

Delegated Officer Report

Decision Maker: Nasir **Director of Environment**

Date of Decision:

Subject: **Bee Network Crossings – Various Site**

Report Author: **Alister Storey**

Ward (s): **Saddleworth South, Waterhead and Royton South**

Reason for the decision:

The purpose of this report is to consider advertising the Bee Network Crossings, associated restrictions and traffic regulation at various locations across the Borough.

The approval for the implementation of the Bee Network Crossings and acceptance of the grant to implement is covered by a separate Report, Grant Acceptance: Majors Challenge Fund (MCF) – Bee Network Crossings and is contained in Appendix A of this report.

Summary:

Background

Greater Manchester's goal is to double and then double again cycling levels and to make walking the natural choice for as many short trips as possible. We must do this by putting people first, creating world class streets for walking, building one of the world's best cycling networks, and creating a genuine culture of on-foot and by-bike travel. This goal forms part of Greater Manchester's Active Travel Plan.

The Bee Network, unveiled in 2018 by Cycling and Walking Commissioner Chris Boardman, is a

plan to revolutionise travel across the city-region, making active travel the number one choice for travelling to work, to school and to the shops.

As identified during the Bee Network mapping exercise, in Greater Manchester, there are a significant number of busy roads that create lines of severance. These points of severance lead to GM residents feeling they have no choice but to take the car, even on short trips. If strategically placed crossings were to be implemented on these lines of severance, a substantial portion of the Bee Network in GM could be realised.

This crossing scheme is led by TfGM and funded through the Mayor's Cycling and Walking Challenge Fund. Although TfGM are leading on the design of the scheme, in consultation with Oldham Council, it is proposed that Oldham Council delivers the construction works through its contractors.

The Greater Manchester Active Travel Design Guide states;

- Regular pedestrian crossing opportunities should be provided on all routes, and in particular at locations where a walking route crosses a major road. Crossings should be located as close to the pedestrian desire line as possible. Pedestrian crossings may be located at junctions, or they may be standalone. On roads that form part of the Bee Network, crossing facilities appropriate to the type of road must be provided at least every 400m;
- All crossings provided on the Bee Network where a Beeway crosses a main road should be of a type able to be used by both pedestrians and cyclists, unless otherwise agreed on a case by case basis through Design Review Panel. Wherever possible, a crossing type which avoids the need for shared space between pedestrians and cyclists should be selected, usually either a 'parallel zebra' or 'signalised parallel' ('Sparrow') crossing. The signalised option is likely to be preferable where motor vehicle flows are greater than 8,000 per day.

Proposed Bee Crossing Network sites

Salmon Fields, Royton – At the proposed location of the Bee Network Crossing, Salmon Fields is an unclassified road with footway to both sides that is subject to a 30mph speed limit by virtue of street lighting. The highway, in the vicinity of the proposed crossing location is subject to a 'No waiting/loading at any time' Traffic Regulation Order.

The crossing is proposed as the Royton Branch Cycleway crosses Salmon Fields at this location, it is proposed to introduce a Toucan Crossing (SPARROW). TfGM UTC drawing A3/TF342A/0000/002 showing details of the proposed crossing and its associated restricted area is include at the end of this report. The introduction of this crossing ties up with further local improvements to the Bee Network in this vicinity.

No personal injury collisions have been recorded in the vicinity of the proposed crossing location during the last 3 years.

In 2021, an Automatic Traffic Count (ATC) recorded the 7-day 85 %ile speed of 39.2mph with a 7-day average speed of 34.3mph. The 7day average traffic count was 7,311 with the weekday average being 8,018.

Wellyhole Street, Lees – At the proposed location of the Bee Network Crossing, Wellyhole Street is an unclassified road with footway to both sides that is subject to a 30mph speed limit by virtue of street lighting. The route is also subject to traffic calming utilizing speed cushions. At the location of the proposed crossing, the carriageway is not subject to any waiting or loading restrictions.

At this location, the Oldham to Lees Cycleway, also known as Lees Linea Park crosses Wellyhole Street. The cycleway is a popular walking, cycling and equestrian route between Lees and Oldham. It is proposed to introduce a signalised Pegasus Crossing (SPARROW) at this location. TfGM UTC drawing A3/TF342B/0000/002 showing details of the proposed crossing and its associated restricted area is included at the end of this report. The introduction of this crossing ties up with further local improvements to the Bee Network in this vicinity.

No personal injury collisions have been recorded in the vicinity of the proposed crossing location during the last 3 years.

The most up to date ATC data for this location is from 2017 with the 7-day 85 %ile speed of 39.5mph with the 7-day average speed being 33.5mph. The 7-day average traffic count was 2,958 with the weekday average being 3,088. This ATC was carried out prior to the implementation of traffic calming along the route (2019).

Well-i-Hole Road, Greenfield – At the proposed location of the Bee Network Crossing, Well-i-Hole Road is classified as the B6175 and is subject to a 40mph speed limit by TRO. The location is subject to street lighting, there is a full width footway to the Western side of the route and no footway on the opposite side.

At this location, the Saddleworth Linea Path crosses Well-i-hole Road. This cyclist, pedestrian and equestrian route runs from Mossley in the South to Diggle in the North. The route also forms part of the Trans Pennine Bridleway, which, in turn, forms part of the National Bridleway Network. TfGM UTC drawing A3/TF342C/0000/002 showing details of the proposed crossing and its associated restricted area is included at the end of this report.

Approximately 50 metres North of the proposed crossing location, the road bisects the A635 Manchester Road. The junction is an unsignalised crossroads with the A635 having priority. There is a junction improvement scheme due on site in Winter 2022/Spring 2023 that will introduce traffic signals and crossing facilities. It is proposed to introduce Pegasus Crossing (SPARROW) within the signalised junction. The introduction of these crossings tie up with further local improvements to the Bee Network in this vicinity

No personal injury accidents have been recorded in the vicinity of the proposed crossing location during the last 3 years. There have been 4 recorded collisions at the soon to be signalised junctions, these resulted in 5 slight injuries.

In 2018 an Automatic Traffic Count (ATC) recorded the 7-day 85 %ile speed of 40.1mph with a 7-day average speed of 34.9mph. The 7-day average traffic count was 5,519 with the weekday average being 5,798.

Proposals

It is proposed to introduce signalised carriageway crossings to facilitate safe pedestrian, cycle and equestrian movements. They will further aid in the continuity of the Bee Network within Oldham and onwards moving forward.

It is further proposed to reduce the speed limit from 40mph to 30mph on the length of Well-i-Hole Rd (Huddersfield Rd) that runs from the borough boundary with Tameside to its junction with the A635 Manchester Road.

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: To approve the recommendation.

Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted.

G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.

T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

The Ward Councillors have been consulted and have made the following comments:

Councillor Peter Dean - I fully support this scheme, on Wellyhole St.

Councillor Max Woodvine - I support this

Councillor Steve Bashforth - I am fully supportive of this and don't have any further comments.

Recommendation(s):

To approve option 1.

Implications:

*What are the **financial** implications?*

The cost of introducing the Bee Network Crossings will be circa £652k and will be capital expenditure. The project will be funded from the relevant scheme within the 2022/23 Transport Capital Programme, which will be financed by the Mayors Challenge Fund.

The advertising expenditure as detailed within this report will be £2k and will be funded from the Highways Operations revenue budget. (John Edisbury)

*What are the **legal** implications?*

Under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings for pedestrians on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal.

In relation to the speed limit proposals, the speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.

In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the

amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

What are the **procurement** implications? None

What are the **Human Resources** implications? None

Equality and Diversity Impact Assessment attached or not required because (please give reason) EIA assessment is not applicable to the advertising of the crossing notices and associated traffic regulation order.

What are the **property** implications? None

Risks: None

Co-operative agenda None

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

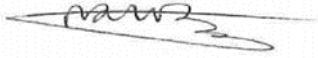
There are no background papers for this report

Report Author Sign-off:	
Alister Storey	Gordon Anderson
Date:22.09.2022	Date:22.09.2022

Please list and attach any appendices:-

Appendix number or letter	Description
A	Report to Cabinet – Grant acceptance: Mayors Challenge Fund (MCF) – Bee Network Crossings

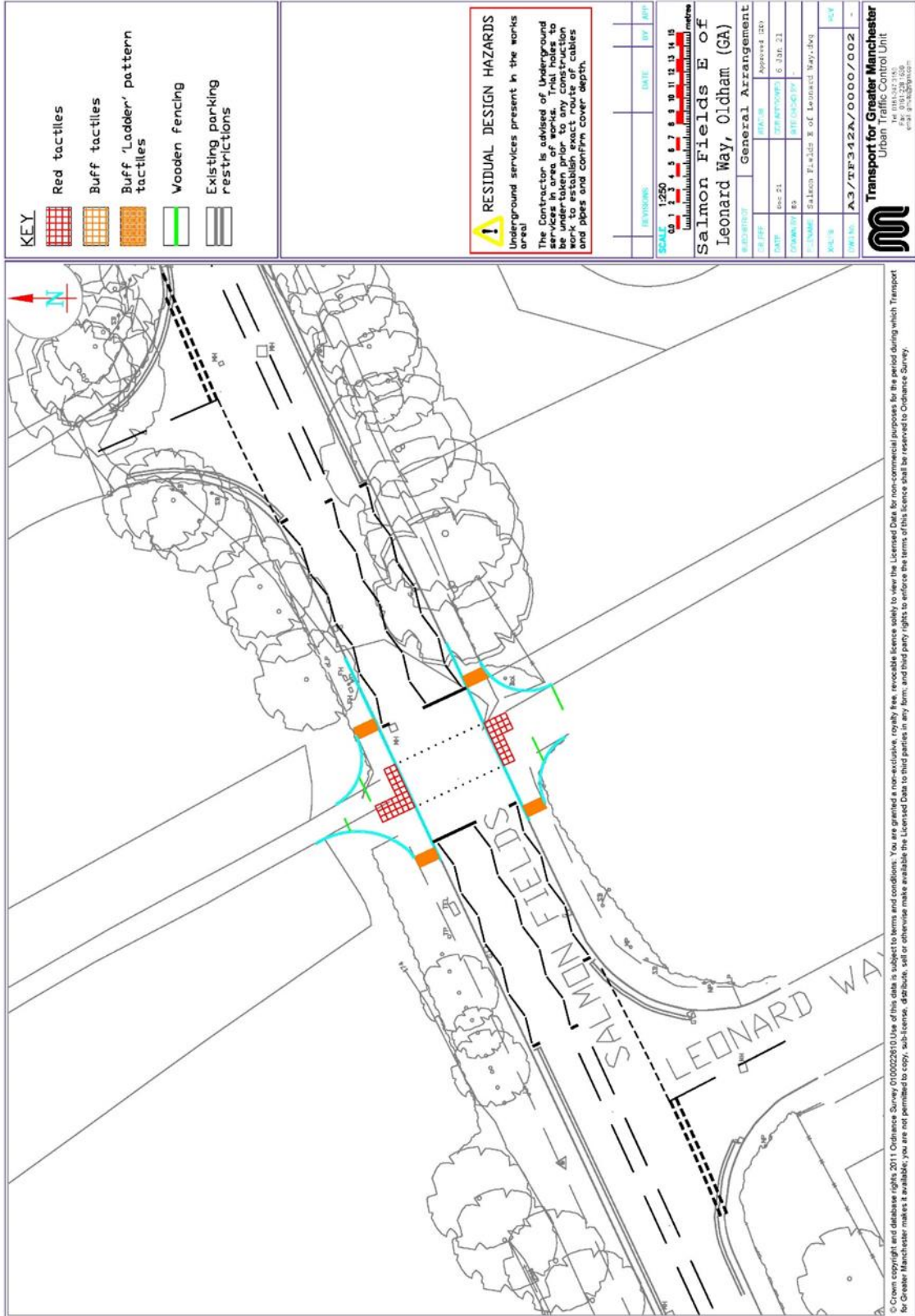
In consultation with Director of Environment:

A handwritten signature in black ink, appearing to be 'MWD', is written over a light grey dotted rectangular background.

Signature:

Date: 14 October 2022

Salmon Fields Crossing – drawing A3/TF342A/0000/002



KEY

	Red tactiles
	Buff tactiles
	Buff 'Ladder' pattern tactiles
	Wooden fencing
	Existing parking restrictions

RESIDUAL DESIGN HAZARDS

Underground services present in the works area

The Contractor is advised of Underground services in area of works. Trial holes to be dug to confirm location of services. Contractor to work to establish exact route of cables and pipes and confirm cover depth.

REVISIONS	DATE	BY	DATE
09	1	3	7
10	8	11	13
11	14	15	16

SCALE 1:250

Salmon Fields E of Leonard Way, GA

General Arrangement

DATE	REVISED BY	DATE
09/01/10	09/01/10	09/01/10
09/01/10	09/01/10	09/01/10
09/01/10	09/01/10	09/01/10

PROJECT: Salmon Fields E of Leonard Way, GA

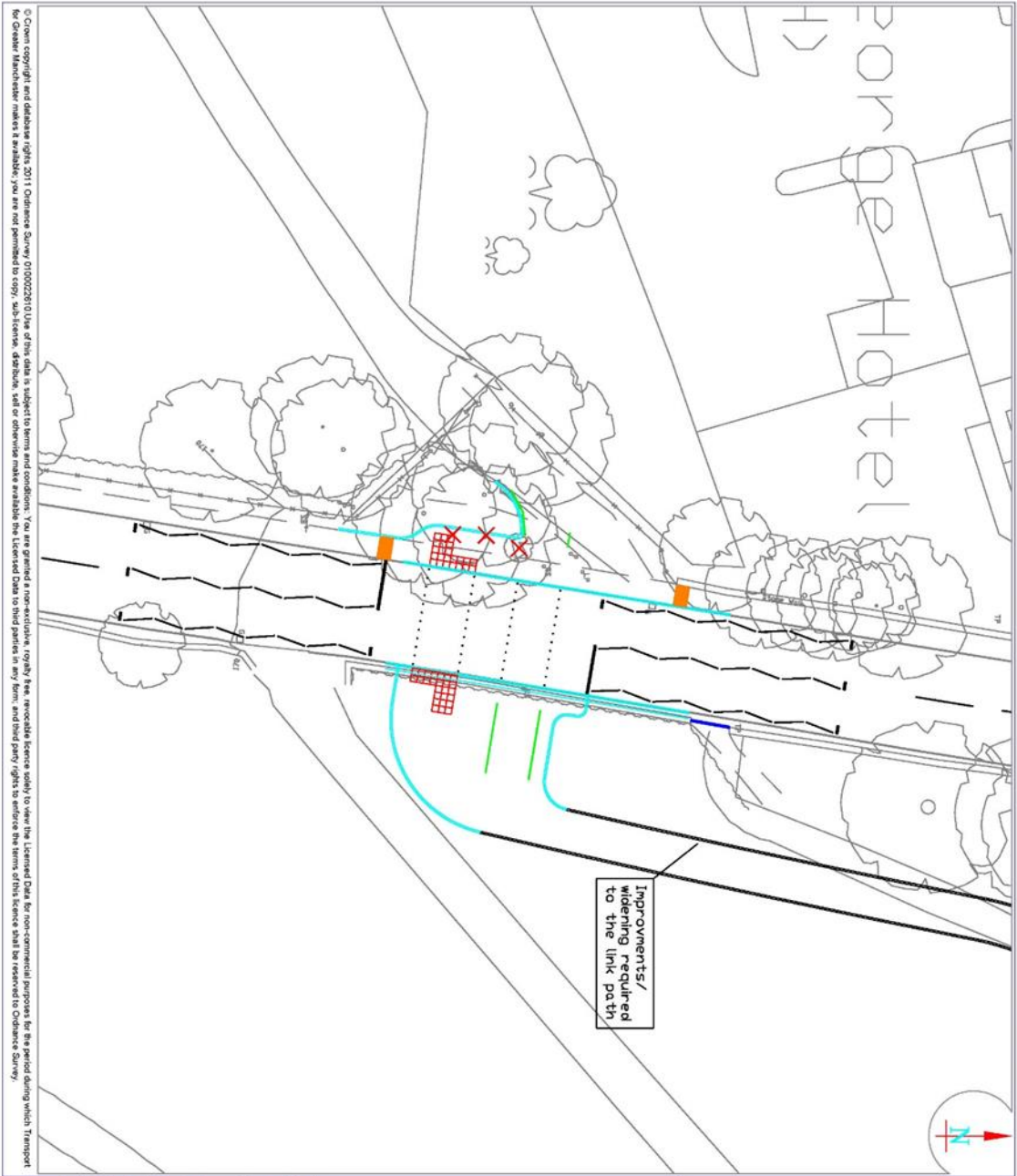
NO. TO: A3/TF342A/0000/002

Transport for Greater Manchester
 Urban Traffic Control Unit

TEL: 0161-275-7165
 FAX: 0161-275-7169

© Crown copyright and database rights 2011. Ordnance Survey 0100022610. Use of this data is subject to terms and conditions. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which Transport for Greater Manchester makes it available; you are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form, and third party rights to enforce the terms of this licence shall be reserved to Ordnance Survey.

Well-I-hole Street – drawing A3/TF343B/0000/002



© Crown copyright and database rights 2011 Ordnance Survey 0100022810 Use of this data is subject to terms and conditions. You are granted a non-exclusive, royalty free, revocable license solely to view the Licensed Data for non-commercial purposes for the period during which Transport for Greater Manchester makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form, and third party rights to enforce the terms of this license shall be reserved to Ordnance Survey.

REVISIONS	DATE	BY	APP
01	21		
02	21		
03	21		
04	21		
05	21		
06	21		
07	21		
08	21		
09	21		
10	21		
11	21		
12	21		
13	21		
14	21		
15	21		

SCALE 1:250
DATE 21/06/2011
BY [Signature]
APP [Signature]

Well-I-hole Street
Manchester Rd, Oldham (GA)
General Arrangement

NO	DATE	BY	APP
01	21/06/2011	[Signature]	[Signature]
02	21/06/2011	[Signature]	[Signature]
03	21/06/2011	[Signature]	[Signature]
04	21/06/2011	[Signature]	[Signature]
05	21/06/2011	[Signature]	[Signature]
06	21/06/2011	[Signature]	[Signature]
07	21/06/2011	[Signature]	[Signature]
08	21/06/2011	[Signature]	[Signature]
09	21/06/2011	[Signature]	[Signature]
10	21/06/2011	[Signature]	[Signature]
11	21/06/2011	[Signature]	[Signature]
12	21/06/2011	[Signature]	[Signature]
13	21/06/2011	[Signature]	[Signature]
14	21/06/2011	[Signature]	[Signature]
15	21/06/2011	[Signature]	[Signature]

KEY
 Red tactiles
 Buff corduroy tactiles
 Wooden fencing
 New stone wall
 Tree to be removed
 Existing parking restrictions

Transport for Greater Manchester
 Urban Traffic Control Unit
 Tel: 0161 275 1715
 Fax: 0161 275 1716
 Email: urban@tfgm.com

Schedule 1 (Drawing 47/A4/1676/1)

Revoke from The Oldham Speed Limit (Various Roads) Order 2019
Schedule 4
Roads Subject to a 40mph Speed Limit

Ref	Road Name	From	To
S40.015	Well-i-Hole Road, Greenfield	The boundary with Tameside	A point 62 metres south of its junction with Church Road

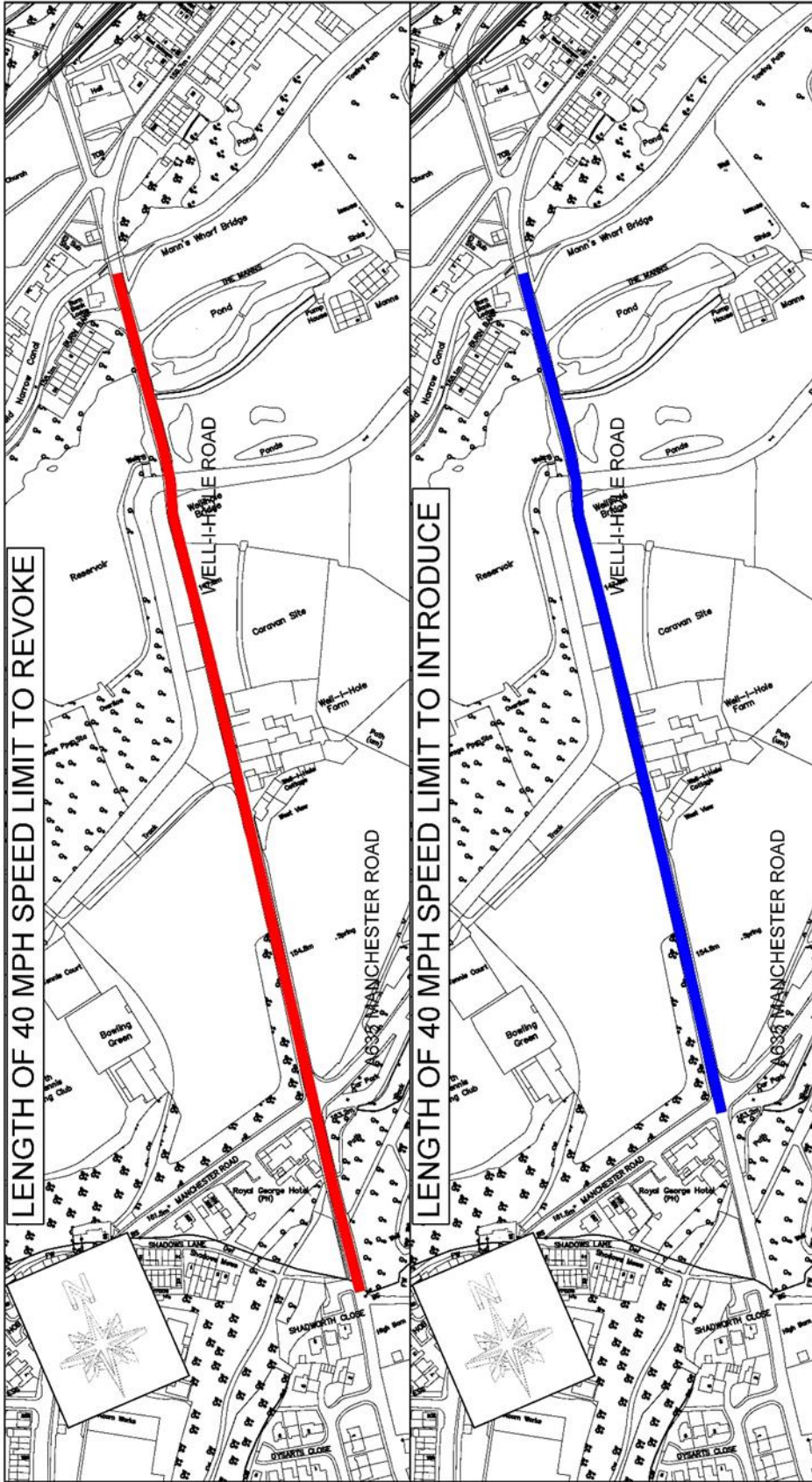
Schedule 2 (Drawing 47/A4/1676/1)

Roads Subject to a 40mph Speed Limit

Ref	Road Name	From	To
	Well-i-Hole Road, Greenfield	Its junction with the A635 Manchester Road in a Northerly direction.	A point 62 metres south of its junction with Church Road

Schedule 3 New Signalised Crossing Locations

Road Name	Description
Salmon Fields	30.5 metres to the Northeast of Leonard Way.
Wellyhole Street	56.5 metres to the South of Farnborough Avenue.
Well-I-hole Street	51 metres South of A635 Manchester Road.



Rev	Revision details		By	Chk.	App.	Date
 Oldham Council HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY						
Client			Title			
OLDHAM MANCHESTER BEE NETWORK CROSSINGS WELL-I-HOLE RD, GREENFIELD			REDUCTION IN LENGTH OF 40MPH SPEED LIMIT			
Drawn by		AJS	Date		09/22	Purpose of issue
Checked by		AJS	Date		09/22	REPORT
Approved by		SR	Date		09/22	Scale at A4 size
						NTS
						Drawing No.
						47/A4/1676/1
						Rev.
						P01

APPENDIX A

Report to CABINET



Grant Acceptance: Mayors Challenge Fund (MCF) – Bee Network Crossings

Portfolio Holder(s):

Councillor Amanda Chadderton, Cabinet Member for Regeneration and Housing

Councillor Jean Stretton, Cabinet Member for Neighbourhoods

Officer Contact:

Helen Fallon, Transport Strategy Manager

Report Author:

Eleanor Sykes, Transport Policy Officer

Senior Officer:

Emma Barton, Executive Director for Place & Economic Growth

19th September 2022

Reason for Decision

Oldham Council has secured additional funding for scheme delivery, on behalf of Transport for Greater Manchester (TfGM), via the GM Mayor's Challenge Fund (MCF)

The purpose of this report is to confirm the value of the grant available to Oldham and to notify Cabinet of the intention to bring this additional resource into the transport capital programme to commence delivery of the schemes in Autumn 2022.

Executive Summary

The Greater Manchester Mayor established a £160M Cycling and Walking Challenge Fund for cycling and walking infrastructure to kick-start delivery of the Greater Manchester Bee Network in June 2018.

The fund is being used to deliver the first phase of the walking and cycling elements of the wider Bee Network, which will transform Greater Manchester's transport system. This network, once complete, will cover circa 1,800 miles and be the longest, integrated, planned network in the country connecting every neighbourhood of Greater Manchester.

TfGM successfully bid to MCF Tranche 6 in November 2019 for the Greater Manchester Bee Network Crossings scheme.

The scheme represents a rolling programme of highway crossing interventions across all districts in GM, designed to reduce severance for walkers and cyclists. Phase 1 is currently delivering a package of crossings in Bury and Manchester.

Phase 2 of the GM Bee Network Crossings scheme will deliver new and upgraded crossing facilities to overcome highway severance at 7 sites located throughout Bolton, Oldham, Stockport, and Wigan.

This Phase 2 package of works has been developed in collaboration with Local Authority partners. The release of the funding for Phase 2 delivery was approved at GMCA on 29th July 2022.

Recommendations

- Accept the grant offer from the Mayor's Challenge Fund (MCF) for delivery of the Bee Network Crossings scheme in Oldham.
- Enter into a Delivery Agreement with TfGM for the proposed scheme.
- Note the intention to bring the additional resource into the transport capital programme in 2022/23 and complete delivery of the schemes in the appropriate timescales.

Grant Acceptance: Mayors Challenge Fund (MCF) – Bee Network Crossings**1 Background**

- 1.1 As identified during the Bee Network mapping exercise, in Greater Manchester (GM) there are a significant number of busy roads that create lines of severance. These points of severance can lead to residents feeling they have no choice but to take the car, even on short trips. If strategically placed crossings were implemented at key locations a substantial portion of the Bee Network could be realised.
- 1.2 Through the above exercise several locations in Oldham were put forward as places where a crossing on the highway would be beneficial to pedestrians and cyclists. In Oldham 5 crossing locations were originally shortlisted to move forward under this project:
- Salmonfields, Royton (at the linear path)
 - Wellyhole Street, Lees (at the linear path)
 - Well-i-Hole Road, Greenfield (at the linear path)
 - Chew Valley Road, Greenfield (at the linear path)
 - Well-i-Hole Road / Manchester Road, Greenfield (fully signalling the junction with provision of pedestrian and cyclist crossing facilities)
- 1.3 All crossings will have pedestrian and cycle facilities, with some also including horse crossing facilities. A short section of path upgrade works will also be undertaken in the vicinity of the crossings to ensure they are 3 metres wide to accommodate all users.
- 1.4 Although TfGM have led on the design of the schemes, in regular consultation with Oldham Council, it is proposed that Oldham Council manage and deliver the construction works on-site as this is our preferred delivery mechanism.

2 Current Position

- 2.1 Following public consultation on Oldham's potential schemes last summer, detailed design packages have been developed and costed for the locations that are being taken forward in Oldham. These, alongside similar schemes for Bolton, Stockport, and Wigan, have been included in the full business case for the Phase 2 package, the total value of which is £2,118,033.
- 2.2 The Phase 2 scheme was subject to a full business case review, undertaken by TfGM's Active Travel Programme Team, who concluded it fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial).
- 2.3 Full approval at GMCA on 29th July 2022 enables the release of delivery funding via a legal delivery agreement between TfGM and the local authorities in question. In Oldham the value of funding to be released to us for delivery of these schemes is £652,180.
- 2.4 A Delivery Agreement has been prepared and this is making its way through the Legal processes at Oldham Council and TfGM. The wording of the agreement has been pre agreed by the GMCA and all Chief Legal Officers of GM Local Authorities. Oldham has previously agreed to this standard MCF Delivery Agreement. The agreement confirms the maximum commitment for delivery of the Oldham schemes (£652,180.38) based on detailed cost estimates for all elements of scheme design, delivery and contingency and also includes officer time. This value will be claimed back through quarterly grant claims submitted to TfGM in arrears which is standard practice across the MCF programme.

2.5 The works will be delivered by our internal Highways Operations team, working alongside TfGM's contractor where new signals are to be installed. This negates the need to go out to tender, saving time and delivering value for money.

3 Options/Alternatives

3.1 There are two options:

Option 1: accept the grant offer, enter into the delivery agreement with TfGM for the proposed Oldham schemes and progress the delivery of all schemes in the appropriate timescales.

Option 2: do not accept the grant offer and do not enter into the delivery agreement with TfGM to deliver the schemes.

4 Preferred Option

4.1 We are recommending 'Option 1' as this will enable us to deliver the Bee Network Crossings schemes, on behalf of TfGM (the chosen delivery mechanism), in Oldham.

4.2 The alternative, 'Option 2' would be reputationally damaging. We have committed to develop and implement these types of schemes as part of the GM 2040 Transport Strategy (<https://tfgm.com/2040-transport-strategy>).

4.3 In addition these schemes will make the highway network a safer option and encourage travel by active modes at these locations and for onward journeys.

5 Consultation

5.1 In the early stages of scheme development TfGM, Greater Manchester Police and Oldham Council officers including highways, parks and transport policy were all involved in scheme development, culminating in a 'General Arrangement' for each scheme which could be used to consult with residents on.

5.2 TfGM produced consultation material in line with the 'Bee Network' brand in the form of hard copies to go to residents in an identified 'catchment area' close to the proposals. The TfGM Active Travel website was also updated with the proposals and offered an opportunity for comment via a survey.

5.3 Following approval by the Lead Member for Highways and Ward Members a public consultation exercise took place between 2nd August and 10th September 2021. This was promoted by both TfGM and Oldham Council by various means. The outcome of the consultation was that the Bee Network Crossing proposals were supported at the following locations:

- Salmonfields, Royton
- Wellyhole Street, Lees
- Huddersfield Road, Greenfield
- Manchester Road / Well-i-Hole Road / Huddersfield Road, Greenfield

Our recommendation to the Lead Member for Highways in December 2021 was that the above proposals progress to the detailed design stage, including formal approvals and advertising, and ultimately delivery.

5.4 A further recommendation was made at this stage to progress no further with the scheme proposed at Chew Valley Road, Greenfield. This was due to concerns about the proposal

to relocate the bus stop to outside residential properties on Chew Valley Road, the removal of the shelter and the impact that this could have on elderly and disabled residents utilising the bus stop. Amending the design to negate the need to relocate/remove the bus stop meant the scheme wouldn't comply with the required design standards for MCF schemes and therefore wouldn't attract the funding.

- 5.5 Ward Councillors were supportive of a crossing of some kind at this or other locations along Chew Valley Road. Since this consultation exercise we've included and secured approval for delivery in 2022/23 of a scheme for a zebra crossing on Chew Valley Road, close to St Mary's Primary School utilising some of our Integrated Transport Block (ITB) allocation (Cabinet Report approved on 25th July 2022: City Region Sustainable Transport Settlement - Transport Capital Programme 2022/23).

6 Financial Implications

- 6.1 The acceptance of the £652k MCF capital grant funding will enable the delivery of the Bee Network crossings listed in the body of the report on behalf of TfGM. The overall costs of the schemes will need to be contained within the available funding.

- 6.2 The Councils 2022/23 capital programme will be amended to reflect the receipt of the £652k additional grant and planned programme of expenditure.

(James Postle)

7 Legal Services Comments

- 7.1 Provided the terms of the Delivery Agreement are approved and all funds received are expended in accordance with the Delivery Agreement and any relevant procurement rules, there are no known legal implications at this time.

(Sarah Orrell, Commercial and Procurement Solicitor)

8. Co-operative Agenda

- 8.1 Delivery of the GM Bee Network Crossings scheme in Oldham is part of the collaborative approach to active travel schemes which sees the 10 Greater Manchester councils, including Oldham, working in partnership with GMCA and TfGM to improve the city-region's active travel network.

The schemes being delivered through this scheme assist Oldham to meet the mode share targets we have supported as part of the GM 'Right Mix Vision' – for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

They will also encourage travel by active and sustainable modes, reduce road danger in Oldham and improve the environment and air quality for people living and working in Oldham.

9 Human Resources Comments

- 9.1 None

10 Risk Assessments

- 10.1 The Council in accepting this grant has to determine whether it can comply with the grant conditions and deliver the project. The risks in accepting this grant award are assessed as minimal.

(Mark Stenson)

11 **IT Implications**

11.1 None

12 **Property Implications**

12.1 None

13 **Procurement Implications**

13.1 The works will be delivered by the Councils internal Highways Operations team, and therefore there are no procurement implications on the basis that the recommended approach complies with the funding conditions.

(Dan Cheetham, Procurement)

14 **Environmental and Health & Safety Implications**

14.1 None

15 **Equality, community cohesion and crime implications**

15.1 None

16 **Equality Impact Assessment Completed?**

16.1 No

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 NEI-12-22

Signed _____ Cabinet Member (specify whom)	Dated _____
Signed _____ Executive Director	Dated _____