

Cheshire East Resilient Highway Network Plan 2023

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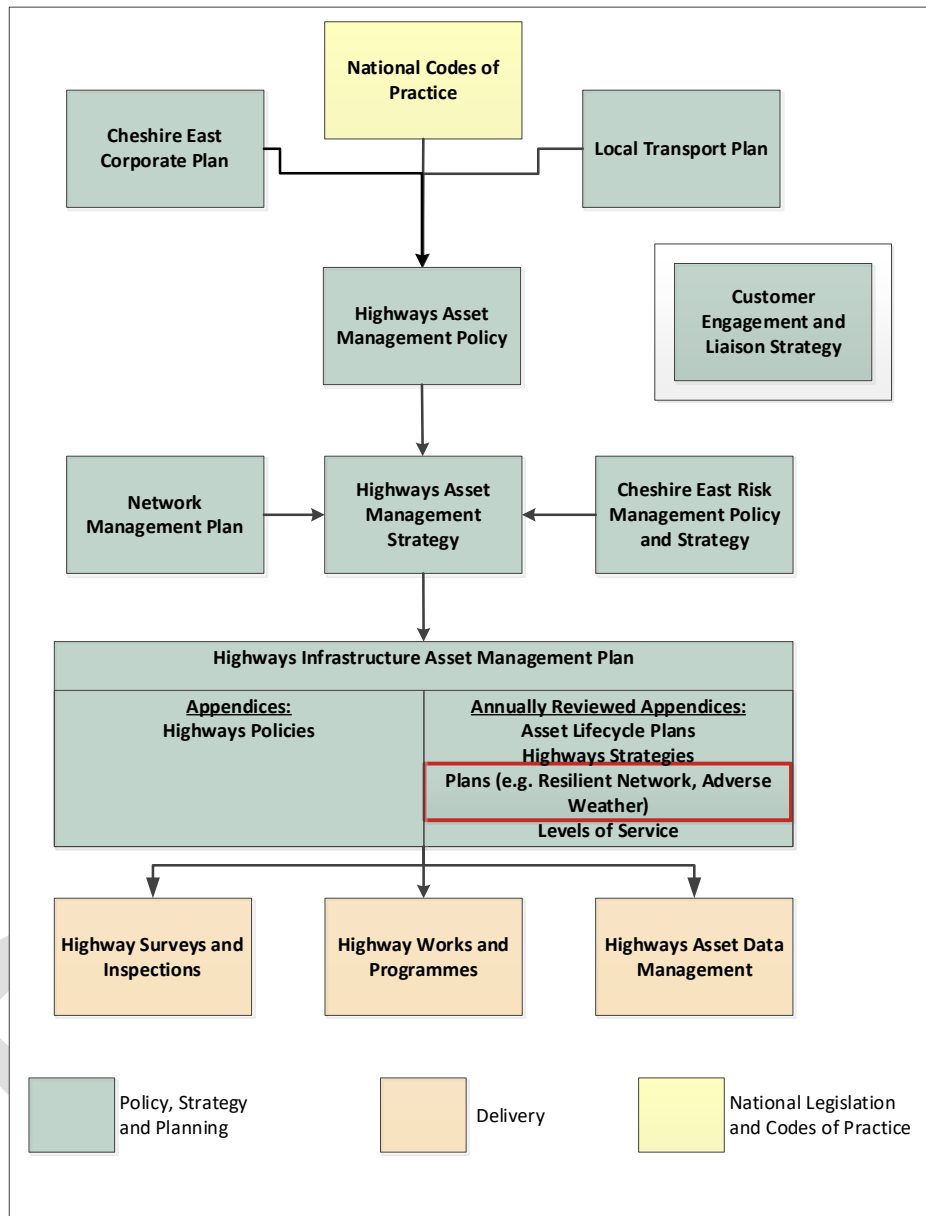
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1. Document Structure



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