

Cabinet Member for Highways and Infrastructure

Agenda

Date: Tuesday, 29th March, 2016
Time: 2.30 pm
Venue: Room G4, Westfields, Middlewich Road, Sandbach, Cheshire
CW11 1HZ

1. **Apologies for Absence**

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. **Public Speaking Time/Open Session**

In accordance with Procedure Rules Nos.11 and 35 a period of 10 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the body in question. Individual members of the public may speak for up to 5 minutes but the Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers. Members of the public are not required to give notice to use this facility. However, as a matter of courtesy, a period of 24 hours' notice is encouraged.

Members of the public wishing to ask a question at the meeting should provide at least three clear working days' notice in writing and should include the question with that notice. This will enable an informed answer to be given.

4. **Redundant Winter Service Fleet - Disposal** (Pages 1 - 4)

To consider the disposal of the winter service fleet.

5. **Over Peover/Jodrell Bank 40 mph Rural Zone Application** (Pages 5 - 22)

To consider the proposed 40 mph Rural Zone application.

For requests for further information

Contact: Cherry Foreman

Tel: 01270 686463

E-Mail: cherry.foreman@cheshireeast.gov.uk with any apologies

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CHESHIRE EAST COUNCIL

Cabinet Member for Highways

Date of Meeting:	29 March 2016
Report of:	Steph Cordon, Head of Communities
Subject/Title:	Redundant Winter Service Fleet - Disposal
Portfolio Holder:	Cllr David Brown

1.0 Report Summary

- 1.1 At the Cabinet meeting of 21 July 2015 it was agreed that members support the option of transferring the winter service fleet into the Highway Services Contract, including allowing the Service Provider to lead on the procurement of a new fleet subject to confirmation of obtaining best value for money compared to alternative options, with the final decision delegated to the Chief Operating Officer in consultation with the Finance Portfolio Holder. After consideration of the service provider's financing proposal by the Accountancy Service Manager the Chief Operating Manager gave his decision to approve on 24 August 2015.
- 1.2 Under the financial implications identified in the Cabinet paper it was proposed that for the current winter season a replacement fleet would be hired until such time that a new fleet could be procured and that this arrangement would allow CEC to dispose of the redundant fleet thereby avoid the substantial summer overhaul costs that would be required.
- 1.3 It was also indicated that based on knowledge gained following a previous disposal exercise the sale of the fleet of existing gritters was likely to generate a capital receipt of approximately £100k at auction.
- 1.4 Since the decision to dispose of the redundant fleet was taken our service provider has sought a valuation of the individual vehicles from ECON, the suppliers of specialist winter service plant. This was carried out to get a more accurate indication of the level of financial return that the authority would achieve at auction. ECON's estimate was based on the likely return we would achieve at this time of year. Following a physical inspection of the vehicles ECON have reported that the fleet is likely to achieve a return of approximately £72k in the current market.
- 1.5 Furthermore ECON have also stated that having inspected the vehicles they would be prepared to purchase part or all of the fleet based on their valuations. ECON have indicated that they would expect a decision on their offer within a month after which they would need to review their valuation.

- 1.6 One of the vehicles (DK57 LYX) valued at £10,000 by ECON has attracted interest from a number of other parties. These are ANSA, Willis Bros & Dodgsons. The latter two being supply chain partners that sub-contract to our service provider, Ringway Jacobs. ANSA would wish to employ the vehicle on activities within their own service area. Willis & Dodgsons have indicated that it would be their intention to undertake repairs and, when called upon to do so by our service provider, utilise it as a support vehicle for the Highway Services Contract.

2.0 Recommendations

- 2.1 It is recommended that the whole fleet be sold to ECON at the valuations given for the individual vehicles - subject to the following.
- 2.2 The other interested parties be invited to bid for DY57 LYX on a simple sealed offer basis. Should the highest offer exceed the ECON valuation then the gritter be sold to that bidder. If the bid falls short of the ECON valuation then the gritter be sold along with all the other gritters to ECON.

3.0 Reasons for Recommendations

- 3.1 Selling the bulk or all of the gritters to ECON would avoid the need for the authority to incur the associated auction costs.
- 3.2 The authority would avoid transportation costs to, and possibly from, the auction (ECON have indicated that they would remove the gritters at no additional cost).
- 3.3 Selling the bulk or all of the gritters to ECON eliminates any risk that some of the gritters may remain unsold and the authority would have fund their retrieval and then consider, and fund, other forms of disposal.
- 3.4 The recommendation is considered to deliver value for money for the authority bearing in mind that the likelihood of achieving high rates of return at auction has been somewhat dampened by the recent relatively mid winter season.

4.0 Wards Affected

- 4.1 All Wards are affected by the proposal.

5.0 Local Ward Members

- 5.1 All Ward Members are affected by the proposal.

6.0 Policy Implications

- 6.1 There are thought to be no policy implications.

7.0 Financial Implications

- 7.1 It is considered by the Service, based on experience, that the recommended approach would achieve a reasonable return for the authority of at least £72,000, bearing in mind a likely lower level of interest being generated at auction than previously anticipated, following the mild winter period.
- 7.2 The original Cabinet paper of 21 July 2015, indicated that an estimated £100k return generated by the fleet disposal would be fed back into the Service revenue budget to reduce the pressure of funding the hire and purchase costs of the new fleet in this financial year. Whilst a lower level of return from disposals is now expected, again because of the exceptionally mild conditions experienced to date winter service spending has been lower than budgeted, so the consequent savings made could be utilised to make up any shortfall and help to cover fleet hiring costs.

8.0 Legal Implications

- 8.1 No legal implications are anticipated.

9.0 Risk Management

- 9.1 It is conceivable that this proposal may be viewed as one not ensuring that value for money is achieved as it does not 'test the market' in an open forum ie auction. However based on the fact that previous experience has indicated that a £100k valuation was achievable in a period of severe winter conditions then it is not unreasonable to assume that in a period of less severe winters the interest, and therefore the financial return, would be somewhat lower via the auction route. Add to this the fact that cost of transport to auction, the auction fees and the risk of 'no sale' are all avoided under this proposal. This makes the proposal and therefore the guaranteed financial return more attractive for the authority.

10.0 Background and Options

- 10.1 The main options available to the Council:-
- I. Reject the ECON offer and proceed with the original intention to auction off the whole fleet. This option may, or may not achieve a greater return for the authority but it would definitely attract additional auction costs. It would also risk the fact that all gritters are not sold leaving the authority with further disposal costs.
 - II. Accept the ECON offer for the whole fleet and thereby remove any risk surrounding auction values and the possibility of unsold vehicles.
 - III. As above but offer DK57 LYX to the named interested parties through a system of sealed bids awarding it to the highest of the bidders or to ECON if their assessment is still the highest valuation, ensuring best value.

11.0 Access to Information

11.1 The background papers relating to this report can be inspected by contacting the report writer:

Name: > Paul Traynor
Designation: > Strategic Commissioning Manager - Highways
Tel No: > 01260 371055
Email: > paul.traynor@cheshireeast.gov.uk

CHESHIRE EAST COUNCIL

Cabinet Member for Highways

Date of Meeting:	29 March 2016
Report of:	Steph Cordon, Head of Communities
Subject/Title:	Update Paper – Over Peover/Jodrell Bank - 40mph Rural Zone Application
Portfolio Holder:	Cllr David Brown

1.0 Report Summary

- 1.1 Speed and Road Safety remain one the top priorities for our residents and representation has been made by members to explore the options available for delivering zonal speed limits within Cheshire East as a way of increasing customer satisfaction, improving road safety and addressing local speeding concerns.
- 1.2 Informal Cabinet supported, on the 14th July 2015, the development of a proposal for the introduction of a 40mph Rural Zone for the Over Peover/Jodrell Bank area, this was to include for preparation of the submission to the Department for Transport (DfT) for approval.
- 1.3 This update paper provides full details of the proposed 40mph Rural Zone application for submission to the DfT.

2.0 Recommendation

- 2.1 It is recommended that the proposed 40mph Rural Zone application is approved for submission to the DfT.

3.0 Reasons for Recommendations

- 3.1 The proposed application supports DfT guidance for setting local speed limits, in that the network of minor rural roads within the proposed zone have speeds already in line with such a limit and are heavily used by vulnerable road users.

4.0 Wards and Local Ward Members Affected

- 4.1 Chelford, Dane Valley and Gawsworth Wards and Ward Members are directly affected by the proposal.

5.0 Policy Implications

- 5.1 The decision will have an influence on the service contribution to the delivery of the Cheshire East Council Three Year Plan outcomes:
 - Outcome 1: Our local communities are strong and supportive
 - Outcome 4: Cheshire East is a green and sustainable place to live

6.0 Financial Implications

- 6.1 At this stage approval is being sought purely to make the DfT application. Should DfT approve then the potential cost to deliver the area based limit and the associated monitoring of the traffic flows will be in the region of £50,000. This will be funded from the Road Safety element of the LTP and has been provisionally included in the 16/17 programme.

7.0 Legal Implications

- 7.1 The process of introducing an area based speed limit requires DfT approval before following the statutory processes for changing speed limits. Those will be followed should the proposals contained within this report be approved.

8.0 Risk Management

- 8.1 Any change to the speed limit requires a Traffic Regulation Order (TRO) and is subject to objections.

9.0 Background

- 9.1 The DfT issued Circular 01/2013 'Setting Local Speed Limits' encourages applications by Local Authorities for the introduction of 40mph Rural Zones.
- 9.2 Subsequently a recommendation has been made that the Authority will submit an application for the introduction of a 40mph Rural Zone for the Over Peover and Jodrell Bank area in order to improve customer satisfaction, improve road safety and address local speeding concerns.
- 9.3 Should the application be approved by the DfT it is also proposed to carry out a full before and after evaluation to obtain an understanding of the effectiveness of zonal speed limits for future programmes.
- 9.4 In order to make an application to the DfT for the introduction of a rural Zone the Authority is required to submit the following documents;
- A completed application form (Appendix A);
 - A site plan of the proposed zone, indicating the location of all traffic signs at the entry/exit points of the zone and all roundel markings within the zone (Appendix B);
 - A drawing providing specifications for all traffic signs to be located at the entry/exit points of the zone Appendix C); and
 - A draft Traffic Order detailing all roads to be included within the zone (Appendix D).

10.0 Access to Information

- 10.1 The background papers relating to this report can be inspected by contacting the report writer:

Name: Paul Traynor
Designation: Strategic Commissioning Manager - Highways
Tel No: 01260 371055
Email: paul.traynor@cheshireeast.gov.uk

Appendix A

Department for
Transport

APPLICATION FOR AUTHORISATION OF NON-PRESCRIBED TRAFFIC SIGNS AND SPECIAL DIRECTIONS (LOCAL ROADS)

TO:- authorisation.requests@dft.gsi.gov.uk

Please consider issuing an authorisation or special direction for the following:

TITLE/DESCRIPTION OF SIGN/SCHEME

CHESHIRE EAST BOROUGH COUNCIL (OVER PEOVER AND JODRELL BANK RURAL
ZONE) (40 MPH SPEED LIMIT) ORDER 2016.

NAME OF TRAFFIC AUTHORITY

Cheshire East Council

ATTACHMENTS	TICK to confirm inclusion
A site plan, showing the proposed location and orientation of each traffic sign to be authorised.	✓
A sign drawing clearly marked with colours and sizes with the font in Transport Alphabet.	✓
For regulatory signs:- A statement of the restriction(s), requirement(s) or prohibition(s) to be indicated by each sign design (or a draft or made TRO).	✓
For other signs:- A statement of the purpose of/reasons for erecting a non-prescribed sign	N/A

**THE SIGNING SCHEME DESIGNER SHOULD COMPLETE
THE CHECKLIST OVERLEAF AND SIGN THE APPLICATION
FORM BEFORE FORWARDING IT.**

CHECKLIST <i>to be completed by the signing scheme designer</i>	Mark YES or NOT APPLICABLE as appropriate
I CONFIRM THAT:-	
1. There is no suitable sign prescribed in TSRGD 2002 for this purpose;	Yes
2. The signs are appropriate for their proposed site and purpose;	Yes
3. The signs follow the normal design rules and correspond as closely as possible to the nearest available prescribed sign or DfT working drawing (drawing ref no.....);	Yes
4. The sign drawings are marked with dimensions in millimetres, and show all the colours to be used;	Yes
5. If the signs are intended to be read by drivers of moving vehicles, that the sizes of the signs and lettering are appropriate to the speed of traffic on the road (<i>Ref: DoT Local Transport Note 1/94</i>); please indicate the speed limit, and 85 th percentile speed if known; <i>(NB: If signs are required to counter an accident problem, details of the of the injury accident record over the preceding three years should be provided)</i>	40mph
6. The intended illumination/reflectorisation is stated – whether signs will be illuminated by the use of direct internal or external lighting, or, if they are to be illuminated by the use of retroreflective material, what class of material will be used; <i>(NB: BS EN 12899-1; 2007 class RA 1 and RA 2 have superseded BS EN12899 -1;2001 class ref 1 and 2 and BS 873 Part 6 classes 2 and 1 respectively.)</i>	Yes
7. The site plans are legible, with the positions of the non-prescribed signs and any relevant prescribed ones clearly marked;	Yes
8. In the case of regulatory signs , including those for restricted parking zones, the signs correctly indicate the restriction(s)/ requirement(s)/ prohibitions which will apply at the sites where they are to be erected, and (unless they are to be enforced under decriminalised enforcement procedures) have the agreement of the police;	Yes
9. In the case of variable message signs or light signals , the appropriate equipment approval has been or will be issued by the Highways Agency, or the equipment to be used is ES compliant. Enquirers are recommended to discuss this with the Department and establish the requirements at any early stage.	N/A

SIGNED:.....

NAME (block caps)

Address:.....
.....
.....

Phone no:

Email :

Date:.....

DfT 1644 (06/11)

Appendix B

Drawing Nos. C151TFM02/001/01 & 02

Appendix C

Sign Detail

**CHESHIRE EAST BOROUGH COUNCIL
(OVER PEOVER AND JODRELL BANK RURAL ZONE)
(40 MPH SPEED LIMIT) ORDER 2016**

1. This Order shall come into force on 1 April 2016 and may be cited as the 'Cheshire East Borough Council (Over Peover and Jodrell Bank Rural Zone) (40 mph Speed Limit) Order 2016'.
2. No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on the lengths of roads specified in the Schedule to this Order.
3. Any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
4. Save where the contrary is indicated, any reference in this Order to:
 - (a) this Order or another order shall be construed as such a reference to this Order or, as the case may be, such other order, as the same may have been or may from time to time be amended, varied or supplemented;
 - (b) a statute shall be construed as reference to such statute as the same may have been, or may from time to time be amended or re-enacted.
5. Article 2 shall not apply to any vehicle falling within Article 6 when used in accordance with Article 7.
6. A vehicle falls within this Article 6 if it is a vehicle used for naval, military or air force purposes.
7. A vehicles is used within this Article 7 if it is being driven by a person for the time being subject to the orders of a member of the armed forces of the Crown on an occasion when-
 - (a) the person driving the vehicle is a member of the special forces; and
 - (b) the vehicle is being driven-
 - (i) in response, or for practice in responding, to a national security emergency by a person who has been trained in driving vehicles at high speeds; or
 - (ii) for the purpose of training a person in driving vehicles at high speeds.

SCHEDULE
(40mph Speed Limit)

Batemill Lane, Peover Heath

for its entire length.

Blackden Lane, Goostrey

for its entire length.

Bornish Lane, Blackden Heath

for its entire length.

Boundary Lane, Peover Heath

for its entire length.

Bridge Lane, Blackden Heath

for its entire length.

Chelford Lane, Over Peover

between its junction with Mill Lane and a point 198 metres northeast of its junction with Stocks Lane.

Cinder Lane, Peover Heath

for its entire length.

Clay Lane, Over Peover

For its entire length.

Common Farm Lane, Peover Heath

for its entire length.

Common Lane, Peover Heath

for its entire length.

Green Lane, Peover Heath

for its entire length.

Grotto Lane, Over Peover

for its entire length.

Mill Lane

for its entire length.

Moss Lane

for its entire length.

Peover Lane

for its entire length.

Pepper Street

for its entire length.

Percival Lane

for its entire length.

Sandhole Lane

for its entire length.

School Lane

for its entire length.

Snelson Lane

for its entire length.

Stocks Lane

From its junction with Clay Lane in a northwesterly direction for a distance of 157 metres.

Well Bank Lane

From its junction with Clay Lane in a southeasterly direction for a distance of 55.5 metres.

THE COMMON SEAL OF)

CHESHIRE EAST BOROUGH COUNCIL)

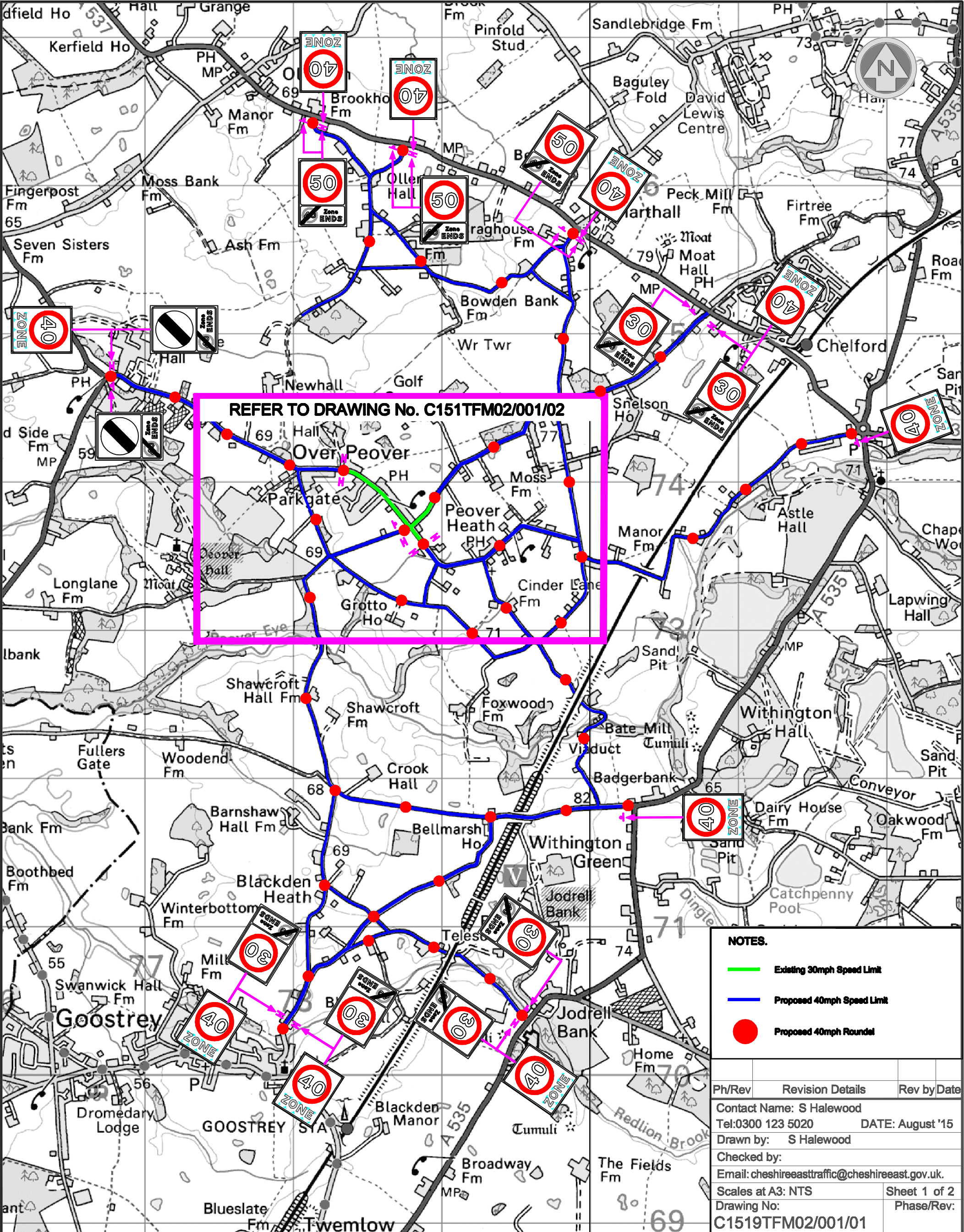
was hereunto affixed on the day of)

in the year two thousand and)

sixteen in the presence of)

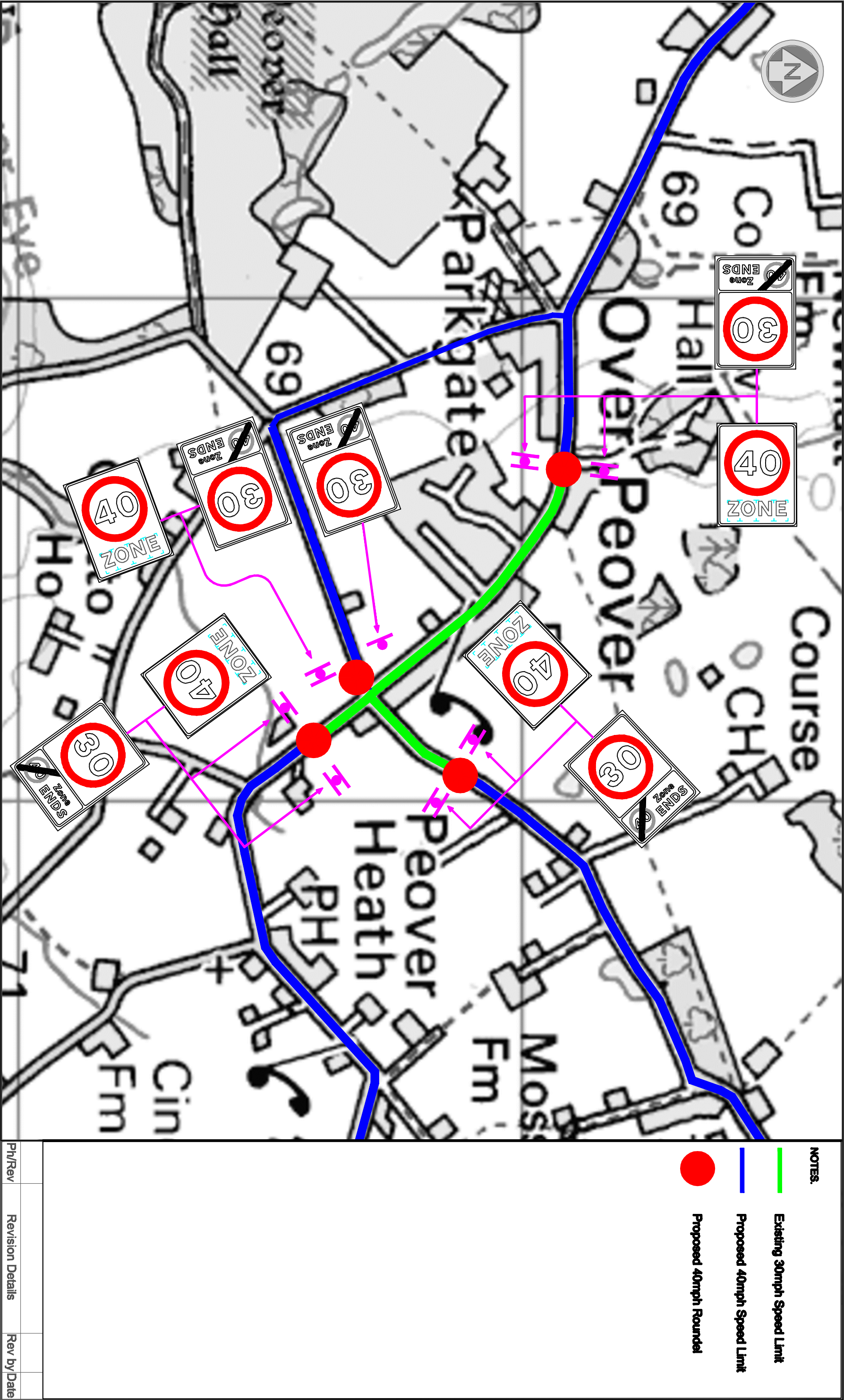
AUTHORISED SIGNATORY

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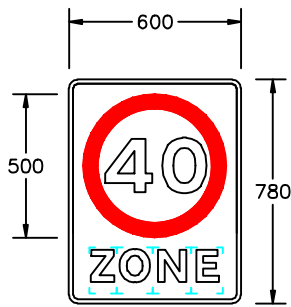


NOTES.		
<div><div></div>Existing 30mph Speed Limit</div>		
<div><div></div>Proposed 40mph Speed Limit</div>		
<div><div></div>Proposed 40mph Roundabout</div>		
Ph/Rev	Revision Details	Rev by Date
Contact Name: S Halewood		
Tel:0300 123 5020		DATE: August '15
Drawn by: S Halewood		
Checked by:		
Email: cheshireeasttraffic@cheshireeast.gov.uk.		
Scales at A3: NTS		Sheet 1 of 2
Drawing No:		Phase/Rev:
C1519TFM02/001/01		

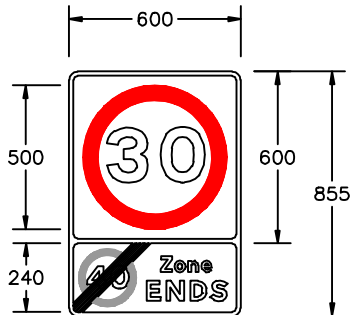
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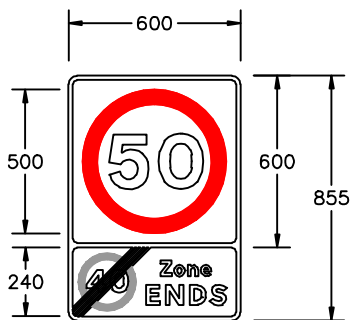
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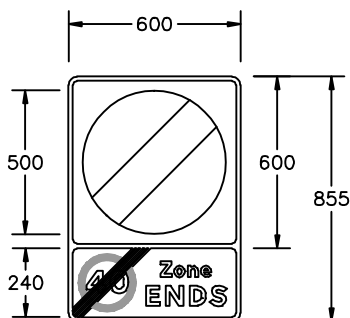
Scheme Ref.	40mph Rural
Sign Ref.	674V
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA 2
Note: Signs to be in accordance with BS EN 12899-1:2001 and/or BS EN 8408:2005 and/or BS 8442	
DIMENSIONS	
x-height	100.0
Width	600mm
Height	780mm
Area	0.47sq.m



Scheme Ref.	40mph Rural
Sign Ref.	675Va
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA 2
Note: Signs to be in accordance with BS EN 12899-1:2001 and/or BS EN 8408:2005 and/or BS 8442	
DIMENSIONS	
x-height	100.0
Width	600mm
Height	855mm
Area	0.51sq.m



Scheme Ref.	40mph Rural
Sign Ref.	675Vb
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA 2
Note: Signs to be in accordance with BS EN 12899-1:2001 and/or BS EN 8408:2005 and/or BS 8442	
DIMENSIONS	
x-height	100.0
Width	600mm
Height	855mm
Area	0.51sq.m



Scheme Ref.	40mph Rural
Sign Ref.	675Vc
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA 2
Note: Signs to be in accordance with BS EN 12899-1:2001 and/or BS EN 8408:2005 and/or BS 8442	
DIMENSIONS	
x-height	100.0
Width	600mm
Height	855mm
Area	0.51sq.m

THIS IS A COLOUR PLAN.



Project:
Over Peover/Jodrell Bank 40mph Rural Zone - Boundary Sign Details

This map is based upon Ordnance Survey materia with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CHESHIRE EAST COUNCIL LA100049045 2015

Contact Name: S. Halewood
Tel:0300 123 5020 **DATE: Aug '15**

Drawn by: S. Halewood

Checked by:

Email: cheshireeasttraffic@cheshireeast.gov.uk.

Scales at A4: NTS

Drawing No:

Sheet 1 of 1

Phase/Rev:

Cheshire East Council Highway - 6th Floor, Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

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