

Environment and Prosperity Scrutiny Committee

Agenda

Date: Tuesday, 20th December, 2011
Time: 2.00 pm
Venue: Committee Suite 1,2 & 3, Westfields, Middlewich Road,
Sandbach CW11 1HZ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**

2. **Declarations of Interest/Whipping Declarations**

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests in any item on the agenda

3. **Public Speaking Time/ Open Session**

A total period of 15 minutes is allocated for members of the public to make a statement(s) on any matter that falls within the remit of the Committee.

Individual members of the public may speak for up to 5 minutes, but the Chairman will decide how the period of time allocated for public speaking will be apportioned, where there are a number of speakers

4. **Minutes of Previous Meeting** (Pages 1 - 6)

5. **Strategic Highways Update**

For any apologies or requests for further information, or to give notice of a question to be asked by a member of the public

Contact: James Morley
Tel: 01270 686465
E-Mail: james.morley@cheshireeast.gov.uk

To receive a presentation from the Principal Transportation Officer updating the Committee on the Council's Key Transport Projects

6. **Planning Enforcement**

To consider a report of the Head of Planning and Housing.(to follow)

7. **Car Parking - Income** (Pages 7 - 10)

To review the budgeted and actual income from car parking in the first quarter of this municipal year.

8. **Car Parking - Parking Charge Scale Proposals** (Pages 11 - 20)

To consider the proposed parking charge scales for Cheshire East Council's car parks.

9. **Work Programme** (Pages 21 - 24)

To give consideration to the Committee's Work Programme

CHESHIRE EAST COUNCIL**Minutes of a meeting of the Environment and Prosperity Scrutiny Committee**

held on Tuesday, 22nd November, 2011 at Committee Suite 1,2 & 3,
Westfields, Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor L Gilbert (Chairman)
Councillor G M Walton (Vice-Chairman)

Councillors A Barratt, P Butterill, H Davenport, K Edwards, R Fletcher,
S Hogben, P Hoyland and G Morris

Apologies

Councillors G Barton

ALSO PRESENT

Councillors S Wilkinson, P Raynes, S Davies

OFFICERS PRESENT

Arthur Pritchard – Assets Manager
David Job – County Land Agent (Cheshire Shared Services)
Kevin Melling – Head of Highways and Transport
David Malcolm – Southern Area Manager – Development Management
Diane Bramall – Media Relations Officer
James Morley – Scrutiny Officer

146 MINUTES OF PREVIOUS MEETING

RESOLVED: that the minutes of the meeting held on 25 October 2011 be approved as a correct record and signed by the Chairman.

147 DECLARATIONS OF INTEREST/WHIPPING DECLARATIONS

Councillor Steve Wilkinson declared a personal interest in Item 5 as he had the sporting rights on some of the Cheshire farms estate.

148 PUBLIC SPEAKING TIME/ OPEN SESSION

Councillor John Saville Crowther, of Congleton Town Council, was present at the meeting and addressed the committee. Councillor Saville Crowther's comments related to Item 6 of the agenda and the effect that alfresco licenses were having on local businesses. He believed the charge levied by Cheshire East for alfresco licenses could be too much for businesses to cope with and could contribute to the downfall of many local businesses, bearing in mind that most businesses were only able to take advantage of alfresco dining six weeks a year

during the summer. He believed that alfresco licenses should be shelved until the economy improved.

149 **CHESHIRE FARMS ESTATE**

The Committee received a report from the Assets Manager and the Shared Services County Land Agent on the Farms Estate Policy Review. The report summarised the work of a Cabinet Review Group (CRG) that was commissioned by the Portfolio Holder for Prosperity to carry out an investigation into farms estate to assist the Council in reaching a conclusion upon the formation of policy for the service. The report set out the conclusions and advice that the Cabinet Review Group were going to offer to Cabinet and financial and legal implications of adopting the recommendations.

Members of the Committee asked questions and made comments about the report and recommendations. The points made included:

- The farm estate would be rationalised to create fewer but larger and more sustainable and viable farms. Rationalisation would result in surplus assets such as buildings (e.g. farm houses and out buildings) that would be sold. Some assets that may be sold would possibly provide opportunity for housing developments depending on their location and proximity to other developments and infrastructure. Plans for rationalisation and which assets would become surplus had not yet been carried out however decisions would be managed based on the recommendations of the policy and in relation to corporative objectives and the Council's vision for the borough.
- Some of the capital receipts from rationalising the estate had been reinvested to prepare the estate for the new arrangements and also to make improvements to the quality of assets and farms to improve the quality of the estate.
- Vacant farms were advertised through a tendering process and potential tenants make an application to the Council. Demand for farms was high and the Council had received 40 applications for a recent vacancy the vast majority of which were good quality applications.
- The majority of Committee members welcomed the report and believed that a review of the policy was necessary to bring the farms estate up to date a make the Council's farms more viable and sustainable.

RESOLVED: That the Committee endorse the recommendations of the Cabinet Review Group

The Asset Manager and County Land Manager left the meeting

ALFRESCO POLICY

The Committee received a briefing from the Head of Highways and Transport on the Council's Pavement Café Policy. The Pavement Café Policy was approved on 18 March 2011 under delegated powers by the Strategic Director Places after it had been commented on by this Committee on 8 February 2011. The Pavement Café Policy aimed to set out a consistent approach for owners and managers of restaurants, cafes, bars, tea rooms, coffee shops and snack bars, who may be considering placing tables and chairs outside their premises. The Committee was asked to give comments on the policy.

Members of the Committee asked questions and the following points were made:

- Under Part VII A of the Highways Act 1980 the Council had the power to licence the placing of items and amenities on certain types of highway.
- The Council had been working hard to support the future prosperity of all town centres with schemes such as the “Love Local Life” and was committed to continually reviewing its policies and fees. The Strategic Director Places had therefore made an informed decision in consultation with the Portfolio Holder for Environment to revise the fee structure to provide a greater concession to smaller businesses. The revised fee structure was to charge £100 initial license and renewal for up to 6 seats as opposed to £150 initial fee, £100 renewal, for up to 4 seats.
- The pricing structure meant that the Council only recovered the cost it incurred through the application process and enforcement; however the fees did not cover the cost of administering and enforcing the policy.
- The advantage of a license with each individual person or business was that the Council could ensure compliance with the terms and conditions of the licence. Without a licence, the Council could only set down guidelines and then take enforcement action where appropriate.
- All responsible premises should carry public liability insurance. The Council's insurers had stated that they would expect every business to have their own public liability insurance in place. If the Council did not take measures to impose licenses and ensure business had public liability insurance it would be liable to pay, from its own pocket, any costs and damages awarded to an injured person in the event of a claim.
- The Committee generally agreed that it was necessary to enforce licences to protect the Council from liability for injury caused by

obstructions on the public highway such as tables and chairs. However, it was considered that the charges needed to better reflect the difference between small local businesses and large national companies. Members of the Committee believed that the step from £100 for 6 seats to £550 for 7 seats was too great and would effect the growth of local businesses. They recommended that charges be looked at again and the introduction of more steps in the scales or charges was needed. The Head of Highways and Transport said this would be looked at during the next review and that the Scrutiny Committee would be given the opportunity to comment on changes.

RESOLVED:

- (a) That the Committee endorse the Pavement Café Policy and the Principle of cost recovery. Vote: 6 For, 2 Against, 1 Abstention.
- (b) That at the next review of charges, the Head of Highways and Transport consider a tiered system to provide a more equitable scale of charges.

151 COMMUNITY TRANSPORT TASK AND FINISH REVIEW

The Committee discussed the Community Transport Task and Finish Review with the Head of Highways and Transport. The Head of Highways and Transport explained that there needed to be a total transport review to take stock of the current position of transport as a whole and possible strategy for the future. He suggested that a Task and Finish group looking specifically at Community Transport at this time would impact on the other areas of transport and potentially have a bad effect on a total transport review.

Various members of the Committee welcomed a total review of transport as it was a service that cuts across many portfolios and scrutiny committees such as Children's Services and Adult Social Care. The Head of Highways and Transport suggested that the Task and Finish Group should be suspended until it was more suitable to look at Community Transport in isolation.

RESOLVED: That the Community Transport Task and Finish Review be suspended.

The Head of Highways and Transport left the meeting

152 DEVELOPMENT MANAGEMENT TRANSFORMATION PROJECT UPDATE

The Committee considered a report from the Southern Area Manager updating it on the Development Management Transformation Project. The report set out what Development Management's current activity and future plans were. The objective of the Development Management Transformation Project was to introduce new robust IT hardware and to standardise all of the historic records inherited from the former legacy authorities onto one system. It was also concerned with transforming the Council's working practices to make them more efficient, and to deliver a new staffing structure that would be fit for purpose as well as meeting budget targets.

The report stated that completion of the project was scheduled for April 2011 to tie in with staffing restructure which was also due to be completed by that time. However this target had not been met and the project was still incomplete. The project suffered a number of delays; unfortunately as a result a number of project milestones were missed which had a knock on effect on the project as a whole. At the date on the meeting work completed included; new IT hardware infrastructure; planning system upgrade & new module software implementation; existing legacy data from Crewe & Nantwich/Congleton/County IT systems converted onto one system; and single consolidated document management system installed.

There were still a number of outstanding issues and work which had not yet been delivered. These had been logged and were being dealt with accordingly. Re-planned work was underway via separate mini-projects and other smaller problems had been identified and logged to ensure that they were resolved with agreed timescales.

Delivery of benefits from the project had already been realised in respect of staffing restructure which had delivered budget savings and further cost savings from the decommissioning of existing legacy systems would take place be actualised in 2012.

RESOLVED: That the report be noted.

153 **WORK PROGRAMME**

The Committee gave consideration to the Work Programme.

RESOLVED: That the current Work Programme be agreed.

The meeting commenced at 2.00 pm and concluded at 4.05 pm

Councillor L Gilbert (Chairman)

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CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting:	20 December 2011
Report of:	Head of Community Services
Subject/Title:	Car Park Income: Response to Corporate Scrutiny Committee Question. Sept 2011

Portfolio Holder:	Cllr Rod Menlove
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1.0 Report Summary

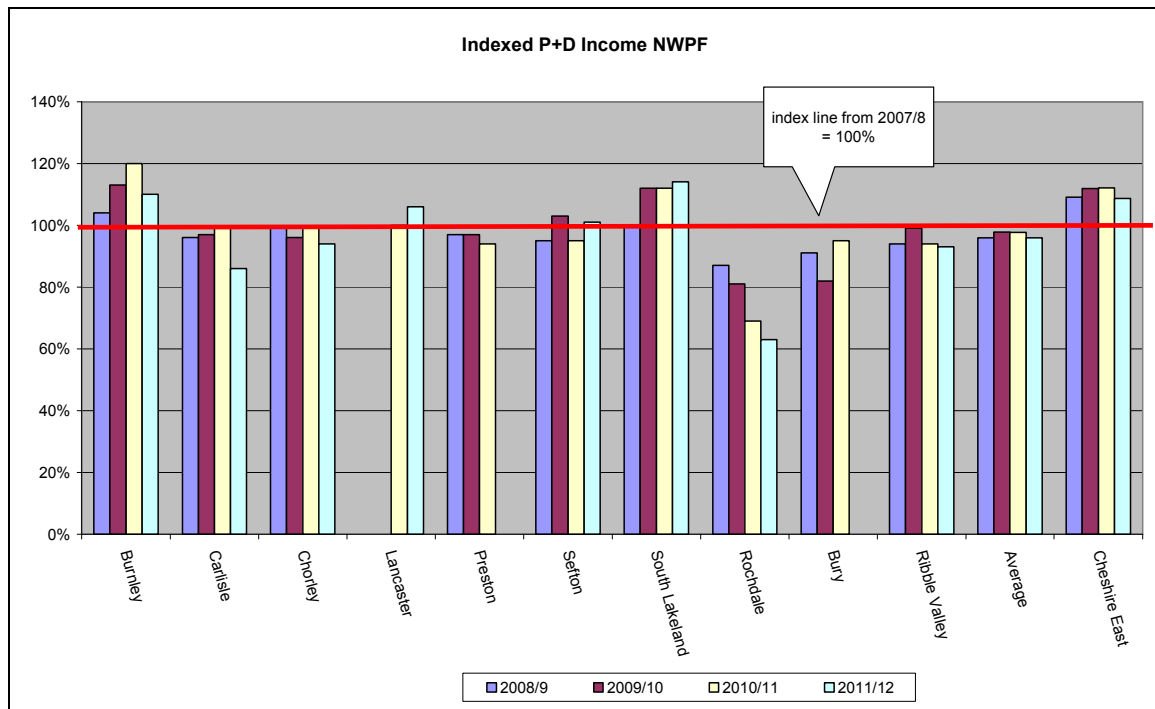
- 1.1 Income from car parking and parking enforcement continues to fall short of budgeted levels although still close to last year's figure. The report seeks to set this in context.

2.0 Decision Required

- 2.1 The Committee is asked to note the report and is invited to make any recommendations it may have, to the Cabinet Member for Environmental Services.

3.0 Pay and Display Income

- 3.1 Car Park Income is struggling nationally in response to reduced customer spending power. Authorities are experiencing shortfalls of between 5 and 15% against parking income budgets, undoubtedly linked to the pressures in the economy. Growth in use of the internet for shopping has also affected high street trade and vehicle use to park in towns.
- 3.2 A regional comparison is shown, from returns by members of the North West Parking Forum. Taking year 2007/8 as 100%, pay and display income in following years is shown as a % against that base. Most authorities in the region show declines with Cheshire East maintaining a reasonable position against the average.



3.3 Cheshire East Car Park income has shown a 5% increase against months prior to the recent tariff rise of August 19th 2011 and analysis shows that parking demand was more price sensitive in some towns compared with others and supports other indications of the difficulties in these towns. Income from Congleton car parks fell in this recent period against last year in spite of not having any price increase applied.

3.4 Some authorities have imposed larger % increases in fees than CEC and have seen smaller % increases in income. Research for 'Yorkshire Forward' (Regional Economic Development Forum) suggested that the major factor in determining the level of footfall and customer stay was the retail and visitor offer of a Town Centre rather than the cost of parking.

4.0 Fines

4.1 Income from fines (see table below) has been steadily increasing as patrol teams have returned nearly to full strength (25 officers) following earlier difficulties including a death in service and long term sickness absence at the end of last year.

PCN Income 2011/12		
Mth	LY	TY
A	£51,315	£57,787
M	£56,791	£61,386
J	£52,606	£74,461
J	£56,691	£62,076
A	£51,041	£65,717
S	£47,738	£72,463
O	£51,340	£62,705

Penalty Income to date: £367.5k £456.5k
Budget to date: £605.4k

4.2 Performance has approached the average one would expect over the last 3 months, leading us to have confidence that we are picking up the bulk of the contraventions in most of the “black spots”. Observations of on street parking “contraventions” can be misleading and many of those often seen in town centres are blue-badge holders who do have the right to park on some restrictions for up to 3 hours. This may contribute to “anecdotal evidence” of contraventions going unenforced.

4.3 There are some exceptions in streets which are unenforceable due to poor lines or missing signs; work is now in progress with the new Highways contractor to bring these areas up to standard.

4.4 With improvements to signs & lines and the enforcement team’s recent performance improvement, it is estimated that around £800k income will be achieved this year.

4.5 The purpose of parking enforcement is *to deter the motorist from contravening* (Traffic Management Act DfT guidance); the aspiration is to bring down the level of PCN issue by ensuring that motorists are encouraged to park properly and safely. The PCN income figure is considered to be “derived” from previous experience and not a target. The budget figure is set as an estimate of the basic level of contravention expected.

5.0 Wards Affected : All

6.0 Local Ward Members : All

7.0 Policy Implications including - Carbon reduction: N/A
- Health: N/A

8.0 Financial Implications (Authorised by the Director of Finance and Business Services)

8.1 Reported at MYR, despite improvements in the latter half of the year, a shortfall against budget of £572k was anticipated due to continuing economic recessionary pressures and a corresponding reduction in customer demand compared to 2010-11. Pay and Display (£403K) or 8% shortfall on budget, Car Parking Fines (£169k) or 16% shortfall on budget.

9.0 Legal Implications (Authorised by the Borough Solicitor)

9.1

10.0 Risk Management

10.1 Further risk to parking income due to customers' choices is unavoidable other than to ensure all car parks and meters are well maintained and fit for purpose.

10.2 Penalty income is derived to some extent; however continued efforts are being made to improve the effectiveness of the enforcement team based on evidence of contravention and risk to road safety and congestion.

Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

Name: Paul Burns

Designation: Parking Services Manager

Tel No: 01270 537805

Email: Paul.Burns@cheshireeast.gov.uk

CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting:	20 December 2011
Report of:	Parking Services Manager
Subject/Title:	Proposed Cheshire East Car Park Tariff Structure 2012/13
Portfolio Holder:	Cllr Rod Menlove

1.0 Report Summary

- 1.1 The current car park tariff structures vary between different locations in the Borough. They represent a mixture of inherited tariffs from pre-LGR authorities, along with new Cheshire East tariffs and some pre-LGR tariffs partly adjusted in 2011 to achieve a fairer structure for some individual towns. This report contains a proposal to create a new Cheshire East Council Tariff Structure which conforms to the Parking Strategy and takes full account of the classification of towns and villages as assessed by this Scrutiny Committee. In addition, the proposal includes a 'zonal' approach to parking tariffs in larger towns, reflecting different demands in central business centres and the needs of shoppers.

2.0 Decision Requested

- 2.1 The Environment and Prosperity Scrutiny Committee is requested:

- 2.1.1 to consider the rationale behind the proposed tariff structure as set out within the report; and
- 2.1.2 to make recommendations to the Cabinet Member for Environmental Services in relation to the structure of the proposed tariff and the timeframe for the implementation of any changes to the current tariffs.

3.0 Reasons for Recommendations

- 3.1 The Cheshire East Parking Strategy sets out the principles for the application of tariffs to car parks as follows:

Off Street Parking Management

It is expected that an appropriate charging level combined with the enforcement will help the authority to make the best use of the car park assets which in turn is likely to make parking easier and more attractive to the short term customers upon whom our towns rely heavily. Longer stay parking in the most convenient central car parks puts undue pressure on visitor and short term parking.

Long stay parking will continue to be priced more cheaply per hour than short stay and usually limited to less central car parks. (Where the capacity of central car parks can cope, long stay is allowed but controlled with higher fees).

The pricing mechanism adopted is appropriate for the following purposes:

- Managing demand, required to promote the use of town centre short stay spaces for shoppers
- Ensuring that direct users pay for the service wherever practical.
- Providing finance to implement other strategic transport aims

Key Principles

The key principles that flow from the overall context of the Parking Strategy are:

1. Parking should be managed in a way that assists the vitality/viability of town centres and villages through local parking policies and standards which take into account the needs of local residents, disabled drivers, shops, businesses, employment and education.
2. Local parking policies and standards to be consistent with regional and national guidance.
3. Parking management will seek to assist with environmental improvement in town centres.
4. Parking charges should be set at levels, to
 - reflect the role and economic strength of centres,
 - effectively manage demand, and
 - respond to integrated transport and sustainability

Objectives

The objectives of the Strategy are linked to the wider Local Transport Plan “Areas for Action”:

Primary Local Transport Plan Area for Action (secondary areas)	Parking Strategy Objective
<p><i>Create conditions for business growth</i></p> <p><i>(Unlock the potential of our towns)</i></p>	<ol style="list-style-type: none"> 1. Control and manage parking so as to sustain the economic vitality of Cheshire East town centres and villages 2. Provide excellent parking facilities, at an appropriate cost, to users and Council tax payers.

The Strategy also sets out how these objectives are to be achieved:

Provide excellent parking facilities, at an appropriate charge, to customers and Council tax payers

- Review charges annually, in accordance with the Council’s Fees and Charges policy, at least recovering the cost of the car park service. The annual review

should consider the charges applied at comparator Councils and similarities in demand profile of each of the town centres and villages.

- **The scale of charges should conform to a consistent pattern across the stay periods in all towns, to improve choice and optimise management of parking supply. The steps in charge level from one time period to the next should be broadly consistent throughout all locations.**

4.0 This Scrutiny Committee has previously studied the town centres of the Borough from a parking perspective and has devised a scheme of classification or ranking for these towns. This reflects the type of town in terms of services provided, as well as attractions and type or character. The results of the study were summarized in the table attached to the Committee's October 2010 Report (appendix 2):

***Review of Towns and Villages within Cheshire East – July/August 2010
Draft Report of the Car Parking Task and Finish Group***

Agreed Terms of Reference

To rank towns and villages by criteria, to ensure that, if parking charges are reviewed sometime in the future, comparable towns and villages are treated equally and a reasonable tariff is created.

4.1 We have used this classification to allocate the proposed new tariffs to the towns where charges currently apply. The tables below show, in order, the current position and broadly, the towns in which each tariff grade is applied.

Table 1 **Current Tariffs**

Tariff	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	up to 5 hrs	up to 6 hrs	up to 10 hrs
A (mainly Macclesfield centre)	£ 0.70	£ 1.10	£ 2.30	£ 3.40	£ 3.40	£ 4.30	£ 5.50
B (Macc outer, Knutsford, Wilmslow)	£ 0.60	£ 1.00	£ 2.10	£ 3.10	£ 3.10	£ 3.90	£ 4.30
C (outer zone of north towns)	£ 0.50	£ 1.00	£ 1.70	£ 2.50	£ 2.50	£ 3.10	£ 3.30
D (Alderley Edge)	£ 0.40	£ 0.80	£ 1.80	£ 2.10	£ 2.10	£ 2.60	£ 2.90
Congleton	£ 0.30	£ 0.50	£ 1.00	£ 1.00	£ 1.00		£ 1.50
A/D (Crewe)	£ 0.70	£ 1.10	£ 2.10	£ 2.10	£ 2.10	£ 2.60	£ 2.90
B/D (Nantwich)	£ 0.60	£ 1.00	£ 1.80	£ 2.10	£ 2.10	£ 2.60	£ 2.90

**Table 2 New Proposed Cheshire East Tariff Structure
(ratio / weightings to a one hour base)**

Uses	Examples	Tariff	1/2 hr	up to 1 hr	up to 2 hrs	up to 3 hrs	up to 4 hrs	Up to 5 Hrs	up to 6 hrs	up to 10hrs
town centre shoppers	Crewe, Macc TC	A1	0.6	1	2	3	4	6	7	8
town centre and nearby	Crewe, Knuts, Nantw	B1		1	2	3	4	6	7	8
small towns/edge of centre	Congleton, Ald Edge	C1		1	2	3	4	5	6	7
suburbs/villages	Macc (outer), Crewe (outer)	D1		1	2	3	4	5	6	7
rural/leisure/new		E1		1	2	3	4	5	6	7

4.2 In table 2, the ratios of the charge for each time period to that for 1 hour, are shown. This is to make clear how the steps in tariffs have been calculated. (ie the price for 2 hours is 2 x the price for 1 hour, etc). There is a deliberate larger step at over 4 hours in central town car parks to reflect the need to discourage longer stay there. This is in line with the policy stated above. However it has been amended from the current position where the step, in Macclesfield, occurs at 3 hours. Consultation has indicated that this is felt to be discouraging to business in the town centre and so this 'step' has been moved to a 5 hour stay.

4.3 Charges are calculated from the starting point of the 1 hour charge. This ensures that given the need to keep the minimum stay charge at a level not to discourage shoppers, all other charges are then in proportion. (The charts below are a representation of the steps to illustrate the improved position in the proposed structure). ***The Tariffs used are for illustrative purposes only.***

4.4 The new tariff would have the advantage of a clear, logical background rooted in both the agreed Parking Strategy and the work of this committee. However, if towns are allocated to new tariffs based on the earlier classifications, this would mean a significant increase in charges for long stay car parking in Crewe centre and Nantwich and Congleton Town Centre across all stay periods.

4.5 Members may consider that a further intermediate step or transitional arrangements need to be considered to minimise the immediate impact on customers.

5.0 Wards Affected : All

6.0 Local Ward Members : All

7.0 Policy Implications including

7.1 - Carbon reduction: Parking facilities should assist with reducing carbon emissions through reduced congestion in town centres and encourage public transport use.

7.2 - Health: As above, effective parking services can help improve air quality by reducing vehicle emissions.

8.0 Financial Implications (Authorised by the Director of Finance and Business Services)

- 8.1 The proposed structure has been evaluated and it is estimated that (if demand levels remained similar to this year) it would not significantly affect total income to the Council. This is mainly because the greatest part of that income comes from up to 2 hours parking, the prices for which are little changed on average.
- 8.2 However the effect in Crewe and Congleton would be to cause sharp increases in the cost of all day parking.
- 8.3 An increase affecting so many car parks would result in a significant cost for the statutory notice publication of approximately £7000. If it were to be decided that the changes would take place in several stages, this figure should be multiplied accordingly.

9.0 Legal Implications (Authorised by the Borough Solicitor)

- 9.1 The proposed changes, if approved, will be subject to a Statutory Notice of Variation. Public statutory consultation is not required for parking fee changes.
- 9.2 Section 35C of the Road Traffic Regulation Act 1984 states that when an order made under section 35(1)(iii) of the 1984 Act makes provision as to the charges to be paid in connection with the use of an off-street parking place, the charges may be varied by notice. Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provide that a 'notice of variation' given under section 35C must be published at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force. In addition, the authority is required by regulation 25(5) to display copies of the notice in the relevant parking places.

10.0 Risk Management

- 10.1 There is a high risk of public complaints in some of the locations affected by any proposed changes which may be mitigated by any suggested transitional arrangements for those areas most affected. However, given the financial costs of changes and the possibility of confusion for the customer, the number of steps to achieve any new harmonised tariff structure should be kept to a minimum. Members may consider that the timing of any change should therefore be set at a one year interval from the last.

11.0 Options

- 11.1 Members may wish to propose a different tariff structure, or to recommend no change this year.

12.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

Name: Paul Burns

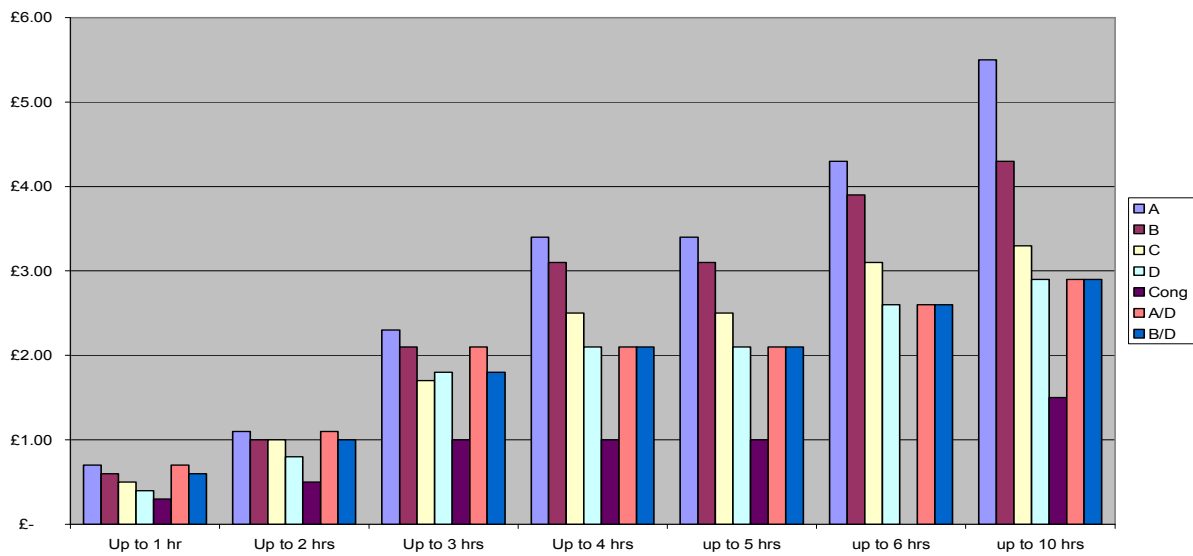
Designation: Parking Services Manager

Tel No: 01270 537805

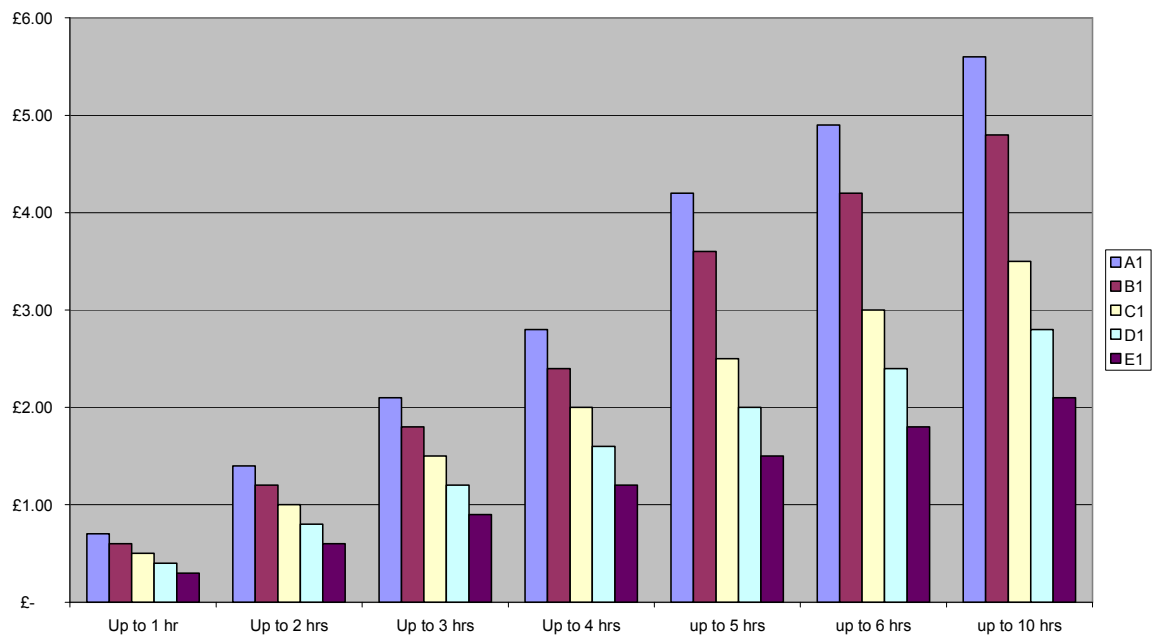
Email: Paul.Burns@cheshireeast.gov.uk

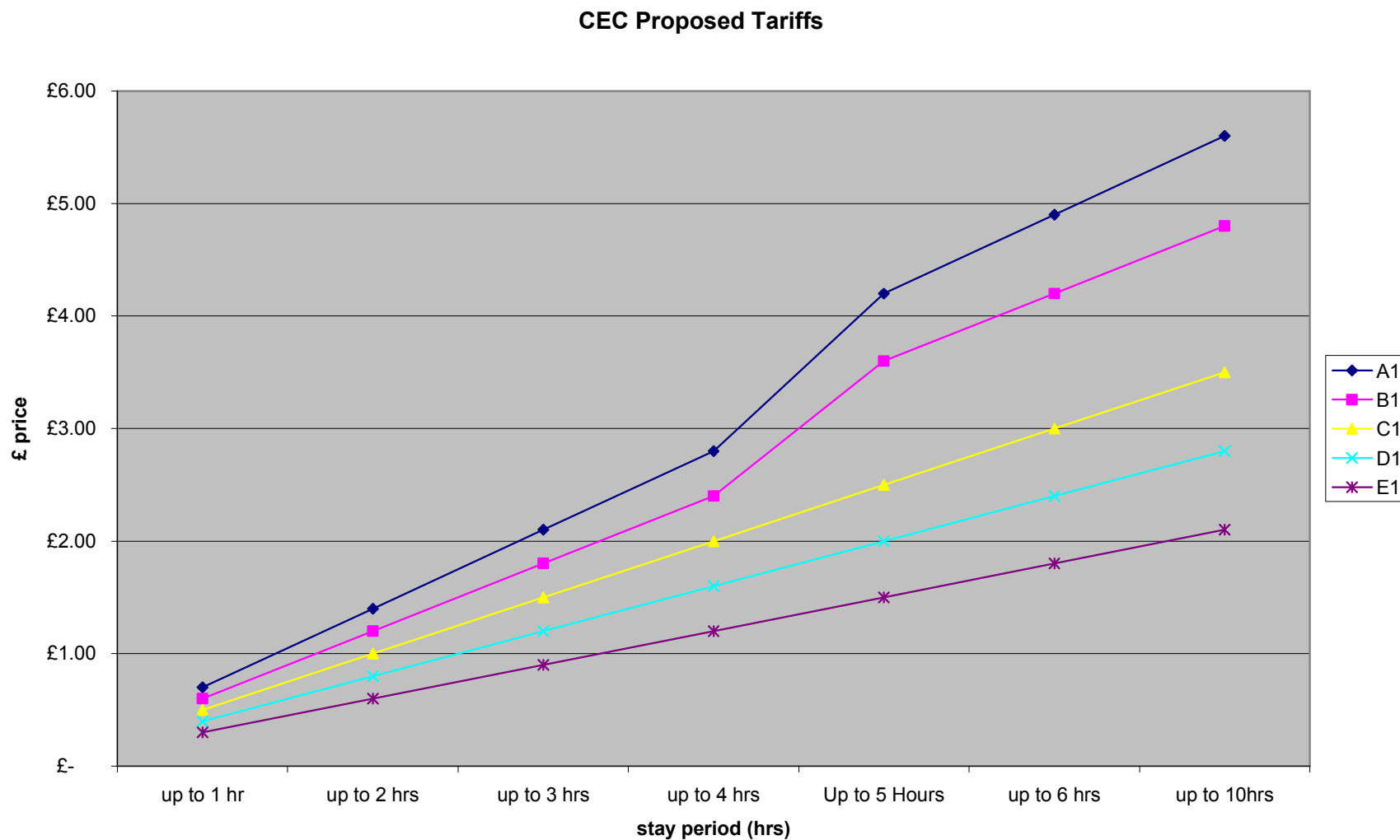
Appendix 1: Charts of Current and Proposed Tariff Grades

Car Park Charges Tariff Steps, as at Aug 2011



Car Park Tariff Steps Projected 2011 12





Appendix 2: Scrutiny Committee Assessment – Towns & Villages

TOWN	POPULATION	UNEMPLOYMENT LEVELS as at Oct 09 (%)	FACILITIES	RAILWAY	CCTV	RETAIL	FOOD AND DRINK PROVISION	NIGHT TIME ECONOMY	EASE OF ACCESS	PUBLIC TRANSPORT	NUMBER OF SPACES ON CHESHIRE EAST CAR PARKS	TOTAL	RANK
CREWE	(50600) 10	5	10	10	(48) 6	10	8	6	5	9	(2643) 10	86	A
MACCLESFIELD	(50470) 10	3.5	8	10	(78) 10	8	10	8	8	9	(2166) 9	90	A
WILMSLOW	(30020) 6	2.5	7	10	(62) 8	9	10	8	9	8	(1239) 6	81	A
NANTWICH	(14100) 2	2.6	9	8	(15) 5	9	10	8	9	8	(750) 4	72	B
KNUTSFORD	(12650) 2	2.7	10	8	(14) 5	9	10	9	8	8	(635) 4	73	B
CONGLETON	(26350) 5	3.2	7	7	(8) 3	7	8	6	7	7	(799) 4	61	C
SANDBACH	(17840) 3	3.1	5	7	(5) 3	6	8	7	9	8	(487) 3	59	C
POYNTON	(14360) 2	2	7	8	(6) 3	6	7	6	7	7	(204) 2	55	C
ALDERLEY	(4710) 1	1.4	6	8	(3) 2	6	7	8	8	7	(181) 2	55	C
MIDDLEWICH	(13450) 2	3.1	5	0	(5) 3	6	7	3	5	4	(133) 2	37	D
ALSAGER	(12440) 2	2.6	5	7	(6) 3	5	7	3	8	7	(403) 3	50	D
HANDFORTH	(8014) 1	3.5	5	8	(3) 2	6	6	4	8	8	(102) 1	49	D
BOLLINGTON	(7400) 1	3.5	6	0	(0) 0	4	6	8	7	4	(71) 1	37	D
HOLMES CHAPEL	(5780) 1	1.3	5	8	(3) 2	5	7	4	8	6	(47) 1	47	D
DISLEY	(4210) 1	2.1	4	7	(3) 2	4	6	4	6	7	(60) 1	42	D
PRESTBURY	(3290) 1	1.1	4	7	(0) 0	3	7	7	5	7	(122) 2	42	D
HASLINGTON	(6670) 1	1.8	2	0	(0) 0	3	2	2	8	4	(15) 1	23	E
AUDLEM	(1940) 0	1.7	2	0	(0) 0	4	7	6	7	4	(59) 1	31	E

The above criteria have been scored out of 10

The population, number of CCTV cameras and number of carparking spaces for each town are quoted in brackets.

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CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting:	20 December 2011
Report of:	Borough Solicitor
Subject/Title:	Work Programme update

1.0 Report Summary

- 1.1 To review items in the 2011 Work Programme, to consider the efficacy of existing items listed in the schedule attached, together with any other items suggested by Committee Members.

2.0 Recommendations

- 2.1 That the work programme be received and noted.

3.0 Reasons for Recommendations

- 3.1 It is good practice to agree and review the Work Programme to enable effective management of the Committee's business.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 Not applicable.

6.0 Policy Implications including - Climate change - Health

- 6.1 Not known at this stage.

7.0 Financial Implications for Transition Costs

- 7.1 None identified at the moment.

8.0 Legal Implications (Authorised by the Borough Solicitor)

- 8.1 None.

9.0 Risk Management

9.1 There are no identifiable risks.

10.0 Background and Options

10.1 In reviewing the work programme, Members must pay close attention to the Corporate Plan and Sustainable Communities Strategy.

10.2 The schedule attached, has been updated in line with the Committees recommendations on 22 November 2011. Following this meeting the document will be updated so that all the appropriate targets will be included within the schedule.

10.3 In reviewing the work programme, Members must have regard to the general criteria which should be applied to all potential items, including Task and Finish reviews, when considering whether any Scrutiny activity is appropriate. Matters should be assessed against the following criteria:

- Does the issue fall within a corporate priority
- Is the issue of key interest to the public
- Does the matter relate to a poor or declining performing service for which there is no obvious explanation
- Is there a pattern of budgetary overspends
- Is it a matter raised by external audit management letters and or audit reports?
- Is there a high level of dissatisfaction with the service

10.4 If during the assessment process any of the following emerge, then the topic should be rejected:

- The topic is already being addressed elsewhere
- The matter is subjudice
- Scrutiny cannot add value or is unlikely to be able to conclude an investigation within the specified timescale

11.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

Name: James Morley
Designation: Scrutiny Officer
Tel No: 01270 686465
Email: james.morley@cheshireeast.gov.uk

Environment and Prosperity Scrutiny Committee Work Programme – 1 December 2011

Issue	Description /Comments	Officer	Suggested by	Portfolio	Corporate Priority	Current Position	Date
Strategic Highways Update	To receive a presentation updating on the progress of Strategic Highways projects	Paul Griffiths	Committee	Environment	Ensure a sustainable future	On Target	20 December
Car Parking Income	To review the budget shortfall in income from Car Parking	Peter Hartwell	Scrutiny Chairmen's Group	Environment	Ensure a sustainable future	On Target	20 December
Parking Charge Scale Proposals	To consider the proposed parking charge scales.	Peter Hartwell	Portfolio Holder	Environment	Ensure a sustainable future	On Target	20 December
Planning Enforcement	To give consideration to planning enforcement operations	Deborah Ackerley	Committee	Safer Stronger	Ensure a sustainable future	Deferred from 22 November	20 December
Pre-Planning Application Service	To receive a briefing on the pre-planning application service.	Steve Irvine	Chairman	Safer Stronger Communities	Ensure a sustainable future	Deferred from 22 November	TBC
Local Sustainable Transport Fund – Key Decision Jan	To give consideration to the implications if the Local Sustainable Transport Fund bid is accepted.	Chris Williams	Portfolio Holder	Environment	Ensure a sustainable future	Deferred from 5 July 2011	TBC
Community Transport	Meeting to scope review.	Chris Williams	Committee	Environment	Ensure a sustainable future	Task Group suspended 22 November	Resumption TBC

Possible Items to Monitor or consider at future Meetings

- Localism Bill and Policy Implications – Wait until Localism Bill receives Royal Assent – Received November 2011
- Transfer of Crewe Shop Mobility – Key Decision Jan 9th 2012
- Waste Needs Assessment/Recycling (informing LDF process)

Environment and Prosperity Scrutiny Committee Work Programme – 1 December 2011

- Anaerobic Digesters/Silver Bin Recycling/Glass Bring Banks – Cllr Menlove (revisit July 2012 when yearly figures available)
- Street lighting trial – Cllr Menlove (February 2012)
- Financial Assistance Policy (Grants and Loans) – Cabinet Decision April (February meeting)
- Alfresco Policy – cost breakdown
- Development Management Transformation Project – Possible update on outstanding work
- Building Control/Operational Management – Cllr Bailey
- Lifestyle Centres – Prosperity/Health and Well Being/ Adult Service
- Household Waste Recovery Centres – Menlove – Shared Service
- Corporate Landlord Model Overview – Macrae (March 2012)
- Planning Tour of completed planning developments – Spring/ August 2012
- The Good, the Bad and the Ugly Tour – Spring 2012

Dates of Future Environment and Prosperity Scrutiny Committee Meetings

20 December 2011, 24 January 2012, 21 February 2012, 20 March 2012 and 24 April.

Dates of Future Cabinet Meetings

5 December 2011, 9 January 2012, 6 February 2012, 5 March 2012, 2 and 30 April 2012.

Dates of Future Council Meetings

15 December 2011, 23 February 2012, 19 April 2012 and 16 May 2012.