
- Safety inspections will be carried out during daylight hours and where weather conditions do not create poor visibility;
- Footway inspections will be carried out on foot when remote from carriageways;
- Cycleway inspections will be carried out on foot when remote from carriageways;
- Driven inspections will be carried out by two people, with the passenger being the inspector;
- Dual carriageway inspections will be carried out in both directions.
- The table defines the minimum frequency at which inspections will be undertaken. Additional inspections may be planned in response to user or community concern, requirements for monitoring of structural concerns, as a result of incidents or in response to extreme weather conditions.

Arrangements are made to review the inspection, assessment, frequency and recording regime at least annually. This review will be considered at a senior management level within Cheshire East Highways (CEH) and will consider:

- changes in network characteristics and use;
- completeness and effectiveness of data collected;
- trends within defect formation;
- success of repair programmes;
- the need for changes/amendments/additions to the inspection regime derived from risk assessment.

As a result of such reviews, proposals may be put forward to amend the inspection frequency or methodology should such alterations be deemed to be beneficial. Any such amendment will be considered, proposed to CEC and Cabinet Member for agreement and, if implemented, recorded as such in formal minute.

Consideration will be made to reviewing and updating details of any Asset Management Plans as a result of any such changes.

3.4 Defect Categories

Having identified a defect, it is necessary for the Inspector to undertake a risk-assessment which informs the decision on what remedial action is required and the required response time.

Once the defect & response time are determined, the defect is recorded and given one of three categories:

- **Emergency** - those that require prompt attention because they represent an immediate hazard with potential for significant damage, serious injury or risk to life;
- **Category 1** - those that require priority attention because they represent a potential risk to road users or to the integrity of the highway asset;
- **Category 2** - all other defects.

Emergency defects will be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making safe may constitute displaying warning notices, coning-off or fencing-off to protect the public from the defect or other suitable action. If the inspection team cannot make safe the defect at the time of inspection then they will instigate the relevant emergency call procedures to ensure appropriate resources are mobilised to make the defect safe. It may be necessary for the Inspector to remain on site until the Response Team arrive and the defect can be made safe. These procedures aim to ensure initial attendance to the defect within 1 hour of notification (2 hours outside normal working hours of 0800 hours -1700 hours Mon – Fri).

Category 1 defects may also be corrected or made safe at the time of the inspection, if reasonably practicable. If it is not possible to correct or make safe the defect at the time of inspection then an appropriate repair will be carried out within 2 working days of the identification of the defect.

Category 2 defects are those which are deemed not to represent an immediate hazard and which can be repaired within longer timescales.

Category 2 defects are categorised according to priority: High (Cat 2H), Medium (Cat 2M) and Low (Cat 2L), with response times defined within Section 3.3 'Time to Make Safe'. Guidance on appropriate classification of defects is provided in Inspectors Manual, Part 2 of this Code. The Manual provides examples of defects which may be encountered on the network and potential categorisation. However, on-site assessment will always need to take account of particular circumstances.

The Inspector will also take into account the likelihood of further deterioration before the next scheduled inspection, and where this is considered a high probability, a higher defect classification may be determined.

Notes:

- During periods of severe weather conditions it may not always be possible to meet the target response times for both highway safety inspections and defect repair. In such circumstances, evidence of the best use of resources should be considered as mitigation against any claims.
- Full details of categorised highway defects and response times are contained within Part 3 - Detailed Guidance Codes.

3.5 Response Times

Clearly some defects need to be treated more urgently than others. In order to record how quickly action needs to be taken after an inspection, a "category" is applied to each individual defect.

| Cheshire East Category | Description |
|------------------------|--|
| E | Repair or make safe within 1 hour of notification (2 hours outside normal working hours of 0800 hours -1700 hours Mon – Fri) |
| 1 | Make safe/repair within 2 working days |
| 2H | Make safe/repair within 5 working days |
| 2M | No temporary repair necessary. Attend and permanently repair within 20 working days |
| 2L | Consider repair within future programmes of planned maintenance works |

The time scale for each category commences when the Highway Safety Inspector identifies and records the defect

3.6 Defect Risk Assessment

The principals of a system of defect risk assessment for application to highway safety inspections are set out below. This has been designed following the guidance provided in 'Well Managed Highway Liability Risk', produced by the Institute of Highway Engineers. Any item with a defect level which corresponds to, or is in excess of, the Investigatory Levels described in Annex 1, is to be assessed using the risk assessment matrix and guidance within the Inspectors Manual. Risks will be assessed with consideration to a wide variety of factors including location, usage, local amenities, vulnerable users, public transport etc.

A 4x4 matrix is used to allow sufficient flexibility when assessing risk and determining the appropriate level and speed of response.

By way of example that risk assessment process might be as described below:

Impact

The impact of a risk occurring is measured on a scale of 1 – 4 (1 lowest, 4 highest) the following table gives guidance:

Impact Ratings

| Impact rating | Score | Description | Possible Indicators |
|----------------------|--------------|---|---|
| High | 4 | The hazard presented by the defect, or due to the short-term structural deterioration in the defect, could result in serious injury. | Highway users coming into contact with the defect could result in serious injury or damage to property. Highway users will instinctively react to avoid the defect, presenting a hazard to themselves and to others. Location may present specific hazards. |
| Medium | 3 | The hazard presented by the defect, or due to the short-term structural deterioration in the defect, could result in injury. | Highway users coming into contact with the defect could result in injury or damage to property. Highway users will instinctively react to avoid the defect, presenting a hazard to themselves and to others |
| Low | 2 | The Hazard presented by the defect, or due to the short term structural deterioration in the defect, could result in minor injury.. If untreated the defect will contribute to the deterioration in the overall condition of the highway asset. The defect is likely to deteriorate further before the next safety inspection. | Most impacts will not result in any injury or damage to property. Highway users are unlikely to react to avoid the defect and the impact will not interrupt their passage. The defect will be felt and recognised as a defect by most highway users. If untreated the defect will accelerate the local deterioration of the highway asset. |
| Very Low | 1 | The hazard presented by the defect, or due to the short-term structural deterioration in the defect, is unlikely to result in injury, but the defect will contribute to the deterioration in the overall condition of the highway asset. The defect is unlikely to deteriorate further before the next scheduled safety inspection. | The defect will be recognised by Highway Safety Inspectors as requiring attention, but is unlikely to be felt and recognised as a defect by most Highway users. The defect is very unlikely to cause injury or damage to property. |

Probability

The probability of a risk occurring is measured on a scale of 1 – 4

Probability Ratings

| Probability Ratings | Score | Description | Possible Indicators |
|----------------------------|--------------|---------------------------------------|--|
| High | 4 | More than a 75% chance of occurrence. | High use by all road users, higher category roads. Vulnerable users and/or different transport modes regularly pass through the site. The location and nature of the defect, as well as the topography of the site will mean that it is difficult for the defect to be avoided |

| | | | |
|----------|---|-------------------------------------|--|
| | | | Forward visibility may be compromised. |
| Medium | 3 | 40 – 75% chance of occurrence. | High use by all road users, higher category roads, but vulnerable users and/or differing modes are less likely to share the highway at this location. Responsible highway users may be able to recognise and take action to mitigate the impact of the defect. Forward visibility is good. |
| Low | 2 | 10 – 40% chance of occurrence. | Use by all users is moderate or low. Vulnerable users and/or different transport modes are unlikely to share the highway at this location. The majority of responsible highway users will be able to recognise and take action to mitigate the impact of the defect. |
| Very Low | 1 | Less than 10% chance of occurrence. | Use by all users is very low. The speed differential between users is very likely to be low. The majority of responsible highway users will be able to avoid the defect. |

Risk Probability

The probability of a risk occurring is assessed as follows:

- Very low probability;
- Low probability;
- Medium probability;
- High probability.

The probability is quantified by assessing the likelihood of users, passing by or over the defect, encountering the risk. As the probability is likely to increase with increasing vehicular or pedestrian flow and local amenities, the network hierarchy and defect location are important considerations in the assessment.

Risk Impact

The impact of a risk occurring, as adopted by CEC, is assessed as follows:

- Very low impact;
- Low impact;
- Medium impact;
- High impact.

The impact is quantified by assessing the extent of damage likely to be caused should the risk be realised. The main consideration of impact is the severity of the defect, although likely consequences should also be taken into account. Other variables such as road speed may also affect the likely impact.

Risk Factor

The risk factor for a particular risk is

Risk Factor = impact score x probability score.

It is this factor that identifies the overall seriousness of the risk and consequently the appropriateness of the speed of response to remedy the defect.

Risk Management

Having identified a particular risk, assessed its likely impact and probability and calculated the risk factor, the category and the timescale to rectify the defect is either defined as an Emergency response, Category 1 response or allocated to one of the Category 2 defect types (Low, Medium or High).

To assist the inspector, a risk matrix is included within the Inspectors Manual, which considers the appropriate classification of defects when considering impact/severity against probability:

| | | PROBABILITY | | | |
|-----------------|--------------|----------------|----------------|----------------|----------------|
| | | Very Low (1) | Low (2) | Medium (3) | High (4) |
| IMPACT/SEVERITY | Very Low (1) | Cat 2L (1) | Cat 2L (2) | Cat 2M (3) | Cat 2M (4) |
| | Low (2) | Cat 2L (2) | Cat 2M (4) | Cat 2H (6) | Cat 2H (8) |
| | Medium (3) | Cat 2M (3) | Cat 2H (6) | Cat 1 (9) | Cat 1 (12) |
| | High (4) | Cat 2M (4) | Cat 2H (8) | Cat 1 (12) | Emergency (16) |
| | Emergency | Emergency (16) | Emergency (16) | Emergency (16) | Emergency (16) |

Risk Matrix for defect identification

| | |
|------------------|-----------|
| Score of 1 to 2 | Cat 2L |
| Score of 3 to 4 | Cat 2M |
| Score of 6 to 8 | Cat 2H |
| Score of 9 to 12 | Cat 1 |
| Score of Over 12 | Emergency |

Scoring mechanism within Risk Matrix

**Note: It should be recognised that an emergency response can be requested for any high impact defect regardless of road hierarchy. Examples may include fallen trees, subsidence or flooding, missing covers etc.*

Investigatory Levels

It is recognised that on any highway network, a multitude of minor defects will exist which do not pose any risk to either the safety or the integrity of the highway and for which it may be impractical and inefficient to expend limited financial resources to undertake repairs. Any defects which do not meet the Investigatory Levels (as defined within Annex 1) will be recorded should the Highway Safety Inspector deem this appropriate (for example, where a cluster of such defects may form a potential preventative maintenance scheme in the future). Where such defects are recorded, they will be recorded as Cat 2L defects.

3.6 Information from the Public or the Police

Defects reported by the public or emergency services will be inspected in accordance with this code. Should action be required, the defect will be recorded in the authority's Asset Management System, in order to provide a reliable and documented history of reported highway defects. Completed defects are then entered into the authority's Asset Management System to ensure that repair instructions and work completion dates are all recorded into the same database from which data for Third Party Claims reports and performance statistics will be drawn up.

3.7 How the Information is Recorded

A defect found on the highway has to be identified by its location on the road network. Without this information it would be impossible to direct a contractor to the right place to affect a repair.

It would also be difficult to confirm or deny the presence of a defect alleged to have been the cause of injury or damage. The time of inspections and of when defects are found must be recorded.

Defects found within the highway are grouped according to an “activity” such as work to the carriageway or to signs. Each type of defect is given a description such as “pothole” or “safety barrier too low”.

Depending on the defect, its location and the materials of construction, a “treatment” is chosen from a range of permitted ones such as “adjust level” or “provide new”.

The size of the defect is needed in order for the right quantity of materials to be provided to the repair gang.

In order to make the business of recording all the information required as simple and quick as practicable, a coding system has been devised.

Each road has a unique number. Each part of the highway has a position from the left or the right across the whole width between boundaries. Distance to a defect is measured, always in the same direction from a fixed origin.

The coding system turns the English descriptions for defects and treatments into letter groups that are easy to remember because they are partly “mnemonic” and resemble the full words e.g. Ironwork difference in level = “IDLV” (the defect); Adjust level = “AJL” (the treatment).

3.8 Locational Referencing

The transverse location of a defect is recorded by using the UKPMS cross-section position referencing.

The Main Carriageway Lanes are numbered CL1 to 9 or CR1 to 9 from the edge toward the centre of the carriageway for the left and right respectively. The off-carriageway features are numbered sequentially upward from L1 or R1 for the left or right respectively, away from the Carriageway. Kerbs and Kerb defects are referenced to LE (“Left Edge”) or RE (“Right Edge”).

The full code descriptions can be found in “the UKPMS user manual, Vol 2 Visual Data Collection for UKPMS, chapter 4: cross-Section Position Referencing.

3.9 Archiving

The details recorded into the authority’s Asset Management System of the inspections, findings and any subsequent actions are to be retained in archive form for six years following the date of inspection.

3.10 Emergency Procedures

If a Highway Safety Inspector identifies a defect which is assessed to be sufficiently dangerous to require an emergency response, arrangements will be made to make the defect safe in accordance with the response times detailed within this document.

Operational procedures are in place to ensure that resources are available during and outside normal working hours to ensure that the required response times can be achieved.

During normal working hours, third party reports are made to the Council’s Customer Contact Centre. If it is determined that an emergency response is required, the details are passed directly to the appropriate operational team and resources deployed to meet the required response time.

Outside of office hours, third party reports of dangerous defects made using the Council's Out of Hours service will be reported to the on call Duty Inspector who will arrange the appropriate response within 2 hours of receiving the call. Additional resources will also be available to attend to specific situations as determined by the Duty Inspector.

3.11 Highway Safety Inspectors

Roles and Responsibilities

- Carry out highway safety inspections in accordance with current policy, and the code of practice ;
- Ensure network condition data is identified and recorded accurately;
- Represent Cheshire East Highways when defending 3rd party liability claims;
- Act as representative of the service and deal with public enquiries whilst completing inspections duties;
- Work closely with the operations team to ensure defects are repaired to the appropriate standard and within the prescribed timescales;
- Assist Senior Safety Inspector with site audits.

Training and Competence

All personnel involved in Highway Safety Inspections must be competent and have successfully completed the UK Highway Inspectors Training and Certification Scheme approved by the UK Roads Board in 2010 or any subsequent revision. It is desirable that all personnel should be included on the National Register of Highway Inspectors currently held by the Institute of Highway Engineers. Personnel undertaking a highway safety inspection must also demonstrate competency in the current Safety at Street Works and Road Works Code of Practice.

Highway Safety Inspectors will be trained to identify defects that may present a hazard to all highway users, including motorists, pedestrians, cyclists, motorcyclists, equestrians, wheelchair users, blind and partially sighted users and other vulnerable users.

Quarterly claims review meetings will be carried out with all Highway Safety Inspectors to ensure a culture or continual learning and a consistency of approach.

Competency will be continually assessed through a sample audit programme.

LOCAL HIGHWAYS OFFICE CONTACT DETAILS





| LOCAL HIGHWAYS OFFICE | ADDRESS | TELEPHONE NUMBER OUT OF HOURS |
|------------------------|--|---|
| Wardle Depot | Cheshire East Highways Wardle Depot Green Lane Wardle CW5 6BJ | Phone: 0300 123 5020 Out of Hours Emergencies: 0300 123 5025 |
| Brunswick Depot | Cheshire East Highways Brunswick Wharf Depot Brook Street Congleton CW12 1RG | Phone: 0300 123 5020 Out-of-Hours Emergencies: 0300 123 5025 |





ANNEX 1: Photographic Illustrations





PHOTOGRAPHIC GUIDE TO ILLUSTRATE EXAMPLES OF DEFECTS

SHOWING THE TYPE, THE RESPONSE TIME AND THE INVESTIGATORY LEVEL

ACTION TO BE CONSIDERED WHEN A DEFECT MEETS THE INVESTIGATORY LEVEL

| | |
|---|--|
|  | <p><u>Defect: Pothole (POTH)</u></p> <p><i>Location:</i> In the body of the carriageway</p> <p><i>Category:</i> E,1,2</p> <p><i>Investigatory level:</i> 40mm</p> |
|  | <p><u>Defect: Pothole (POTH)</u></p> <p><i>Location:</i> On the edge of, and extending into the carriageway</p> <p><i>Category:</i> E,1,2</p> <p><i>Investigatory level:</i> 40mm</p> |
|  | <p><u>Defect: Localised Edge Deterioration (LODT)</u></p> <p><i>Location:</i> Cracking and breaking away on the edge of the carriageway not encroaching into the carriageway more than 250mm , and not requiring vehicles, motorcycles or bicycles to alter their course.</p> <p><i>Category:</i> E, 1, 2</p> <p><i>Investigatory level:</i> ≥100mm</p> |
|  | <p><u>Defect: Condition of Fittings (COFT)</u></p> <p><i>Location:</i> Signs over carriageways or footways.</p> <p><i>Category:</i> E, 1</p> <p><i>Investigatory level:</i> If in danger of falling on pedestrian or vehicle.</p> |

| | |
|---|---|
|  | <p><u>Defect: Slurry or Mud on Road (SLOP)</u></p> <p><i>Location:</i> All roads <i>Category: 1 (dependent on severity)</i></p> <p><i>Investigatory level:</i> Slippery surface</p> <p><i>Notes:</i> Contact person responsible, if known, and request signing/clean up. If no response, Local office to do work and recharge.</p> |
|  | <p><u>Defect: Unauthorised Obstruction/Enclosure of Verge (UNOB)</u></p> <p><i>Location:</i> All roads.</p> <p><i>Investigatory level:</i> Stones, cultivation, fencing, etc., on verge.</p> <p><i>Notes:</i> Local office to issue notice to person responsible and ensure removal.</p> |
|  | <p><u>Defect: Slab Profile Uneven (SLPF)</u></p> <p><i>Location:</i> Urban footways and pedestrian areas.</p> <p><i>Category:</i> E, 1, 2</p> <p><i>Investigatory level:</i> $\geq 20\text{mm}$</p> <p><i>Notes:</i> Use 'Notes' on DCD to record type and number of slabs/flags to be re-laid. If other slabs/flags are broken, number of new slabs/flags to be recorded also.</p> |
|  | <p><u>Defect: Concrete Blocks/Sets Missing (CBMS)</u></p> <p><i>Location:</i> Footways, pedestrian areas and cycle paths.</p> <p><i>Category:</i> E, 1, 2</p> <p><i>Investigatory level:</i> Missing blocks/sets</p> <p><i>Notes:</i> Use 'Notes' on DCD to record number of blocks to be replaced.</p> |

| | |
|---|--|
|  | <p><u>Defect: Difference in level (IDLV)</u></p> <p><i>Location:</i> Footway, pedestrian area or cycleway</p> <p><i>Category:</i> E,1, 2</p> <p><i>Investigatory levels:</i> ≥ 20mm</p> <p><i>Notes:</i> Use 'Notes' to inform Network Management Team of the type and owner (if apparent) of cover. If Utility owned, Network Management Team to contact Utility, and set time for response. Make safe in case of emergency.</p> |
|  | <p><u>Defect: Cracked or Broken cover (IBCK)</u></p> <p><i>Location:</i> All areas of highway</p> <p><i>Category:</i> E, 1, 2</p> <p><i>Investigatory level:</i> Cat E if in danger of collapse</p> <p><i>Notes:</i> Use 'Notes' to inform Network Management Team of the type and owner (if apparent) of cover. If Utility owned, Network Management Team to contact Utility, and set time for response. Make safe in case of emergency.</p> |
|  | <p><u>Defect: Missing (MISS)</u></p> <p><i>Location:</i> All areas of highway</p> <p><i>Category:</i> E, 1, 2</p> <p><i>Investigatory level:</i> Cover not present</p> <p><i>Notes:</i> Use 'Notes' to inform Network Management Team of the type and owner (if apparent) of cover. If Utility owned, Network Management Team to contact Utility, and set time for response. Make safe in case of emergency.</p> |
|  | <p><u>Defect: Obscured Sign (OBSG)</u></p> <p><i>Location:</i> All Roads</p> <p><i>Category:</i> 1, if at a junction with a busy or high-speed road.</p> <p><i>Notes:</i> Applies to Stop, Give Way, Slippery Road, junctions, bends and roadworks signs. Does not apply to direction signs.</p> |

| | |
|---|--|
|  | <p><u>Defect: Flooding (FLOD)</u></p> <p><i>Location:</i> All Roads</p> <p><i>Category:</i> E</p> <p><i>Investigatory Level:</i> Road obstructed by water.</p> <p><i>Notes:</i> Partial obstruction to be considered dependent on extent and location on the road. Area Office to establish cause and remedy.</p> |
|  | <p><u>Defect: Missing Door (MISP)</u></p> <p><i>Location:</i> All Roads</p> <p><i>Category:</i> E</p> <p><i>Investigatory Level:</i> Missing door (open, off or missing)</p> <p><i>Notes:</i> Telephone message to Street Lighting Superintendent to arrange attendance within ONE hour. Technician to stand by column until help arrives if in high risk location (play area, school, shops, busy footway, and the like). Inspector is NOT to touch column or replace door.</p> |
|  | <p><u>Defect: Blacktop Profile (BKTP)</u></p> <p><i>Location:</i> Footway, pedestrian area or cycleway with bituminous surface.</p> <p><i>Category:</i> 1, 2</p> <p><i>Investigatory levels:</i> ≥ 20</p> |
|  | <p><u>Defect: Rocking Element (ROCK)</u></p> <p><i>Location:</i> Any element including ironwork on footways, pedestrian areas or cycleways.</p> <p><i>Category:</i> 1,2</p> <p><i>Investigatory levels:</i> ≥ 20mm when depressed at one end.</p> <p><i>Notes:</i> Use 'Notes' to record number of blocks to be relaid.</p> |



Working for a brighter future together

Highways and Transport Committee

| | |
|-----------------------------|--|
| Date of Meeting: | 26 th January 2023 |
| Report Title: | The Congleton Greenway - River Dane Bridge and Multi-user path |
| Report of: | Jayne Traverse, Executive Director for Place |
| Report Reference No: | HT57/22-23 |
| Ward(s) Affected: | Brereton Rural, Congleton West |

1. Purpose of Report

- 1.1. The proposed Congleton Greenway is intended to provide a traffic-free path linking a series of new housing developments, employment sites and recreational open space on the western edge of Congleton. The path would provide connectivity between several housing allocations defined in the adopted Local Plan for Cheshire East. A key part of this original concept was a pedestrian and cycle bridge across the river Dane.
- 1.2. This report provides an update on the estimated costs, funding assumptions and constraints of delivering a new pedestrian and cycle bridge crossing of the river Dane and seeks approval to put on hold any immediate plans to develop this Scheme and to continue to investigate future funding options.

2. Executive Summary

- 2.1. This report sets out the feasibility work undertaken to date by the Council to deliver a new pedestrian and cycle bridge over the river Dane ('The Scheme')
- 2.2. The Scheme would contribute to the aims of the Council contained within the Council's Corporate Plan 2021-25 to deliver a transport network that is safe and promotes active travel, be a great place for people to live work and visit, to encourage more residents to use walking routes, and to be carbon neutral by 2025 with the improvement and introduction of new greenway routes within the Borough.

- 2.3. The report details the preferred arrangement of the Scheme and sets out some of the significant constraints that restrict the ability of the adjoining length of route ('Connecting Route'), to be delivered by a housing developer, to be built to the same design standards as the rest of the Scheme.
- 2.4. The report also sets out the expected range of costs for completion of the Scheme and sets out how this changes previous assumptions on the delivery approach of the Scheme.
- 2.5. The report provides an update on the challenges involved in providing a fully accessible and safe 'end to end' Greenway route due to site specific constraints.
- 2.6. The report recommends that in the near-term, project development of the Scheme is paused until such time as funding opportunities are more certain.

3. Recommendations

- 3.1. Highways and Transportation Committee is recommended to approve that further project development of the Scheme is put on hold until a viable delivery strategy for the Scheme is established.
- 3.2. Highways and Transport Committee notes that:
 - 3.2.1 A further report will be brought back to Committee to decide on the future of the Scheme if a viable delivery strategy can be established.
 - 3.2.2 A planning obligation associated with a development on the western side of the river will provide the Connecting Route between the Scheme and the western side of the river as per the planning conditions associated with Planning consent 20/5760C
 - 3.2.3 That the Connecting Route cannot be constructed to a fully accessible standard, be provided with Street Lighting, or meet the current requirements for Cycling Infrastructure as defined in national guidelines.
 - 3.2.4 The latest delivery cost estimate at this stage of development for the Scheme is now £5.3M, including an allowance for inflation, at an expected construction date of 2026.
 - 3.2.5 That this revised cost envelope means that the Scheme is now not able to be funded through the Council's own local resources (including developer contributions) and that funding would now need to include an external funding contribution.

4 Reasons for Recommendations

- 4.1 The Scheme is a part of an east-to-west Greenway, which has been planned alongside Congleton Link Road ("CLR") as a part of the North Congleton Masterplan. The proposed Scheme will promote the sustainable development of the North Congleton Local Plan Allocation and would also allow easy access from the eastern side of the river Dane to an area of public open space.
- 4.2 Initial work by the Council's consultants has included a detailed assessment of various locations for the provision of a new crossing of the river Dane. Expert advice has been received that has concluded that the proposed location is the only suitable option.
- 4.3 The proposed scheme includes the provision of a new bridge over the river Dane with an associated pedestrian/cycle route linking to Viking Way on the eastern side of Congleton. The new Bridge has a span of some 40metres, across the flood zone and watercourse of the river. Two sets of cost estimates have been received at this stage, with the range of costs reflecting current levels of uncertainty on the design details.
- 4.4 To the west of the bridge, the Developer of adjacent land is subject to a planning condition to provide a Connecting Route from their development to the Dane River. Due to the site geography and dense vegetation, the path provided by the developer will, by necessity, be built to a lower design standard than the rest of the Scheme. The Council retains some control over the specification of this Connecting Route through the planning process, to ensure any difference in standards is minimised, although this does mean that the 'end to end' Greenway route would not be fully compliant with the necessary standards for gradients as set out in Local Transport Note 1/20 Cycle Infrastructure Design.
- 4.5 Initial feasibility work estimated the cost of the Scheme in February 2020 as c£1.8M. At this stage, it was considered that this would allow the Scheme to be delivered 'locally' through a combination of developer contributions, Community Infrastructure Levy funding and Local Transport Plan funding.
- 4.6 In June 2022, a more detailed feasibility study was undertaken utilising the services of a Contractor. Challenging access issues were found, including the need for extensive temporary works to construct the bridge. The delivery programme was also reviewed, which highlighted very long lead-times for the steelwork required to build the bridge - due to supply-side issues linked to the Pandemic and ongoing material shortages. These delays have themselves contributed to additional projected future construction inflation.
- 4.7 This, alongside extremely high construction inflation, particularly for steel, moved the estimated construction cost to c£5.3M at a construction date of 2025/6.

- 4.8 The work to date has established which corridor needs to be protected to deliver the new bridge. Ensuring this land is protected from development will not prevent this scheme from being delivered in the future should funding become available.
- 4.9 By securing the maximum flexibility when securing funding for Active Travel improvements via planning agreements (S106) the Council may be able to use these as match-funding for future opportunities for the Scheme.

5 Other Options Considered

- 5.1 The council could choose to continue to develop the Scheme and submit a Planning Application. This would mean that the cost estimates for the Scheme could be finessed, and the deliverability of the scheme proven - to assist with any funding opportunities that should arise.
- 5.2 However, the cost to develop and submit a planning application has been estimated at £250,000 and a planning permission (if granted) would normally be valid only for a period of up to three years. Given the cost of the scheme, current funding position and quality of the finished 'end to end' route, officers consider the funding is better used on other Local Transport Plan projects at this time.
- 5.3 The council has examined value engineering options to understand if the Scheme could be delivered for less money, but to a lower standard. However, most of the cost is associated with the new bridge structure, so the savings would be relatively small. The Contractor has advised that, given the span of the bridge, the most cost-effective form of construction (steel) is already included in the feasibility design.

6 Background

- 6.1 The proposed East to West Greenway promotes the sustainable development of the North Congleton Local Plan Allocation. It was devised alongside Congleton Link Road "CLR") as a part of the North Congleton Masterplan.
- 6.2 The proposed scheme includes the provision of a new bridge over the river Dane with an associated pedestrian/cycle route linking to Viking Way on the eastern side of Congleton. The new Bridge has a span of some 40metres, across the flood zone and watercourse of the river.
- 6.3 Initial work by the Council's consultants has included a detailed assessment of various locations for the provision of a new crossing of the river Dane. Expert advice has been received that has concluded that the proposed

location is the only suitable option; given the bank erosion of this stretch of the river Dane.

- 6.4 To ensure the Scheme remained deliverable and advise on buildability issues the expert input of a Contractor was secured via the Scape contract in June 2022. The following table summarises the main cost elements from this exercise, based on a construction date of 2026.

| Scheme Element | FY | Estimated Outturn Costs |
|--|-----------|--------------------------------|
| Planning Application incl. ecology surveys. Requirements for flood modelling | 2022-23 | £400,000 |
| Design and Development Stage | 2023-24 | £550,000 |
| Construction incl. Preliminary works & Supervision and Post Construction costs | 2024-2026 | £3,600,000 |
| Risk Allowance (20% of construction cost) | | £720,000 |
| Total | | £5,270,000 |

- 6.5 Much of the additional cost difference can be put down to extremely high levels of construction inflation. For example, since the original, higher level (2020) feasibility study construction inflation has been at record levels – with a c30% increase recorded in the BCIS General Civil Engineering Cost Index between August 2020 and September 2022.
- 6.6 Additional costs were also recorded with the more detailed construction programme delaying the construction date, considering ecological requirements, lead-in time for materials and more onerous temporary work requirements to install the bridge structure.
- 6.7 The Scheme would ‘tie in’ to a Developer provided improvement on the Radnor side of the river Dane. Together, these would form a key link on the Greenway.

- 6.8 Although the Council will have some control over what is delivered by the Developer, this section of the scheme cannot be built to the minimum gradients required to provide accessible access without causing significant disturbance to the surrounding ancient woodland. The same restrictions mean that it would be impossible to provide lighting to this area also with significant ecological impacts.
- 6.9 Some funding has been secured to date to help deliver the scheme, however, this has been secured on a flexible basis and could be used to support delivery of other local active travel improvements, including improving access to the river.

7 Consultation and Engagement

- 7.1 The North Congleton Masterplan was consulted on as part of the Local Plan process. The detail of the Scheme will be consulted on through the planning process. The Connecting Scheme details were approved in principle, through the Outline Planning application 20/5760C.

8 Implications

8.1 Legal

- 8.1.1 The report notes that the Greenway route would be a semi-formalised route so will not have the formal controls associated with a Cycle Track or as controlled under a Traffic Regulation Order.
- 8.1.2 The report notes that the Developer constructed part of the route cannot be constructed in accordance with LTN 1/20 due to environmental restraints. LTN 1/20 is guidance from the DfT and not a mandatory standard, however every effort should be made to align with LTN 1/20 and its principles wherever possible and to the Council's own standards as ultimately the Council will have maintenance responsibility once the works are completed.

8.2 Finance

- 8.2.1 The cost estimate to take forward a planning application for the Scheme is £250,000. This would have to be funded from the Council's existing Local Transport Plan funding at the expense of other projects if it was decided to proceed with this.
- 8.2.2 The Scheme is not included in the Council's Medium Term Financial Strategy (MTFS) and there remains significant inflationary pressure on the existing committed capital programme.
- 8.2.3 To date a total of £400,000 has been secured from adjacent developments towards the Scheme (or other improvements), including development costs. These funds are not yet with the Council and will be dependent on the individual trigger dates in the development agreements.
- 8.2.4 The final large planning application for the North Congleton allocation has now been submitted for around 400 new houses.
- 8.2.5 On a pro-rata basis from the recent contribution, this could be expected to make a financial contribution of c£600,000 towards the Scheme.
- 8.2.6 It may also be possible, again subject to a future business case to utilise some of the council's Community Infrastructure Levy funding towards the Scheme. However, there are significant calls on this funding, and this would need to be prioritised.
- 8.2.7 At this stage it is not possible to set out with any certainty the exact details of a delivery strategy. What is clear is that there is a likely funding gap of at least £3M from what can be provided by adjacent developments via planning obligations.
- 8.2.8 It should be noted that the Council's Capital funding position is extremely challenging and that there is no guarantee that the capital to partially fund or even underwrite existing developer contributions will be forthcoming.

8.3 Policy

- 8.3.1 Provision of East to West Greenway is a policy in the Cheshire East Local Plan, although the route was not definitely defined.
- 8.3.2 Those sections of the route that can be completed to current design standards would contribute to the Council's Local Walking and Cycling Infrastructure Plan.

8.4 Equality

- 8.4.1 An Equality Impact Assessment (EqIA) was undertaken by Jacobs in March 2020 to understand impact of the Scheme plus the Connecting Scheme component on stakeholders.
- 8.4.2 Persons with a specific Age and Disability characteristic are potentially affected by the Connecting Scheme if the design does not include appropriate provision. Final details of the Developer provided path are not yet available,

pending the relevant trigger on the associated planning application. However, design work has indicated that this section of the route could have gradients of up to 8% over a length of up to 130m. This would be significantly more than the recommended 5% Gradient set out for Cycleways in LTN 1/20

- 8.4.3 An alternative route should ideally be provided, utilising a flatter terrain; the only possible alternative is via the existing Congleton Link Road, which is some 600m longer. The Scheme would, however, provide compliant access to the public open space on the Western Bank of the river, something impossible without the new Bridge.

8.5 Human Resources

- 8.5.1 No impacts.

8.6 Risk Management

- 8.6.1 Key risks to the Council relate to the affordability of the Scheme given the challenging financial position of the Council and the recent significantly increased cost of delivery.
- 8.6.2 A further risk is that planning permission is normally granted for a period of three, and exceptionally five years. There is a risk that if a viable funding strategy is not agreed and the project delivered before the expiry of planning permission, the application would have to be made anew.
- 8.6.3 There is a risk that if the Council were to deliver the Scheme – criticism may be made of the quality of the end to end route, despite the council not being responsible for the Developer provided section.

8.7 Rural Communities

- 8.7.1 No direct impacts.

8.8 Children and Young People/Cared for Children

- 8.8.1 The future delivery of the Scheme would assist in helping young people to take part in active travel.

8.9 Public Health

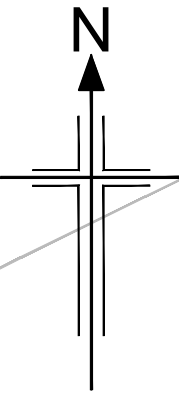
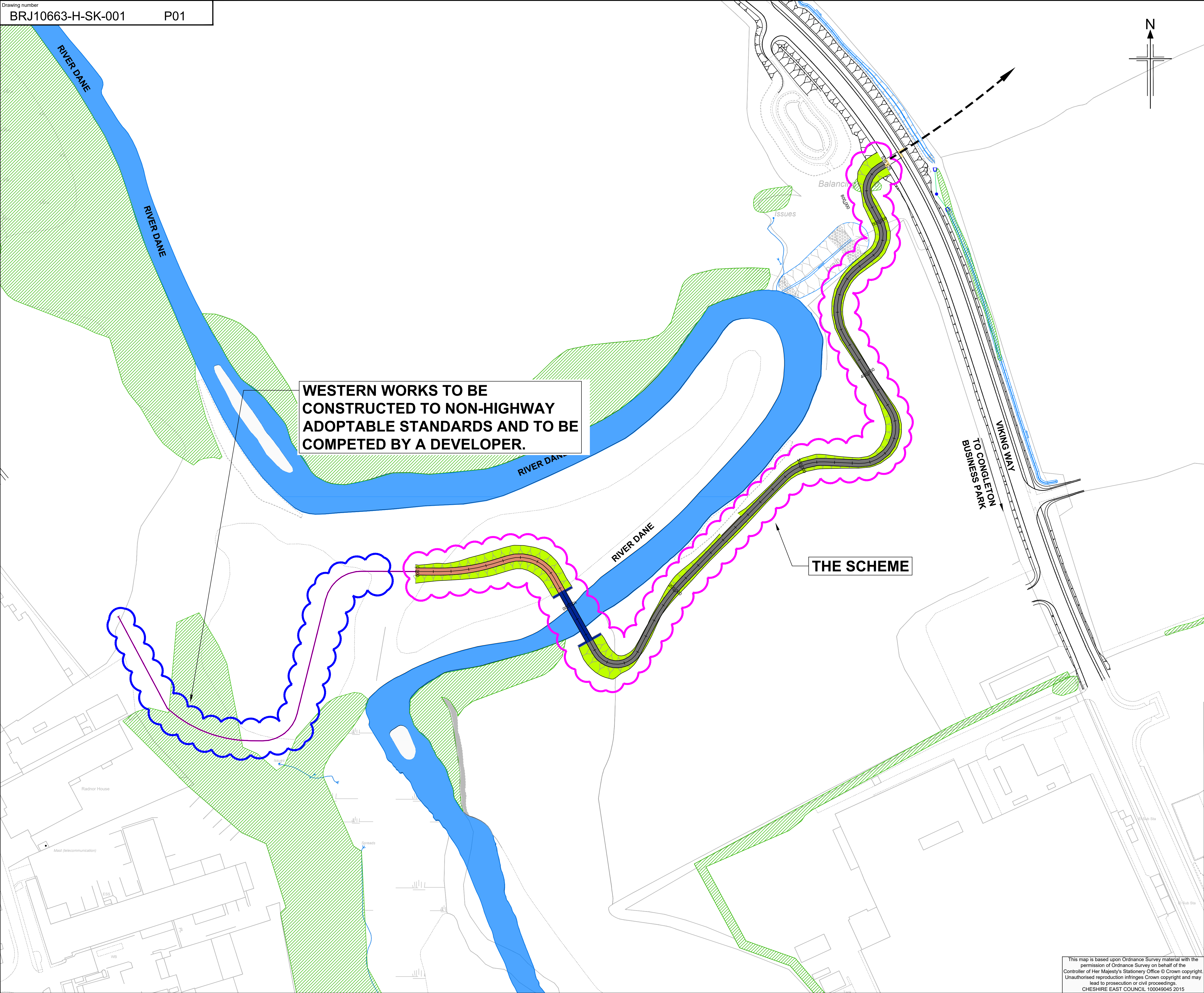
- 8.9.1 The future delivery of the Scheme would have a positive impact on public health as it will allow improved access to public open space.

8.10 Climate Change

- 8.10.1 The future delivery of the Scheme would contribute to sustainable growth in Cheshire East through improved connectivity and reducing dependency on motorised private vehicles.

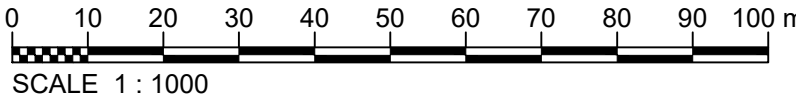
| Access to Information | |
|-----------------------|---|
| Contact Officer: | Paul Griffiths Paul.griffiths@Cheshireeast.gov.uk 01270686353 |
| Appendices: | Plan showing preferred route of Scheme |
| Background Papers: | |

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- NOTES:
1. DRAWING TO BE PRINTED IN COLOUR
 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED

- KEY:
- PROPOSED FOOTWAY - ADOPTED HIGHWAY
 - PROPOSED FOOTBRIDGE
 - PROPOSED EARTHWORKS
 - EXISTING WOODLAND
 - EXISTING WATERCOURSE



| | | | | | | |
|-----|------------|---------------------|-------|---------|-------|---------|
| P01 | 06/12/2022 | FIRST ISSUE | RH | JC | JC | MD |
| Rev | Rev. Date | Purpose of revision | Drawn | Checked | Rev'd | Apprv'd |

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Project
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Drawing title
**CONGLETON GREENWAY
FOOTPATH GENERAL
ARRANGEMENT**

Drawing status
FOR INFORMATION

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|------------|-------------|--------------|
| Scale | 1:1000 @ A1 | DO NOT SCALE |
| Jacobs No. | BRJ10663 | |
| Client no. | | |

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Working for a brighter future together

Highways & Transport Committee Report

| | |
|-----------------------------|---|
| Date of Meeting: | 26 January 2023 |
| Report Title: | It's Not Just Water – Officer Recommendations |
| Report of: | Jayne Traverse, Executive Director of Place |
| Report Reference No: | HT67/22-23 |
| Ward(s) Affected: | All |

1. Purpose of Report

- 1.1. This report seeks to provide a response to the report of the former Environment and Regeneration Overview and Scrutiny (EROSC) Committee's Working Group – "It's Not Just Water".

2. Executive Summary

- 2.1. The Working Group of the former EROSC comprised of six Committee Members and one co-opted Member began a Task and Finish piece of work at the beginning of 2021 to investigate the manageable causes and impacts of severe flooding across Cheshire East including flood risk management, recovery, and the reduction of future risk.
- 2.2. The findings and final report of the Working Group titled "It's Not Just Water" together with its supporting appendices were presented to the Highways and Transport Committee on 22nd September 2022.
- 2.3. The Committee resolved to receive a further report from officers in response to the Working Group's findings.
- 2.4. It is acknowledged and recognised that the review undertaken by the Working Group was comprehensive and included a set of recommendations that if fully implemented would further enable the Council to support residents already living in and tackling flood prone areas within Cheshire East, and contribute to reducing any future risk in other areas.
- 2.5. The response to the Working Group recommendations have been prioritised to implement those that have no financial impact on the current budgets.

- 2.6. This report has been prepared within the context of the serious financial challenges being experienced by the Council due to national economic circumstances which are raising prices and local higher demand for services which are also increasingly complex.

A report was noted at the Corporate Policy Committee on 1st December 2022. This provided a financial review update for 2022/23 and stated that that national increasing inflation which was 0.4% in February 2021 is now 11.1% and is having a significant impact on the cost of Council services as well as on the cost of living for local residents. The findings of this local financial review present an urgent need to mitigate the ongoing financial pressures in both the current and future financial years.

3. Recommendations

- 3.1. That the Highways and Transport Committee:

- 3.1.1. Approve Officer Recommendation Responses 1 and 2 contained in section 5 of this report in order that they can be implemented operationally, the officer recommendations are:

Officer Recommendation 1 Response – Governance and Democracy

That the oversight of the LLFA statutory function is retained with the Highways and Transport Committee in line with the current Constitution.

Officer Recommendation 2 Response – Delivery of the LLFA Function

To retain the current outsourced arrangement for the Flood Risk Management / LLFA delivery function.

Create a standalone LLFA delivery team initially from existing staff resource within the Cheshire East Highways (Ringway Jacobs) organisational structure which for all operational and decision making matters relating to flood risk management reports directly to the Council's Head of Highways.

Implement a succinct set of key performance indicators (KPIs) specifically for the delivery of the LLFA function picking up on the key aspects of the Working Groups concerns

Flood Risk Management / LLFA specific Key Performance Indicators to be reported to the Highways and Transport Committee as part of the bi-annual reports on the performance of the Highways and Infrastructure division.

- 3.1.2. Approve Officer Responses 3, 4 and 5 to not implement the Working Group Recommendations 3, 4 and 5 detailed in section 5 of this report at the current time given the costs are not within the current Medium Term Financial Strategy (MTFS).

3.2. **Reasons for Recommendations**

- 3.3. This report is part of the Council's commitment to being open and transparent.
- 3.4. To ensure that the recommendations brought forward by the Working Group are considered in full and a clear plan is set out to address them, wherever practicable within current budgets.
- 3.5. The Council is meeting its statutory duties in relation to its responsibility as Lead Local Flood Authority (LLFA). However, it is continuing to see increased demand in relation to planning application and there are opportunities for capital bids to secure funding for projects to mitigate flood risk to properties across the Borough. This additional resource creates a budget pressure not contained with the MTFS.
- 3.6. The oversight of the delivery of the LLFA has been delegated by Cheshire East Council to the Highways and Transport Committee. **Cheshire East Council is unable to delegate the statutory responsibility of the Lead Local Flood Authority to any other third party.**

4. **Other Options Considered**

- 4.1. For clarity and to aid comparison the Working Group recommendations have been included in this report as *highlighted text below*. For each of these Officer responses are provided and Committee are approvals are being sought that implement the recommended responses. It is also important when considering these recommendations, the implications set out under Section 8 specifically relating to Finance, Legal and Human Resources.
- 4.2. Working Group Recommendation 1 – Governance and Democracy
- *The information they had drawn out through the life of the review was significant and that to ensure transparency, accountability and fully embed any work undertaken as a response to these recommendations, this group (or similar type of sub-committee) should be maintained, and these Members should be consulted with on any matters of flooding across Cheshire East.*
 - *The Environment and Communities Committee would be deemed the most appropriate committee to agree LLFA decisions and documents to enable the Councils duties as a Lead Local Flood Authority (LLFA) which are the responsibility of the Council under the Flood and Water Management Act 2010 (Flood Risk Management) to be discharged without prejudice.*
 - *A review of the Current Councils constitution is undertaken to ensure that the roles and responsibilities of the Lead Local Flood Authority duties are correctly considered and represented to be compliant with legislation and transparent to residents.*

Officer Recommendation 1 Response – Governance and Democracy

4.3. That the oversight of the LLFA statutory function is retained with the Highways and Transport Committee in line with the current Constitution.

4.3.1. The evidence base gathered by the review clearly indicates that the majority of LLFAs are situated within highways and transport areas of other local authorities and align to their democratic reporting lines.

4.3.2. The LLFA delivery function is outsourced under the highways contract with Ringway Jacobs. Having this responsibility split across multiple committees will cause confusion and a potential lack of accountability.

4.3.3. The reactive response to any flooding incidents falling under the jurisdiction of the LLFA are delivered by the outsourced highways contract, any post event reporting of such incidents undertaken would be through Highways and Transport Committee, aligned to the overall Member scrutiny of this arrangement.

4.4. Working Group Recommendation 2 – Delivery of the LLFA Function

- *Cheshire East should no longer continue with the current arrangements in subcontracting the LLFA. Whilst other statutory duties are outsourced by the local authority, the Sub-Committee were unable to find similar arrangements to Cheshire East elsewhere in the northwest and was not convinced the LLFA can appropriately regulate the Highways Authority whilst being governed by it.*
- *The restructuring of the LLFA in-house will draw a distinct difference between the work of the Highways Authority, the Planning Authority and the LLFA. This can be reflected across all communications with residents, including the external website, to avoid confusion and transparently demonstrate how Cheshire East is meeting the statutory requirements of the Flood and Water Management Act 2010. An in-house operation will enable better connectivity within other council departments enabling a more joined up work force, less duplication or error.*
- *Having reviewed the evidence from other similar sized local authorities, the Sub-Committee believe the LLFA should be placed within the remit of the Environment and Neighbourhood Services in line with Planning to draw a distinct difference in work to that of the Highways department and Highways Authority.*

Officer Recommendation 2 Response – Delivery of the LLFA Function

4.5. To retain the current outsourced arrangement for the Flood Risk Management / LLFA delivery function.

4.5.1. The reactive response to any flooding incidents falling under the jurisdiction of the LLFA are delivered by the outsourced highways

contract, any post event reporting of such incidents undertaken would be through Highways and Transport Committee, aligned to the overall Member scrutiny of this arrangement.

- 4.5.2. As required under the contract, by insourcing the current arrangement for flood risk management, this would be a change of scope. There is a potential one-off compensation payment estimated of circa £250k payable to Ringway Jacobs in this instance. Any such payment is not funded and would create a revenue pressure elsewhere within the highway budget.
- 4.5.3. Insourcing of the LLFA function would involve the undertaking of a TUPE transfer of the existing Flood Risk / LLFA staff. This will require significant engagement with Cheshire East Highways and is likely to take 3-6 months to complete.
- 4.6. **Create a standalone LLFA delivery team initially from existing staff resource within the Cheshire East Highways (Ringway Jacobs) organisational structure which for all operational and decision making matters relating to flood risk management reports directly to the Council's Head of Highways.**
 - 4.6.1. To address concerns relating to the third-party line management of the LLFA and any potential conflict of interest in relation to the use of dedicated staffing resource.
 - 4.6.2. To ensure that there are clear reporting lines directly back to officers of the Council who hold the responsibility for the discharge of LLFA statutory duties. Ringway Jacobs would continue to undertake general human resources administration duties for these staff. This is set out diagrammatically showing the existing structure within the contract in Appendix A.
- 4.7. **Implement a succinct set of key performance indicators (KPIs) specifically for the delivery of the LLFA function picking up on the key aspects of the Working Groups concerns, notably;**
 - 4.7.1. Level and success of enforcement relating to flooding issues, both reactive and proactive.
 - 4.7.2. The provision of timely responses to and general support of planning applications, potentially with the ability to offer specific flood risk pre-application advice to ensure better developer led solutions.
 - 4.7.3. The value of external grant funding secured towards delivery of flood risk mitigation schemes.
 - 4.7.4. The amount of additional communication and engagement with communities and a wider variety of stakeholders in relation to promoting the awareness of flood risks and how individuals can "self

help". This would be aligned in part to ongoing initiatives being delivered with the Highways Service.

4.8. Flood Risk Management / LLFA specific Key Performance Indicators to be reported to the Highways and Transport Committee as part of the bi-annual reports on the performance of the Highways and Infrastructure division.

4.8.1. To ensure that the current and future performance of the Flood Risk Management / LLFA delivery is monitored and reported against clear objectives, to ensure transparency.

4.9. Working Group Recommendation 3 – Resources and Resilience

- *The LLFA should be resourced adequately to ensure to ensure it can carry out its statutory and non-statutory duties including supporting towns and villages across the borough to ensure that they understand their roles and responsibilities during a major flooding incident and become more resilient.*
- *The LLFA should ensure that it is adequately resourced to allow collaboration with stakeholders and to develop the necessary business cases to capitalise on existing external funding opportunities.*
- *The LLFA should consider how it's existing and any new staffing resource is prioritised to help support community resilience by becoming the interface between the council and local Flood Action Groups*

Officer Recommendation 3 Response – Resources and Resilience

4.10. To not implement the recommendation at the current time given the costs of additional staff are not contained within the current MTFS. Further detail relating to the proposed number of, key responsibilities and estimated cost of additional staff is contained at Appendix B, this could be implemented in the future subject to approved budget pressures.

4.10.1. The financial impacts associated with any enhanced Flood Risk Management team staffing structure is considered at paragraph 8.2.4 of this report.

4.11. Working Group Recommendation 4 – Funding Opportunities

- *MPs should be lobbied to bring about change to national flood funding, as national funding has been allocated for large fluvial (river) floods and not surface water flooding which is most of the flooding across Cheshire.*
- *Aligned to Recommendation 3 - the LLFA should ensure that it is adequately resourced to allow collaboration with stakeholders in order that robust business cases can be developed to capitalise on existing*

external grant funding opportunities. For example, Flood Defence Grant in Aid (FDGiA) and Local Levy for projects where there is a strong business case.

Officer Recommendation 4 Response – Funding Opportunities

4.12. **To not implement the recommendation at the current time given the costs of additional staff are not contained within the current MTFS.**

4.13. **Working Group Recommendation 5 – Planning and Stakeholder Communications**

- *Where appropriate, the Local Planning Authority should promote the incorporation of innovative Green Infrastructure into any new development proposals. Consideration should be given to the introduction of policies within any new and emerging planning policy documents.*
- *Cheshire East Council corporately need to do more towards encouraging local people and businesses to make their assets resilient, and any opportunities to underpin flooding content messages generated in partnership should be used on council platforms where appropriate (social media, website, printed communications etc).*

Officer Recommendation 5 Response – Planning and Stakeholder Communications

4.14. **To not implement the recommendation related to stakeholder communications at the current time given the costs of additional staff are not contained within the current MTFS.**

4.15. In relation the Local Planning Authority comments made by the Working Group. The Council has developed a draft Sustainable Urban Drainage Systems (SUDS) supplementary planning document (SPD). SUDS are design and engineering solutions to manage the surface water of a development site. The approach that can be taken to manage such water can vary significantly from multiple small scale, landscape and design led solutions that work with green space and habitats to delay and manage run off, to 'hard' engineering projects that store excess water to release into the mains water system.

4.16. This SPD provides guidance on the preferred approach for development in Cheshire East and sets out the ways in which development sites are expected to work with water and manage drainage on site. A consultation on the draft SPD was undertaken during August / September 2021. A second round of consultation on the SPD will take place in spring 2023, this can only take place once the Local Plan Strategy and Site Allocations and Development Policies Document (SADPD) has been adopted, due to consideration by the Council in December 2022.

Recommendations Summary

- 4.17. The Committee should note that whilst the five Officer Recommendations listed have been considered in direct response to those set out by the Working Group, they are in many areas intrinsically linked and therefore cannot be considered as standalone. It is not proposed to implement recommendations included in response to additional resource, as set out in Recommendation 3 at this stage, additional resource is required to support the implementation of Recommendations 4 and 5 if they were taken forward in the future.
- 4.18. It is the observation of the officers involved in this process that the key to addressing the majority of the concerns raised by the Working Group can be achieved in two phases. The first is to strengthen the operational management and decision making through the Head of Highways as the lead officer in relation to LLFA for the Council. The second is to secure funding through budget pressures for additional staff resource to enhance the day-to-day delivery of the LLFA function and Council's ability to successfully discharge its statutory obligations as a Lead Local Flood Authority and be successful in securing capital bids for flood mitigation works across the Borough

5. Background

- 5.1. The Lead Local Flood Authority (LLFA) is a statutory function held by the Council who is responsible for managing the local risk of flooding from surface water, ordinary watercourses, and groundwater sources.
- 5.2. Cheshire East Council also holds several statutory roles in relation to flooding these include acting as the highway authority responsible for the roads in the borough, in addition they are a Risk Management Authority ("RMA") who have a key role in the management of flood risk under the Flood and Water Management Act 2010 ("FWMA").
- 5.3. The LLFA is one of a number of statutory bodies which have a responsibility for flood risk management in the Cheshire East borough with the other notable third parties being the Environment Agency and United Utilities.
- 5.4. Currently the day-to-day delivery of the LLFA function is undertaken by Ringway Jacobs via the highways integrated service contract, alongside a host of other services relating to management, maintenance and improvement of the Council's single largest asset, the public highway. The day-to-day delivery of the LLFA role is undertaken by the Flood Risk Management team, with the current 6 FTE roles as shown in Appendix A.
- 5.5. To provide an indication of the scope and volume of work the Flood Risk Management team undertakes the following is an extract from the duties undertaken in 2021/22

| Activity | No. in year |
|---|-------------|
| Responded to statutory consultations on planning applications | 1,027 |
| Land Drainage Consents | 48 |
| Flood investigations | 93 |
| Enforcement cases | 2 |
| Develop Flood Risk Management Plan (Macclesfield) | N/A |
| Arranged and/or attended inter-agency meetings | 9 |
| Attended MP Flood Risk Surgeries | 6 |
| Arranged and/or attended community engagement events | 13 |

- 5.6. The highways contract with Ringway Jacobs commenced in 2018 and has a fixed 8-year initial duration followed by further annual performance-based extensions up to a maximum of 15 years. The contract has a series of performance indicators which are reported to Highways and Transport Committee bi-annually.
- 5.7. As with any contract should one party chose to amend the scope of services which have been procured through it the other party is entitled to seek payment for any additional costs or potential loss of profit.
- 5.8. On the 21 September 2020 the Environment & Regeneration Overview & Scrutiny (EROSC) resolved to establish a Task and Finish Committee to undertake an in-depth examination and review of flooding and flood risk management across Cheshire East.
- 5.9. The review involved members to understand, scrutinise and review the impacts of the 2016 and 2019 flooding events that occurred across various areas of Cheshire East (e.g., Poynton, Kettleshulme, Adlington, Prestbury, Nantwich and Bollington).
- 5.10. The review sought to consider the manageable causes and impacts of severe flooding across Cheshire East including flood risk management, recovery and reducing the future risk of flooding.
- 5.11. A summary of the process, engagement undertaken by and conclusions of the Working Group are contained in the report titled “It’s Not Just Water”, which can be found as part of the background papers to this report.

6. Consultation and Engagement

- 6.1. A volume of consultation and engagement was undertaken previously by the Working Group and a detailed summary was included in the report considered at the Highways and Transport Committee meeting on 12th September 2022.

- 6.2. Consultation with Ringways Jacobs has been undertaken since the publication of the Working Group report to ensure that the officer recommendations are deliverable and the evidence to support these is robust.

7. Implications

7.1. Legal

- 7.1.1. The Council is the LLFA for Cheshire East. An LLFA for an area in England must develop, maintain, apply and monitor a strategy for local flood risk management in its area. Local flood risk means risk from surface runoff, groundwater, and ordinary watercourses.
- 7.1.2. As a statutory duty the Council cannot delegate the duty to another body, but it may outsource the carrying out of the day-to-day functions of the statutory duty,
- 7.1.3. The recommendations propose that the current outsourced arrangements and the current committee oversight arrangements remain in place. The proposals maintain the current status quo and should ensure the Council continues to meet its statutory duty under the Flood and Water Management Act 2010
- 7.1.4. As the Council are ultimately responsible for the fulfilment of the statutory duty they need to be content that any proposals put in place meet all requirements under the Flood and Water Management Act 2010

7.2. Finance

Insourcing

- 7.2.1. Members should note that any proposal to insource the Flood Risk Management / LLFA function from the Highways Contract would invoke a one-off cost payable by the Council to Ringway Jacobs, principally related to loss of profit brought about by no longer delivering this scope of service for the Council. Clearly this will be robustly challenged by officers managing the contract but is likely to be up to £250k, aligned to inflation over the remaining duration of the contract.
- 7.2.2. At present this additional cost is not separately funded in the Medium-Term Financial Strategy (MTFS), and in order to stay within approved budget its payment would require lower spending in respect of “on the ground” works for either the Highways or another service area within the Place Directorate.
- 7.2.3. Hence any proposal for insourcing is not supported by Officers.

Additional Staffing Resource

- 7.2.4. The additional staff needed to implement the recommendations from the Working Group (report recommendation 3) has an annual estimated revenue cost of £70k, see Appendix B.
- 7.2.5. It is recommended not to implement at this time as the funding would have to be found from the current highways revenue budget in order to stay within the approved MTFS.
- 7.2.6. In the longer term, it may be considered that some of this additional annual staffing cost could be offset, once the staff are fully established in post, by securing increased external grant monies and also the ability to offer a specific flood risk pre-application planning advisory service. However, upfront investment would be needed and there is a risk that external grant may not be secured or may be only short term in nature.

7.3. Policy

- 7.3.1. There are no additional policy related implications of this report.

7.4. Equality

- 7.4.1. There are no equality related implications of this report.

7.5. Human Resources

- 7.5.1. The human resource implications of both any proposal to insource staff from a currently contracted out service and also that related to recruitment have been considered under paragraph 5.5 of this report.

7.6. Risk Management

- 7.6.1. A summary of the risks associated with legal, financial and human resource implications of a decision to support the Member Working Group recommendations have been set out in the relevant sections of this report.

7.7. Rural Communities

- 7.7.1. There are no rural communities related implications of this report.

7.8. Children and Young People/Cared for Children

- 7.8.1. There are no related implications of this report.

7.9. Public Health

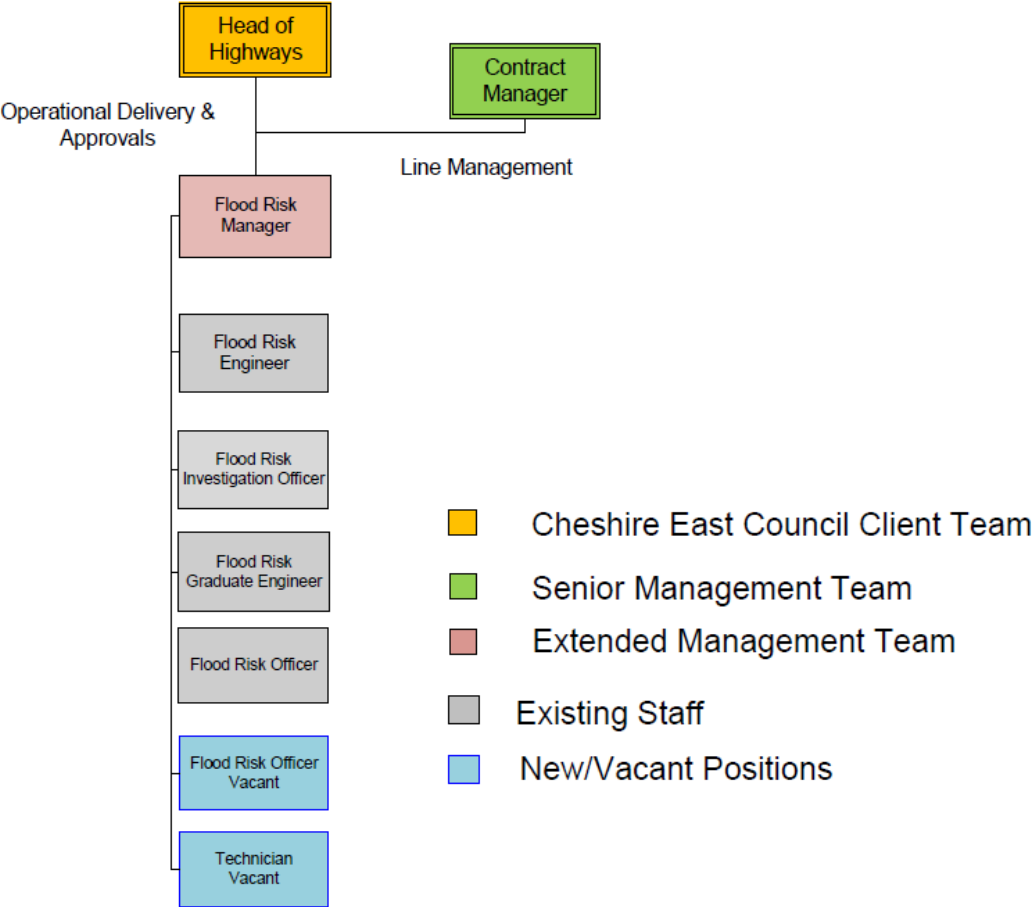
- 7.9.1. There are no public health related implications of this report.

7.10. Climate Change

- 7.10.1. Climate change implications and their direct effect on flooding and flood risk management have been considered in detail at section 4 of the Working Group report, which are included as part of the background papers to this report.

| Access to Information | |
|------------------------------|---|
| Contact Officer: | Mike Barnett Head of Highways michael.barnett@cheshireeast.gov.uk |
| Appendices: | Appendix A – Flood Risk / LLFA Delivery Team – proposed reporting lines based on existing structure Appendix B – Summary of proposed additional Flood Risk Management team roles |
| Background Papers: | Highways and Transport Committee report reference HT64/22-23, titled “It’s Not Just Water” plus supporting appendices, dated 22 nd September 2022 |

Appendix A - Flood Risk Management / LLFA delivery team
Proposed reporting lines based on existing structure



Appendix B - Flood Risk Management / LLFA delivery team

Additional Resource Summary

| Current Job Title | Proposed Job Title | Key focus areas | FTE | Estimated Additional Cost* | Estimated Revenue Cost* | Notes |
|---|--|--|------|----------------------------|-------------------------|--|
| N/A - NEW POST PROPOSED | Capital Projects Manager (NEW) | Take a lead role in developing external funding bids / business cases. Role would then manage any projects which funding granted for. | 1FTE | £45,000- £55,000 | £25,000- £30,000 | Assumed 50% capital funded from the outset. Potential for role to be more substantially funded via external grant monies once established. Role will be strongly linked with existing asset management teams to identify viable projects. |
| N/A - NEW POST PROPOSED | Graduate Flood Risk Officer (NEW) | Support to the wider LLFA team but in particular in managing the increase demand in enforcement matters. | 1FTE | £25,000 - £30,000 | £25,000 - £30,000 | To ensure continued succession planning, whilst bolstering overall team capacity and capabilities. |
| Graduate Flood Risk Engineer | Flood Risk Officer (NEW) | Take a lead role in managing the increased demand in statutory responses to planning applications, interface with HS2, statutory Flood Risk Management Plans | 1FTE | £5,000 - £10,000 | £5,000 - £10,000 | Proposal is for this officer to be promoted to a full Flood Risk Engineer position to aid team resilience and ongoing retention of staff. Potential for a proportion of the role to be funded via a new planning pre-application advisory service offer. |
| Flood Risk Technical Officer (temporary) | Flood Risk Technical Officer | Support to the wider LLFA team but in particular in managing the increase demand in responses to minor / householder planning applications | 1FTE | £0 | £0 | A temporary resource was put in place in June 2022 and costed into 22/23 business plan to support flood risk inputs in to planning determination process – proposal is to make this role permanent. |

*Includes employment on costs



Working for a brighter future together

Highways & Transport Committee

| | |
|-----------------------------|--|
| Date of Meeting: | 26 th January 2023 |
| Report Title: | Infrastructure & Highways Department – Mid-year Performance Review |
| Report of: | Tom Moody, Director of Infrastructure & Highways Services |
| Report Reference No: | HT/71/22-23 |
| Ward(s) Affected: | All wards |

1. Executive Summary

- 1.1. This report gives an update on performance across Infrastructure and Highways services for the first half of 2022-23.

2. Recommendations

- 2.1. That the Committee note and comment on the performance of these services.
- 2.2. That the Committee note the on-going work of the Highways Service to support delivering the Council's Brighter Futures customer strategy.

3. Reasons for Recommendations

- 3.1. To update the Highways and Transport Committee as to the performance of the Infrastructure and Highways Department's services for the first half of 2022/23.

4. Other Options Considered

- 4.1. Not applicable.

5. Background

- 5.1. The Infrastructure and Highways Department is responsible for advising the Council on key policy areas, notably the Local Transport Plan and Local Plan, and is responsible for delivering front line customer facing services, related statutory functions and major projects and programmes. These include all highway services, strategic transport, parking, active travel, public transport, HS2 and major transport projects.

5.2. The Cheshire East Council Corporate Plan 2021-25 sets out our vision for an open, fairer, greener Cheshire East with three broad aims to be an open and enabling organisation; a council which empowers and cares about people, and a thriving and sustainable place. The Infrastructure and Highways Department contributes to several the priorities under the theme of “A thriving and sustainable place”:

- A great place for people to live, work and visit
- A transport network that is safe and promotes active travel
- To be carbon neutral by 2025

5.3. Highway Services

| Corporate Plan 2021-25: Key priorities | |
|---|---------------------------------|
| Priority | Aim |
| A transport network that is safe and promotes active travel | Safer and well-maintained roads |

5.3.1. Appendices 1 and 2 contain information on service performance to date with the delivery of revenue and capital funded activities and projects for the first half of 2022/23 and on the Performance Management Framework which measures key outputs of the Highways Service Contract with Ringway Jacobs.

The information is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.

These reports are a key part of the monthly contract monitoring processes undertaken by the Council’s client team with Cheshire East Highways as the service delivery partner.

5.3.2. For the first half of 2021/22 the service operated within the continued constraints and challenges posed by the pandemic which impacted in a number of areas, in particular with reduced supply chain resource and material supplies. In a small number of areas and projects this has contributed to increased costs and delays to commencement and/or completion.

5.3.3. In addition to this, UK inflation remains elevated. The invasion of Ukraine exacerbated global inflation trends, particularly around food and energy. The rise in energy and fuel prices has been a significant factor behind the UK CPI moving to over 9% and forecast to be over 10% during 2022. The impact on highways is seeing a global increase in the prices of construction materials, fuel costs and more local competition for a limited pool of subcontract and labour resource has added to this pressure. It

should however be noted that against this backdrop the performance of the service has continued to be strong throughout.

5.3.4. In 2022/23 work has continued to implement the refreshed Service Improvement Plan to ensure that more effective ways of working continue to be developed and implemented. This continues to include delivering significant improvements to customer experience as part of the Council's Brighter Futures Transformation Programme.

5.3.5. As part of this the Highways Service have implemented the following;

5.3.5.1. Monthly newsletters published, with the first one in April 2022, the amount of subscribers has now increased from 900 previously reported to 1,309 (as at 17th November), providing updates on delivery, forthcoming events and social value initiatives.

5.3.5.2. The previously relaunched version of the annual work programme designed to be easier to navigate and be more informative is updated month to show progress and a link to the council website is provided in the newsletter.

5.3.5.3. The Member and Town and Parish Satisfaction surveys closed on 31st May 2022. An action plan from the survey is in place and this was developed using the feedback received. This is currently being reviewed to close out and include any new activities. It is intended that this survey is repeated annually in June 2023.

5.3.5.4. Held two Engagement Days in the Borough. The first on 4th July at Crewe Alexandra's stadium with 38 members in attendance and they were able to watch demonstrations, talk with officers around service priorities and constraints and give feedback on their key issues. The second on 30th September at Macclesfield Town Hall with 25 members in attendance and members were updated on structures of highway teams, winter maintenance and flooding with opportunities to meet partner organisations such as the Environment Agency and United Utilities plus Senior / Local Highway Officers at Cheshire East Highways who would be providing key points of contacts for members.

5.3.6. Relaunched the Fix My Street system in July 2022 as the principal way of contacting the Service with asset related enquiries. Training was offered at the members event of 4th July 2022, no training requested but feedback has been provided to the team on service improvements and these are being addressed at part of the Customer Journey feedback work stream. Information of Fix My Street will also be promoted through the monthly newsletter early 2023 to widen its promotion to members of the public and town / parish council. The refreshed Service Improvement Plan also places a focus around the need to improve service quality assurance and demonstrate value for money through the highways term services contract. The Council are continuing the recruitment of a number of new roles to add resilience and additional expertise to the client team, with one of these roles being dedicated to quality assurance. An appointment has been made to an interim role to conclude an independent consultant has been appointed to develop a client led annual audit plan that will then pass

over to the new permanent appointments once completed. This plan will focus on key risk areas as well as those where the Council intends to invest most money into its highway network.

- 5.3.7.** Work on a number of key schemes have been completed in the first two quarters on 2022/23 including Beam Street and Safer Roads Fund projects on the A536 and A537.
- 5.3.8.** Beam Street - This has included the scheme to improve the public realm along Beam Street in the centre of Nantwich, these were completed on time and within the available budget. Further carriageway improvements are due for completion during January 2023.
- 5.3.9.** A536 Congleton to Macclesfield - The road has been resurfaced with a new higher skid resistant surface. We have refreshed the road markings and added new edge of carriageway lines to enhance visibility of the road edges. Works have been completed on installing a new average speed camera system between Eaton and the outskirts of Macclesfield. New speed limit and average speed camera signs have been installed.
- 5.3.10.** A537 Macclesfield to Buxton – The project is nearing completion of works to replace the old average speed camera system with a new system, including extending coverage towards Macclesfield. Works to lay a new higher skid resistant road surface have been completed. At the same time, we refreshed the road markings and road studs. This includes recently completed carriageway surfacing works near Macclesfield and installing new vehicle restraint barriers, bollards and signs along the route.
- 5.3.11.** A report was presented at the Highway and Transport Committee on 22nd September that approved the adoption of a number of documents by the Council including a Speed Management Strategy, Vehicle Restraint System Strategy and Skid Resistance Strategy. This followed the completion of a review on the Speed Management Strategy which included a public consultation, attracting over 916 responses. Work is now underway on the process for implementation of the Speed Management Strategy and all member briefings are being planned for early 2023.
- 5.3.12.** In terms of challenges, we are continuing to see an increasing number of category 1 defects (potholes) were observed across the network where safety repairs are required. As reported previously this is a direct result of a reduction in capital investment in highway maintenance, which with the continued increase in inflation and a 4-year Department for Transport grant settlement now known will continue to decrease in real terms.
- 5.3.13.** In 2022/23 the investment in category 1 defects is £2.207m (so far to the end of Quarter 2, a total of 9,188 potholes have been filled) this compares to £2.1m of investment in 2021/22 (27,474 potholes were filled in 2021/22). It is expected that the rate of number of potholes to be filled in 2022/23 will rise throughout the second half of 2022/23 due to the weather. However, we expect there has been an overall downward trend in the total number of potholes due to the proactive approach in maintenance and level 2 patching works undertaken. This approach is supported by Council's additional £19m over 3 years capital investment

into its highway network will go some way to alleviating the issue of the number of potholes increasing annually.

- 5.3.14.** There is increasing pressure around general tree maintenance works. The Council recently developed an organisation wide Tree Risk Management Strategy (TRMS) covering all its tree stock and this included trees on the highway. A pilot to inform a highway specific tree safety inspection code of practice which ties into the TRMS is ongoing and largely funded from a corporate allocation. It is anticipated that the new code of practice will be implemented in the 23/24 financial year and the pilot will help to determine the budget requirements moving forward, a report is due to be considered by Committee in March 2023
- 5.3.15.** In October 2022, the 2022/23 winter maintenance season commenced based on the revised gritting network implemented for the 2021/22 season
- 5.3.16.** Planning permission has been submitted to replace the salt barn at the Macclesfield Depot and work continuing to explore wider investment in the Councils highways depot assets to ensure service delivery can be optimised. It is expected that the new salt barn at Macclesfield will come online in readiness for the 2023/24 winter season. The new salt barn at Wardle is fully operational for the 2022/23 winter season.

5.4. Infrastructure Services

| Corporate Plan 2021-25: Key priorities | |
|---|---|
| Priority | Aim |
| A transport network that is safe and promotes active travel | Successful delivery of the major infrastructure programme |

- 5.4.1. Appendix 3** contains information on service performance on the delivery of the major transport scheme capital programme.

The information is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.

- 5.4.2.** These reports are a key part of the monthly monitoring processes undertaken by the project teams. The information is the latest available prior to the drafting of this report. All projects have continued to work within the additional constraints and challenges of the pandemic which has impacted on working practices for each scheme.
- 5.4.3. Congleton Link Road** was opened in April 2021. It is the largest project ever delivered by the Council. The scheme is now in a period of post-monitoring evaluation to assess how successfully it has met its objectives.
- 5.4.4.** The construction of **Poynton Relief Road** has continued throughout the period with the achievement of several key milestones. Delays associated with utility companies' diversion works have resulted in the opening now

being programmed for early 2023, although this will be dependent to some extent on winter weather conditions.

- 5.4.5.** Work commenced in May this year to construct the North **West Crewe** major highway scheme to support housing development. Progress on site has been good, but again, delays with utility company diversion works has meant that the first phase of traffic management (the A530 closure) has been extended longer than originally programmed. It is currently planned to re-open the affected section of the A530 in January.
- 5.4.6.** The public inquiry to consider the compulsory purchase, side roads and bridge scheme orders for the **Middlewich Eastern Bypass** scheme was held between 8th November and 11th November. The Inspector's report to the Secretary of State is now being prepared. Meanwhile, work is continuing on the preparation of the Full Business Case for submission to the Department for Transport for final approval (subject to a positive decision by the Secretary of State).
- 5.4.7.** Scheme development work has also continued on the **A500 Dualling** scheme that will enable delivery of planned growth and strategic access to Crewe and the HS2 Hub Station as set out in the Local Plan
- 5.4.8.** The **Flowerpot Junction** scheme in Macclesfield is the subject of a separate report on this agenda.

5.5. HS2 Programme

| Corporate Plan 2021-25: Key priorities | |
|---|---|
| Priority | Aim |
| Thriving urban and rural economies with opportunities for all | Successful delivery of the Crewe HS2 Programme. |
| A transport network that is safe and promotes active travel | To protect residents and minimise the impacts of the HS2 line of route on our environment |

- 5.5.1.** This service is responsible for the Council's response to the national High Speed Rail 2 project in accordance with the Council's priorities. This includes leading the Council's response to the line of route proposals for HS2 Phases 2a and 2b by responding to HS2 and DfT consultations and the petitioning process to ensure they deliver the maximum levels of environmental mitigation and compensation in accordance with Government policy. Once the phases become Acts of Parliament the service manages the Council's relationship with HS2 Ltd, and its contractors, as the scheme is constructed to ensure that HS2 undertake delivery of the scheme in accordance with the hybrid Bill and related undertaking and assurances.
- 5.5.2.** The service is also responsible for maximising the local benefits of the delivery of this national project within the towns of Crewe and Macclesfield

by developing and delivering complementary packages of access improvements for all modes of transport, including active and public transport options and supporting more sustainable end-to-end travel. In addition, the service works to secure key HS2 commitments from Government to achieve a better Crewe hub solution.

5.5.3. The HS2 service also manages the Council's key relationships with wider strategic rail partners in addition to HS2 Ltd including Network Rail, Transport for the North, North Midlands Growth Corridor and Growth Track 360 to ensure that plans and strategies that impact the borough are aligned.

5.5.4. In January 2022, the Phase 2b Hybrid Bill was deposited in Parliament. The Phase 2b Hybrid Bill is seeking the powers to construct and operate the section of the route between Crewe and Manchester. In July 2022, the first additional provision to the Bill, known as AP1, was deposited in Parliament.

5.5.5. In August 2022, the Council submitted petitions against the original Hybrid Bill and AP1, setting out its objection to elements of the Bill and AP2 and what it wanted HS2 to do differently, our asks, to secure a better outcome for Cheshire East.

5.5.6. Key concerns raised in the Council's petition include

5.5.6.1. That the inclusion of the Crewe North Connection provides the rail track solution that would provide the option for HS2 Phase 2b services, including those between Birmingham and Manchester, to route via Crewe station, rather than through the Crewe HS2 tunnel, when Phase 2b opens. However, the Indicative Train Timetable that accompanies Hybrid Bill proposals for Crewe station do not assume any HS2 Phase 2b services use the Crewe Northern Connection.

5.5.6.2. The Indicative Train Timetable that accompanies the Hybrid Bill assume no additional HS2 services are calling at Crewe station, other than the 2/3 trains per hour enabled via Phase 2a, until (or indeed if) NPR is delivered.

5.5.6.3. The Hybrid Bill proposals do not provide sufficient infrastructure and investment at Crewe station, including a Transfer Deck, to allow efficient and accessible Station facilities, to safely accommodate 5/7 HS2 trains per hour and are not future proofed for additional HS2/NPR services calling at Crewe station or using the Crewe North Connection.

5.5.6.4. Underestimation of the potential impacts to the local highway and public transport network during construction

5.5.6.5. Lack of provision for innovative approaches to the delivery of the green corridor principle and to deliver active travel

- 5.5.6.6. Lack of mitigation and/or compensation to address the environmental, landscape and ecology impacts of the Scheme
- 5.5.6.7. Concerns over the Scheme will reduce the North West Area of available inert landfill capacity by 87%
- 5.5.6.8. Potential flooding and drainage impacts
- 5.5.6.9. Inadequate provision for the additional Council resources that would be required to provide appropriate community engagement
- 5.5.7.** At the time of writing the select committee of MPs that will hear petitions has yet to be established and a programme for the hearings has not yet been announced.
- 5.5.8.** The Council is developing its evidence base and preparing its exhibits to support its petition in readiness for the select committee.
- 5.5.9.** In July 2022, the Council submitted two Round 2 Levelling Up Fund bids for enhancements to the Nantwich Road Bridge outside of the main station entrance to improve accessibility and permeability along the bridge for non-motorised users. The bids were:
 - 5.5.9.1.** An MP bid for the Western Enhancement Scheme (West Deck) to connect the station entrance with Pedley Street and link to the Mill Street Corridor and Southern Gateway schemes being brought forward through Towns Fund and Future High Street Funding. Collectively, these schemes will vastly improve the journey between the station and town centre for pedestrians and cyclists.
 - 5.5.9.2.** A Local Transport Authority (LTA) bid for the Eastern Enhancement Scheme (East Deck) to connect the station entrance and Weston Road in readiness for HS2.
- 5.5.10.** A planning application for enhancements to Nantwich Road Bridge, outside of Crewe station entrance, is being prepared for submission later this year/early 2023. To complement this, new traffic signals technology is to be trialled on the section of Nantwich Road between Crewe Arms Hotel and Eddleston Road, which will seek to re-balance priorities from vehicles to pedestrians/cycles on the approach to Crewe rail station. The outcomes of this trial will be reported to Committee at a future meeting.
- 5.5.11.** A pre-planning public consultation exercise was held between April and June this year to help shape the plans and this showed a strong support for the schemes.
- 5.5.12.** The Nantwich Road Bridge enhancements are a key element to the Council's wider Crewe hub proposals with early benefits offered to Crewe and the Borough through an accelerated delivery.

5.6. Parking Services

| Corporate Plan 2021-25: Key priorities | |
|---|---|
| Priority | Aims |
| To increase parking provision close to local transport hubs | <ul style="list-style-type: none"> • Broadway Meadow multi-storey car park (MSCP) • Complete Local Transport Plan parking reviews |

- 5.6.1.** Business case work for Broadway Meadow MSCP has been completed. A report on the opportunities arising at this site will be considered by the Council's Economy and Growth Committee later this year.
- 5.6.2.** A borough-wide review of parking provision has been undertaken, which will be used to inform further assessments across the borough, including the car park charging strategy. A set of proposals were debated at Highways Committee in September 2021 without agreement. Further work is necessary to produce a more holistic and equitable approach to parking management across the borough, which is expected to be taken forward on a town-by-town basis as part of the next Local Transport Plan review.
- 5.6.3.** The Civil Enforcement Teams has seen a considerable increase in reported incidents of anti-social behaviour since the lifting of lockdown restrictions earlier in the year. The team continues to work closely with the police in responding to reports.
- 5.6.4.** Recruitment and retention of Enforcement Officers is an ongoing pressure on the Parking Service. Local employers and businesses recovering from the pandemic are actively recruiting to roles that may be considered more appealing or less challenging than the work of the parking enforcement teams. The Council faces on-going challenges to retain a full complement of trained Civil Enforcement Officers in order to protect communities against illegal / irresponsible parking.
- 5.6.5.** Enforcement policies for the Parking Service – Civil Enforcement officers have been prepared / updated which were approved by the Highways and Transport Committee in November 2021.
- 5.6.6.** The Council's Annual Monitoring Report 2019/20 was the overall national winner of this year's national Promoting Awareness of Civil Enforcement through Reporting (PACER) Awards. Work has started to prepare the Council's updated annual monitoring report.
- 5.6.7.** The use of the Council's car parks has increased steadily through the year during the different levels of restrictions through the pandemic. Since the removal of restrictions levels of demand has levelled off at around 88% of pre-pandemic levels, with revenues reduced by a similar factor. Growth

in card and phone payments has been part of the recovery, up by 37%, with cash payments down by circa 20%. The service is constantly monitoring usage and revenue to determine what impact this could have on income and budget setting next financial year. At current levels of use a covid-related impact could be around £1.4million.

5.7. Strategic Transport

| Corporate Plan 2021-25: Key priorities | |
|--|--|
| Priority | Aims |
| Investment in electric vehicle infrastructure in our key service centres | Secure supplier and install charging points in Cheshire East car parks |

5.7.1. The draft Borough-wide Electric Vehicle Charging Infrastructure Strategy was approved at Highways Committee in July 2021. At the end of consultation on the draft strategy an updated version will be reported to Committee in Spring 2023.

5.7.2. A bid to Government's On-Street Electric Vehicle Charging programme has been successful, securing funds for the installation of an initial set of 15 public charging points to serve users in Alsager, Congleton, Crewe, Knutsford, Middlewich, Macclesfield, Nantwich and Sandbach. The scope of this bid was closely aligned to the requirements of the Office for Zero Emission Vehicles guidance. It is expected that further bids to the fund will be prepared in future years.

5.7.3. Work to procure a partner to supply, install and manage EV infrastructure is on-going and will be the subject of a further report to Highways Committee when bids have been received and reviewed.

5.7.4. Local Transport Development Plans have been developed for all Principal Towns and Key Service Centres. These have been reported to Highways and Transport Committee in March/June and they now form part of the Council's strategic infrastructure planning framework for transport.

5.8. Walking and Cycling

| Corporate Plan 2021-25: Key priorities | |
|---|---|
| Priority | Aims |
| To promote uptake of cycling in our local service centres | <ul style="list-style-type: none"> Installation of cycle storage facilities in Cheshire East car parks |

| | |
|--------------------------------------|--|
| | <ul style="list-style-type: none"> • Invest in new cycle routes and improve existing ones • Prohibit parking in existing cycle lanes |
| More residents to use walking routes | <ul style="list-style-type: none"> • Promote existing routes and nature trails • Create new walking routes between service centres |

5.8.1. Cycling infrastructure schemes are being implemented in accordance with the Councils adopted Local Cycling & Walking Improvement Plans. The Wilmslow Station – Royal London scheme was completed and is now open. Work continues on the Crewe – Leighton – Nantwich Greenway scheme. Work continues on development of plans for a Dane Valley Greenway in Congleton with a report intended for Committee in January.

5.8.2. Government announced additional funding through the Active Travel Programme which is being used to develop schemes at Manchester Rd, Wilmslow and Manchester Road, Tytherington. Consultations have taken place on these Active Travel schemes with feedback informing on-going work to deliver the schemes. Construction work on both schemes will commence subject to confirmation of funding from Active Travel England.

5.8.3. Sustrans awarded funding to support improvement of the Middlewood Way scheme at Black Lane, Macclesfield, which is part of the National Cycle Network linking Macclesfield to Bollington. Consultations have taken place on the Black Lane proposals which received favourable responses overall. Work to deliver this scheme is continuing.

5.8.4. The Council was unsuccessful in a bid to Government for a Social Prescribing Pilot Project with Public Health to promote cycling in Crewe. Work with colleagues from Public Health and the NHS continues to seek alternative funding options to deliver the planned initiatives. Also, in the same area of Crewe, the Council has been awarded funding for a study to assess the feasibility of creating a “Mini Holland” (Low Traffic) Neighbourhood.

5.8.5. The Council has engaged and promoted Bike and Walk to School Days, through liaison with local schools. Engagement with promotional events and training sessions has been positive as people are seeking opportunities to improve health and well-being post-pandemic. Capacity funding has been secured as part of pandemic recovery measures which is being used for training and promotional events offered to schools and businesses.

5.8.6. Temporary cycle facilities were trialled through deployment of Covid Emergency Active Travel funding in 8 locations. Community views on 5 on-road schemes have been mixed with these schemes removed on expiry

of the relevant Temporary Traffic Orders. Three experimental town centre cycle access schemes allowing cyclists to access pedestrian priority areas in Crewe, Congleton and Macclesfield have now been made permanent after monitoring and amendment to the relevant Traffic Orders.

5.9. Public Transport

| Corporate Plan 2021-25: Key priorities | |
|---|---|
| Priority | Aims |
| To improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys | <ul style="list-style-type: none"> • Feasibility studies into the creation of rapid transit routes connecting existing infrastructure with key employment site |
| To reduce areas of the borough not served by public transport | <ul style="list-style-type: none"> • Submit proposals to Rural Transport Fund • Quality bus partnerships with operators and town councils |
| To encourage an increase in the use of public transport (especially buses) | <ul style="list-style-type: none"> • Operators work together to share real time information • Bus routes planned to provide multi-modal connectivity • Cheshire East bus app developed |

5.9.1. The pandemic has significantly reduced the use of local public transport and this has affected the ability to develop plans for rapid transit initiatives. Current monitoring indicates that ridership overall is at 70% to 80% of pre-pandemic levels, making the commercial operating environment very challenging. There is a more noticeable reduction in concessionary travel, which is at circa 60% of pre-pandemic levels.

5.9.2. Throughout the pandemic, most if not all the local public transport network has been heavily impacted by social distancing and changes in travel behaviour. The Council and local operators have relied on Covid Bus Service Support Grant and latterly Covid Bus Recovery Grant to maintain services. Government has announced the final component of Covid recovery funding, known as Local Transport Fund, which is intended to cover revenue deficits on services to end of December 2022. Cheshire East has been allocated £382,682 from the Local Transport Fund.

5.9.3. The Council published its first Bus Service Improvement Plan (BSIP), in response to the National Bus Strategy. Our first BSIP has been produced

in consultation with operators and stakeholders. The BSIP was submitted to Department for Transport on 31 October 2021 in accordance with the Government's programme. On 5th April 2022, Department for Transport informed the Council that it would be receiving no additional funding in response as part of the BSIP process. There are significant inflationary pressures affecting bus operations across the Borough. The Council is receiving higher prices for contracted services and will face budgetary challenges when central government funding comes to an end. To inform these future decisions, the Council intends to consult on an updated set of local bus support criteria following a report to Committee in November.

5.9.4. Following a successful funding bid to Government, the new Rural Mobility Fund service "Go Too" commenced operations on 4th October 2021, serving the rural areas to the south and west of Nantwich. Patronage levels and customer feedback have been building steadily on Go-Too, although the service has been subject to short term pressures owing to staff availability during recovery from the pandemic. Recent marketing activity has aimed to raise awareness of the services.

5.9.5. Work to prepare an Enhanced Quality Partnership with the bus industry has continued. Statutory consultations on the proposed Partnership agreements have taken place and the Partnership Agreements were approved at Committee in July 2022. Government has indicated that this arrangement will be a pre-requisite for future funding awards for local bus.

6. Implications

6.1. Legal

6.1.1. There are no legal implications arising from this report.

6.2. Finance

6.2.1. The financial implications of changes in performance requirements or responding to current performance levels will be provided in separate Finance Review reports to the Committee."

6.3. Policy

6.3.1. The report sets out how the department is contributing to the Cheshire East Council Corporate Plan 2021-25.

6.4. Equality

6.4.1. There are no equalities implications arising from this report.

6.5. Human Resources

6.5.1. There are no human resources implications arising from this report.

6.6. Risk Management

6.6.1. The performance reporting process provides opportunities for the Council to identify and focus on areas for improvement to support achievement of its strategic ambitions. Timely performance reporting

mitigates risk of the Council not achieving its outcomes by providing the opportunity to review outputs, identify trends and areas for improvement, and introduce corrective and/or preventative actions wherever necessary to address areas of poor - or under – performance.

6.7. Rural Communities

6.7.1. There are no implications for rural communities arising from this report.

6.8. Children and Young People/Cared for Children

6.8.1. There are no implications for children and young people arising from this report.

6.9. Public Health

6.9.1. There are no implications for public health arising from this report.

6.10. Climate Change

6.10.1. There are no implications for public health arising directly from this report.

| Access to Information | |
|------------------------------|---|
| Contact Officer: | Tom Moody, Director of Infrastructure & Highways Services tom.moody@cheshireeast.gov.uk |
| Appendices: | Appendix 1 - Performance Framework - Highway Service Contract Appendix 2 - Highways Contract – Revenue and Capital Programmes Appendix 3 - Infrastructure Service – Capital Programme |
| Background Papers: | None |

Cheshire East Highways 2022/23 Performance Management Framework

| Indicator Reference | Indicator Name | Indicator Type | Reporting Frequency | Description of Indicator | Target | Apr-22 | May-22 | Jun-22 | Q1 | Jul-22 | Aug-22 | Sep-22 | Q2 | Cumulative Result | Commentary |
|---------------------|---|---|---------------------|--|--------|--------|--------|------------|------------|--------|---------|------------|------------|-------------------|--|
| Council Priorities | | | | | | | | | | | | | | | |
| 1.1 | Recycling (Landfill) | Strategic Performance Indicator | Quarterly | This indicator measures the percentage of waste which is diverted from landfill. This percentage can be compared against other Ringway Jacobs contracts and could also be of interest to the Council in line with the 2025 carbon neutral aspirations | 97% | | | 100% | 100% | | | 100% | 100% | 100% | At the end of Q2, 100% of waste was either recycled or diverted from landfill. In total 7,296.14 tonnes of waste was recycled and 1,677.33 tonnes diverted from landfill. |
| 1.2 | Carbon Reduction within Highways Service Depots | Strategic Performance Indicator | Quarterly | This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service | 492.29 | | | 105 tonnes | 105 tonnes | | | 122 tonnes | 122 tonnes | 227 tonnes | By the end of Q2 227 tonnes of CO2 were produced across the two depots. |
| 1.3 | Carbon Reduction Programme - Traffic Signs and Bollards (over 2 years) | Strategic Performance Indicator | Monthly | This indicator measures the number of traffic signs and bollards replaced with either LED or solar as part of the Carbon Reduction Programme. This is year 2 of a 2 year programme. Within year one, the target is to replace 2,050 signs and bollards | 3574 | 58 | 6 | 104 | 168 | 75 | 19 | 117 | 211 | 379 | This is a two year programme upgrading traffic signs and bollards to either LED or solar. By the end of Q2, 379 upgrades have taken place. Additional external resources, as planned started to work on this programme from mid October so it is still expected for the programme to be completed within timeframe. |
| Asset Management | | | | | | | | | | | | | | | |
| 2.1 | Condition of Principal Roads | Strategic Performance Indicator | Annual | This indicator identifies the percentage of principal roads (A road carriageways) where maintenance should be considered | 4% | | | | | | | | | | Reportable at year end |
| 2.2 | Condition of Non-Principal Roads | Strategic Performance Indicator | Annual | This indicator identifies the percentage of non-principal roads (B & C road carriageways) where maintenance should be considered | 5% | | | | | | | | | | Reportable at year end |
| 2.3 | Condition of Unclassified Roads | Strategic Performance Indicator | Annual | This indicator identifies the percentage of unclassified roads where maintenance should be considered | 12% | | | | | | | | | | Reportable at year end |
| 2.4 | Condition of Footways | Strategic Performance Indicator | Annual | This measure identifies the percentage of footways where maintenance should be considered | 32% | | | | | | | | | | Reportable at year end |
| 2.5 | Safety Inspections | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the distance (in kilometres) of safety inspections carried out to timetable | 95% | 8.75% | 17.59% | 26.36% | 26.36% | 35.55% | 42.00% | 49.67% | 49.67% | 49.67% | At the end of Q2 49.67% cumulative of the network's safety inspections were completed. 5,674.262km of the network was inspected within timeframe |
| 2.6 | Category 'Emergency' Defects | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the restoration of the highway network to a safe condition within timeframe (1 hour between the hours of 7am and 5pm and 1.5 hours outside those working hours) following on from any non-traffic-signal emergencies. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice. | 94% | 98.78% | 97.56% | 100% | 97.6% | 97.56% | 100.00% | 98.96% | 98.87% | 98.87% | During Q2 526 out of 532 non-traffic-system emergencies have been responded to within timeframe |
| 2.7 | Category 1-2H defects (2 - 5 working day) | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the repair of any Category 1 and 2H defects within timeframe (Cat 1 Defects made safe by the end of the second full working day and Cat 2H Defects made safe by the end of the fifth full working day). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice. | 95% | 98.09% | 99.2% | 95.86% | 97.76% | 98.76% | 99.16% | 99.17% | 99.01% | 98.21% | During Q2 13,551 out of 13,798 Cat 1 - 2H defects were made safe within timeframe |
| 2.8 | Category 2M defects (20 working day) | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the repair of any Category 2M defects within timeframe (20 working days). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of this activity, this measure is reported as a percentage successfully attended and made safe within timeframe. | 95% | 97.22% | 100.0% | 95.88% | 97.01% | 98.08% | 100.0% | 92.86% | 97.12% | 97.04% | During Q2 328 out of 338 Cat 2M defects were repaired within timeframe |
| 2.9 | Number of annual sample inspections of utility works successfully completed | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the number of sample inspections of utility works completed in year. The target is based on 30% of the number of inspections completed in the previous three financial years. The 30% is broken down into 10% of inspections whilst works are in progress, 10% of inspections within 6 months of reinstatement and 10% inspections within 3 months preceding the end of the guarantee period. This approach is in line with national guidance and ensures compliance with the requirements of New Roads and Street Works Act (NRSWA). | 99% | 0 | 9.76% | 17.85% | 17.85% | 23.79% | 32.00% | 45.68% | 45.68% | 45.68% | At the end of Q2 1,175 inspections were completed. This activity is on track. |
| 2.10 | Condition of Structures - Average | Strategic Performance Indicator | Annual | This indicator measures the average condition ratio for Cheshire East Highways structural assets. The target of 89% is considered as good to very good in accordance with Chartered Institute of Public Finance and Accountancy (CIPFA) | 90% | | | | | | | | | | Reportable at year end |
| 2.11 | Structures - Principal Inspections | Strategic Performance Indicator | Monthly | This indicator measures the number of principal inspections undertaken to all structural aspects of highway structures assets covered under Well Managed Highways Infrastructure Code of Practice and in line with the 2022/23 approved Business Plan. | 100% | 3% | 0 | 0 | 3% | 3% | 7% | 6% | 16% | 19% | For the 100 (100%) Principal Inspections for 2022/23 these have been allocated to the relevant subcontractor to complete within the year, 19 have been completed on site. |
| 2.12 | Structures - General Inspections | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the number of general inspections undertaken for all highway structures within the prescribed frequencies.400 general inspections are due to be completed within the 2022/23 financial year. | 100% | 35 | 35 | 35 | 105 | 35 | 35 | 35 | 105 | 210 | At the end of Q2, 210 structures have received their General Inspections. This measure is well on track for its annual target. |
| 2.13 | Condition of Street Lighting - Structural | Strategic Performance Indicator | Quarterly | This indicator measures the percentage of Street Lighting structural columns which are identified as in a good condition from inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan. | 95% | | | 0% | 0% | | | 94.91% | 94.91% | 94.91% | Q1 of this financial year was spent revisiting and replacing any assets that were not deemed as in good condition during previous inspections. With this in mind, the programme for this year commenced in September and will be closely monitored over the coming months. |
| 2.14 | Condition of Street Lighting - Electrical | Strategic Performance Indicator | Quarterly | This indicator measures the percentage of the street lighting columns electrical components which are identified as in a good condition from inspections undertaken as part of the six year cycle. Inspections carried out as part of Highway Infrastructure Asset Management Plan. | 95% | | | 0% | 0% | | | 84.93% | 84.93% | 84.93% | Q1 of this financial year was spent revisiting and replacing any assets that were not deemed as in good condition during previous inspections. With this in mind, the programme for this year commenced in September and will be closely monitored over the coming months. |
| 2.15 | Condition of Illuminated signs - Structural | Service Indicator | Quarterly | Percentage of Illuminated Sign Electrical inspection in good condition as part of the 6 year cyclic inspections carried out as part of HIAMP. | 90% | | | 0% | 0% | | | 74.67% | 74.67% | 74.67% | Q1 of this financial year was spent revisiting and replacing any assets that were not deemed as in good condition during previous inspections. With this in mind, the programme for this year commenced in September and will be closely monitored over the coming months. |
| 2.16 | Condition of Illuminated sign - Electrical | Service Indicator | Quarterly | Percentage of Illuminated Sign Structural columns which are in good condition from inspections undertaken as part of the 6 year cycle. Inspections carried out as part of HIAMP. | 90% | | | 0% | 0% | | | 93.33% | 93.33% | 93.33% | Q1 of this financial year was spent revisiting and replacing any assets that were not deemed as in good condition during previous inspections. With this in mind, the programme for this year commenced in September and will be closely monitored over the coming months. |
| 2.17 | Condition of Traffic Signals - Average | Strategic Performance Indicator | Quarterly | This indicator measures the average condition of the Traffic Signal asset. | 90% | | | 81.62% | 81.62% | | | 81.78% | 81.78 | 81.78% | This is the second year that this measure has been included within the service's Performance Management Framework. As a service indicator, this indicator is still being benchmarked for future performance consideration. |
| 2.18 | Emergency Response - Traffic signal emergencies | Operational Performance Indicator (Fee related) | Monthly | This indicator measures the response time to attend to any traffic signal related emergencies within 2 hours of logging onto the Traffic Signal system. Due to the nature of the activity, this measure is reported as a percentage successfully attended within timeframe. | 100% | 100% | 100% | 100% | 100% | 100% | 96.70% | 100% | 99.2% | 99.53% | During Q2 210 out of 211 traffic-system emergencies have been responded to within timeframe |
| Customer | | | | | | | | | | | | | | | |
| 3.1 | Customer Satisfaction with Highways Service | Strategic Performance Indicator | Annual | This indicator monitors the customer satisfaction within the Highway services by utilising the national NHT survey | 46% | | | | | | | | | | Reportable at year end |
| 3.2 | Customer Journey Analysis | Service Indicator | Monthly | This indicator measures monthly audits completed within the Highway service. The audit involves a random sample of enquiries being examined and our current processes challenged as a way to understand and improve our customer's journeys and experiences | 75% | 43.8% | 53.0% | 66.0% | 52.4% | 64.0% | 46.1% | 59.2% | 56.47% | 54.08% | The Highway Service carries out customer journey audits to understand and improve customer experience. From the Customer Journey Audits completed so far within Q2, the cumulative results equate to an overall score of 2,033 out of a potential 3,600. This is one of many activities being undertaken to improve customer satisfaction within the Highway Service |

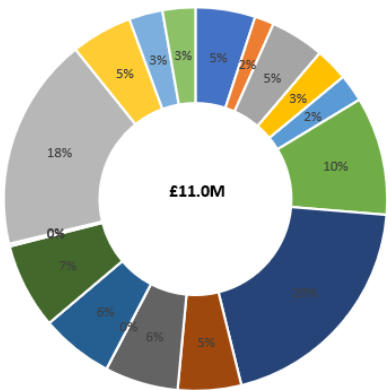
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Highways Revenue Works



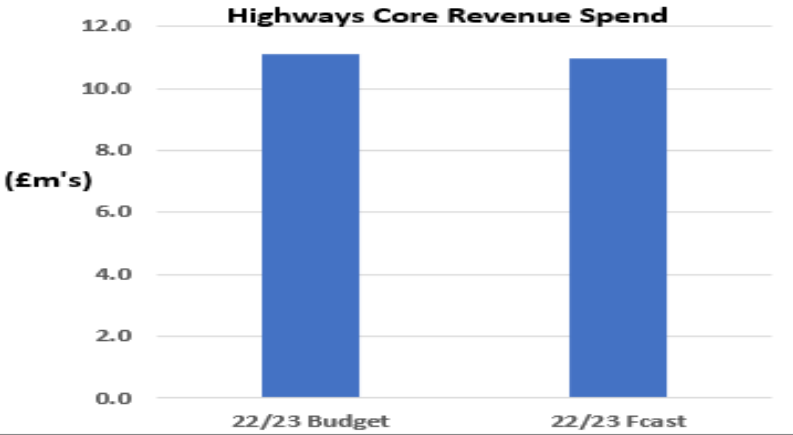
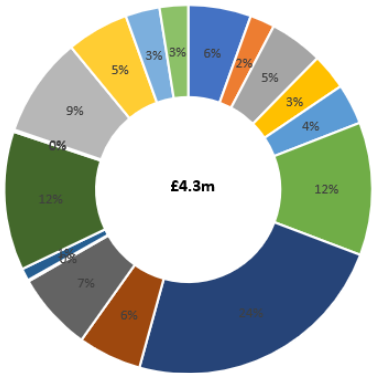
Highways Core Revenue budget by spend category

- Highway Permit Scheme (NRSWA)
 - Asset Management
 - Bridges and structures
 - Carriageway Pothole Defect Repairs
 - Emergency Response
 - Hedge, Tree and Verge Maintenance
 - Highway Fencing & Walls Repairs
 - Winter service
 - Traffic signals
- Customer & Stakeholder Engagement
 - Flood risk management
 - Highway Drainage Cyclic Maintenance inc Pumping stations
 - Other Defect Repairs
 - Road Markings Renewals
 - Highway Verge Maintenance
 - Road Signs Cleansing and Repairs
 - Street lighting
 - Traffic and Road Safety (including education to schools)



Highways revenue actual spend to date

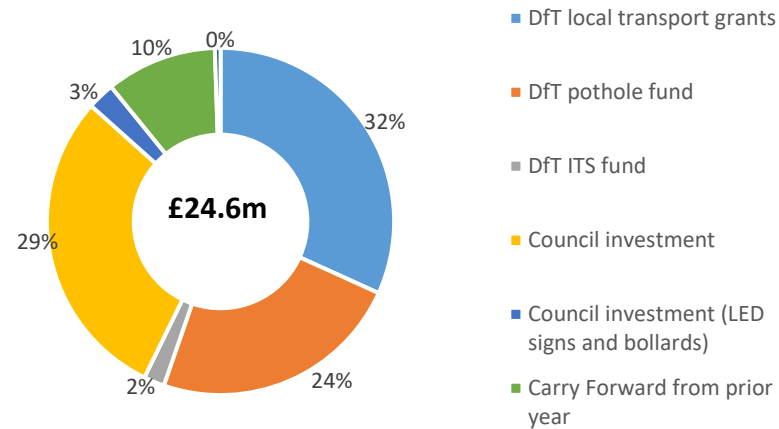
- Highway Permit Scheme (NRSWA)
 - Asset Management
 - Bridges and structures
 - Carriageway Pothole Defect Repairs
 - Emergency Response
 - Hedge, Tree and Verge Maintenance
 - Highway Fencing & Walls Repairs
 - Winter service
 - Traffic signals
- Customer & Stakeholder Engagement
 - Flood risk management
 - Highway Drainage Cyclic Maintenance inc Pumping stations
 - Other Defect Repairs
 - Road Markings Renewals
 - Highway Verge Maintenance
 - Road Signs Cleansing and Repairs
 - Street lighting
 - Traffic and Road Safety (including education to schools)



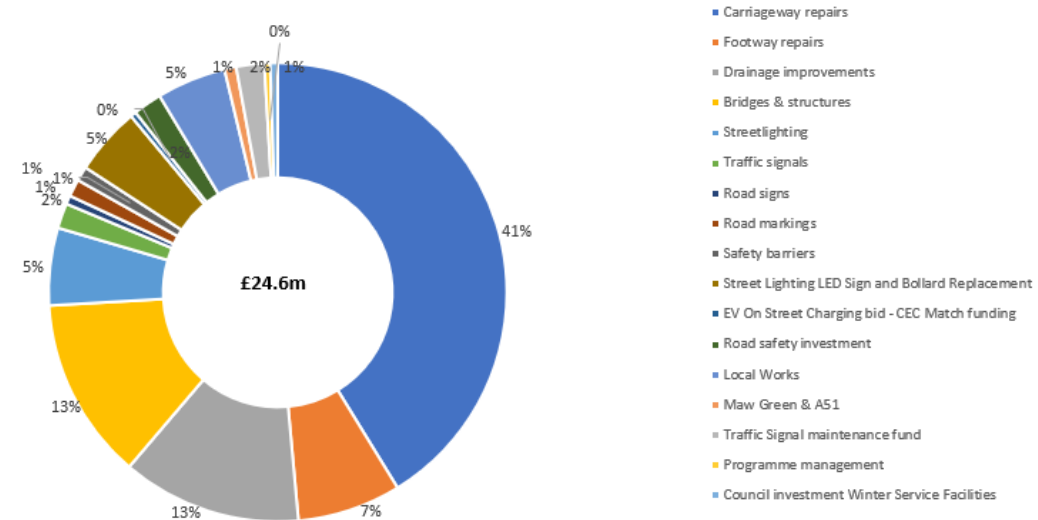
Please note;
The figures above account only for spend via the Highways Contract, not inclusive of Client team costs.
That the overspend observed in the above figures was offset against an increase in income and hence provided an overall balanced budget position at the end of the year.

Highways Capital Works

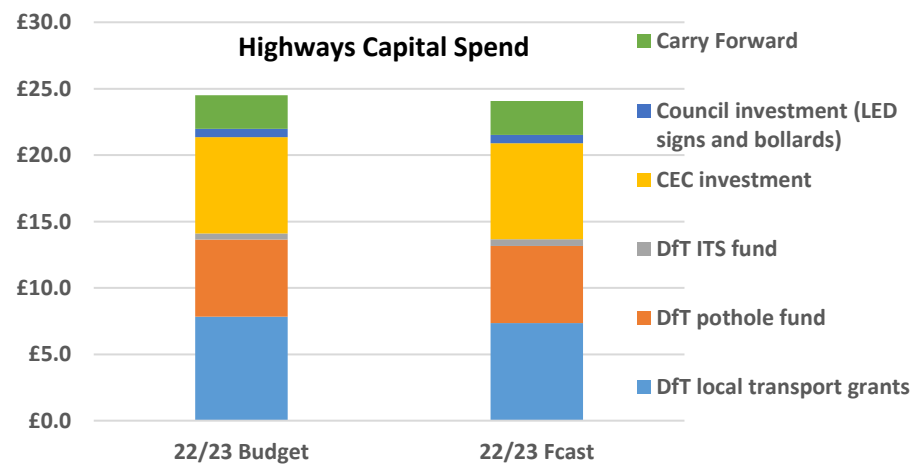
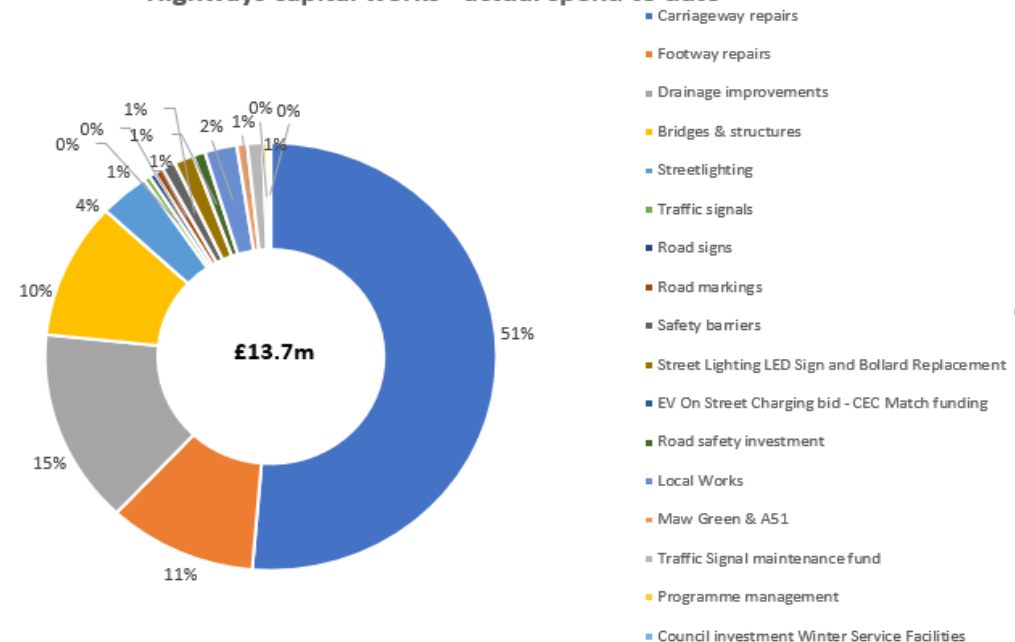
Highways capital funding by funding source



Highways capital works - budget



Highways capital works - actual spend to date

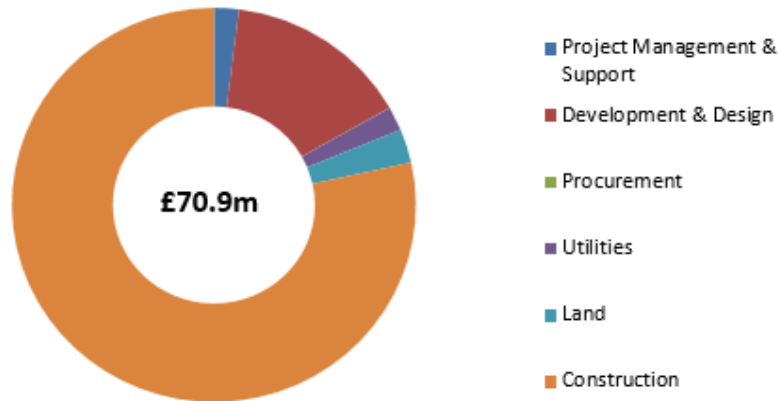


Appendix 3 - Infrastructure

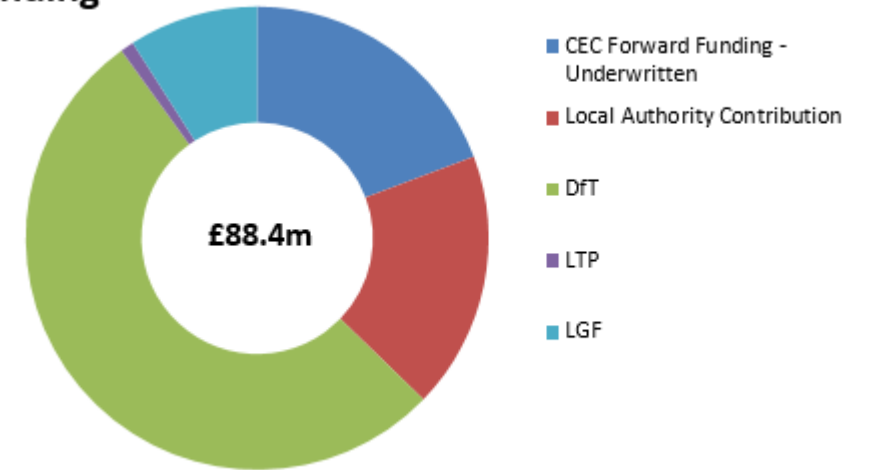
Delivery of major capital projects

Congleton Link Road

Actual Spend

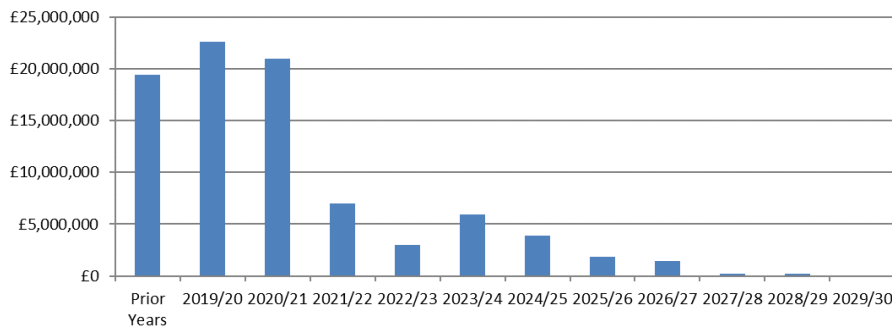


Funding



Sum of Forecast

Forecast Spend



Total Scheme Estimate:
£88 m

Milestones

- Preliminary Investigation and Scoping - February '13
- Planning Approval - July '16
- Public Inquiry into CPO - May '17
- Secretary of State Decision on CPO orders - February '18
- Submission of Full Approval Application to DfT - June '18
- Final Draft Funding Approval - August '18
- Start of Works - October '18
- Completion of Works - April '21
- Scheme Brought into Public Use - April '21

Notes

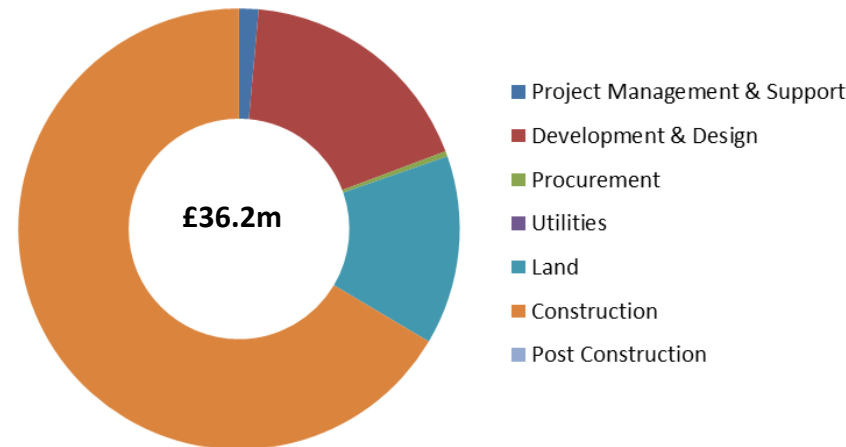
- Remaining forecast and funding to cover Part 1 claims.

Issues

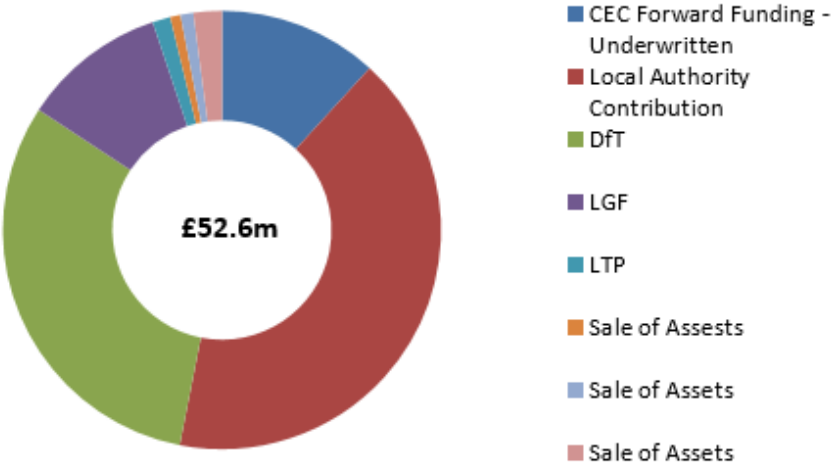
- None to report

Poynton Relief Road

Actual Spend

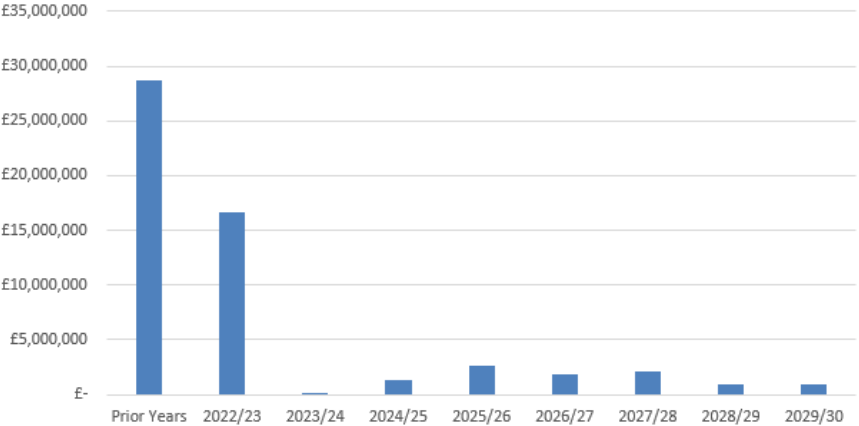


Funding



Forecast Spend

Total Scheme Estimate: £55m



Milestones

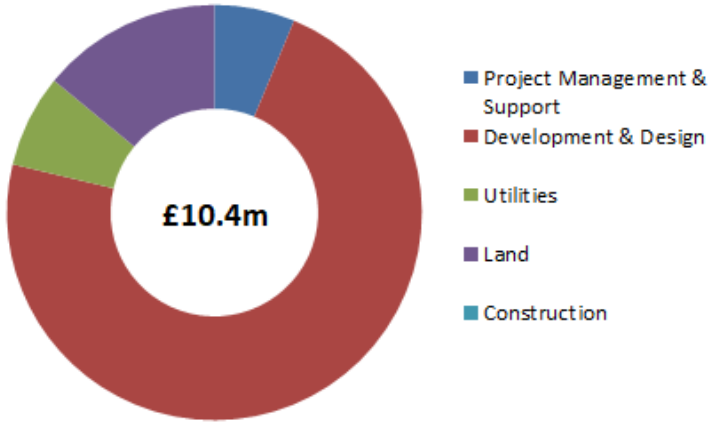
- Preliminary Investigation and Scoping - September '13
- Planning Approval - July '16
- Public Inquiry into CPO - November '18
- Secretary of State Decision on CPO orders - February '19
- Submission of Full Approval Application to DfT - October '19
- Final Draft Funding Approval - March '20
- Start of Works - August '21
- Completion of Works - February '23

Issues

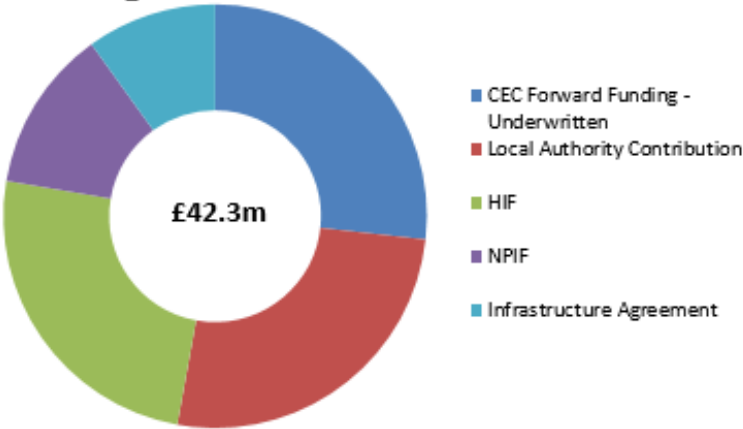
- Impact of exceptional construction inflation
- Utility company delays

North West Crewe Package

Actual Spend



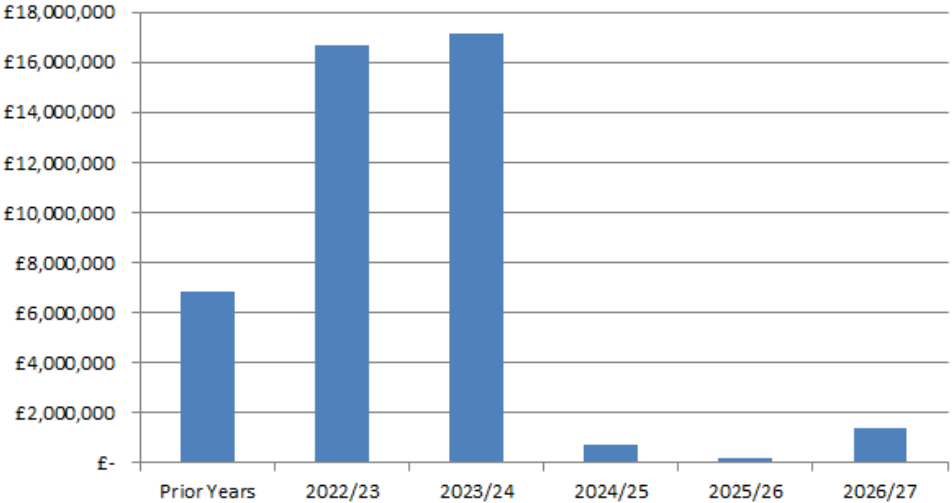
Funding



* Local Authority Contribution increase subject to Council approval.

Forecast Spend

Total Scheme Estimate
£42.9m



Milestones

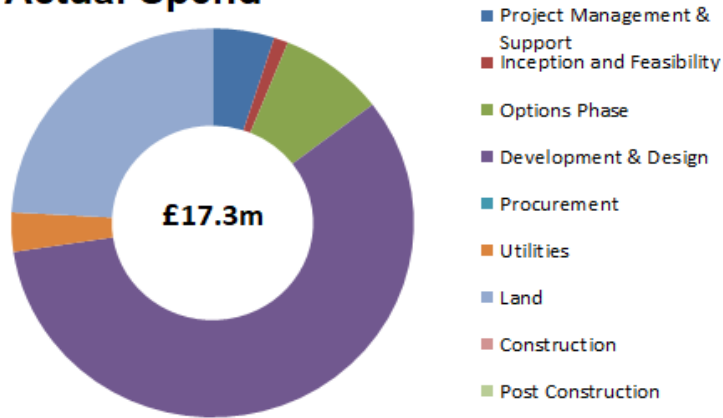
- Public Consultation – Mar '18
- Planning Application Submitted – Dec '18
- Planning Application Approved – Mar '19
- Construction Started – May '22
- Road Opening – Dec '23

Issues

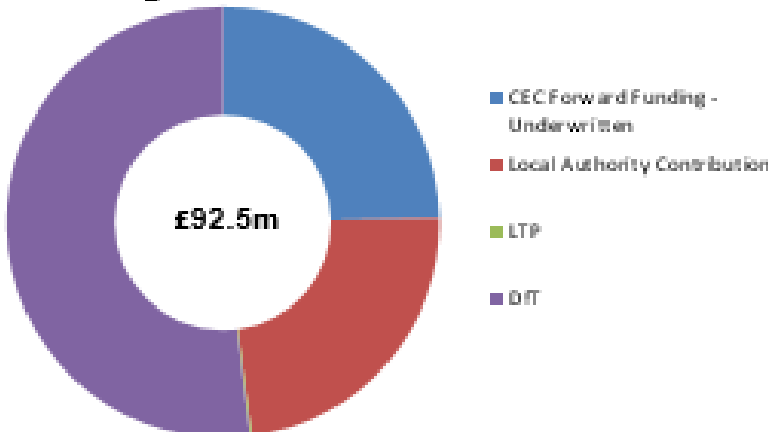
- Delayed developer planning approvals has impacted the construction programme.
- Overall budget being monitored carefully due to construction inflation.
- Extension of phase 1 traffic management due to utility company service diversion delays

Middlewich Eastern Bypass

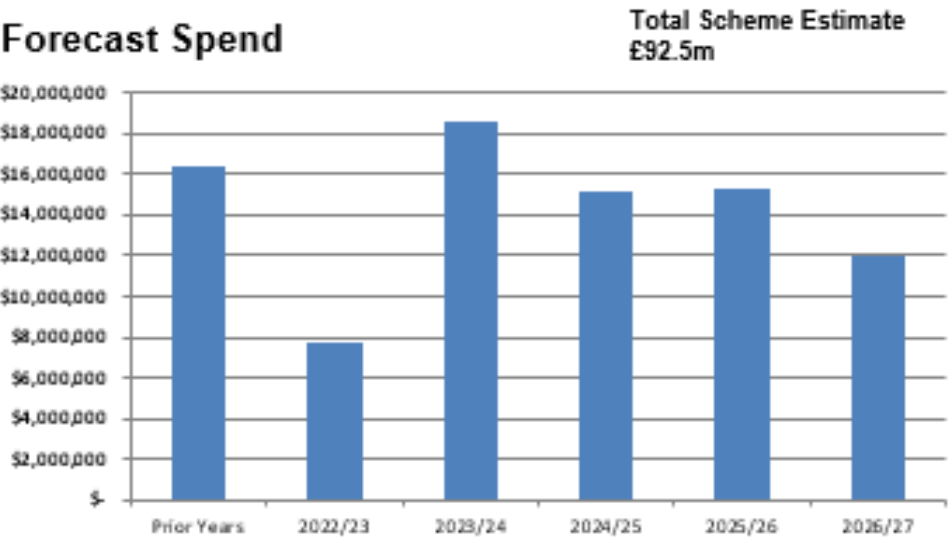
Actual Spend



Funding



Forecast Spend



Milestones - Assumes a public inquiry

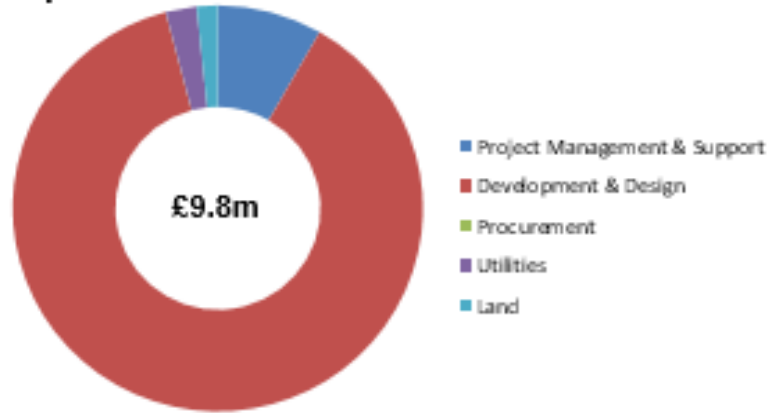
- Feasibility stage – May '16
- Informal Consultation – Sept '16
- Preferred Route Selection – Nov '16
- Production of the OBC – March '17
- Planning Application Made – Nov '18
- Planning Permission Granted – July '19
- Procurement – tender returns – Jan '19
- Public Inquiry held – 8th-11th Nov'22
 - (Inspectors report awaited)
- Agreements reached on all land required – Nov'22
- Submission of FBC to DfT – July '23
- Approval of FBC from DfT – Oct '23
- Start of Works – Jan '24
- Completion of Works – Dec '26
- Programmed opening Date – Jun '26

Issues

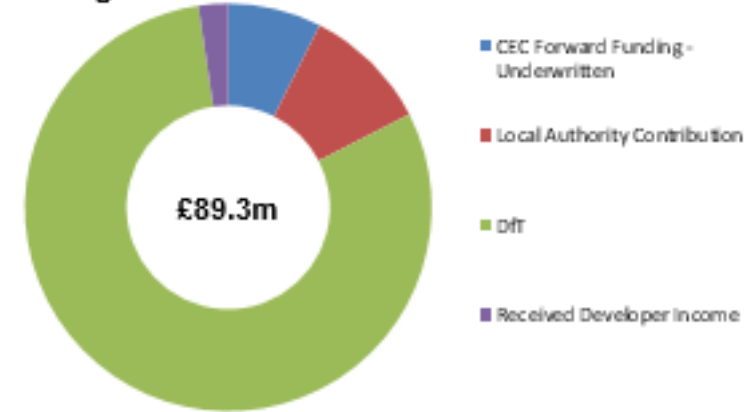
- RRAP & Habitat construction programme.
- Impact of exceptional construction inflation

A500 Dualling

Actual Spend



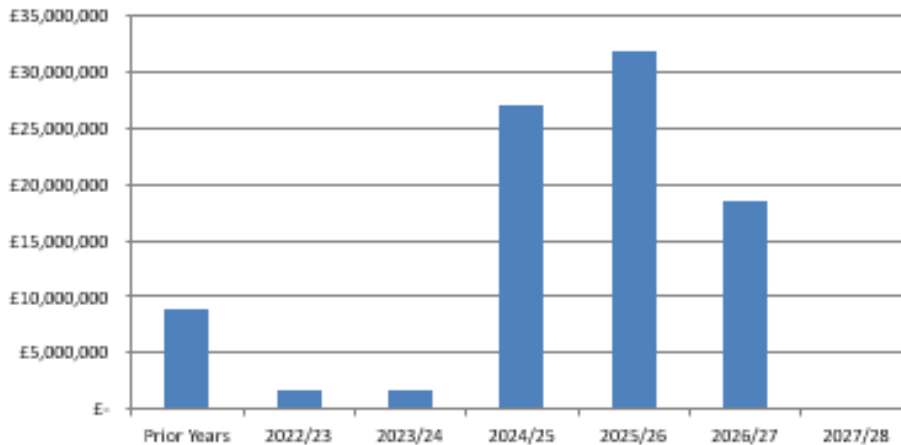
Funding



* Local Authority Contribution increase subject to Council approval.

Forecast Spend

Total Scheme Estimate
£89.3m



Milestones

- Planning application submitted - July 2018 Approved - April 2019
- Balfour Beatty appointed D&B Contractor - Early 2019
- Revised planning application made - April 2020
- DfT programme entry - July 2020
- Design completed - March 2022
- Planning determination - Summer 2022
- Publish CPO - Late 2022
- Submit FBC to DfT - Late 2023
- DfT approve FBC - Mid 2024
- Start construction - Autumn 2024
- Completion - Late 2026/ Early 2027

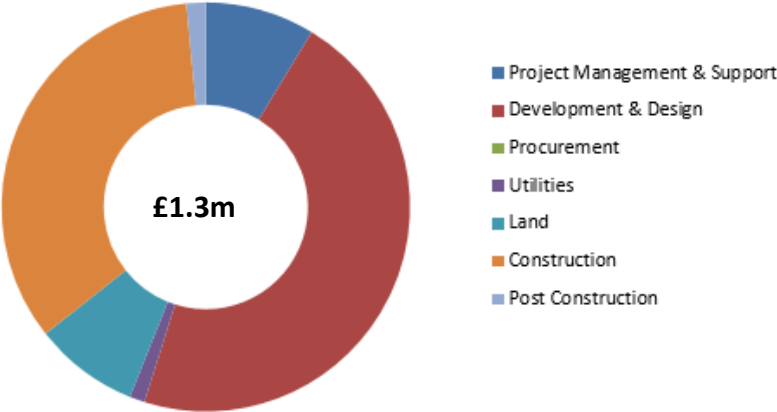
Issues

- Publication of CPO/SRO orders
 - Agreement with landowners
- Mainline Pipeline Ltd fuel pipeline protection scope and methodology
Impact of exceptional construction inflation

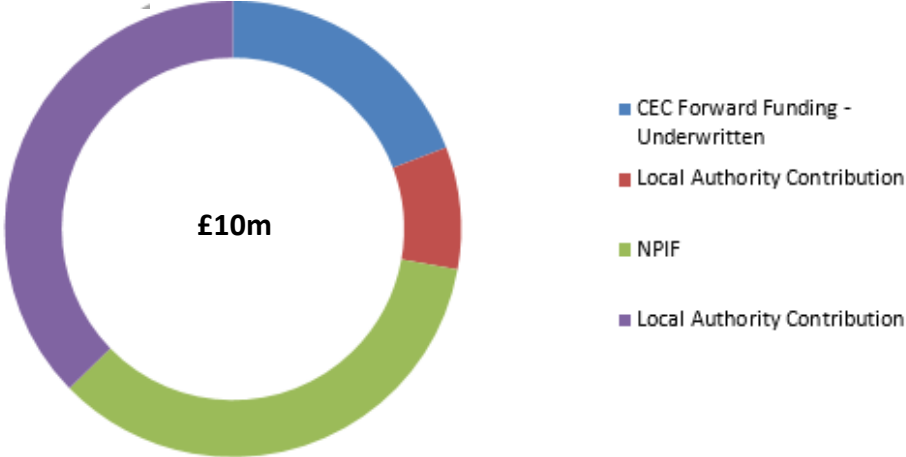
Flowerpot Junction

inc. Mill Lane and Silk Road

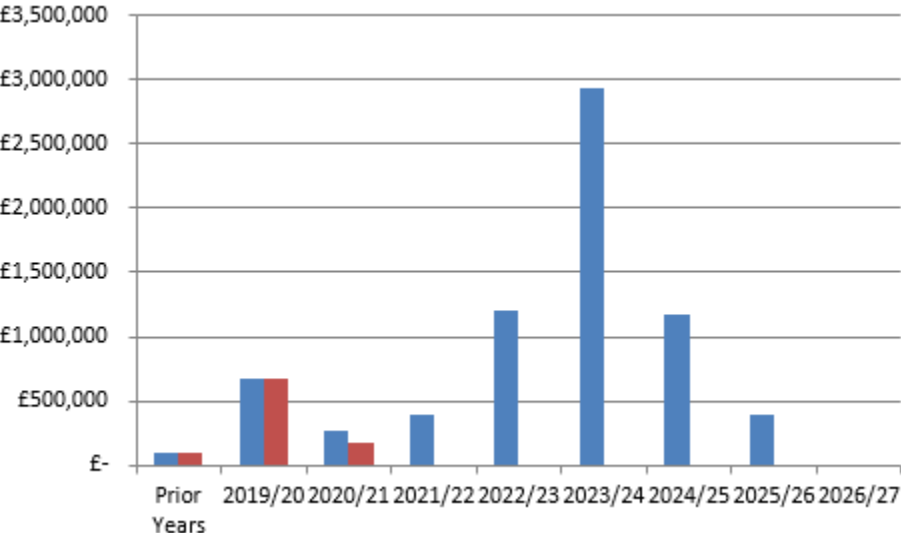
Actual Spend



Funding



Total Scheme Estimate £7.1m



Milestones — Dates subject to confirmation of Orders (CPO) and assume no Public Inquiry

- Prelim design/assessment – April '19
- Detailed design – August '20
- Construction start – Early '24
- Construction complete – Autumn '24

Issues

- A CPO is required to overcome the issues with land acquisition and the unregistered land. A Section 19 notice is also required for the public open space land required for the highway improvement.
- CPO and SRO requires Committee approval (provisionally January 2023 committee). Additional work and time are required to prepare the CPO, SRO, Statement of Reasons and Committee report.
- Design amendments are required to overcome issues in the SRO for the replacement private means of access.

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Working for a brighter future together

Highways and Transport Committee

| | |
|-----------------------------|---|
| Date of Meeting: | 26 January 2023 |
| Report Title: | Medium-Term Financial Strategy 2023-27 Consultation |
| Report of: | Alex Thompson – Director of Finance and Customer Services (Section 151 Officer) |
| Report Reference No: | HT/50/22-23 |
| Ward(s) Affected: | All |

1. Purpose of Report

- 1.1. The Highways and Transport Committee is being asked to provide feedback, as consultees, on the development of the Cheshire East Medium-Term Financial Strategy 2023/24 to 2026/27. Feedback is requested in relation to the responsibilities of the Committee.
- 1.2. The Medium-Term Financial Strategy (MTFS) sets out how the Council will resource the achievement of the Corporate Plan and is subject to consultation and approval on an annual basis.
- 1.3. Developing the strategy requires a wide range of stakeholder engagement, including all Members. Feedback will be presented to the Corporate Policy Committee for consideration on, 9 February 2023, before a balanced budget is presented to the full Council meeting of 22 February 2023 for final review and approval.
- 1.4. The full consultation document can be accessed on the [Cheshire East Council](#) website.

2. Executive Summary

- 2.1. Financial strategies underpin how Cheshire East Council will allocate resources, achieve the Corporate Plan and provide in the region of 500 local services every day. The strategies must be affordable, based on robust estimates and balanced against adequate reserves.

- 2.2. In February 2021 the Council approved the Corporate Plan 2021-2025 which articulates the vision of how these services will make Cheshire East an Open, Fair and Green borough:
 - 2.2.1. Open - We will provide strong community leadership and work transparently with our residents, businesses and partners to deliver our ambition in Cheshire East.
 - 2.2.2. Fair - We aim to reduce inequalities, promote fairness and opportunity for all and support our most vulnerable residents.
 - 2.2.3. Green - We will lead our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development.
- 2.3. Committees are responsible for overseeing the achievement of these priorities. Resources, including Revenue, Capital and Reserves were allocated by the Finance Sub-Committee in March 2022, following the budget Council. All resources are allocated to a specific Service Committee or the Finance Sub-Committee.
- 2.4. Each Committee plays an important role in developing the Strategy before it is approved by Council on 22 February 2023.
- 2.5. The full MTFS is provided on the Council's website along with supporting consultation material. Each Committee is receiving an extract from the Full MTFS to assist with focusing on the Constitutional responsibilities of the Committee.

3. Recommendations

- 3.1. That the Committee notes:
 - 3.1.1. The year-end forecast outturn position for 2022/23 (**Appendix 1**).
 - 3.1.2. The financial context and proposals contained within the Executive Summary of the Medium-Term Financial Strategy (**MTFS report Annex C, Section 1**).
 - 3.1.3. Revenue Grant Funding (**Appendix 4**).
 - 3.1.4. Earmarked Reserves (**Appendix 5**).
- 3.2. That the Committee provides 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, in the following areas:
 - 3.2.1. Revenue Proposals (Details are at **Appendix 2**).

| MTFS Section 1 Ref No | Detailed List of Proposed Budget Changes – Service Budgets |
|-----------------------------|--|
| | Highways and Transport Committee |
| 102 | Pay inflation |
| 103 | Local Bus |
| 104 | Highways |
| 105 | Energy saving measures from streetlights |
| 106 | Pension Costs Adjustment |
| 107 | Restructuring Potential |
| 108 | Parking |

3.2.2. Capital Programme (**Appendix 3**).

4. Reasons for Recommendations

- 4.1.** In accordance with the Constitution Committees play an important role in planning, monitoring and reporting on the Council's finances. Each Committee has specific financial responsibilities.
- 4.2.** The Council's annual budget must be balanced. The proposals within it must be robust and the strategy should be supported by adequate reserves. The assessment of these criteria is supported by each Committee having the opportunity to help develop the financial proposals before they are approved by Full Council.

5. Other Options Considered

- 5.1.** The Council has a legal duty to set a balanced annual budget taking regard of the report from the Chief Finance Officer. As such options cannot be considered that would breach this duty. Any feedback from the Committee must still recognise the requirement for Council to fulfil this duty.
- 5.2.** There is no option to "do nothing". The Council has statutory obligations to provide certain services, which would be unaffordable if the Council failed to levy an appropriate Council Tax.

6. Background

- 6.1.** The Council's financial resources are provided from a combination of local taxes, government grants, investment returns on assets and other direct contributions from individuals or organisations. Financial plans are based on estimated spending and income over the next four years and the report of the Chief Finance Officer brings Members attention to the processes and risks associated with developing these estimates.

- 6.2. The Council aims to achieve value for money based on Economy (how much we pay for things), Efficiency (how well we use things) and Effectiveness (how we use things to achieve outcomes). Public feedback and internal and external scrutiny create the necessary framework to hold the Council to account for achieving these aims.
- 6.3. All councils are legally required to set a balanced budget each year.
- 6.4. The Budget Setting Process 2023-2027 has enabled a set of proposals to be developed for consultation.
- 6.5. The MTFS report is based on the Provisional Local Government Finance Settlement for 2023/24. This was released on 19 December 2022. The final settlement is expected in early February 2023 with a debate by Members of Parliament in the House of Commons expected in mid-February (after the publication date of this report to Committee) to agree the position.
- 6.6. The MTFS report continues to include estimated grant allocations in relation to several Specific Grants (**Appendix C, Annex 7** and Committee specific at **Appendix 4** of this report). These will be refined as appropriate in due course.
- 6.7. Any changes made as a result of the engagement process and further debate will be reported to Members at the Council meeting on 22 February 2023.

7. Consultation and Engagement

- 7.1. The business planning process involved a series of events during 2022. Details of how this process was managed is included within the **MTFS report Appendix C, Annex 2**.

8. Implications

8.1. Legal

- 8.1.1. The Council should have robust processes so that it can meet statutory requirements and fulfil its fiduciary duty.

8.2. Finance

- 8.2.1. Please see all Sections of this report.

8.3. Policy

- 8.3.1. The MTFS report outlines policy and budget proposals which will impact on service delivery arrangements.
- 8.3.2. The Corporate Plan will drive and inform Council policy and priorities for service delivery. The priorities and actions listed may have direct policy implications will be considered on a case-by-case basis.

8.4. Equality

- 8.4.1. Under the Equality Act 2010, decision makers must show ‘due regard’ to the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between those who share a protected characteristic and those who do not share it; and
 - Foster good relations between those groups.
- 8.4.2. The protected characteristics are age, disability, sex, race, religion and belief, sexual orientation, gender re-assignment, pregnancy and maternity, and marriage and civil partnership.
- 8.4.3. Having “due regard” is a legal term which requires the Council to consider what is proportionate and relevant in terms of the decisions they take.
- 8.4.4. The Council needs to ensure that in taking decisions on the Medium-Term Financial Strategy and the Budget that the impacts on those with protected characteristics are considered. The Council undertakes equality impact assessments where necessary and continues to do so as proposals and projects develop across the lifetime of the Corporate Plan. The process assists us to consider what actions could mitigate any adverse impacts identified. Completed equality impact assessments form part of any detailed Business Cases.
- 8.4.5. The proposals within the MTFS include positive and negative impacts. A separate Equality Impact Assessment has been produced and is included in **Appendix C, Annex 3**.
- 8.4.6. The Corporate Plan’s vision reinforces the Council’s commitment to meeting its equalities duties, promoting fairness and working openly for everyone. Cheshire East is a diverse place and we want to make sure that people are able to live, work and enjoy Cheshire East regardless of their background, needs or characteristics.

8.5. Human Resources

- 8.5.1. A number of the proposals will impact on staff. See **MTFS report Appendix C, Section 1** for full list of change proposals.

8.6. Risk Management

- 8.6.1. The steps outlined in this report mitigate the four main legal and financial risks to the Council’s financial management arrangements:
- The Council must set a balanced Budget.
 - Setting the Council Tax for 2023/24 must follow a compliant process.
 - The Council should provide high quality evidence to support submissions for external assessment.

- That Council borrowing will comply with the Treasury Management Strategy which is underpinned by the Prudential Code.

8.6.2. A risk assessment of the significant proposals being put forward has been carried out by each service and is included as part of the planning process.

8.6.3. It is important to note that the Council faces significant financial challenges in achieving its desired outcomes. Management of risk is embedded within the organisation to ensure the Council can seize opportunities, introduce new, innovative models of service delivery, focus on improving outcomes for residents and review its range of services whilst identifying and controlling any resulting risks. The approach to risk management will continue to be assessed as the Council's plans and financial strategy are implemented.

8.6.4. See **MTFS report Appendix C, Annex 4** for further information.

8.7. Rural Communities

8.7.1. The Corporate Plan, along with the 'Green' aim and supporting priorities will have direct and indirect implications for our rural communities across Cheshire East. These impacts will be considered and reported through individual work programmes as they are developed.

8.7.2. The MTFS report provides details of service provision across the borough. See **Appendix C, Section 1**.

8.8. Children and Young People/Cared for Children

8.8.1. The Corporate Plan, along with the 'Fair' aim and supporting priorities will have direct and indirect implications for children and young people and cared for children which will be considered individually and in line with the actions required. These impacts will be considered and reported through individual work programmes as they are developed.

8.8.2. See **MTFS report Appendix C, Section 1**.

8.9. Public Health

8.9.1. The Corporate Plan, along with the 'Fair' aim and supporting priorities will have direct and indirect implications for public health which will be considered individually and in line with the actions required. These impacts will be considered and reported through individual work programmes as they are developed.

8.9.2. See **MTFS report Appendix C, Section 1**.

8.10. Climate Change

8.10.1. The Corporate Plan has a very strong environmental thread throughout with a specific aim for the Council to be 'Greener'.

- 8.10.2.** A number of priorities and activities are listed which will support the Council's commitment of being carbon neutral by 2025, including the ongoing delivery of an Environmental Strategy and a Carbon Action Plan.
- 8.10.3.** Also see **MTFS report Appendix C, Annex 3** for further information.

| Access to Information | |
|-----------------------|---|
| Contact Officer: | Alex Thompson Director of Finance and Customer Services (Section 151 Officer) Email: alex.thompson@cheshireeast.gov.uk |
| Appendices: | Appendix 1 – Forecast Outturn 2022/23 Appendix 2 – Revenue Budget Changes for the Period 2023/24 to 2026/27 Appendix 3 – Capital Programme 2023/24 to 2026/27 Appendix 4 – Revenue Grant Funding Appendix 5 – Earmarked Reserves |
| Background Papers: | Outturn Report 2021/22 (Finance Sub Committee Meeting) Medium-Term Financial Strategy 2022-26 First Financial Review (Corporate Policy Meeting) Financial Review 2022/23 (Finance Sub-Committee) Financial Update 2022/23 (Corporate Policy Meeting) Council 14 December 2022: Domestic Taxbase Report and Council Tax Support Scheme Medium-Term Financial Strategy 2023-27 Consultation |

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Appendix 1 - Forecast Outturn 2022/23

1. The Council aims to operate a financial cycle of planning, monitoring and reporting throughout the year. The First Financial Review 2022/23 was reported to Corporate Policy Committee on 6 October 2022 with a Financial Review 2022/23 report going to all other Committees during November.
2. A Financial Review Update was presented at Corporate Policy Committee on 1 December. A forecast outturn of £8.7m net overspend was reported at this meeting (The full report can be found [Agenda for Corporate Policy Committee on Monday, 1 December, 2022, 10.00 am, Item 10 | Cheshire East Council](#)).
3. The outturn position is now forecast to be an overspend of £7.7m. Table 1 shows a summary of the forecast outturn by Committee.

Table 1: Forecast Outturn 2022/23 summary by Committee

| 2022/23 | Revised Budget | Forecast Outturn | Forecast Variance | Change since Second Review |
|--------------------------------|----------------|------------------|-------------------|----------------------------|
| (GROSS Revenue Budget £474.2m) | (NET) £m | £m | £m | £m |
| Service Committee | | | | |
| Adults and Health | 121.1 | 130.0 | 8.9 | 0.0 |
| Children and Families | 74.2 | 77.7 | 3.5 | (0.5) |
| Corporate Policy | 40.6 | 41.0 | 0.4 | (0.0) |
| Economy and Growth | 23.6 | 22.8 | (0.8) | (1.0) |
| Environment and Communities | 44.4 | 47.3 | 2.9 | 1.2 |
| Highways and Transport | 13.8 | 13.6 | (0.2) | (0.7) |
| Sub-Committee | | | | |
| Finance Sub | (317.7) | (324.7) | (7.0) | - |
| TOTAL | - | 7.7 | 7.7 | (1.0) |

Table 2: Forecast Outturn 2022/23 for Highways and Transport Committee

| 2022/23 | Revised Budget | Forecast Outturn | Forecast Variance |
|----------------------------------|----------------|------------------|-------------------|
| (GROSS Revenue Budget £474.2m) | (NET) £m | £m | £m |
| SERVICE DIRECTORATES | | | |
| Highways & Infrastructure | 13.8 | 13.6 | (0.2) |
| Highways and Transport Committee | 13.8 | 13.6 | (0.2) |

4. The forecast underspend of £0.2m for Highways and Transport Committee is due to the following changes since the second review:
 - Highways and Infrastructure forecast has improved by -£0.7m. Continuing high levels of income is contributing a further £0.5m in 2022/23, costs of the Ringway Jacobs contract are predicted to be £0.2m lower than budget.
5. This forecast may be subject to variation in the final quarter, as budget managers will continue to take robust actions to control costs and reduce non-essential expenditure to improve this position further.
6. Individual pressures identified above are reflected in the MTFS for 2023/24 to 2026/27. Any betterment to the forecast outturn position should be utilised to replenish reserves in line with the priority of the Corporate Plan.

Appendix 2 - Revenue Budget Changes for the Period 2023/24 to 2026/27

Executive Director Commentary:

The proposals seek to address the underlying financial pressures in the Place Directorate.

The transport directorate has responsibility for a number of key service areas with the overall aim of providing an integrated, sustainable transport network across Cheshire East and the wider region; supporting the economic growth of the borough and contributing to the council's net zero climate commitment.

In response to the impact of pay inflation, the focus will be to seek to offset existing employee costs through proactive vacancy management, prioritising statutory services and income generating roles. Through opportunities of restructuring seek to address better alignment of related services and management across Place, as well as continuing to explore and identify efficiencies and reductions in non-essential spend. Identifying positive benefits by investing in training to increase numbers of apprenticeships and career graded roles where appropriate to support capacity and resilience.

To support the council's underlying financial pressures a number of cost saving proposals are being consulted upon, which enable the retention of core local services. In Highways this includes reducing the current energy costs from street lighting, whilst retaining a minimum provision, and increasing the extent of planned highway maintenance to provide greater value for money by a longer term, managed approach to works.

Parking generates income for the council and proposals are being consulted upon to look to increase existing charges in-line with inflation, introducing charges at car parks which currently offer free parking and piloting a scheme that with variable parking charges that reflect levels of demand by location and time of day.

The Council will be reducing spending on support for local bus services, as a direct response to the loss of central government grant. These savings are considered to be achievable but there are expected to be negative impacts on residents and service-users due to a reduction in the Cheshire East bus network.

Proposals to vary the Budget in the Highways and Transport Budget are focused on these areas:

| Highways and Transport Committee Policy Proposals | 2023/24 £m* | 2024/25 £m | 2025/26 £m | 2026/27 £m |
|---|----------------|---------------|---------------|---------------|
| [102] Pay inflation [MTFS 22-26 [3&4]] This proposal includes incremental increases for eligible staff and nationally negotiated pay awards. Average increases are forecast at c.5% for 2023/24. This may not apply evenly across pay bands due to implications of the Living Wage. The proposals recognise the additional delayed impact of the 2022/23 pay negotiations that also affect the 2023/24 budget. <i>Impact on service budget =</i> | +0.440 | +0.177 | +0.152 | +0.156 |
| [103] Local Bus [NEW] Forecast cost pressure on local bus services is approximately £3.5m, which was partially mitigated in 2022/23 from Council Reserves. This is unsustainable and the Council cannot afford to fund local bus services at this level. This initiative seeks savings in the level of supported local bus services that must mitigate the impact of inflation and is a direct response to the loss of central government grant. These efficiency savings are considered to be achievable but there are expected to be negative impacts on residents and service-users due to a reduction in the extent of revenue-supported services in the Cheshire East bus network.. <i>Impact on service budget =</i> | +0.080 | +2.500 | | |
| *Values represent a +/- variation to the Cheshire East Council approved budget for 2022/23 Subsequent years are the incremental change from the previous year | | | | |

| Highways and Transport Committee Policy Proposals | 2023/24 £m* | 2024/25 £m | 2025/26 £m | 2026/27 £m |
|--|----------------|---------------|---------------|---------------|
| [104] Highways [NEW] <p>Proposals to support the council's financial pressures include additional highway's income from licensing and permits, the reallocation of revenue to capital funding for road maintenance and a reduction in the maximum response times of the highways incident response teams, out of hours. There will be a decrease in the highway revenue budget for carriageway repairs, which will be managed alongside ongoing reviews and profiling of capital expenditure.</p> <p style="text-align: right;"><i>Impact on service budget =</i></p> | -0.579 | -0.031 | | |
| [105] Energy saving measures from streetlights [NEW] <p>The Council provide 40,000 street-lights across the borough. Whilst there have been energy saving measures adopted in respect of retrofitting LEDs we will reduce our energy consumption further by reducing the number and timing of street lighting in the borough from September 2023. Options will be reviewed to consider priorities and safety aspects associated with turning off alternate lights or turning lights off in the early hours of the morning in some areas.</p> <p style="text-align: right;"><i>Impact on service budget =</i></p> | -0.242 | -0.243 | | |
| <p>*Values represent a +/- variation to the Cheshire East Council approved budget for 2022/23</p> <p style="text-align: center;"><i>Subsequent years are the incremental change from the previous year</i></p> | | | | |

| Highways and Transport Committee Policy Proposals | 2023/24 £m* | 2024/25 £m | 2025/26 £m | 2026/27 £m |
|--|----------------|---------------|---------------|---------------|
| [106] Pension Costs Adjustment [NEW] <p>This item relates to pension contributions funded by the Council. Contributions can be reduced now. This results from a successful financial strategy to secure stability in the funding of future pension liabilities. The effect is a reduction in overheads in pay cost budgets following a change in the employer's contribution rate confirmed by the Cheshire Pension Fund.</p> <p><i>Impact on service budget =</i></p> | -0.220 | -0.052 | -0.055 | |
| [107] Restructuring Potential [NEW] <p>Vacancy management – slow down or don't fill posts across Place in non-statutory services / non-income generating posts. Reductions in staffing could result in statutory services responding more slowly where we can. Prioritise Economic Development and Regeneration resources. Restructure and alignment of service areas. Lead Local Flood Authority – maintain at statutory minimum. To note this is a cross cutting proposal across Place and therefore actual figures may change from one committee to another.</p> <p><i>Impact on service budget =</i></p> | -0.122 | -0.132 | | |
| <p>*Values represent a +/- variation to the Cheshire East Council approved budget for 2022/23 Subsequent years are the incremental change from the previous year</p> | | | | |

| Highways and Transport Committee Policy Proposals | 2023/24 £m* | 2024/25 £m | 2025/26 £m | 2026/27 £m |
|--|----------------|---------------|---------------|---------------|
| [108] Parking [NEW] The Council must meet unprecedented and complex challenges with increasing customer expectations to provide a modern, responsive and equitable parking service. The proposals for parking must align operational arrangements and tariffs with corporate priority outcomes for fairness and transparency, including supporting our Town Centres to recover after the pandemic. These proposals will include options for zonal parking charges. The implementation plan will include further consultation. Options are expected to align to an increase in income, or reduction in costs, over the next two years to maintain the ongoing sustainability of the service. <i>Impact on service budget =</i> | -0.119 | -0.725 | | |
| <i>*Values represent a +/- variation to the Cheshire East Council approved budget for 2022/23 Subsequent years are the incremental change from the previous year</i> | | | | |

Revenue Budget Financial Table:

| HIGHWAYS and TRANSPORT COMMITTEE - Summary | | | | REVENUE BUDGET | | |
|--|-----------------------------------|---------|--------|----------------|---------|---------|
| | Budget including Policy Proposals | | | | | |
| | 2023/24 | | | 2024/25 | 2025/26 | 2026/27 |
| Service Area | Expenditure | Income | Net | Net | Net | Net |
| | £000 | £000 | £000 | £000 | £000 | £000 |
| Highways and Infrastructure | 23,389 | -12,255 | 11,134 | 12,628 | 12,725 | 12,881 |
| Total Cost of Service | 23,389 | -12,255 | 11,134 | 12,628 | 12,725 | 12,881 |
| | Policy Proposals included above | | | | | |
| Policy Proposals | | | | | | |
| Highways and Infrastructure | -357 | -405 | -762 | 1,494 | 97 | 156 |
| Financial Impact of Policy Proposals | -357 | -405 | -762 | 1,494 | 97 | 156 |

Appendix 3 - Capital Programme

| Highways and Transport | | | | | | | | | | | | CAPITAL |
|---|------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|------------------|-----------------------------------|----------------------------------|-----------------------------|---------------------------------|--------------------------|
| CAPITAL PROGRAMME 2023/24- 2026/27 | | | | | | | | | | | | |
| Scheme Description | Forecast Expenditure | | | | | Total Forecast Budget 2023/27 £000 | Forecast Funding | | | | | Total Funding £000 |
| | Prior Years £000 | Forecast Budget 2023/24 £000 | Forecast Budget 2024/25 £000 | Forecast Budget 2025/26 £000 | Forecast Budget 2026/27 £000 | | Grants £000 | External Contributions £000 | Revenue Contributions £000 | Capital Receipts £000 | Prudential Borrowing £000 | |
| Committed Schemes | | | | | | | | | | | | |
| Strategic Infrastructure | | | | | | | | | | | | |
| A500 Dualling Scheme | 10,866 | 1,627 | 26,990 | 49,973 | 0 | 78,590 | 51,683 | 4,300 | 0 | 0 | 22,607 | 78,590 |
| A50 / A54 Holmes Chapel | 106 | 347 | 150 | 0 | 0 | 497 | 0 | 497 | 0 | 0 | 0 | 497 |
| A54 / A533 Leadsmithy Street, Middlewich | 174 | 389 | 0 | 0 | 0 | 389 | 0 | 389 | 0 | 0 | 0 | 389 |
| A556 Knutsford to Bowdon | 366 | 40 | 98 | 0 | 0 | 138 | 0 | 138 | 0 | 0 | 0 | 138 |
| A6 MARR CMM Disley | 1,661 | 61 | 0 | 0 | 0 | 61 | 0 | 7 | 0 | 0 | 54 | 61 |
| A6 MARR CMM Handforth | 617 | 184 | 400 | 0 | 0 | 584 | 101 | 48 | 0 | 0 | 434 | 584 |
| A6 MARR Technical Design | 323 | 150 | 0 | 0 | 0 | 150 | 17 | 133 | 0 | 0 | 0 | 150 |
| Congleton Link Road | 73,017 | 2,457 | 6,040 | 2,915 | 4,014 | 15,426 | 0 | 12,437 | 0 | 0 | 2,989 | 15,426 |
| Crewe Green Roundabout | 7,063 | 50 | 190 | 197 | 0 | 437 | 0 | 437 | 0 | 0 | 0 | 437 |
| Flowerpot Phs 1 & Pinchpoint | 1,631 | 2,631 | 3,510 | 2,265 | 0 | 8,406 | 1,944 | 726 | 0 | 0 | 5,736 | 8,406 |
| Future High Streets Fund - Highways | 1,415 | 2,198 | 2,251 | 304 | 0 | 4,753 | 4,640 | 113 | 0 | 0 | 0 | 4,753 |
| Highway S106 Schemes | 245 | 549 | 168 | 0 | 0 | 717 | 10 | 707 | 0 | 0 | 0 | 717 |
| Infrastructure Scheme Development | 0 | 250 | 0 | 0 | 0 | 250 | 250 | 0 | 0 | 0 | 0 | 250 |
| Middlewich Eastern Bypass | 22,982 | 11,091 | 13,817 | 43,268 | 0 | 68,176 | 39,973 | 14,645 | 0 | 0 | 13,558 | 68,176 |
| North-West Crewe Package | 20,490 | 14,758 | 3,445 | 3,658 | 0 | 21,861 | 7,374 | 2,631 | 0 | 1,730 | 10,126 | 21,861 |
| Old Mill Road / The Hill Junction | 185 | 1,139 | 0 | 0 | 0 | 1,139 | 0 | 1,139 | 0 | 0 | 0 | 1,139 |
| Peacock Roundabout Junction | 0 | 250 | 500 | 0 | 0 | 750 | 0 | 750 | 0 | 0 | 0 | 750 |
| Poynton Relief Road | 45,872 | 46 | 1,355 | 5,385 | 0 | 6,785 | 0 | 5,740 | 0 | 0 | 1,046 | 6,785 |
| Sydney Road Bridge | 10,113 | 50 | 140 | 198 | 0 | 388 | 0 | 388 | 0 | 0 | 0 | 388 |
| Total Strategic Infrastructure Schemes | 197,125 | 38,265 | 59,054 | 108,163 | 4,014 | 209,496 | 105,991 | 45,225 | 0 | 1,730 | 56,550 | 209,496 |
| Highways | | | | | | | | | | | | 0 |
| A532 Safer Road Fund Scheme | 648 | 575 | 0 | 0 | 0 | 575 | 476 | 0 | 0 | 0 | 99 | 575 |
| A536 Safer Road Fund Scheme | 2,060 | 344 | 0 | 0 | 0 | 344 | 250 | 0 | 0 | 0 | 94 | 344 |
| Alderley Edge Bypass Scheme Implementation | 60,464 | 147 | 0 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 147 | 147 |
| Managing and Maintaining Highways | 440 | 4,529 | 4,619 | 4,712 | 0 | 13,860 | 0 | 0 | 0 | 0 | 13,860 | 13,860 |
| Traffic Signs and Bollards - LED Replacement | 1,025 | 225 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 225 | 225 |
| Winter Service Facility | 609 | 130.00 | 130.00 | 130.00 | 0 | 390 | 0 | 0 | 0 | 0 | 390 | 390 |
| Total Highways Schemes | 65,246 | 5,950 | 4,749 | 4,842 | 0 | 15,541 | 726 | 0 | 0 | 0 | 14,815 | 15,541 |

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2023/24- 2026/27

| Scheme Description | Forecast Expenditure | | | | | Total Forecast Budget 2023/27 £000 | Forecast Funding | | | | | Total Funding £000 |
|---|------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|------------------|-----------------------------------|----------------------------------|-----------------------------|---------------------------------|--------------------------|
| | Prior Years £000 | Forecast Budget 2023/24 £000 | Forecast Budget 2024/25 £000 | Forecast Budget 2025/26 £000 | Forecast Budget 2026/27 £000 | | Grants £000 | External Contributions £000 | Revenue Contributions £000 | Capital Receipts £000 | Prudential Borrowing £000 | |
| Committed Schemes | | | | | | | | | | | | |
| Strategic Transport & Parking Services | | | | | | 0 | 0 | 0 | 0 | 0 | | 0 |
| Car Parking Improvements (including residents parking) | 292 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 30 |
| Digital Car Parking Solutions | 93 | 47 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 47 | 47 |
| On-street Residential Charging | 50 | 205 | 0 | 0 | 0 | 205 | 105 | 0 | 0 | 0 | 100 | 205 |
| Pay and Display Parking Meters | 539 | 41 | 40 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 81 | 81 |
| Sustainable Travel Access Prog | 2,111 | 1,312 | 0 | 0 | 0 | 1,312 | 765 | 309 | 0 | 0 | 238 | 1,312 |
| Total Strategic Transport & Parking Services Schemes | 3,085 | 1,636 | 40 | 0 | 0 | 1,676 | 870 | 309 | 0 | 0 | 496 | 1,676 |
| HS2 Programme | | | | | | | | | | | | |
| Crewe HS2 Hub Project Development | 8,661 | 1,500 | 2,540 | 0 | 0 | 4,040 | 0 | 0 | 0 | 0 | 4,040 | 4,040 |
| Total HS2 Schemes | 8,661 | 1,500 | 2,540 | 0 | 0 | 4,040 | 0 | 0 | 0 | 0 | 4,040 | 4,040 |
| Total Committed Schemes | 274,117 | 47,351 | 66,382 | 113,005 | 4,014 | 230,752 | 107,588 | 45,534 | 0 | 1,730 | 75,901 | 230,752 |
| New Schemes | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | |
| Pothole Funding | 0 | 5,799 | 5,799 | 5,799 | 5,799 | 23,196 | 23,196 | 0 | 0 | 0 | 0 | 23,196 |
| Integrated Block - LTP | 0 | 2,003 | 2,003 | 2,003 | 2,003 | 8,012 | 8,012 | 0 | 0 | 0 | 0 | 8,012 |
| Maintenance Block - LTP | 0 | 7,345 | 7,609 | 7,878 | 5,799 | 28,632 | 23,196 | 0 | 0 | 0 | 5,436 | 28,632 |
| Incentive Fund - LTP | 0 | 1,450 | 1,450 | 1,450 | 1,450 | 5,800 | 5,800 | 0 | 0 | 0 | 0 | 5,800 |
| Total Highways New Schemes | 0 | 16,597 | 16,861 | 17,130 | 15,051 | 65,640 | 60,204 | 0 | 0 | 0 | 5,436 | 65,640 |
| Total Highways & Transport Schemes | 274,117 | 63,948 | 83,244 | 130,135 | 19,065 | 296,392 | 167,792 | 45,534 | 0 | 1,730 | 81,337 | 296,392 |

Appendix 4 – Revenue Grant Funding

| Corporate Grants Register 2023-27 | National Allocation 2022/23 £m | Revised Forecast 2022/23 £000 | Forecast 2023/24 £000 | Forecast 2024/25 £000 | Forecast 2025/26 £000 | Forecast 2026/27 £000 | Treatment by CEC |
|--|---|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------------|
| SPECIFIC USE (Held within Services) | | | | | | | |
| Highways and Transport Committee | | | | | | | |
| Bus Service Operators Grant | not available | 348 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Bus Capacity Grant - brought forward | not available | 326 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Bus Capacity Grant | not available | 574 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Better Deal for Buses - Supported Bus Services - brought forward | not available | 320 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Better Deal for Buses - Rural Mobility Grant - brought forward | not available | 5 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Bus Service Improvement Fund - brought forward | not available | 7 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Local Authority Capability Fund - brought forward | 15.385 | 132 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Active Travel Social Prescribing Grant - brought forward | 2.231 | 42 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Active Travel Capability Fund | not available | 143 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Mini Holland Feasibility - brought forward | 83.395 | 79 | 0 | 0 | 0 | 0 | Allocated direct to service |
| On Street Residential Chargepoint Scheme (ORCS) | not available | 0 | 0 | 0 | 0 | 0 | Allocated direct to service |
| LTA Enhanced Bus Partnership Grant | 10.824 | 171 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Rural Mobility Fund - brought forward | not available | 1,020 | 0 | 0 | 0 | 0 | Allocated direct to service |
| Total | | 3,167 | 0 | 0 | 0 | 0 | |
| GENERAL PURPOSE (Held Corporately) | | | | | | | |
| Highways and Transport | | | | | | | |
| Pavement Licensing - New Burdens | not available | 13 | 0 | 0 | 0 | 0 | Unring-fenced Grant - Held Centrally |
| Total | | 13 | 0 | 0 | 0 | 0 | |
| Total Highways and Transport Committee | | 3,180 | 0 | 0 | 0 | 0 | |

Appendix 5 – Earmarked Reserves

Highways and Transport Committee

| Name of Reserve | Opening Balance 1st April 2022 £000 | Forecast Movement in Reserves 2022/23 £000 | Opening Balance 1st April 2023 £000 | Forecast Movement in Reserves 2023/24 £000 | Forecast Closing Balance 31st March 2024 £000 | Notes |
|--|--|---|---|---|---|--|
| Highways and Infrastructure | | | | | | |
| HS2 | 985 | (200) | 785 | (275) | 510 | To support the Council's ongoing programme in relation to Government's HS2 investment across the borough and Transport for the North's Northern Powerhouse Rail Business Case. £200k to be released in 2022/23. |
| Flood Recovery Works | 400 | (400) | 0 | 0 | 0 | To be released in 2022/23. |
| Well Managed Highway Infrastructure Delay | 230 | (230) | 0 | 0 | 0 | To be released in 2022/23. |
| Parking Pay and Display Machines / Parking Studies | 178 | (28) | 150 | (150) | 0 | To cover contract inflation for P&D machines and for new regulation from DfT on role of parking in decarbonising transport. |
| Highways Procurement Proj | 104 | (27) | 77 | (26) | 51 | To finance the development of the Highway Service Contract, this reserve specifically covers the revenue element of Depot mobilisation costs, split over 7 years from start of contract in 2018. |
| LEP-Local Transport Body | 39 | (20) | 19 | (19) | 0 | To fund the business case work for re-opening the Middlewich rail line. £20k is anticipated to be utilised in 2022/23, with the remaining £19k required in 2023/24. |
| HIGHWAYS AND TRANSPORT TOTAL | 1,936 | (905) | 1,031 | (470) | 561 | |

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Work Programme – Highways and Transport Committee – 2022/23

A Report title in Bold indicates that this is a significant decision

| Reference | Committee Date | Report title | Purpose of Report | Report Author /Senior Officer | Consultation and Engagement Process and Timeline | Equality Impact Assessment Required and Published (Y/N) | Part of Budget and Policy Framework (Y/N) | Corporate Plan Priority | Exempt Item and Paragraph Number |
|-------------|----------------|--|--|--|--|---|---|---|----------------------------------|
| HT/62/22-23 | 26 Jan 2023 | Asset Management Documents and Resilient Network Strategy | To receive the Asset Management Policy, Asset Management Strategy, Highway Infrastructure Asset Management Plan and Resilient Network Strategy. | Director of Infrastructure and Highways | No. | TBC. | TBC. | Welcoming, safe and clean neighbourhoods | No. |
| HT57/22/23 | 26 Jan 2023 | Greenway Crossing of the River Dane | To approve the preferred solution for the Greenway crossing of the River Dane, Congleton and agree the development of the scheme through the SCAPE framework. | Director of Infrastructure and Highways | No. | Yes. | No. | Welcoming, safe and clean neighbourhoods | No. |
| HT50/22/23 | 26 Jan 2023 | MTFS Budget Consultation | Respond to Budget consultation (Highways & Transport). | Director of Finance and Customer Services (s151 Officer) | Yes. | Yes. | Yes. | Ensure that there is transparency in all aspects of council decision making | No. |
| HT/67/22-23 | 26 Jan 2023 | It's Not Just Water - Officer Recommendations | To receive a report setting out the officer recommendations following the Committee's consideration of the member working group's report and recommendations in September. | Director of Infrastructure and Highways | N/A | No | No | Ensure that there is transparency in all aspects of council decision making | No |
| HT/70/22-23 | 26 Jan 2023 | Notice of Motion: Safe Night-Time Travel for Workers | To consider a report in response to the Notice of Motion referred to the Committee by Council. | Director of Infrastructure and Highways | N/A | No | No | Ensure that there is transparency in all aspects of council decision making | No |

| Reference | Committee Date | Report title | Purpose of Report | Report Author /Senior Officer | Consultation and Engagement Process and Timeline | Equality Impact Assessment Required and Published (Y/N) | Part of Budget and Policy Framework (Y/N) | Corporate Plan Priority | Exempt Item and Paragraph Number |
|-------------|----------------|--|--|--|--|---|---|---|----------------------------------|
| HT/72/22-23 | 26 Jan 2023 | Notice of Motion: Criteria for Controlled Crossings | To respond to the Notice of Motion at full Council on 16 th October 2022 in relation to the criteria for the installation of zebra crossings and light controlled crossings. The recommendation will set out the next steps and timescale to be taken to review the criteria. | Director of Infrastructure and Highways | N/A | No | No | Ensure that there is transparency in all aspects of council decision making | No |
| HT/73/22-23 | 26 Jan 2023 | Mid-Year Performance Review | To review mid-year performance. | Director of Infrastructure and Highways | N/A | No | No | Open | No |
| HT/26/21-22 | 2 Mar 2023 | Flowerpot Junction Improvement Scheme | Authorise to make Compulsory Purchase Orders and Side Road Orders for the delivery of the Flowerpot Junction Improvement Scheme and to approve the forward funding of the additional developer contributions in accordance with the capital programme. | Director of Infrastructure and Highways | Yes. | Yes. | Yes. | Welcoming, safe and clean neighbourhoods | Yes in part. |
| HT/71/22-23 | 2 Mar 2023 | Notice of Motion: Tree Planting | To consider a report in response to the Notice of Motion referred to the Committee by Council. | Director of Infrastructure and Highways | N/A | No | No | Ensure that there is transparency in all aspects of council decision making | No |
| HT51/22-23 | 2 Mar 2023 | Second Financial Review Report of 2022/23 | To receive an update on the financial position for 2022/23. To note or approve virements and supplementary estimates as required. | Director of Finance and Customer Services (s151 Officer) | No. | No. | Yes. | Ensure that there is transparency in all aspects of council decision making | No. |
| HT/69/22-23 | 2 Mar 2023 | Highways Tree Safety Inspection Policy' | To seek approval to the tree safety inspection policy for highways to allow its implementation from 2023/24 onwards. | Director of Infrastructure and Highways | N/A | No | Yes | Ensure that there is transparency in all aspects of council decision making | No |

| Reference | Committee Date | Report title | Purpose of Report | Report Author /Senior Officer | Consultation and Engagement Process and Timeline | Equality Impact Assessment Required and Published (Y/N) | Part of Budget and Policy Framework (Y/N) | Corporate Plan Priority | Exempt Item and Paragraph Number |
|-------------|----------------|--|--|---|--|---|---|--|----------------------------------|
| HT/74/22-23 | 2 Mar 2023 | Highways and Transport 2023/24 Programme | The report will inform the 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. | Director of Infrastructure and Highways | No | No | Yes | Open | TBC |
| HT/44/22-23 | TBC | Middlewich Eastern Bypass Full Business Case Approval | To approve the full business for the scheme for submission to DfT | Director of Infrastructure and Highways | N/A. | TBC. | No. | Welcoming, safe and clean neighbourhoods | No. |
| HT/45/22-23 | TBC | A500 Full Business Case Approval | To approve the full business for the scheme for submission to DfT. | Director of Infrastructure and Highways | N/A. | TBC. | No. | Welcoming, safe and clean neighbourhoods | No. |

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Public Rights of Way Sub Committee**
held on Monday, 5th December, 2022 in the Committee Suite 1,2 & 3,
Westfields, Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor L Crane (Chair)
Councillor S Edgar (Vice-Chair)

Councillors S Akers Smith, H Faddes, L Gilbert, R Moreton and D Stockton

OFFICERS IN ATTENDANCE

Genni Butler, Acting Public Rights of Way Manager
Richard Doran, Countryside Service Development Manager
Vicky Fox, Planning Lawyer
Clare Hibbert, Definitive Map Officer
Jennifer Ingram, Definitive Map Officer
Karen Shuker, Democratic Services Officer

The Chair welcomed the following two new Officers to the Public Rights of Way Team who would be observing the meeting.

John Lindsay, Definitive Map Officer
Richard Chamberlain, Public Path Orders Officer

11 APOLOGIES FOR ABSENCE

There were no apologies for absence.

12 DECLARATIONS OF INTEREST

In the interests of openness and transparency Councillor R Moreton declared that he knew Mrs Andrea Bossen, the applicant who would be speaking on agenda item 6 in relation to the application for the Deletion of Public Footpath No. 66, Congleton, but he had not discussed the item with her.

13 MINUTES OF PREVIOUS MEETING**RESOLVED**

That the minutes of the meeting held on 1 August 2022 be confirmed as a correct record.

14 PUBLIC SPEAKING TIME/OPEN SESSION

Mr David Nixon, Moston Parish Councillor and the applicant in respect of agenda item 5 Wildlife & Countryside Act 1981 – Part III, Section 53. Application No. CO/8/39: Application to add a Public Bridleway between Dragons Lane and Plant Lane, Moston, addressed the Committee.

Mr Nixon complimented the Officers on their work carried out on the investigation into the application and understood the recommendation to add a Restricted Byway based on the balance of probabilities. Mr Nixon informed the Committee that there were concerns raised by the residents of Moston and provided details of the use of the track over the last 80 years which included, the grazing of cattle, walkers and horse riders, but also included anti-social behaviour and drug use. This had resulted in the Parish Council erecting stainless steel posts at either end of the track to prevent vehicular access, but to still allow space for walkers, cyclists and horse riders to access the track. Following the erection of the posts the anti-social behaviour had ceased and in the last 20 years it had never been questioned nor any request made for access by horse and carriage. Following the sale of part of an adjoining field in 2011 development concerns were raised about the nature of the track which was not shown on the Definitive Map. As a result, the application was submitted for a bridleway in 2014. Walkers and horse riders continued to use the track and in 2020 during the lockdown many families started using the track as an exercise route. Quad bikers also started to use the track which discouraged walkers from using it and it started to be used as an outdoor toilet. Environmental Health were unable to help as the track was not on the Definitive Map and horse riding and walking usage had never recovered since then. A bridleway, as applied for, would provide the perfect solution, but the recommendation brought to Committee raises concerns as the post which would allow walkers and hose riders, but protected the track from use by vehicles over the last 20 years, was consider not to be wide enough for a restricted byway. Therefore, if the recommendation were to be approved there would be a cost-effective solution where by one post be removed and the keys held by the Public Rights of Way team or the Parish Council.

Mrs Andrea Bossen, the applicant in respect of agenda item 6 Wildlife & Countryside Act 1981 – Part III, Section 53. Application No. CO/8/54: Application for the Deletion of Public Footpath No. 66, Congleton, addressed the Committee.

Mrs Bossen felt that not all the evidence had been included in the agenda pack, several statements within the report were incorrect and the level of attention to detail in considering the detail and facts was fatally flawed and superficial. Mrs Bossen felt that the report misinformed the reader regarding the submission date of the application, which should have read 2020, not 2022. There were superficial errors and a lack of accuracy contained within statements, assertions, conclusions, and omissions which had been made throughout the document. The report also incorrectly

identified the route crossed through two different land ownerships but according to Land Registry it passed through three ownerships. Mrs Bossen felt that inaccuracies of this type illustrated and verified that the facts had not been accurately or properly identified or reported to Committee members as the information had not appeared to have been checked. The external consultant had stated in the report that they had walked the whole route of Footpath No. 66, which was incorrect as they had only walked the part of the route to be deleted. Mrs Bossen felt that the report made assertions about the Definitive Map process, which had the relevant date as 1 November 1953 for Congleton, and that all the statutory advertising processes had been followed. Mrs Bossen did not believe this was correct and despite research carried out there was no evidence of notices relating to provisional or definitive stages from 1950 to 1953 as per the appendix contained within the report. Mrs Bossen felt that this was misleading and that if evidence of those notices could not be presented to the Committee it could be asserted that Cheshire County Council had acted ultra vires by failing to comply with the statutory advertising process. Mrs Bossen stated that 1971 was the definitive date for Congleton as per the Gazette which was some 20 years later than the date stated in the report. Mrs Bossen felt that the recommendations within the report were misdirection, the report should be dismissed as flawed, and revisited at a later date.

Mr Nixon and Mrs Bossen were thanked for attending and addressing the Committee.

15 WILDLIFE & COUNTRYSIDE ACT 1981 - PART III, SECTION 53.APPLICATION NO.CO/8/39: APPLICATION TO ADD A PUBLIC BRIDLEWAY BETWEEN DRAGONS LANE AND PLANT LANE, MOSTON

The Committee considered a report detailing the investigation into an application made by Mr David Nixon in 2014 to amend the Definitive Map and Statement to add a Public Bridleway between Dragons Lane and Plant Lane in the parish of Moston.

Section 53(2)(b) of the Wildlife and Countryside Act 1981 required that the Council should keep the Definitive Map and Statement under continuous review and make such modifications to the Map and Statement as appear requisite in consequence of the occurrence of certain events: -

One such event, (section 53(3)(c)(i) is where

“(c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows: -

- (i) that a right of way which is not shown on the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land

over which the right subsists is a public path, a restricted byway or, subject to section 54A, a byway open to all traffic.

The evidence could consist of documentary/historical evidence or user evidence or a mixture of both. All the evidence must have been evaluated and weighed, and a conclusion reached whether, on the 'balance of probabilities' the rights subsist. Any other issues, such as safety, security, suitability, desirability or the effects on property or the environment, were not relevant to the decision.

Where the evidence in support of the application was user evidence, section 31(1) of the Highways Act 1980 applies. This states; -

"Where a way.....has been actually enjoyed by the public as of right and without interruption for a full period of twenty years, the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it."

This requires that the public must have used the way without interruption and as of right; that is without force, secrecy, or permission. Section 31(2) states that "the 20 years is to be calculated retrospectively from the date when the right of the public to use the way is brought into question".

The documentary evidence that had been examined included County Maps, Tithe Records, Railway Plan Records (1871), Ordnance Survey Records, Finance Act 1910, Definitive Map Process – National Parks and Access to the Countryside Act 1949, Land Registry information, photographs, and other evidence.

Witness evidence included 11 user evidence forms. In total 7 witnesses were contacted to be interviewed. Interviews with 3 were held face to face and the remaining 4 were conducted as phone interviews. The users all clearly referred to the same route, all believed it to be a bridleway and could give evidence of use from 1936 to 2014 on foot, by horse and by bicycle.

5 of the witnesses mentioned the erection of bollards at either end to prevent the use of the route by vehicles. Upon interviewing it was established that the Parish Council erected the bollards (just over 5ft apart) sometime in the early 2000s to prevent quad bikes and vehicles going down the route and to discourage anti-social behaviour, which there had been an issue with. None of the witnesses mentioned any challenges to use on foot, horse, or bicycle by any landowner, and no one was given permission to use the route or had any connection with the land or landowners in question.

In the relevant 20-year period prior to the application 1994-2014, no challenge to use of the route had been identified and therefore the 20-year period of deemed dedication had been satisfied.

The Committee considered the application and noted that following consultation with the user groups/organisations; statutory undertakers and landowners which included the ward member for Moston, Moston Parish Council, Sandbach Footpath Group and United Utilities that no objections had been received. Mr David Nixon, Moston Parish Council attended the meeting and spoke in respect of access and vehicular use historically and more recently, along the proposed route.

The Committee agreed on the balance of probabilities, that restricted byway rights subsisted along the claimed route. The balance of user evidence supported the case that a public bridleway, at least, subsisted along the routes A-B (Plan No. WCA/025) and combined with the documentary evidence that the route historically was evidenced to have had public road status.

It was considered that the requirements of Section 53(3)(c)(i) had been met and the Committee agreed that a Definitive Map Modification Order be made to record a Restricted Byway between Dragons Lane and Plant Lane and thus amend the Definitive Map and Statement.

RESOLVED (by Majority) That:

1. An Order be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement to add a Restricted Byway as shown between point A and B on Plan No. WCA/025.
2. Public notice of the making of the Order be given and, in the event of there being no objections within the specified period, or any objections received being withdrawn, the Order be confirmed in exercise of the power conferred on the Council by the said Act.
3. In the event of objections to the Order being received, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry

16 WILDLIFE & COUNTRYSIDE ACT 1981 - PART III, SECTION 53. APPLICATION NO. CO/8/54: APPLICATION FOR THE DELETION OF PUBLIC FOOTPATH NO.66, CONGLETON.

The Committee considered a report detailing the investigation into an application made by Andrea Bossen, the landowner of the property Puddle Bank, Congleton, at the far southern end of Public Footpath No.66. The application was to amend the Definitive Map and Statement to delete part of Public Footpath Congleton No. 66. The report considered the evidence submitted and researched in the application to delete part of Public Footpath No. 66, Congleton. The evidence consisted of a detailed letter from the applicant with reference and statements as to why they believed the route should be deleted. It included reference to historical documents such as the Enclosure Award, sale plans, Tithe Map, Finance Act Map, Peak and Northern Footpath Society reports and more.

The Committee noted that the date of the application made by Andrea Bossen had been incorrectly stated as '2022' in the report and in fact it should have read February 2020.

A site visit was made on 25th August 2022. The route was walked in full south to north and back again and an interview conducted and documented with the applicant. The landowner at the north end at Castle Farm had not responded to the consultation but a brief phone conversation was held as well as speaking to other residents on the ground at Castle Farm on 25th August 2022.

Section 53(2)(b) of the Wildlife and Countryside Act 1981 requires that the Council shall keep the Definitive Map and Statement under continuous review and make such modifications to the Map and Statement as appear requisite in consequence of the occurrence of certain events: -

One such event, (section 53(3)(c)(iii) requires modification of the map and statement to delete a public right of way where:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows: -

(iii) that there is no public right of way over land shown in the map and statement as a highway of any description, or any other particulars contained in the map and statement require modification.”

The evidence could consist of documentary historical evidence or user evidence or a mixture of both. All the evidence must have been evaluated and weighed before a conclusion was reached. Any other issues, such as safety, security, suitability, desirability, cost or the effects on property or the environment, are not relevant to the decision.

The legal test for deleting a public right of way was different than for claiming a public right of way or for applications to change the status or alignment of a route. In particular, there were specific case law tests and government guidance notes to be considered when examining deletion cases.

The following case law test and government guidance notes needed to be considered when considering deletion cases:

- DEFRA Government Circular 1/09 (1990)
- Trevelyan v SOS [2001] EWCA Civ 266
- Planning Inspectorate Rights of Way Section Advice No 9 (2006).

Documentary evidence submitted included 1798 Enclosure Award, Congleton Tithe Map and Apportionment 1845, Ordnance Survey Records, Bartholomew's Half Inch to a Mile, Finance Act 1910, National Parks and Access to the Countryside Act 1949, Land Registry Information.

Additional documentary evidence provided by the applicant included a photograph, sale particulars for Puddle Bank Farm and Peak and Northern Counties Footpaths Preservation Society reports.

Consultation letters and a plan of the application route had been sent out to the Ward Member, Town Council, user group organisations, statutory undertakers, and landowners on 26th July 2022. Further letters had been sent to the landowners at either end of the application route. There were 5 formal written responses from consultees received which included: -

- The Open Spaces Society representative - sent a brief response to say they would object if a deletion order was made as they did not believe there was any information to support a deletion order.
- The Congleton Ramblers Group representative responded with a table of the groups record of surveying the public footpath in 2013, 2014 and 2018 where it was recorded as an open and available route. They also stated the public footpath was a vital recreation route and had obviously been walked for a long period of time and noted a further inspection in 2019 by the group noting it remained open.
- The Sandbach Footpath Group representative responded to say they objected to the possibility of Footpath No. 66 being deleted as it was a direct and natural link that had been used for many years since the early 1950s and was not a useless route. They mentioned if there had been a problem with people walking near the farm, that the path could be diverted at that location, or a permissive route put in place.
- A local resident responded stating the route was a useful way connecting routes on and around the slopes leading up to Congleton Edge and Mow Cop and mentioned it could be possibly diverted around farm if it was an issue.
- BT Openreach responded to say they have no issues with the application from a utility stance.

Mrs Bossen attended the committee and spoke in support of the application.

In response to questions and comments raised by Members, the Definitive Map Officer reported that:

- In respect of whether another application could be submitted to delete the footpath, it could be considered if it had been shown that some new evidence had come to light not previously considered.
- In respect of timings of objections made during the legal procedures of the Definitive Map process these were in the 1950's/1960's and that no objections had been received during this period.
- The applicant had a right of appeal to the Secretary of State if the application was refused.
- The landowner could apply to have the route diverted if there was a suitable alternative put forward.

- The report included an appendix which listed the evidence provided by the consultant following the investigation, and it was the Definitive Map Officers role to interpret that evidence which had been presented by the consultant.

The report concluded that overall whilst there were always possibilities mistakes could have happened in the past when the Definitive Map was drawn up, in this case it did not appear that sufficient robust evidence had come to light to overturn the Definitive Map and Statement to delete the route.

The Committee considered the comments from the Applicant, the historical evidence and user evidence submitted and the Definitive Map Officer's conclusion and considered that the evidence was not sufficient to overturn the presumption that the Definitive Map was correct. In particular, it was clear that the correct legal procedures were followed during the time of recording Public Footpath No. 66 on the Definitive Map and Statement with no objections being received at the time. In addition, there was also evidence of the public having used the footpath over many years and it served as a key link in the overall network. Therefore, the committee considered that the requirements of Section 53(3)(c)(iii) had not been met in relation to deleting a public footpath and that the Definitive Map and Statement should not be modified.

RESOLVED (by majority)

1. That an Order is not made under Section 53(3)(c)(iii) of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement to delete Public Footpath Congleton No. 66 as shown on Plan No. WCA/026.
2. The application be refused on the grounds that there is not any robust evidence to overturn the legal presumption that the Definitive Map and Statement are correct.

17 INFORMATIVE REPORT - WILDLIFE & COUNTRYSIDE ACT 1981- PART III, SECTION 53 -CONTESTED ORDER PINS DECISION FOR APPLICATION NO. CO/8/34: CLAIMED FOOTPATH FROM BYLEY LANE TO CARVER AVENUE, PARISH OF CRANAGE.

The Committee received an information report which detailed the decision made by the Planning Inspectorate on the Order made by the Council to modify the Definitive Map and Statement by adding a footpath in Cranage.

The Committee heard that following the referral of this Order to the Planning Inspectorate following an objection; a site meeting was held with an appointed Inspector. Along with consideration of the submitted evidence and correspondence with the affected parties, the Inspector determined that the Order not be confirmed.

RESOLVED:

That the report be noted.

18 INFORMATIVE REPORT - BRADWALL PERMISSIVE PATH AGREEMENT

The Committee considered a report detailing a new permissive path agreement in the Parish of Bradwall between the Council, Bradwall Parish Council and respective landowners.

Bradwall Parish Council had secured the agreement of third party landowners for the creation of a permissive footpath in the parish as shown on Plan No. PPA/007 appended to the report. The aim of the 273m long path was to form a safe and pleasant off-road link alongside a section of Bradwall Road where there was no footway, limited verges and limited sightlines. There had been an increase in the number of walkers from Sandbach using this road to form circular routes using other public footpaths in the area.

The Parish Council would be bearing all costs of construction, maintenance, and liabilities throughout the duration of the agreement which would be in place for an initial term of 3 years. Cheshire East Council was a signatory to the agreement so that it was formally recorded with the Highway Authority.

RESOLVED

That the report be noted.

19 INFORMATIVE REPORT ON CASES OF UNCONTESTED PUBLIC PATH ORDERS DETERMINED UNDER DELEGATED DECISION

The Committee received an information report on the uncontested Public Path Order cases that had been determined under delegated decision.

The Committee noted that in paragraph 6.2.1 of the report it should read that a decision had been taken under delegation which related to:

“Highways Act 1980 Section 119 Proposed Diversion of Public Footpath No.14 in the Town of Alsager (part)”.

RESOLVED

That the uncontested Public Path Order case determined under delegated decision be noted.

The meeting commenced at 2.00 pm and concluded at 3.05 pm

Councillor L Crane (Chair)