

## **Highways and Transport Committee**

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<b>Date of Meeting:</b>	22 <sup>nd</sup> September 2022
<b>Report Title:</b>	Speed Management Strategy, Vehicle Restraint System Strategy and Skid Resistance Strategy
<b>Report of:</b>	Tom Moody, Director of Highways and Infrastructure
<b>Report Reference No:</b>	HT/43/22-23
<b>Ward(s) Affected:</b>	All

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### **1. Purpose of Report**

- 1.1. The Purpose of this report is to bring forward the following documents for adoption into formal Council Practice:
- The Cheshire East Speed Management Strategy (SMS) (Appendix 1)
  - The Cheshire East Vehicle Restraint System Strategy (VRS) (Appendix 2)
  - The Cheshire East Skid Resistance Strategy (SRS)(Appendix 3)
- 1.2. The implementation of these strategies will enable the further implementation 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 presented in this report are intended to contribute to the Council's core policy outcomes by:
- Open** – updating and clarifying the policies and procedure that the highways service will employ when deciding on road safety measures, including the role that other agencies, including Town and Parish Councils, can play in these decisions.

**Fair** – taking full account of the needs of all road users and the wider community when deciding how our roads are used, including the priorities afforded to different road-users such as pedestrians and cyclists.

**Green** – ensuring that our approach to road safety and speed management contribute fully to the wider ambition to promote sustainable and active travel. The updated strategies will help to ensure that use of our highways empowers residents to make travel choices, thereby improving Health and Well-being whilst reducing transport-related carbon emissions.

- 2.2. The three strategies brought forwards for approval in this report will help the Council improve the way it manages and maintains the local highway network.

### **Speed Management Strategy (SMS)**

- 2.3. The Cheshire East Speed Management Strategy sets out a clear and consistent approach which the Council needs to take to managing speed on the highway network.
- 2.4. The Strategy introduces an approach to speed management focused on Education, Enforcement and Engineering (3 E's). The document sets out a hierarchy of tools that the Council has available to manage speed on the highway network and also gives a framework as to how and when they will be applied. This will be the basis on which the Council will respond to the many requests in relation to speed management and speed limit compliance that are received each year. The strategy recognises that there may be occasions and circumstances where education and enforcement steps are bypassed in order to support and facilitate wider Council schemes and goals.
- 2.5. The strategy seeks to encourage and enable the Council's wider active travel goals which strive for a greener and healthier way of travelling
- 2.6. This strategy builds on the previous version published in 2016 and takes account of changing national and local aspirations of providing a safer road environment and encouraging an increased active travel approach. The updated strategy seeks to build on a further 3 E's of Encourage, Empower and Enable through collaborative working arrangements with key strategic partners, including ward members, town & parish councils, Cheshire Police and Cheshire Fire and Rescue Service. We will work closely with communities to deliver and enable speed management measures such as Speed Indication Devices (SIDs)etc.
- 2.7. Under the 2016 strategy, sites were mainly prioritised for speed management measure based on collision history. The new strategy proposes that sites with a collision history are funded through the road

safety programme, with a new proactive approach using a prioritisation matrix to identify locations for speed management measures.

The approaches set out in the proposed strategy will:

**Empower** – local communities, particularly Town and Parish Councils, to participate in the review, delivery and monitoring of local speed management measures, in accordance with a clearer framework for decision-making and investment.

**Encourage** – residents to place greater reliance on sustainable and active travel choices, where local roads are managed in ways that make walking and cycling more attractive by reducing the risks of conflicts with vehicles travelling at inappropriate speeds.

**Enable** – the Council and its partner organisations to prioritise investment in road safety measures by being informed by robust evidence and a clearer framework for decision-making. In turn, this approach will strengthen our case for continued and increased investment in road safety measures.

### **Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy**

- 2.8. Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy covers the provision, maintenance and inspection of Vehicle Restraint Systems (VRS). VRS are a type of fence or crash barrier that prevent vehicles leaving the carriageway and striking objects, terrain or other vehicles. They are commonly found on bridges, embankments and central reserves on dual carriageways. VRS are a core part of the provision of safety on the highway network.
- 2.9. The Strategy sets out how the Council will manage the placement and maintenance of VRS on the highway network.

### **Skid Resistance Strategy (SRS)**

- 2.10. The Skid Resistance Strategy sets out how the Council will address lengths of carriageway in the Borough that exhibit sub-standard skid resistance characteristics. Adequate levels of highway surface skid resistance are an important element of highway safety.

## **3. Recommendations**

- 3.1. That the Highways and Transport Committee resolve that the Cheshire East Speed Management Strategy is adopted as policy and subsequently implemented operationally.

- 3.2. That the Highways and Transport Committee resolve that the Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy is adopted as policy and subsequently implemented operationally.
- 3.3. That the Highways and Transport Committee resolve that the Cheshire East Skid Resistance Strategy is adopted as policy and subsequently implemented operationally.
- 3.4. Authority is delegated to the Director of Highways and Infrastructure to make technical amendments to the Cheshire East Speed Management Strategy, the Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy and the Cheshire East Skid Resistance Strategy as required and to update the Highways and Transport Committee on any significant changes at a future meeting.
- 3.5. Authority is delegated to the Director of Highways and Infrastructure to amend/further develop the scheme prioritisation process for the Speed Management Strategy as required and to consider the need for changes to future investment programmes to reflect this process. Any proposed changes to investment programmes are to be reported to Committee as part of the annual investment programme cycle.
- 3.6. To approve the use of Speed Indication Devices (SIDs) on the highway network in accordance with the approach as set out in the Speed Management Strategy.

#### **4. Reasons for Recommendations**

- 4.1. The adoption of this strategy aligns with the Cheshire East Corporate Plan 2021-2025 aim of being 'A thriving and sustainable place' under the priority 'A transport network that is safe and promotes active travel'.
- 4.2. Adoption of the strategy will improve outcomes provided by the highways service by:
  - 4.2.1. Enabling a uniform approach to speed management across the Borough.
  - 4.2.2. Addressing the Council's statutory obligations under the Highways Act 1980.
  - 4.2.3. Aligning with industry best practice highlighted in the guidance document on Well Managed Highway Infrastructure.
  - 4.2.4. Facilitating the implementation of road safety, environmental and network management measures across the Borough.

## **5. Other Options Considered**

- 5.1. The Council could choose not to adopt the three strategies however, this would;
  - 5.1.1. Hinder the implementation of a uniform approach across the Borough and would lead to a less efficient use of budgets in managing such issues.
  - 5.1.2. increase the risk of litigation against the Council and place public safety at greater risk.
  - 5.1.3. increase the risk of the Council not fulfilling its statutory duties under the Highways Act 1980

## **6. Background and Strategy Overview**

### **Speed Management Strategy (SMS)**

- 6.1. In 2016 the Council released the last version of the SMS, since then a number of themes have emerged which necessitate the update of the SMS. This includes the development of Cheshire East's Local Transport Plan in 2019, placing much greater emphasis on considering the needs of vulnerable road users and encouraging active travel measures.
- 6.2. The 2022 SMS sets a clear approach to the management of speed on the Cheshire East highway network through the implementation of Education, Enforcement and finally Engineering measures. This approach is known as the '3 Es' approach.

#### Education

- 6.3. The first step in managing speed on the highway network is to educate road users around the safe use of the highway network.
- 6.4. This education is delivered in conjunction with partner organisations such as Cheshire Police and the Cheshire Road Safety Group (CRSG). The SMS seeks greater co-operation with local town and parish councils through the placement of speed indication devices on the highway to inform drivers of their speed.
- 6.5. The SMS outlines the role of the Cheshire Fire and Rescue service in delivering a range of educational programmes and targeted publicity campaigns for road users on behalf of the Council.

#### Speed Indication Devices as Educational Tools

- 6.6. A Speed Indication Device (SID) is an electronic device, which can be securely fixed to a non-moveable structure, which is used to encourage drivers to keep within the speed limit.

- 6.7. The SMS gives advice on using SIDs as a speed management tool to educate motorists.
- 6.8. The Council is aware that there are already a number of historic SIDs on the network in Cheshire East installed by Town and Parish Councils. Under the SMS there are no proposals for the Council to install such devices. However, the Council will work with Towns and Parish Councils to formalise and facilitate their use.
- 6.9. Extensive feedback around the use of SIDs and demand to use them was provided as part of the SMS consultation exercise. Further details of this can be found in Section 7 of this report.
- 6.10. As a result of the consultation and to help inform the way forwards, published research on SIDs was reviewed alongside data collated from SIDs operating already in the Borough.
- 6.11. This study considered the effectiveness of SIDs as long term measure and concluded that the optimum amount of time a SID should be in place was very much location dependent. In some locations SIDs became less effective with time, whilst in other locations their effectiveness remained constant.

#### Enforcement

- 6.12. The Council, as highway authority, and by extension the Cheshire Road Safety Group, have functions and roles that support the Police enforcement of speed and red-light infringements.
- 6.13. The enforcement authority for speed limits within the Borough is Cheshire Police and they are responsible for all speed enforcement.
- 6.14. The Council will work with Cheshire Police to help deliver the aims of the strategy.

#### Engineering Measures

- 6.15. The Strategy provides information on the measures which can be used to support speed limits including traffic calming measures, camera technology and the role of education, training, publicity and enforcement and in doing so helps set out what might need to be considered to support speed limit compliance. Experience gained in Cheshire East where the wrong limits are applied they are generally ignored. This means that safety is compromised by drivers failing to comply as walkers and cyclists may be given a false sense of security. Therefore, it is important that a considered approach is followed using design to encourage self-compliance where possible. This is also the key principle in national guidance (DfT Circular 01/13 Setting Local Speed Limits).

- 6.16. The Department for Transport (DfT) Circular 01/2013 “Setting Local Speed Limits” provides guidance to local highway authorities on setting speed limits, the Cheshire East Strategy sets out a framework of requirements for different limits and a process for implementing them to ensure that a consistent approach to setting speed limits in line with national guidance is followed across the Borough.
- 6.17. Following the introduction of WMHI, the Council has adopted a Network Hierarchy to help identify the function of various parts of the network, this is considered as part of the Strategy to setting speed limits as identifying the function of a road is important when setting speed limits.
- 6.18. The Strategy gives guidance around both advisory and enforceable 20mph limits. With details given around areas where such speed limits may be suitable.
- 6.19. The Strategy also sets out that on proposed housing development sites, where appropriate, the council will mandate, at application stage, that a 20mph limit be applied to the minor residential access roads and residential access ways / shared surface roads.
- 6.20. The Speed Management Strategy allows consideration of the application of the appropriate speed limits in the below situations:
- Addressing Air Quality Management Areas (AQMAs) in line with the Council’s Air Quality Action Plan 2018-23 (AQAP)
  - On roads that cross between different Highway Authority boundaries where policies and practices may differ.
  - Where a buffer or shoulder zone speed limit between 2 different speed limits is necessary or desirable.
  - Accommodation of planned developments.

### **Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy**

- 6.21. Cheshire East Borough Council currently maintains approximately 56 km of vehicle restraint systems which are distributed across a wide range of locations on our highway network with varying road speeds and traffic flows.
- 6.22. The purpose of providing a vehicle restraint system is to prevent vehicles from leaving or crossing the carriageway, reduce the severity of impact with roadside hazards such as large signs, lamp columns or where there is a large difference in level and to protect roadside equipment from damage. The Council are required to maintain vehicle restraint systems in an effective condition and to replace where necessary.

- 6.23. Overarching guidance on VRS is provided in the code of practice WMHI which was released in 2016 by the UK Roads Liaison Group (UKRLG) with the aim of moving UK highway authorities to a risk based approach to maintaining the highway.
- 6.24. National guidance on the installation and maintenance of VRS is provided by;
- CD377 of the Design Manual for Roads and Bridges (DMRB)
  - UKRLG's Provision of Road Restraint Systems on Local Highway Authority Roads, released in 2011.
- 6.25. The above mentioned documents largely cover the installation of vehicle restraint systems and as such the strategy is intended to provide guidance on the standards to be used for the provision and maintenance of vehicle restraint systems on the council's road network, using a risk analysis approach to the assessment process in order to prioritise issues within the available budgets.

### **Skid Resistance Strategy**

- 6.26. The term skid resistance refers to the frictional properties of a surface in wet and damp conditions. A highway surface can have substantially lower resistance to skidding in wet and damp conditions than dry and therefore it is important for a highway to exhibit suitable skid resistance properties. The skid resistance of a surface will depend upon the type of stone used in the road surface material along with the level of traffic the surface experiences.
- 6.27. The industry guidance document WMHI includes guidance for highway authorities on skidding resistance surveys. It encourages authorities to form a strategy for managing skid resistance on the highway network and thus the Cheshire East Skid Resistance Strategy has been developed.
- 6.28. This is further informed at a granular level by document CS 228 (Skidding Resistance) of the Design Manual for Roads and Bridges, as published by National Highways.
- 6.29. In line with WMHI and CS 228, the Cheshire East Skid Resistance Strategy adopts a risk-based approach to the treatment of sites which are identified to be deficient in skid resistance.
- 6.30. The Cheshire East Skid Resistance Strategy recommends the acceptable levels of carriageway skid resistance in relation to the road environment (ie bends, roundabouts etc). Where lengths of carriageway are identified which are below the defined investigatory levels, further assessment is carried out

using the risk-based approach described in the Skid Resistance Strategy to determine if treatment is required.

- 6.31. This strategy doesn't routinely apply to the entire Cheshire East Council highway network as the structured survey programme will only apply to the Council's Resilient, Strategic and Main Distributor networks which are classified as A Roads as defined in the Network Hierarchy (Appendix 4). This is based on a risk management approach.
- 6.32. Where suspected skid resistance issues are identified by the Road Safety Team which are outside of the above networks, the process set out in the Skid Resistance Strategy will be used to investigate and if necessary address the issue.

## **7. Consultation and Engagement**

### **Speed Management Strategy**

- 7.1. On 16<sup>th</sup> November 2021 the Highways and Transport Committee resolved to consult on the draft Speed Management Strategy.
- 7.2. The consultation was carried out for 8 weeks between 1<sup>st</sup> December 2021 and 31<sup>st</sup> January 2022.
- 7.3. A total of 916 consultation responses were received. This volume of responses emphasises the strength of feeling towards the topic of speed management in Cheshire East.
- 7.4. As part of the consultation, meetings were held with Cheshire Association of Local Councils.

### Questionnaire Feedback

- 7.5. Just over half of respondents agreed that the draft strategy will enable the Council to provide a safe highway network across Cheshire East (58% agree, 27% disagree), Is clear (54% agree, 28% disagree) and should be adopted (53% agree, 32% disagree).
- 7.6. Between 70% and 73% of respondents agree with each of the 3 sections of the 3 E's – Education, Enforcement, and Engineering (between 17% and 19% disagree).
- 7.7. Just less than half of respondents agreed the updated strategy supports walking and cycling (48% agree, 34% disagree) and caters for all highways users (45% agree, 38% disagree).

- 7.8. Large majorities of respondents agreed that speed management criteria should be applied consistently across the Borough (82% agree, 12% disagree) and sites requiring speed management measures should be prioritised based on evidence (78% agree, 1% disagree).
- 7.9. Just over half of respondents agreed with the sections in the strategy on 20 mph areas (56% agree, 36% disagree) and 40 mph areas (55% agree, 25% disagree).
- 7.10. A copy of the Consultation results summary can be found in Appendix 5.
- Amendments to the SMS Following the Consultation
- 7.11. Comments were received that the document was too long and bureaucratic and as a result of this the final draft has been reduced in length and the terminology has been reviewed.
- 7.12. Comments were received that the Council needs to take into account the views of local residents, Town/Parish Councils and Councillors when considering which sites require speed management measures. As a result of this we have given local concerns a higher value in the prioritisation matrix and also facilitated the use of SIDs on the network.
- 7.13. The consultation also provoked comments that the Council must not wait for accidents to happen before making changes. In response, the Council is proposing to fund collision sites through the road safety programme with a separate programme identified through the prioritisation matrix in the SMS for locations where there are no collisions.
- 7.14. Following comments that the language of the document was somewhat negative and blocking, the document has been reviewed to give a more positive approach and feel.
- 7.15. As a result of wider officer consultation, the roles of Cheshire East Council and other partner organisations have been clarified in the document.
- 7.16. There was significant levels feedback around the introduction of 20mph limits. The speed management strategy has always allowed for 20mph limits. As a result of the consultation the following wording has been added to the SMS 'On proposed housing development sites, where appropriate, the council will mandate, at application stage, that a 20mph limit be applied to the minor residential access roads and residential access way / shared surface roads.'

## Cheshire Police

- 7.17. As an enforcement authority, the Speed Management Strategy has been consulted on with Cheshire Police and they have confirmed that they fully support the strategy and the measures within it.

### **Vehicle Restraint System and Skid Resistance Strategies**

- 7.18. Due to the highly technical nature of these documents no public engagement has been undertaken, however internal consultation has been undertaken with officers across a variety of highways professionals and the documents have been developed to reflect industry best practice

## **8. Implications**

### **8.1. Legal**

#### Speed Management Strategy

- 8.1.1. Speed limits are determined by traffic authorities having regard to guidance issued by the Department for Transport (DfT) and as such the Council is responsible for setting speed limits on local roads within the Borough.
- 8.1.2. In order to set a speed limit the Council must follow the established Traffic Regulation Order process.
- 8.1.3. The placement of traffic signs on the highway is governed by legislation. This can be found in the Traffic Signs Regulations and General Directions 2016. As such all signage placed upon the highway must comply with these regulations unless specific dispensation has been given by the DfT.
- 8.1.4. In a letter to Highway Authorities in 2019, the DfT outlined the below:  
  
‘I would also like to remind you that as a traffic authority you are responsible for ensuring that traffic signs you erect on your road network comply with legislation. The use of non-prescribed signs on public highways without authorisation might be deemed unlawful, with authorities using them acting beyond their powers. The erection of an unauthorised sign in the highway is an obstruction and the possible consequences of erecting or permitting the erection of obstructions can be severe.’
- 8.1.5. Prior to the above, the DfT had previously advised that SIDs are not prescribed signs and they would not authorise their use and therefore it should be noted that if the DfT issue further guidance regarding SIDs then the devices on the network may have to be removed.

- 8.1.6. Legislation regarding the placement of SIDs on the highway network is somewhat limited the Council proposes to permit the placement of SIDs on the highway network through issuing Section 171 Licences under the Highways Act 1980. These licences will only be issued for SIDS at locations that the Council consider to be appropriate.
- 8.1.7. This licensing process will also include the existing SIDs on the network however this is for the purpose of formalising their existence in a consistent way and ensuring that the Council has a full inventory of all such third party equipment installed across its highway network. It is not considered that any pre-existing SIDs will need to be removed as a result of this licensing process.

#### Skid Resistance Strategy

- 8.1.8. The implementation of this strategy, whilst not a legal requirement, will help the Council to fulfil its obligations under Section 41 of the Highways Act 1980.

#### Vehicle Restraint System Strategy

- 8.1.9. The implementation of this strategy, whilst not a legal requirement, will help the Council to fulfil its obligations under Section 41 of the Highways Act 1980.

## 8.2. **Finance**

#### Speed Management Strategy

- 8.2.1. A one off cost of up to £10k will be needed to collate information on the existing SIDs and infrastructure on the highway and set up the process for licencing and managing SIDs on the network. This also includes the cost of licensing pre-existing SIDs installations fees for which will be waived. The funding from this will have to be provided from within existing Highway revenue budgets.
- 8.2.2. The costs associated with the purchase, installation, licencing and maintenance of SIDs on the network will be cost zero to the Council as they will remain with the Town and Parish Councils. The fees and charges on the Councils website will be updated to reflect this approach.
- 8.2.3. The implementation of the Speed Management Strategy will place a financial pressure upon existing capital and revenue highway budgets. It is not possible to accurately determine the value of this as it is dependant on a number of factors which are yet to be investigated and external demands on the Service. As such in future years the funding of speed management measures will have to be prioritised against other competing highway demands and managed within the existing highway budgets.

- 8.2.4. There is a clear opportunity for the Council working in partnership with third parties like Town and Parish Councils to jointly fund and deliver speed management schemes in line with the policy.

Vehicle Restraint Systems: Installation, Inspection and Maintenance Strategy

- 8.2.5. Annual surveys are already funded through the highways capital budget. It is anticipated that to treat vehicle restraint sites identified as high priority, through the prioritisation process of the new strategy will cost the council approximately £250,000 - £350,000 of capital per annum. This will need to be managed through the existing highway maintenance capital budget.

Skid Resistance Strategy

- 8.2.6. Annual surveys are already funded through the highways capital budget. Through the new risk based prioritisation process described in the Strategy sites identified as a high priority will require funding to treat them. Treatment solutions would typically be treatments associated with the Level 2 and Level 3 Programmes
- 8.2.7. It is anticipated that in order to treat the skid resistance sites identified as high risk through the annual prioritisation process, approximately £150,000 – £300,000 per annum will be required. This will be prioritised ahead of traditional Level 2 and Level 3 schemes meaning there will be reduction in the traditional Level 2 and Level 3 programmes if there is no growth in overall highways budget.
- 8.2.8. It should be noted that the strategy aims to treat sites categorised as high risk in the current or next network maintenance works programme and medium risk sites within 2 years of completion of the site investigation.

**8.3. Policy**

Speed Management Strategy

- 8.3.1. The strategy sets out the conditions and features for all speed limits alongside the tools available to the council to manage vehicle speed.
- 8.3.2. However, the approach to mandatory 20mph speed limits on all new housing development on minor residential access roads and residential access way / shared surface roads, which are designed as 20mph roads, will need to be a policy that is applied by the planning authority.
- 8.3.3. It is important to note that for a legal speed limit order to be brought into place there is a statutory duty to consult on the proposal which may then influence whether the speed limit order can be made. This could result in such a planning condition not being discharged.

- 8.3.4. The Council has chosen not to adopt a blanket policy on introducing 20 mph speed limits. Instead they will be considered where they are appropriate, proportionate and affordable.
- 8.3.5. As per recommendation contained at paragraph 3.5 it should be noted that the current prioritisation process for implementation of 20mph zones is under development and will include appropriate weighted categories to ensure an equitable approach to all applications, considered in line with the budgets available to deliver such initiatives.
- 8.3.6. Further to the same the implementation of 20mph zones is a lengthy process due to the need for public consultation on the proposals, a requirement for Traffic Regulation Order process(es), procurement and the physical implementation on site. The likely timescale for implementation of a single 20mph zone is circa 18 months from the point that an application is received, subject to the outcome of the prioritisation process.

#### Vehicle Restraint Systems and Skid Resistance Strategies

- 8.3.7. Local highway authority policies and practices are guided by the national code of practice WMHI which was published in 2016 by the UK Roads Liaison Group.
- 8.3.8. WMHI states that 'Authorities should publish their Skid Resistance Strategy as part of their Asset Management Framework. WMHI also offers basic guidance on the maintenance of VRS.
- 8.3.9. Both of these strategies will form an integral part of the Council's asset management framework.

#### **8.4. Equality**

##### Speed Management Strategy

- 8.4.1. An Equality Impact Assessment has been completed for this strategy and can be found in Appendix 6
- 8.4.2. Where lower speed limits are to be considered, particularly 20mph, this will benefit vulnerable road users with protected characteristics such as children, the elderly and those with disabilities, both visible and non-visible.

##### Vehicle Restraint Systems and Skid Resistance Strategies

- 8.4.3. There are no Equality implications of either of these strategies.

## 8.5. **Human Resources**

- 8.5.1. Existing Council staff resources alongside those within Cheshire East Highways will be used to manage the implementation and delivery of the three strategies

## 8.6. **Risk Management**

- 8.6.1. The implementation of these strategies will help to reduce the risk of accidents across the Council's highways network.
- 8.6.2. The implementation of these strategies will assist in the Council fulfil its duties under Section 41 of the Highways Act 1980 and will reduce the risk of litigation against the Council

## 8.7. **Rural Communities**

- 8.7.1. There are no specific rural community impacts arising from the strategies reported in this paper.
- 8.7.2. Committee should note that the strategies related to the whole of the local roads network in Cheshire East, recognising the differences between urban and rural roads.

## 8.8. **Children and Young People/Cared for Children**

- 8.8.1. There are no specific Children and Young People/Cared for Children impacts associated with the implementation of these strategies. Committee should note that children and young people are a recognised group of vulnerable road users. As such, this group is expected to benefit from improved road safety measures in Cheshire East.

## 8.9. **Public Health**

- 8.9.1. There are no specific Public Health impacts associated with the implementation of these strategies. Improved speed management can positively contribute to public health improvement by reducing the number of road accident casualties, reducing the impact of noise, air pollution and severance arising from traffic.

## 8.10. **Climate Change**

- 8.10.1. There are no specific Climate Change impacts associated with the implementation of these strategies. Improved speed management can

encourage greater levels of active travel, as an alternative to motorised travel, thereby contributing to the Council's objectives for reducing transport-related carbon emissions.

<b>Access to Information</b>	
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Appendices:	The Cheshire East Speed Management Strategy (SMS) (Appendix 1)  The Cheshire East Vehicle Restraint System Strategy (VRS) (Appendix 2)  The Cheshire East Skid Resistance Strategy (SRS)(Appendix 3)  The Cheshire East Network Hierarchy(Appendix 4)  Consultation Summary (Appendix 5)  Equality Impact Assessment (Appendix 6)
Background Papers:	None