

EXECUTIVE CABINET MEMBER FOR HIGHWAYS AND TRANSPORT

A record of decisions made by the Executive Cabinet Member
with responsibility for Highways and Transport:-

MONDAY, 20th SEPTEMBER, 2021

Following consideration of the matters detailed below in the
presence of:-

Councillor Haslam	Executive Cabinet Member for Highways and Transport
Councillor Ayub	Major Opposition Spokesperson
Councillor Flitcroft	Minor Opposition Spokesperson
Councillor Hayes	Minor Opposition Spokesperson
Councillor Grant	Minor Opposition Spokesperson
Councillor Fletcher	Minor Opposition Spokesperson

Officers

Mr. J. Dyson	Director of Place (Services)
Mr G. Langley	Principal Engineer (Network Planning and Safety)
Mr S. Walsh	Senior Engineering Manager
Ms. J. Pollard	Head of Finance (Chief Executive's)
Ms S. Orrell	Senior Lawyer
Mrs. S. Bailey	Principal Democratic Services Officer

6. MONITORING OF EXECUTIVE CABINET MEMBER DECISIONS

The Borough Solicitor submitted a report which provided an update on decisions taken at previous meetings of the Executive Cabinet Member.

The Executive Cabinet Member NOTED the report.

7. DIRECTORATE OF PLACE – FINANCE REPORT 2021/22 – QUARTER ONE

The Deputy Chief Executive and Director of Place (Development) submitted a report which provided details in relation to the financial position as at Quarter One in respect of the Directorate of Place and sought approval for £364k savings.

Revenue expenditure as at Quarter One showed a projected overspend against budget of £462k, after planned reserve movements.

There were two significant variances as described in the report.

Capital expenditure as at Quarter One was £6.091m against a revised Quarter One budget of £86.298m.

The Directorate of Place had fully used all general reserves in year and held a projected balance of £3.349m earmarked reserves.

The budgeted efficiency savings for 2021/23 for the Directorate of Place were £6.161m.

This report sought approval for £364k of savings, which would contribute to the overall Directorate savings target, full details of which were provided.

Specific areas of financial risk identified for the year related to:

- loss of income due to the economic downturn;
- energy price increases for street lighting;

GG3

- increased building repair costs related to work identified through property condition surveys; and
- the financial impact of Covid19.

The Executive Cabinet Member NOTED -

(i) The Quarter One financial position of the Directorate of Place and the key findings in the report now submitted; and APPROVED -

(ii) The revisions made to the Capital Programme which fall under the Highways and Transport portfolio;

(iii) The authorisation of the Director of Place (Development) to call off under any available framework(s) to enable the Capital Programme to progress; and

(iv) The savings contained within the report now submitted.

8. WINTER GRITTING HIGHWAY NETWORK – RISK BASED MATRIX

The Director of Place (Services) submitted a report which sought approval for proposals to implement a new risk-based highway network winter gritting matrix for future delivery.

The report outlined the current arrangements for winter gritting of the Borough's highways and provided details of the recent review and risk assessment of the entire highway network within the Borough that had taken place in response to the issue of national guidance and best practice in 2020.

The findings of the review had been presented to the Environment Policy Development Group at its meetings on 8th October, 2020 and 7th July, 2021 for their consideration and comment.

In this regard, the report put forward proposals to adopt a new delivery framework with the highway network being placed into different risk categories based on the general maintenance hierarchy and other factors which may be pertinent during the winter season. The adoption of highway risk categories would provide the Council with a guiding framework for treatment of

GG4

the network based on risk appetite, financial and resource constraints.

Given the council's current financial and resource challenges, and the desire to be consistent with neighbouring authorities, five risk categories of highway which should be treated were proposed, full details of which were provided in Table 1 of the report, as follows:

Level 1 – resilient network

Level 2 - resilient Network and Classified Network

Level 3 - above plus bus routes and critical infrastructure on steep roads (>10%)

Level 4 - above plus minor steep roads serving numerous properties. (>10%)

Level 5 - above plus remaining bus routes and access to critical infrastructure

Table 2 of the report highlighted a hierarchy of treatment options if the need arose to implement the Framework.

None of the options included treatment of facilities for walking and cycling other than salting within the Town Centres. Should walking and cycling routes need to be considered in the future, additional resources would be required.

With regard to self-help, the report advised that there were currently 533 salt bins located in the Borough. To ensure a more risk-based approach was adopted, it was proposed to develop a risk-based scoring matrix to ensure a consistent installation of salt bins. Risk categories for salt bin installation would be developed to facilitate any changes to future network treatment regimes. The risk-based scoring matrix and categories would be included within the Winter Service Policy when new treatment routes had been defined.

The Executive Cabinet Member APPROVED -

The risk-based highway network winter gritting matrix for future delivery, as detailed in the report now submitted.

9. CHORLEY NEW ROAD EMERGENCY ACTIVE TRAVEL SCHEME

The Director of Place (Services) submitted a report which reported the findings of the Chorley New Road Emergency Active Travel Fund Consultation for consideration.

The report advised that the Chorley New Road Emergency Active Travel Fund scheme (EATF) had been implemented as part of the Government's response to the Covid Pandemic, making £250million available for emergency schemes to be delivered at pace to make cycling and walking safer and support social distancing. The Government had gone on to make a further commitment to active travel through the publication of Gear Change, a plan to put walking and cycling at the heart of transport policy at all levels.

As part of the Bolton Safe Streets Save Lives consultation, the Chorley New Road corridor had received the most comments for improved walking and cycling facilities within the borough. In accordance with this consultation the Chorley New Road and A6 corridors were proposed for EATF funding, both of which had secured funding.

Implementation on the Chorley New Road scheme had started in September 2020 with the removal of the previous substandard advisory cycle lane and subsequent maintenance and patching work. A number of issues had arisen during the course of the trial which were summarised in the report.

The report went on to outline the nature of the consultation exercise in respect of the EATF Scheme on Chorley New Road which had been carried out by Aecom Transport Consultants on behalf of the Council and provided an in-depth summary of the findings. The main themes from the consultation had focused on safety, maintenance, pedestrian movement and congestion as well as the overall perception of the scheme. It was reported that from the consultation responses, 68% were dissatisfied with the scheme but this was quantified on the basis that some of the dissatisfaction related to the scheme not going far enough in terms of the measures implemented.

Following consultation, the report identified the following options for consideration by the Executive Cabinet Member:

- implementation of the scheme in full, taking account of the consultation findings and proposed mitigation measures; or
- to permanently remove some elements of scheme noting potential issues around legal challenge and clawback.

The Executive Cabinet Member NOTED –

- (i) The background and context of both National and City Regional Strategy, Policy and Guidance on Active Travel and Active Travel Funding and the outcome of the Chorley New Road consultation in the context of guidance associated with Active Travel Funding; and APPROVED –**
- (ii) The permanent removal of the orca wand element of the scheme, noting potential issues around legal challenge and clawback; and**
- (iii) That support be given to similar future Emergency Active Travel Fund and Active Travel Funding Schemes, subject to full consultation taking place prior to their implementation.**