

## OFFICER DECISION RECORD (ODR1)

This form records an officer decision and is published in accordance with the Openness of Local Government Bodies Regulations 2014.

<b>Date of Decision</b>	<b>31 July 2025</b>		
<b>Decision Taker (including Job Title)</b>	<b>Tom Moody – Director of Transport &amp; Infrastructure</b>		
<b>Specific Delegation</b>	<p>Cheshire East Council's Constitution dated December 2024, Scheme of Officer Delegation as set out in Chapter 2, Part 5. By a delegation from the Executive Director of Place, taking effect on 13 October 2023, powers were delegated to the Director of Infrastructure and Highways (this post has now been renamed director of Transport &amp; Infrastructure). Under a LSoD, taking effect on 16 November 2022, the Director of Infrastructure and Highways delegated power in relation to: -</p> <ul style="list-style-type: none"> <li>• Contract Operations</li> <li>• Contract Asset Management</li> <li>• Flood Risk Management</li> </ul> <p>to the Head of Highways.</p>		
<b>Type of Decision to be taken (tick as appropriate)</b>	<b>Granting a permission or licence</b>	<input type="checkbox"/>	
	<b>Affecting the rights of an individual</b>	<input checked="" type="checkbox"/>	
	<b>Awarding a contract or incurring expenditure which, materially affects the Council's financial position</b>	<input type="checkbox"/>	
<b>Brief Description of Decision</b>	<p>The decision is to approve the statutory consultation concerning the introduction of:</p> <ul style="list-style-type: none"> <li>- A 'No Waiting At Any Time' on Manchester Road, Wilmslow / Wilmslow Road, Handforth, and</li> <li>- The revocation of the existing 40mph speed limit on Manchester Road, Bluebell Way, Copperfields, and Osprey Drive.</li> </ul> <p>This is shown on plan C084-CEH-HGN-ZZ-DR-D-900001 – which is the Consultation Plan.</p> <p>If no objections are received the decision will enable Orders to be signed and sealed thus introducing the 'No Waiting At Any Time' and revocation of the 40mph speed limit as described above.</p>		
<b>Reasons for the Decision and</b>	<p>As part of a safety improvement to walking and cycling, Active Travel England have agreed to fund improvements along Manchester Road in Wilmslow between the junctions of Station Road and Stanneylands Road. The improvements</p>		

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<p><b>alternatives considered</b></p>	<p>will provide segregated cycle lanes, new tactiles to footpaths, surface improvement and new crossings facilities.</p> <p>The proposed introduction of waiting restrictions on Manchester Road / Wilmslow Road will prevent obstruction of the mandatory cycle lanes. This is to prevent vehicles from parking in the mandatory cycle lanes which will maintain access at all times for cyclists. The proposed revoking of the 40mph speed limit will mean the speed limit will reduce to 30mph by virtue of the road being street lit (Restricted Road status). This will increase safety for cyclists using the cycle lanes and for pedestrians when crossing the road. The speed reduction is also required to meet LTN 1/20 requirements for the introduction of light segregated cycling lanes to improve safety.</p> <p><u>DETAILS OF ALTERNATIVE OPTIONS CONSIDERED:</u></p> <ol style="list-style-type: none"> <li>1. Don't proceed with the scheme, therefore none of the benefits are provided; or</li> <li>2. Proceed with different proposals that put in different infrastructure, speed requirements and / or waiting restrictions – which would be less ambitious and might impact on future ATE funding.</li> </ol> <p>To support the waiting restrictions and the speed limit change there will be additional road markings but reduced requirements for signage, which can be removed.</p> <p>This scheme will incur capital costs as follows:</p> <ul style="list-style-type: none"> <li>• Construction / installation: £15000</li> <li>• Making of Orders: £3000</li> </ul> <p>This cost will be funded from the Active Travel budget.</p> <p>The construction scheme will change annual revenue costs as follows:</p> <ul style="list-style-type: none"> <li>• Additional maintenance and liability: £800 per year (road markings refreshed every 10 years at £8000)</li> <li>• Removal of the 40mph repeaters and terminal signs will result in maintenance savings: £358 per year (£5,367.30 over a 15-year period)</li> </ul> <p>This variation in cost is unfunded. Requirements for maintenance will therefore be funded by reductions in maintenance spend, prioritized within the existing highway maintenance budget according to the council's Highway Safety Inspections Code of Practice.</p>
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	<p>The costs above are the costs relevant to this decision only. There are broader financial implications for proceeding with the scheme as a whole.</p>
<b>Member consultation and interests declared</b>	<p>Cheshire Police have been sent the proposal for discussion. Robin Johnson – Traffic Management Officer, responded back on behalf of the chief of police supporting the new proposal changes.</p> <p>Handforth Parish Council unanimously support both proposals to introduce the no waiting at any time and the speed restriction.</p> <p>Cllr Smith stated:          “As the cycle lane will be mandatory, I do not see any requirement to reduce the existing 40mph limit as cyclists will be protected by the planned division. I am still concerned that double yellow lines will be surplus to requirements and a waste of money. The cycle lane, as a mandatory cycle lane will allow parking enforcement to be applied in the same way as parking on double yellow lines, wouldn’t it? Additionally, I would hope that drivers would not risk damage to vehicles by crossing the ‘wands/armadillos.’”</p> <p>Cllr Hilliard stated:          “The 'no waiting at any time' is the double yellow markings, which we talked about a while ago. I'd like if we could add loading restrictions, as I can see the car transporters causing mayhem if they aren't careful.”</p> <p>Emma Thompson (Steers) Parking team stated:          I approve. The proposed restrictions are welcomed from an enforcement point of view, as this would enhance pedestrian and cyclist safety whilst also improving our ability to carry out enforcement. I hope that when finalised the entire area will see line refreshment too.</p>
<b>Significant Decision</b>	<b>NO</b>
<b>Legal Implications</b>	<p>I am satisfied that the recommended option is supportable based on the information provided.</p> <p>I note that the decision maker has the relevant authority to sign this officer decision record.</p> <p>Bethany Hill          17.07.2025</p>

<b>Financial Implications</b>	<p>I can confirm that there is sufficient approved capital budget available to fund this scheme within CAP-10440 Active Travel (Manchester Road, Wilmslow)</p> <p>The budget holder will need to manage the overall commitments to this scheme against the approved budget available. Helen Donald, Principal Accountant, Capital. 16.06.25</p>
<b>Confidential/Exempt Information</b>	N/A
<b>Background Papers</b>	<p>Documents: C084-CEH-HGN-ZZ-DR-D-900001 - Consultation Plan</p> <p>NoP NWAAT – Manchester Road NoM NWAAT – Manchester Road SoR NWAAT – Manchester Road NWAAT - Draft Order</p> <p>NoP Speed Limit – Manchester Road NoM Speed Limit – Manchester Road SoR Speed Limit – Manchester Road Speed Limit - Draft Order</p>

Signed 

**Tom Moody, Director of Transport & Infrastructure**

**Dated 31 July 2025**