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Highways and Transport Committee

25 January 2024

Infrastructure and Highways Services: 2023-4 Mid-Year Review

Report of: Tom Moody, Director of Infrastructure and Highways

Report Reference No: HTC/07/23-24

Ward(s) Affected: All wards

Purpose of Report

- 1 This report gives an update on performance to mid-year across Infrastructure and Highways services for 2023-4.

Executive Summary

- 2 Infrastructure and Highways is part of the Place Directorate and consists of four service areas: (i) Highways, (ii) Infrastructure, (iii) High Speed 2 and (iv) Strategic Transport and Parking.
- 3 Services are delivered using a mixed delivery model of directly employed Council staff and commissioned work through Cheshire East Highways (CEH) and its suppliers. A summary of what each service is responsible for is in Appendix 1. This report contains details of performance by service area to mid-year for 2023-4.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Note the performance of Infrastructure and Highways Service to mid-year 2023-4; and
2. Note the on-going work of the Highways Service to support delivering the Council's Brighter Futures customer strategy.

Background

- 4 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 infrastructure projects.
- 5 The Cheshire East Council (CEC) 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; and
 - To be carbon neutral by 2025.
- 6 A summary of the key priorities and aims in the [Corporate Plan](#) 2021-25 for Infrastructure and Highways is shown in Appendix 2.

Highway Services

- 7 Appendix 3 contains information on:
 - (a) Service performance to date with the delivery of revenue and capital funded activities and projects for the first half of 2023-4; and
 - (b) The Performance Management Framework, which measures key outputs of the Highways Service Contract with CEH.
- 8 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.
- 9 These reports are a key part of the monthly contract monitoring processes undertaken by the Council working with CEH as the service delivery partner.
- 10 Overall, the service continues to operate well, despite continuing pressures in terms the available revenue and capital budgets. These pressures result from the high levels of UK inflation experienced over the last 18 months (with causes including aftermath of COVID-19, war in Ukraine and food / energy price rises.
- 11 As a service area, materials costs in Highways are sensitive to increases in fuel prices. Consequently, materials such as the bitumen (a by-product of crude oil that is used in surfacing and surface treatment materials) rose as much as 20% in the same period. To a degree, this increase has been offset

by reductions in the cost of treatments such as surface dressing, but there has still been an overall impact as budgets have not increased at the same rate as inflation. In December 2022 the Council approved additional capital funding to address estimated inflation.

Road repairs

- 12 The Council has a three-level approach to road repairs:
 - (a) Level 1: Pothole and other repairs to keep the network safe and serviceable;
 - (b) Level 2: Patching to maintain and protect the network; and
 - (c) Level 3: Resurfacing to improve the network.
- 13 Operational expenditure works (“Level 1”) to address urgent defects (“Category 1 Defects”) is forecast to be £3.3m in 2023-4 (against a £2.1m budget) This compares to £2.7m actually spent in 2022-3 (against £2.4m budget). Despite the reduction in budget, we are working to manage the cost pressure by capitalising costs.
- 14 12,252 surfacing defects have been repaired to the end of October 2023 (Quarter 2). This is expected to rise in Quarters 3 and 4 due to cold / wet weather. In 2022-3 there were 20,076 similar repairs for the full year.
- 15 We are continuing to see an increasing number of urgent defects (potholes) across the network where safety repairs are required. This is a direct result of previous real and actual terms reductions in government funding. During the second half of the financial year there is also more frequent adverse weather and higher rainfall, which both contribute to the requirements for maintenance.
- 16 The Council has sought to mitigate the reduction in government funding by investing £19m over four years across the service, with a proportion in large area patching works (“Level 2”) to proactively address this. These works contribute significantly to alleviating the issue of the number of surfacing defects arising.
- 17 A number of audits have been undertaken across works and services led by the new Quality Assurance Engineer in the CEC team. This has identified both good practice and opportunities for improvement. Different materials for pothole repairs are being trialled to consider both cost and durability and develop a detailed specification for repairs.

Tree maintenance

- 18 The Council recently developed an organisation-wide Tree Risk Management Strategy (TRMS), covering all its tree stock, including highway trees.
- 19 In line with the TRMS and the highway-specific Code of Practice for Highway Tree Safety Inspections, the department will have completed an initial inspection of the entire highway network by end of this financial year. This is

partially funded from a corporate allocation. Completion of the initial inspection will help to determine the budget requirements moving forward.

Highway improvement schemes

- 20 Work on a number of key schemes has been completed in the first two quarters in 2023-4, including:
- (a) **Active Travel Improvements** – Improved cycle lane and footways along Hurdsfield Road, Macclesfield have been nearly completed to improve connectivity between Middlewood Way and the town centre. Work has also commenced along Wilmslow Road, Handforth to install a new shared footway/cycleway. The scheme aims to improve the existing walking and cycling route along the B5358 Wilmslow Road, Handforth to Stockport.
 - (b) **Safer Roads Fund, A537 Macclesfield to Buxton** – This project is replacing the average speed camera system with a new system, including extending coverage towards Macclesfield. Improvements to the roadside barriers have been completed and the final commissioning of the cameras is underway.

Winter maintenance services

- 21 From October 2023 a number of minor revisions to the gritting network were implemented due to bus route changes.

Flood risk management

- 22 The Flood Risk Management Team has been restructured to address issues of resource and capacity. This has resulted in removal of the backlog of 350 outstanding responses as Statutory Consultee on planning applications.
- 23 Additionally, we have provided supplementary resource to enable the first of what will be a number of funding applications to the Environment Agency and other funding pots to secure additional funding to address flooding issues to properties. In October, we were successful in being allocated £20k to secure property level flood protection for two properties.
- 24 The Committee has a more detailed report on the actions of the Lead Local Flood Authority team elsewhere on this agenda.

Customers, engagement and social value

- 25 Work has continued to implement the refreshed Service Improvement Plan to ensure that more effective ways of working continue to be developed and implemented. We continue to work hard on improving customer experience as part of the Council's Brighter Futures Transformation Programme. This continues to look at improvements in the way we manage and respond to customer enquiries and complaints, including improvements to:
- (a) Information on the website – enabling customers to find information easily;

- (b) The 'friendly text' automatic updates sent following reports in the Fix My Street system; and
 - (c) Visibility and management of enquiries and complaints to ensure timely responses are received.
- 26 Subscribers to the quarterly electronic newsletter have increased from 1,644 in April 2023 to 2,101 in November 2023. The newsletter provides updates on delivery, forthcoming events and social value initiatives.
- 27 The re-launched version of the annual work programme has been updated on the Council's website. This is designed to be easier to navigate and more informative. It is updated each month to show progress. A link is provided in the newsletter and can also be found [here](#).
- 28 Through CEH, we have delivered a number of other benefits to the Council:
- (a) Savings delivered through tendering, negotiating and market testing in the supply chain;
 - (b) Efficiencies through collaboration and shared road space;
 - (c) Collection of increased revenue from fees and charges related to permitting and street works;
 - (d) Recovery of money from claims where drivers have damaged highway assets;
 - (e) Generating social value through local employment and supplier spend, recruiting apprentices and graduates, work experience placements and volunteering projects in our local communities; and
 - (f) Raising money for local charities and causes.

Infrastructure Services

- 29 **Congleton Link Road** (£91m) was opened in April 2021. It is the largest project ever delivered by the Council. The scheme remains in a period of post-monitoring evaluation to assess how successfully it is meeting its objectives.
- 30 **Poynton Relief Road** (£53m) was opened in March 2023. It was delivered on budget and despite being constructed throughout the period affected by the pandemic, was delivered with minimal delays.
- 31 Work commenced in May 2022 to construct the **North-West Crewe** major highway scheme. Revised Drainage strategy (due to drainage changes proposed by adjacent housing developers during construction stage) and adverse wet weather has mainly affected progress with groundworks and drainage works recently, which has delayed scheme completion to mid-2024. Increased costs due to utility delays, contaminated landfill, adverse weather and hazardous waste will require a report to Council to recommend approval

of a fully funded Supplementary Capital Estimate to increase the scheme budget. The scheme will enable delivery of large strategic housing sites (approximately 1,350 units) near Leighton Hospital.

- 32 **Middlewich Eastern Bypass** - In September 2023, this Committee approved the Full Business Case (FBC) for submission to the Department for Transport (DfT) for final funding approval. A subsequent S151 Officer letter to DfT, submitted with the FBC, confirmed the Council intends to forward fund the full scheme costs. The DfT have now informed the council of a delay to this decision and it is not now expected until early 2024. Consideration is now being given to bringing forward some early contractor enabling works to start in January 2024 before the investment decision so that the current construction programme and budget can still be met.
- 33 Scheme development work has also continued on the **A500 Dualling** scheme that will enable delivery of planned growth and strategic access to Crewe railway station. The impact of the cancellation of HS2 on the objective, funding and programming of this scheme is currently being assessed.
- 34 **Flowerpot Junction Improvement** – Based on progress with ongoing negotiations, the CPO Committee report is planned to go to April committee which will enable the land acquisition and construction programme in 2025. The cost of the scheme remains same as approved within MTFS 2023-27.
- 35 **Flag Lane, Crewe, Junction Improvement** – As part of the Future High Street Fund programme, opened in August 2023, Flag Lane Link significantly improves access to the town centre and reduces congestion / journey times in and out of Crewe. It links Dunwoody Way to Delamere Street via Flag Lane. This project received an ACTive Travel Crewe Award for its innovative approach to managing cyclists and other users whilst the works were being delivered. It was delivered ahead of schedule and below budget.
- 36 Work is continuing to support the Council's Regeneration Service to deliver the **Southern Gateway** (High Street Link) scheme in Crewe. Subject to land assembly, work is planned to commence on site in early Spring 2024.

HS2 Programme

- 37 During this mid-year, the service mainly focused on the progression of the HS2 assurances secured through the first round of petitioning as well as preparing, submitting and negotiating the Council's petition against the second additional provision of the Bill, AP2.
- 38 The Council is awaiting further information from Government on what the decision means for the hybrid bill process given their intention to potentially use the bill to secure the powers to deliver key sections of Northern Powerhouse Rail. The Council has written to the Prime Minister and Government Ministers seeking discussions around a fair and equitable deal for Cheshire East.

Parking Services

- 39 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 subject to a 6-week statutory consultation in October/November. Analysis of responses to this consultation will inform recommendations to Committee, in January 2024, on changes to parking provision with a view to make the regime more equitable across the borough.
- 40 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. In accordance with the Council's policies on Job Evaluation, the roles within the parking teams have been re-evaluated leading to improved grades. It is expected that these changes will alleviate some of the recruitment / retention pressures in parking services.
- 41 The Council's Annual Monitoring Report 2021/22 was the overall winner for the North-West region 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.
- 42 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.

Strategic Transport

- 43 The final Borough-wide Electric Vehicle Charging Infrastructure Strategy was approved at Highways Committee in July 2023. This strategy will form an important element of the Council's framework for investment in electric vehicle infrastructure across the borough.
- 44 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.
- 45 The Council has prepared a business case to Government's Local Electric Vehicle Infrastructure (LEVI) fund. This was submitted to the office of Zero

Emission Vehicles at the end of November. Work to procure a partner to supply, install and manage EV infrastructure is on-going and will be the subject of a further briefings to Highways Committee when bids have been received and reviewed.

Walking and Cycling

- 46 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 and on development of plans for a Bollin Valley Greenway in the north of the borough, linking a number of towns and key employment sites with a route that is to be integrated into regional/national networks of leisure trails.
- 47 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, especially the southern part of the route in Wilmslow where amended proposals for traffic arrangements have been brought forward ready for consultation under guidance of Active Travel England. Construction work on both schemes will commence subject to confirmation of funding from Active Travel England.
- 48 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. Work to deliver this scheme is now substantially complete, with only provisions at the entrance to the Tesco superstore still to be finalised.
- 49 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.

Public Transport

- 50 The pandemic 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 substantially recovered to pre-pandemic levels This has been enhanced by a number of national initiatives including the £2 fare cap. There is a more persistent reduction in concessionary travel, which remains at circa 79% of pre-pandemic levels.
- 51 The Council published its first Bus Service Improvement Plan (BSIP), in response to the National Bus Strategy. On 27th October 2023, Government confirmed the third tranche of funding awarded to BSIP's with Cheshire East Council due to received £1.187M for 2023/24 and a further £3.455M for

2024/25. Department for Transport are expected to publish further guidance to councils on how these funds may be used.

- 52 The Council is receiving higher prices for contracted services as a result of inflation and will face budgetary challenges when central government funding comes to an end. To inform these future decisions, the Council consulted on an updated set of local bus support criteria, followed by a report to Committee in November 2023 which agreed to include these changes in the prioritisation framework.
- 53 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. The current funding for Go-Too services is in its final year and without any additional award, the Council will need to determine how the service will be taken forward beyond the current funding allocation. We anticipate this decision will need to be integrated into a wider review of the Council's expenditure on supporting local bus services, following the review of MTFs for 2024/25.
- 54 The Council has formally launched an Enhanced Quality Partnership with the bus industry in Cheshire East. Government had indicated that this arrangement would be a pre-requisite for future funding awards for local bus. The EP Board meets on a quarterly basis whilst the first EP Forum met at Alderley Park in October 2023, engaging operators, user groups, councillors and business representatives in conversations about the role of the local bus network.

Consultation and Engagement

- 55 No consultation has taken place specifically on this report as it is intended to be a mid-year review for 2023-4 relating to Infrastructure and Highway services. It is worth noting that across the four service areas (Highways, Infrastructure, HS2 and Strategic Transport and Parking) that consultation is carried out where appropriate and required by legislation.

Reasons for Recommendations

- 56 To provide an update to Committee on performance across Infrastructure and Highways services for mid-year 2023-4.

Other Options Considered

- 57 Not applicable. This report is to update Committee on performance to mid-year 2023-4.

Implications and Comments

Monitoring Officer/Legal

58 There are no legal implications arising from this report.

Section 151 Officer/Finance

59 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.

60 This report considers performance for 2023-4. However, reference is made in the report to future changes to baseline budgets referenced in the Council's approved budget / Medium Term Financial Strategy (MTFS).

Policy

61 This report provides an update of performance in support of policy implications from the [Corporate Plan](#) 2021-5. Details of how each of the services in Infrastructure and Highways links to the Corporate Plan are shown in Appendix 2.

Equality, Diversity and Inclusion

62 There are no equalities implications arising from this report.

Human Resources

63 There are no human resources implications arising from this report.

Risk Management

64 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.

Rural Communities

65 There are no implications for rural communities arising from this report.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

66 There are no implications for children and young people arising from this report.

Public Health

67 There are no implications for public health arising from this report.

Climate Change

- 68 Decarbonisation of the local transport network is a stated national objective that will be embedded into future Local Transport Plans and funding regimes. Specific technical guidelines are to be issued to all Local Authorities on how to analyse and embed defined carbon reduction pathways into their strategic plans and funding bids.
- 69 Active travel and passenger transport programmes that can encourage long-term behaviour change and generate travel choices that are less reliant on private cars (especially petrol and diesel cars) are key policy priorities for successful local transport strategies. These measures are also a good strategic fit with Council policy priorities for carbon reduction and health and well-being as part of our response to the climate challenge.
- 70 Infrastructure and Highways Services continues to be committed to the Council's 2025 carbon neutral target. The Carbon Neutral Board has four key work packages seeking to deliver net zero carbon. Infrastructure and Highways Services are a key contributor to the Fleet and Street Lighting work package and involved in the Nature Based In setting work package.
- 71 The services are also actively working to reduce their carbon footprint and further contribute to the net zero target. This is wide ranging and includes expanding its use of electric plant and tools, selection of lower carbon materials, expanded use of recycling / re-used materials and reduction in use of virgin aggregates, changes in working arrangements and travel patterns.
- 72 Infrastructure and Highways Services is represented on the Corporate Carbon Board and relevant Carbon Neutral work package project boards and has established a team internally to focus and deliver reducing carbon across its highway maintenance and improvement activities.

Access to Information	
Contact Officer:	Tom Moddy, Director of Infrastructure and Highways Services Thomas.Moody@CheshireEast.gov.uk
Appendices:	Appendix 1: Summary of the scope of Infrastructure and Highways Services Appendix 2: Corporate Plan 2021-25: Summary of Key Priorities and Aims for Infrastructure and Highways Appendix 3: Performance Management Framework
Background Papers:	None.

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Summary of the scope of Infrastructure and Highways Services

Highways

- 73 The Council is a local Highway and Transport authority, and in this context, it has several statutory duties to perform that have an impact on the maintenance of the public highway and the provision of transport in the borough. These include:
- Highways Act 1980 –The duty to maintain the highway maintainable at public expense;
 - Traffic Management 2004 - the Council's statutory duty to manage traffic on its highway network and the impacts on the networks of neighbouring traffic authorities;
 - New Roads and Street works Act 1991 – managing street works and reinstatements by utilities; and
 - Flood Water Management Act 2010 – including the Council's statutory role as to manage flood risk in Cheshire East as Lead Local Flood Authority and its responsibility for Ordinary Watercourses.
- 74 It is important that in using the limited resources available, the duties contained in the Highways Act and Traffic Management Act, particularly in maintaining a safe network for all users, are given priority.
- 75 The Council's highways are valued at £6.6bn, and it receives capital grants from central government to invest in the structural maintenance of that asset and the Highways Service Contract defines the maintenance and management requirements of the Council's Highway Network and its assets, these include:
- 2,707km of roads
 - 2,162km of footways
 - 1,047 bridges and structures
 - 112 traffic signal junctions
 - 152 Pedestrian Crossings
 - Over 600km of cycle route
 - Over 40,000 streetlights

- 100,454 gullies
- 4,500 illuminated signs and bollards
- 5.8 million m2 of grass verge

Infrastructure

- 76 The Infrastructure Team delivers major capital improvement projects to Cheshire East's strategic highways and transportation networks to enable economic growth across the borough in line with the Local Plan Strategy and economic regeneration objectives.
- 77 Each scheme in the Department for Transport (DfT) large Local Majors Programme has had a detailed business case prepared and approved at Strategic Outline Business Case and Outline Business Case stages and prior to commitment to construct, at Full Business Case stage. These business cases present detailed evidence to demonstrate the benefits and costs of each scheme using the Green Book 5 Case Model – this is a standard tool used by the DfT.
- 78 The current programme is focused on delivering the objectives of the Council's Local Plan Strategy, providing housing and employment growth, enhanced access to services, reductions in traffic congestion and pollution along with increased opportunities for sustainable travel, thus contributing to the Council's carbon reduction targets. The programme is funded by a combination of Central Government, Council and third-party funding.

HS2

- 79 HS2 is Government designed, funded and delivered scheme to deliver a new high-speed rail network in the UK, connecting towns and cities across the UK. The scheme aims to provide more capacity and resilience on the west coast mainline and free up conventional capacity for more passenger and freight services. The scheme aims to move more long-term journeys and freight movements from road to rail and is supported by an HS2 Net Zero Carbon Plan which looks to accelerate the wider industry's transition to Net Zero.
- 80 On 4th October 2023, the Prime Minister announced that the HS2 route, north of Birmingham would be scrapped. This was a devastating blow to Cheshire East who were set to benefit from HS2 services to Crewe and Macclesfield. The Prime Minister also announced that the money that would have been spent on HS2 Phases 2a and 2b would instead be reinvested back into other transport schemes across the North and the UK. However, the plans for Network North, also released on 4th October, failed to mention Cheshire East or the significant impacts of the decision on the borough.
- 81 The Council's HS2 Programme service is now focused on seeking a fair and equitable deal from Government and seeking to secure appropriate mitigations against the impacts of the decision to cancel HS2 in the north. The programme will also include the Council's response to Northern Powerhouse

Rail, which has secured funding via Network North, and passes through the Borough in the North.

Strategic Transport and Planning

- 82 The Strategic Transport Service is responsible for maintaining and updating the Council's policy framework for transport infrastructure and services to ensure that delivery is well aligned with corporate and national policies. A key objective is to develop and implement the Local Transport Plan (LTP), as a basis for delivery of multi-modal transport solutions, innovations and investments. The aim is to achieve a modal shift towards walking, cycling and public transport use, as well as considering wider transport decarbonisation and the role of transport in place shaping in Cheshire East.
- 83 The team leads on local strategies, funding bids and key projects such as the recent Local Walking & Cycling Improvement Plans, as part of the Council's sustainable transport agenda. We work across the Council and with stakeholders to develop local sustainable transport, including Public Rights of Way and Sustainable Travel to Schools.
- 84 The Transport Contracts & Monitoring team manage the procurement of Passenger Transport Services. Through a monitoring programme they ensure contract compliance by suppliers of Home to School Transport and Council supported Local Bus Services. Annual agreement for a Cheshire East Concessionary Travel Scheme and subsequent reimbursement to Local Bus suppliers is managed in line with Government guidance. The team will also support the Local Bus Network Review and Enhanced Partnership Plan & Scheme for Cheshire East all of which aim to contribute to a stable network and better bus services for local people.
- 85 The Parking Team manages the civil enforcement of both on and off-street parking, including notice processing and appeals. They are responsible for parking projects such as Resident Parking Schemes, management of Pay & Display machines, and amendments to the Parking Consolidated Order. The team safeguards revenues of approximately £4.5 million annually and operates in a highly visible, public-facing environment. In addition to day-to-day operational responsibilities, the parking team contributes to strategic development of the Council's parking policies and strategies, including implementation of parking initiatives within the Council's Medium Term Financial Strategy (MTFS).
- 86 Highways Development Management team provides transportation input to the statutory planning process, in the role of the Local Highway Authority. The team works with developers / agents to ensure planning proposals are in accordance with the Council's transport policies and objectives. The team has a leading role in ensuring delivery of transport and highways infrastructure associated with all forms of spatial development in Cheshire East, in accordance with the policy framework defined in the National Planning Policy Framework (NPPF) and the adopted Local Plan and associated policies of Cheshire East Council.

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Corporate Plan 2021-25: Summary of Key Priorities and Aims for Infrastructure and Highways

The following table demonstrates how the work of Infrastructure and Highways links to Priorities and Aims in the 2021-5 [Corporate Plan](#).

Service Area	Priority	Aims
Highway Services	A transport network that is safe and promotes active travel	Safer and well-maintained roads
Infrastructure Services	A transport network that is safe and promotes active travel	Successful delivery of the major infrastructure programme
HS2	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
Parking Services	To increase parking provision close to local transport hubs	Broadway Meadow multi-storey car park (MSCP) Complete Local Transport Plan parking reviews
Strategic Transport	Investment in electric vehicle infrastructure in our key service centres	Secure supplier and install charging points in Cheshire East car parks

Service Area	Priority	Aims
Walking and Cycling	To promote uptake of cycling in our local service centres	<p>Installation of cycle storage facilities in Cheshire East car parks</p> <p>Invest in new cycle routes and improve existing ones</p> <p>Prohibit parking in existing cycle lanes</p>
	More residents to use walking routes	<p>Promote existing routes and nature trails</p> <p>Create new walking routes between service centres</p>
Public Transport	To improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys	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	<p>Submit proposals to Rural Transport Fund</p> <p>Quality bus partnerships with operators and town councils</p>
	To encourage an increase in the use of public transport (especially buses)	<p>Operators work together to share real time information</p> <p>Bus routes planned to provide multi-modal connectivity</p> <p>Cheshire East bus app developed</p>