

Manchester City Council
Report for Resolution

Report to: Communities and Neighbourhoods Overview and Scrutiny Committee – 2 February 2010

Subject: Drainage

Report Of : The Head Of Highway Services

Purpose Of Report

This report serves to explain:

1. The present highway drainage maintenance processes which are in place and the general condition of highway drains.
2. The way that the highway network is managed when restrictions are imposed on it as a result of planned or emergency works.
3. The possible additional drainage responsibilities proposed within the Draft Flood and Water Management Bill.

Recommendations

Members are recommended to:

1. Note the number of defective carriageway gullies and that the current gully cleansing cycle is 21 months. Also, that Highway Services are in the process of reviewing the cyclic gully cleansing arrangements with a view to making better use of the night time crew.
 2. Note the need for effective co-ordination of all works and the processes that are in place to effectively deal with emergency incidents such as the sewer collapse on Barlow Moor Road.
 3. Note the recommendations of the Flood and Water Management Bill, which is currently progressing through Parliament, and to take on board those recommendations if the Bill is enacted.
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WARDS AFFECTED:

All Wards

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BACKGROUND DOCUMENTS:

1. The Road Traffic Regulation Act 1984
2. The Traffic Management Act 2004
3. Well-Maintained Highway Code of Practice 2005
4. Manchester City Council's Draft Highway Asset Management Plan
5. New Roads and Street Works Act 1991
6. Sir Michael Pitt's Report: Learning Lessons from the 2007 Floods
7. Draft Flood and Water Management Bill
8. Research Report by Mouchel on behalf of County Surveyors Society, Local Government Association and Improvement and Development Agency for Local Government into Local Authority Capacity and Capability to Meet Their Obligations under the Draft Flood and Water Management Bill

1.0 INTRODUCTION

1.1 Manchester's highway network facilitates:

- access to work, education, health, leisure, retail and other community services by walking, cycling, bus or car for Manchester people and visitors;
- the transportation of goods and providing access for customers and employees to Manchester businesses;
- local streets and public realm for local community, both for transport purposes and as communal public spaces.

1.2 Manchester City Council has a duty of responsibility under the Highways Act 1980 to maintain adopted highways. Drainage is an integral part of the highway structure and takes the form of carriageway and footpath gullies, drainage kerbs and various types of slot drains. Highway Services, on behalf of the City Council, aim to make the best use of resources to maintain the highway drainage asset and to keep it functioning as effectively as possible. Section 2 of this report explains the maintenance processes which are in place and quantifies the number of blocked and slow running gullies.

1.3 It is also the responsibility of the highway authority to manage its highway network in a manner that causes the least disruption to traffic when restrictions are imposed on it as a result of planned or emergency works on or adjacent to it. The Traffic Management Act 2004 places upon the authority a further responsibility to manage congestion to minimise the effect of disruption on traffic. Section 3 of this report explains how Highway Services, in collaboration with other departments, agencies and contractors ensure that whatever the reason for the restrictions, effective controls are put in place and all affected and interested parties are notified in as timely a manner as possible.

1.4 Following the widespread flooding in 2007, Sir Michael Pitt published the report entitled Learning Lessons from the 2007 Floods, which outlined recommendations to address flooding issues across the country. In April 2009 the Government published the Draft Flood and Water Management Bill which addressed gaps identified by the Pitt Review in the management of flood risk. The Bill was included in the Queen's Speech of 18 November 2009 and will become law in this current Parliament, subject to parliamentary time being allocated.

2.0 HIGHWAY DRAINAGE

2.1 Carriageway Gullies

2.1.1 There are 98,400 recorded carriageway gullies on the adopted highways of Manchester. Gully cleansing is undertaken by Manchester Contracts who presently deploy three machines and four 2-man teams, one of the teams working nights, cleaning gullies on main roads and in the City Centre. A 21 month cycle of gully cleansing is presently being achieved with main roads and

the City Centre attended twice a year. A review of the cyclic gully cleansing arrangements is presently being undertaken in order to make better use of the night-time crew.

2.1.2 In addition to cyclic cleansing, the gully cleansing crews also attend to approximately 2,000 reports of blocked gullies each year, received from members of the public via Environment on Call. The demand varies depending upon the weather and autumn can be a particular problem in some areas due to leaf fall. Gully reports are attended within either 24 hour or 5 day, response times, depending upon the risk. The more individual reports which are attended, the longer the interval between cyclic gully cleansing visits since gully crews need to be pulled off the cyclic work to attend to reports. During periods of prolonged or heavy rainfall, gully crews are brought out at weekend.

2.1.3 The cost of operating the present machine gully cleansing operation totals £485,000 per year.

2.1.4 Table 1 shows the approximate number of carriageway gullies in each ward, when they were last attended on the gully cleansing cycle, the number of gullies which were not working properly after cleaning and the number of gullies which were not attended due mainly to parked cars.

Table 1: Gullies per ward

Ward	Date Last Attended	No. of Gullies in Ward	No. of Defective Gullies Reported	No. of Gullies not Attended
Ancoats and Clayton	July 2008	3,200	480	166
Ardwick	April 2009	3,600	190	26
Baguley	March 2009	3,200	300	102
Bradford	August 2008	3,700	530	369
Brooklands	November 2009	2,900	143	0
Burnage	February 2009	3,100	500	261
Charlestown	August 2008	2,600	300	37
Cheetham	January 2009	3,700	640	248
Chorlton	February 2009	3,200	560	237
Chorlton Park	June 2008	2,600	340	38
City Centre 6-monthly cleansing	October 2009	3,400	250	186
Crumpsall	May 2008	2,700	200	156
Didsbury East	September 2009	2,400	400	204
Didsbury West	September 2009	2,600	266	149
Fallowfield	October 2008	2,800	440	129
Gorton North	July 2009	3,500	400	154
Gorton South	August 2009	2,900	480	332
Harpurhey	May 2008	3,300	480	273
Higher Blackley	February 2008	2,700	200	88
Hulme	March 2009	3,300	240	296
Levenshulme	September 2008	2,700	260	115
Longsight	October 2009	3,400	267	170
Miles Platting & Newton Heath	November 2008	3,400	220	145
Moss Side	December 2008	3,500	410	254

Moston	June 2008	2,900	380	76
Northenden	January 2008	3,000	263	62
Old Moat	April 2008	3,100	340	206
Rusholme	February 2008	3,100	140	166
Sharston	October 2008	3,200	230	62
Whalley Range	November 2008	3,300	263	124
Withington	June 2009	2,500	300	60
Woodhouse Park	June 2008	2,900	220	102
	Total	98,400	10,632	4,993

2.1.5 It can be seen from the table that 10.8% of gullies are not working properly i.e. running slow or not running at all. The main problems are that the pipes which drain the gullies, usually to the main sewer, are either blocked or partially blocked, sometimes by tree roots, broken sections of pipe, detritus or a combination. The first action to clear a gully is to use a high pressure jetting machine. If this fails then it is necessary to excavate onto the drain (depth usually in the order of 1.5 metres) and repair the damage. All 10,632 of the defective gullies require the attention of a jetting machine which should serve to restore the majority of gullies back to normal operation without further work. Options of how this could be funded are currently under consideration.

2.1.6 The frequency of cyclic gully cleansing has gradually slipped from 14 months to 21 months in 4 years. This is mainly due to the increase in the number of defective gullies giving rise to complaint and being attended in a 'reactive' way, to the detriment of the 'cyclic' cleansing rota. This situation can only be satisfactorily resolved by tackling the defective gullies with an annual programme of jetting and repair commensurate with the scale of the problem.

2.1.7 It can also be seen from the table that 5.1% of gullies do not get attended due mainly to parked vehicles preventing access. This problem can sometimes be addressed by 'coning off' sections of street in order to gain access but some locations are parked up night and day by residents, visitors or commuters. Various initiatives have been tried in order to deal with the parked car problem including letter drops, signing, coning and knocking on doors but with limited success.

2.2 Footpath Gullies, Drainage Kerbs, Slot Drains and Alley Gullies

2.2.1 An inventory record exists of drainage kerbs and slot drains in the City Centre and these undergo scheduled cleaning once a year. There is no inventory of these types of drainage outside of the City Centre and this is a matter which will be addressed as part of Highway Services' Highways Asset Management Plan. Planned cleaning tends to be limited to the City Centre and known problem locations.

2.2.2 Alleyway gullies are also only attended upon receipt of a report, irrespective of whether or not they are in adopted alleys. Alleyway drainage presents relatively few problems. If adopted alley gullies cannot be made operational by hand cleaning and jetting and require excavation and repair, such work would only be undertaken if the blocked gully was presenting a serious problem. If unadopted gullies cannot be jetted clear then no further work is undertaken

since maintenance responsibility for unadopted alleys rests with the owner, usually that of the abutting property.

2.2.3 Footpath gullies, drainage kerbs, slot drains and alley gullies are attended upon receipt of reports of there being a problem via Environment on Call. In the last 12 months, 347 such reports (roughly 7 per week) were received from the public.

2.3 Highway Drainage Budget

2.3.1 The budget for highway drainage is part of the Highways Revenue Budget and there are two distinct elements. Carriageway gulley cleansing, as described in 2.1 above, comprising 8 operatives, 3 vehicles, fuel, silt disposal and water charges will cost £485,000 in 2009/10.

2.3.2 There is also a separate 'Highway Drainage' Budget of £503,472 for 2009/10 which is used to fund the following:

- Cleansing and maintenance of footpath gullies, alley gullies, drainage kerbs and slot drains as per Section 2.2 above;
- Repair of defective ironwork;
- Replacement of stolen ironwork;
- Jetting of carriageway gullies;
- Excavation and repair of blocked or collapsed drains;
- Repair of cavities in the highway where the cause is not that of a water burst or sewer collapse.

This work is almost entirely reactive in nature and priority is determined by an assessment of risk to persons and property, as well as the level of inconvenience caused.

2.4 Neighbourhood Funding Strategy

2.4.1 In 2008, Neighbourhood Funding Strategy (NFS) requests were received to address highway drainage issues in four wards, Chorlton Park, Didsbury East, Didsbury West and Whalley Range and approval is being sought for additional funding to be spent in each of the wards.

2.4.2 In 2009, similar NFS requests were received for four further wards, Chorlton, Crumpsall, Levenshulme and Old Moat and these bids have gone forward for further consideration.

2.5 Conclusions in Respect of Highway Drainage

2.5.1 The more often gullies are cleaned, the more efficiently they work and the likelihood of them becoming inoperable due to blockages is reduced commensurately.

2.5.2 The fewer defective gullies that exist, the fewer reports will be received resulting in reduced disruption of the cyclic gully cleansing process.

2.5.3 The highway carriageway gully defects currently stand at 10.8%. Options of how this can be improved are currently being considered.

3.0 HIGHWAY NETWORK MANAGEMENT

3.1 Defects Affecting the Highway Network

3.1.1 As the highway authority Manchester City Council is responsible for 1380 km of highway, 115 km of which forms the principle route network. Any defects on the highway have to be notified to the City Council to enable suitable traffic management measures to be put in place, which would allow the continuous movement of traffic on the network.

3.1.2 Similarly, where works or repairs to defects on properties need to be carried out on properties or land adjacent to the highway, which would directly affect the highway, these must also be notified, again to allow enable suitable traffic management measures to be put in place.

3.1.3 Over the last few years there have been a number of defects that have caused disruption to the highway for long periods, for example, the sewer collapse on Crescent Road, Crumpsall; the water mains failures on Rochdale Road, Blackley; and also Princess Street in the City Centre. Incidents of this nature, whilst significant are by no means the only cause for disruption.

3.1.4 Works by Public Utility companies, Metrolink and developments through out Manchester have caused a greater impact on the network for prolonged periods of time, for example:

- United Utilities Water has a mains renewal programme extending throughout Manchester that commenced almost two years ago and is expected to continue for another twelve months;
- United Utilities Dirty Water is renewing the surface water overflows following a directive from the Government to improve the water quality of rivers and streams throughout the UK;
- National Grid (gas) has a similar programme of works that commenced this year and will last for two years;
- Metrolink city centre rail replacement commenced in March 2009 and was completed in November 2009;

- Metrolink Phase 3A commenced earlier this year and it is expected to take three years to complete the links from Manchester to Chorlton-cum-Hardy, Oldham and Tameside;
- Green Quarter development of residential and commercial properties now nearing completion.

3.1.5 In addition there are the less intrusive works by the public utilities along with a variety of other types of work and events affecting the highway, for example

- Minor highway defects e.g. carriageway depressions and potholes;
- Pre-planned works e.g. carriageway resurfacing, bridge repairs or maintenance etc;
- Adjacent building works requiring occupation of the highway;
- Dangerous buildings, road traffic collisions or any emergency requiring the intervention of the Civil Contingencies Group;
- Marches, processions, major concerts and sporting events, and other events e.g. Party Conferences.

3.2 Management

3.2.1 Depending on the nature of the works to be undertaken or the urgency of introducing traffic management measures there are a number of ways used to deal with specific situations. The impact on traffic of any proposed works is a major factor that has to be considered when dealing with any proposal and includes the:

- location;
- nature of the work;
- length of time it is expected to last for;
- proximity to other established or known proposed works or events;
- effect it will have on the highway network;
- effect it will have on businesses and residents.

3.2.2 Where there is an immediate danger to the public e.g. a highway failure or from a dangerous building, the Network Management team will initially introduce traffic measures to secure the area to enable the emergency services to carry out their duties as effectively as possible. Once the severity of the incident and the period that the highway will be affected is known, decisions would be made to introduce a comprehensive traffic management plan.

3.2.3 A large number of incidents occur outside normal working hours and at the weekend. To be able to deal with emergencies during this period an 'out of hours' service is available, which consists of two mobiles (open back trucks) usually loaded with signs and cones. The mobiles can usually react to any situation within half an hour dependant upon their duties at the time or request for service. Where this service is employed only the minimum traffic management is able to be put out due to the limited capacity of the vehicles.

- 3.2.4 Where the incident is expected to prevail for a prolonged period a more detailed traffic management plan will be produced at the first opportunity that takes into account the above considerations. For these types of incident the Network Management team will engage Manchester Contracts, who will undertake regular checks to ensure that the traffic management remains in place for the duration of the work.
- 3.2.5 The costs incurred for undertaking these duties will be recharged to the responsible third party.
- 3.2.6 For pre-programmed work there is the ability to spend more time in designing the traffic management and coordinating works in order to minimise impact. It is normal that the traffic management is put out and maintained by an external contractor. However, any plan must first be vetted and agreed by the Traffic Management team. Where the applicant does not possess the expertise to produce one the team can also provide this service on a rechargeable basis.

3.3 Coordination

- 3.3.1 Effective coordination of works is essential to the successful management of the highway network and whilst there are instances where it will be difficult for this to be undertaken, (i.e. emergency works) the majority are captured through this process.
- 3.3.2 Works coordination was initiated following the introduction of the New Roads and Street Works Act 1991 and was introduced to organise works undertaken on the highway by utility companies. This has since been extended to include all works whether they are undertaken by private contractors or by the local authority with the introduction of the Traffic Management Act 2004.
- 3.3.3 All works on the highway must be registered, with the highway authority, before they commence on site. The period of notification will vary depending on the type of work, its duration and the type of road, e.g. three days notice for minor works with no excavation (lifting an access chamber cover on an unclassified road), to three months for major works (water mains replacement on the strategic network).
- 3.3.4 Utility companies are encouraged to give as much notice as possible of planned works, but there is no requirement to give more than three months. This can, at times, create added pressure on the network. As a highway authority we have the right to delay works where the impact would be too great, although this is not a decision that is taken lightly due to the Health and Safety directives the utility companies are working to and financial consequences they may face as a result of any delays imposed.
- 3.3.5 Manchester City Council chairs quarterly coordination meetings where new scheme proposals are considered and conflicting works are discussed.

3.4 Consultation

- 3.4.1 Good communication is an integral part of any effective traffic management plan. For all planned and un-planned events various consultation protocols are observed.
- 3.4.2 Statutory notifications of temporary traffic orders (road closures etc.) are advertised in the local newspapers. In some instances notices will also be displayed on the highway at either end of the closure.

Where residents and businesses could potentially be affected by any work resulting in a restriction in traffic movement measures are put in place to reduce the impact on them. Normally this would entail making sure that there was a provision to load and unload, or that temporary signage was erected to indicate that businesses were still operating.

Residents and businesses are consulted individually and asked to feedback comments about the effect that the works are having.

- 3.4.3 Consultation in the form of providing information is sent out to various agencies and partners including ward councillors, emergency services, GMPTE and the bus operators, AA, Road Watch etc.
- 3.4.4 For works of a larger nature the Council's Press Office put notices in the local newspapers in addition to informing the local radio and television stations.
- 3.4.5 A fortnightly Traffic Managers Bulletin is again forwarded to the various agencies and partners. The bulletin is used to inform others of the progress of works and new works that are due to start. The bus operators find this useful when scheduling their services, which would need to take account of any significant changes to journey times.

3.5 Monitoring

- 3.5.1 Each location where traffic management is in place is monitored regularly to ensure that it is as effective as possible. Where the nature or duration of the works is altered, changes to the Traffic Management are implemented as soon as practically possible.

3.6 Barlow Moor Road Sewer Collapse

- 3.6.1 On the afternoon of Wednesday 29 April 2009 a large cavity was exposed in the centre of the carriageway of Barlow Moor Road at its junction with Churchwood Road, Didsbury. This is approximately 100m from the signalised junction of Barlow Moor Road and Wilmslow Road in Didsbury village. Both Wilmslow Road and Barlow Moor Road are principle roads and major bus routes.
- 3.6.2 Greater Manchester Police closed Barlow Moor Road in response to a call they received about the cavity. They closed Barlow Moor Road at its junctions with

Wilmslow Road and Palatine Road and positioned officers at the closures to ensure that traffic could not proceed.

- 3.6.3 In response to the report of the cavity being received by Highway Services an officer from the Network Management Team visited the site to assess the severity of the situation and prepare a comprehensive traffic management plan. From site, the officer determined the most appropriate location for the road closures, the diversion routes and the type and amount of road closure and diversion signing required. Manchester Contracts were then appointed to take over the site from the Police and erect their own diversion and road closure signs. GMPTE (and bus operators), emergency services and GMUTC (Traffic Signal Control) were quickly informed of the closures and recommended diversion routes around the site. GMPTE closed the effected bus stops, erected notices detailing the location of the alternative bus stops and provided temporary bus stops where nessessary. GMUTC monitored the effectiveness of the signalised junctions around the diversion route and optimised the phasing and timing of traffic lights where appropriate.
- 3.6.4 That same afternoon an Emergency Notice of a road closure which details the points of closure and diversion routes, was issued and faxed to a contact list which includes:
- the Emergency Services,
 - GMPTE and Bus Operators,
 - Royal Mail and Manchester Collections,
 - MCC's Press Office and Traffic Link (responsible for media traffic bulletins),
 - GMUTC (Traffic Signal Control),
 - CityCo and Business Continuity Groups.
- 3.6.5 The Executive Member for the Environment, local Members for the wards of Didsbury West and Didsbury East and the Ward-Coordinator were informed of the closure and diversion routes via email. The Press Office was briefed and a statement agreed to issue to the media.
- 3.6.6 Vehicular and pedestrian access was maintained to all businesses and residential properties. In situations where this is not possible, effected businesses and residents are visited and are informed of the problems. They are given details of the estimated length of the works, contact details, and regular progress updates. When necessary temporary signage is erected at the points of closure to indicate that businesses are still operating.
- 3.6.7 The Network Management team reviewed all other planned works in the area, to ensure that good co-ordination would lead to minimal delays across the network and where appropriate other planned works, that conflicted with the diversion routes, were suspended or delayed.
- 3.6.8 Throughout the course of the incident, the Network Management team monitored and reviewed the effectiveness of the diversion routes and Manchester Contracts regularly inspected and maintained all of the signs and barriers.

3.6.9 The excavation, inspection and repairs to the highway drain were completed by Manchester Contracts and United Utilities. The Press Office and Councillors received regular updates from the Network Management Team, including the final notice when the road was re-opened to traffic.

3.6.10 Unfortunately shortly after the repairs were completed, the cavity re-opened. Further investigation by United Utilities revealed that in addition to the damaged highway drain, there was a fracture in the deeper Victorian Sewer and more comprehensive repairs were then completed.

4. DRAFT FLOOD AND WATER MANAGEMENT BILL

4.1 Introduction

4.1.1 Following the Pitt Review into the widespread flooding of 2007 the Government published the *Draft Flood and Water Management Bill* in 2009. The Draft Bill was listed in the Queen's Speech for inclusion in the current session of parliamentary business.

4.1.2 The Draft Bill addresses the issue of flooding from all sources but with particular emphasis on surface water and ground water flooding. The Bill highlights that no organisation currently has overall responsibility for flooding from surface runoff or groundwater.

4.1.3 Under the Draft Bill, Local Authorities will have responsibility for preparing and putting in place strategies for managing flood risk from surface water flooding. This is the first time this has been assigned in law.

4.2 New Roles Proposed by the Draft Bill

4.2.1 The Draft Bill proposes that the Environment Agency takes a strategic overview role of flood risk management.

4.2.2 Crucially, the Bill also proposes that Local Authorities take a leadership role in 'local' flood risk management ['local' in this context meaning flooding from ordinary watercourses (smaller watercourses that are not under the jurisdiction of the Environment Agency), surface runoff and groundwater].

4.3 Key Requirements of Local Authorities under the Draft Bill

4.3.1 The Draft Bill proposes that Local Authorities will be responsible for setting the local strategy for flood risk management, the production of local flood risk assessments, gaining improved flood risk management expertise, prioritising local investment and for the provision of consenting and enforcement powers in respect of ordinary watercourses.

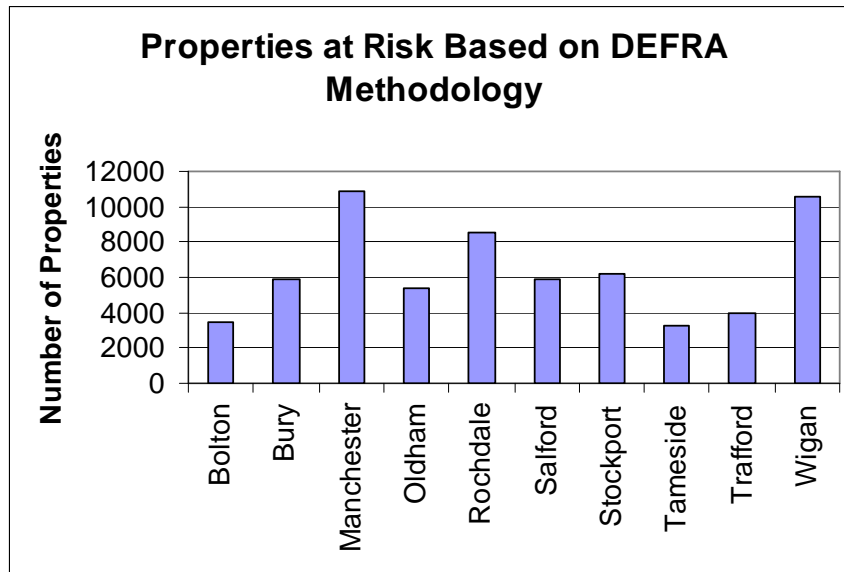
4.3.2 Specifically, Local Authorities will be responsible for the preparation of Surface Water Management Plans (SWMPs) and incorporation into new developments of Sustainable Urban Drainage Systems (SUDS), both described in more

detail below. Local Authorities will also be responsible for the design, construction and maintenance of other, traditional surface water assets.

Surface Water Management Plans (SWMPs)

- 4.3.3 A key element of a SWMP is the drawing together of known data on existing flood risks from all sources such as sewer networks, watercourses, rivers, reservoirs, canals and so on. The legislation ensures key partners will actively engage in the SWMP process.
- 4.3.4 Consequently, the preparation of SWMPs requires close engagement; internally within Local Authorities with the Highway Authority, Planning Authority and Emergency Planning Authority and externally, with the likes of water companies, Environment Agency, adjacent Local Authorities, British Waterways and major landowners (which in Manchester may include the Airport, Manchester Ship Canal Company, educational establishments and hospitals).
- 4.3.5 The Draft Bill permits Local Authorities to act jointly in the preparation of SWMPs in order to work within defined drainage boundaries (rather than within rigid geographical Local Authority boundaries).
- 4.3.6 In August 2009 Defra announced funding for the preparation of SWMPs in 77 Local Authorities known to be most at risk of surface water flooding. Defra allocated funding to undertake SWMPs in the City of Manchester (£200k) and Rochdale (£75k) based on a preliminary assessment of properties at risk (19,430 properties in total). However, there are 64,100 properties (see graph below) at risk within Greater Manchester and the Strategic Flood Risk Assessments completed to date illustrate that surface water management is to a large extent a cross-border issue. Therefore the Association of Greater Manchester Authorities (AGMA), including Rochdale and Manchester as funding recipients, concluded that surface water management merits a strategic approach across the Greater Manchester conurbation. The issues are complex and are difficult to address by individual local authorities working in isolation and actions in one district can result in significant cumulative impacts within other Authorities.

Figure 1 - Properties at Risk within Greater Manchester



4.3.7 Consequently, it was agreed that the combined funding of £275,000 would be best used to prepare a single SWMP for the Greater Manchester region as a whole. Rochdale on behalf of AGMA has sought permission from Defra to combine the two allocations and has also submitted a bid for a further £725,000 to develop a Greater Manchester SWMP. A decision is expected early in 2010.

4.3.8 The SWMP process requires Local Authorities to prepare registers of all surface water assets (known as Asset Registers). Typically, such assets will include sustainable urban drainage systems, piped culverts, open watercourses, runoff retention tanks and pumping stations.

4.3.9 It is intended that the SWMP will inform the planning process and therefore may affect the size and scope of future developments.

Sustainable Urban Drainage Systems (SUDS)

4.3.10 SUDS systems restrict the flow into piped systems and watercourses by retaining surface runoff at or near to ground level (typically within car-park and landscaped areas), or at roof level. Surface runoff drains naturally to ground under controlled conditions.

4.3.11 The Draft Bill proposes that SUDS systems are a primary requirement for new developments and their use should be central to the planning process.

4.3.12 Volume one of the Streetscape manual, presented to Scrutiny in March 2009, has already started to address the requirement for SUDS in relation to new highway developments. The manual will be reviewed when the Bill is enacted

to ensure ongoing compliance. Future volumes will take the requirements into account.

4.3.13 The Bill proposes the regulation, adoption and maintenance of SUDS systems by Local Authorities as Highway Authorities. This may have major legal repercussions since SUDS systems may be located within privately-owned land.

Other Surface Water Assets

4.3.14 Where a SUDS solution is not feasible Local Authorities will be responsible for the design, construction and maintenance of traditional surface water assets such as piped culverts and open watercourses.

4.3.15 Within Greater Manchester it is envisaged that the design, construction and maintenance of surface water assets will be managed by individual Local Authorities (in contrast to the preparation of a single SWMP for the whole of Greater Manchester, as referred to earlier).

4.4 Capacity and Capability of Local Authorities to meet their Obligations under the Draft Flood and Water Management Bill

4.4.1 A research report was produced in July 2009 by Mouchel on behalf of the County Surveyors Society, the Local Government Association and the Improvement and Development Agency for Local Government.

4.4.2 The study considered the likely needs of Local Authorities in order to meet their obligations under the Draft Bill. Data was collected using a standard questionnaire from 14 Local Authorities through meetings, telephone conversations and a workshop.

4.4.3 Key areas where resources are considered to be needed in order to undertake the leadership role required by the legislation are in the preparation of SWMPs, management of the implementation of SUDS schemes and in the production and maintenance of Asset Registers.

4.4.4 Key skills identified as being necessary to successfully implement the Bill include technical skills, communication/partnering building skills and legal skills. A major issue is the need for Local Authorities to have sufficient in-house expertise to act as an 'intelligent client', even if work is commissioned externally to consultants.

4.4.5 However, less specific was the data received from the sample number of Local Authorities in respect of the likely numbers of staff needed to ensure compliance with the Draft Bill. In broad terms though it is thought up to 9 technical, planning and administrative staff (ie excluding operational personnel) would be required. Within the sample group up to 2 staff only are currently considered to be employed on this type of work.

- 4.4.6 The report did not consider the need for operational staff needed to physically maintain future surface water assets. This is sensible because the required numbers of staff in Local Authorities may vary considerably depending on the volume and nature of the assets adopted.
- 4.4.7 In Manchester, it is likely the number of new assets will grow over time. Therefore in the event that the Draft Bill becomes enacted it is recommended that the necessary number of operational, technical, planning and administrative personnel should be kept under regular review as the size of the Asset Register grows.