

# **Environment and Prosperity Scrutiny Committee**

## **Agenda**

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**Date:** Wednesday, 24th March, 2010  
**Time:** 10.00 am  
**Venue:** Committee Suite 1,2 & 3, Westfields, Middlewich Road,  
Sandbach CW11 1HZ

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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 - 4)

5. **Street Cleansing** (Pages 5 - 18)

To review the street cleansing performance

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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:** Katie Smith  
**Tel:** 01270 686465  
**E-Mail:** [katie.smith@cheshireeast.gov.uk](mailto:katie.smith@cheshireeast.gov.uk)

6. **Developing the Boroughs next Local Transport Plan** (Pages 19 - 36)

To give consideration to the progress made to date in developing the next Local Transport Plan

7. **Total Transport/ITU Review Update** (Pages 37 - 40)

To receive an update on the ITU Review

8. **Forward Plan** (Pages 41 - 44)

To give consideration to the extracts of the forward plan which fall within the remit of the Committee

9. **Work Programme** (Pages 45 - 48)

To give consideration to the work programme

## **CHESHIRE EAST COUNCIL**

### **Minutes of a meeting of the Environment and Prosperity Scrutiny Committee**

held on Thursday, 11th February, 2010 at Meeting Room B, Macclesfield Library, Jordangate, Macclesfield, SK10 1EE

#### **PRESENT**

Councillor G M Walton (Chairman)  
Councillor E Gilliland (Vice-Chairman)

Councillors G Barton, R Fletcher, M Hollins, M Parsons, J Weatherill, M Davies, C Beard, T Jackson, B Silvester and A Thwaite

#### **Apologies**

Councillors Rachel Bailey, S Broadhurst, H Davenport, M Hardy and C Thorley

#### **55 DECLARATIONS OF INTEREST/WHIPPING DECLARATIONS**

None

#### **56 PUBLIC SPEAKING TIME/ OPEN SESSION**

None

#### **57 MINUTES OF PREVIOUS MEETING**

RESOLVED

That the minute of the meeting be approved as a correct record and signed by the Chairman.

#### **58 CAR PARKING TASK AND FINISH PANEL**

RESOLVED

That following the circulation of two media releases on 13 and 26 January 2010, regarding the changes to existing car parking charge proposals, the Car Parking Task and Finish Panel be put on hold until Civil Enforcement of on street car parking had taken place across the former area of Congleton Borough Council and the effects of displacement had become clear. The Committee may then decide to continue with the Panel and revise the Terms of Reference accordingly.

#### **59 BUDGET 2010/2011**

The Committee considered a report of the Borough Treasurer containing the formal consultation by Cabinet of the Budget for 2010/2011.

The report set out in detail the spending plans and income targets for the Council for the financial year starting on 1 April 2010.

Members were informed that the Corporate Scrutiny Committee had set up a Budget Consultation Group in December 2009 to oversee the consultation process for 2010/2011 budget. The group had met two times during January 2010, during which details of the officer/portfolio budget challenge sessions held in the run up to the consultation process had been discussed. In addition, dates for the budget cycle of Scrutiny meetings had been agreed. The group had been given an opportunity to question some key officers within the Council to seek clarity on critical aspects of the budget, and as a result, there were no outstanding matters that required action by the Committee.

The group had concluded that it needed to reconvene in April to make early preparations for the 2011/2012 budget consultation process to ensure that a clear timetable existed for all internal stakeholders to ensure that Overview and Scrutiny Members played an active part in the budget formulation and consultation processes during 2010/2011.

In view of the limited time between the series of budget Scrutiny meetings to be held over the 11 and 12 February and the Cabinet meeting on 16 February, the Chairman sought authority to allow Councillor Thwaite to formally respond to the consultation after conferring with the Scrutiny Chairs group at its meeting prior to Cabinet on the 16 February with a composite response encompassing the comments of all five Committees.

Members raised strong concerns that there would be a decrease in net budgets relating to Planning Development Management and Strategic Highways and Transformation, particularly with regard to transport provisions in rural areas.

### RESOLVED

1. That the budget consultation 2010/2011 be noted, and the Chairman be authorised to formally respond to the consultation after conferring with the Scrutiny Chairs group and present, to Cabinet on the 16 February 2010, a composite response encompassing the comments of all five Committees.

2. That Cabinet be informed that while the Committee supports the budget proposals it has serious concerns regarding the decrease in net budgets relating to Planning Development Management and Strategic Highways particularly with regard to transport in rural areas.

## 60 QUARTER 3 PERFORMANCE

The Committee considered a report of the Head of Policy and Performance containing an overview of the 2009-2010 quarter 3 performance, which summarised performance against all National Indicators and key corporate performance measures.

The report detailed the 19 National Indicators for the Committees area of Responsibility, 58% were green, 11% were amber and 32% red.

Fourth Quarter performance data would be produced after 31 March for consideration and review by Scrutiny committees. An annual report summarising the Council's achievements would be brought to Scrutiny before publication in June 2010.

In view of the increasing importance of the performance monitoring information being presented to Committees, Members agreed that a dedicated training would be beneficial to the Committee.

### RESOLVED

1. That the report be noted.
2. That the arrangements for a training session for all Members on performance monitoring be noted.

The meeting commenced at 3.35 pm and concluded at 4.55 pm

Councillor G M Walton (Chairman)

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## **CHESHIRE EAST COUNCIL**

### **REPORT TO: Environment and Prosperity Scrutiny Committee**

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<b>Date of Meeting:</b>	<b>24 March 2010</b>
<b>Report of:</b>	<b>Head of Policy and Performance</b>
<b>Subject/Title:</b>	<b>Street Cleansing</b>
<b>Portfolio Holder:</b>	<b>Cllr Menlove</b>

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#### **1.0 Report Summary**

- 1.1 This report summarise street cleansing performance

#### **2.0 Decision Requested**

- 2.1 To note report and performance issues identified and receive further reports on progress in street cleanliness.

#### **3.0 Reasons for Recommendations**

- 3.1 It is the remit of Environment and Prosperity Scrutiny Committee to evaluate arrange of Council performance including street cleaning.

#### **4.0 Wards Affected**

- 4.1 All

#### **5.0 Local Ward Members**

- 5.1 All

#### **6.0 Policy Implications including**

- 6.1 No specific policy implications

#### **7.0 Risk Management**

- 7.1 Clean streets are important to the health of local people and the attractiveness of local areas. The report identifies the importance of public perceptions of street cleanliness to people's views about the Council. Underperformance in respect of street cleanliness poses risks both in relation to the quality of towns, neighbourhoods and open spaces and to the Council's reputation.

## 8.0 Background and Options

- 8.1 The attached presentation slides demonstrate Council performance in relation to the Place Survey and people's perceptions of street cleanliness relation to street cleaning as measured by National Indicators 195 a, b, c and d. The data and benchmarking relate to 2008/09. Current performance (third quarter actual) is shown in Table 1.

Table 1 NI 195 performance

Indicator	Title	2008/09 outturn	2009/10 Target	Mid Year Actual 2009/10	Third Quarter 2009/10
195a	Improved street and environmental cleanliness (levels of litter)	6%	6%	5%	5%
11% (estimated)	Improved street and environmental cleanliness (levels of detritus)	12%	12%	13%	12%
NI 195c	Improved street and environmental cleanliness (levels of graffiti)	2%	2%	3%	2%
NI 195d	Improved street and environmental cleanliness (levels of fly posting)	1%	1%	1%	1%

## 9.0 Access to Information

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

Name: Janis Grant  
 Designation: Planning & Performance Manager  
 Tel No: 01270 685854  
 Email: [Janis.grant@cheshireeast.gov.uk](mailto:Janis.grant@cheshireeast.gov.uk)



**Appendix 1**  
**24 March 2010**  
Environment & Prosperity Scrutiny Committee  
**Street Cleanliness**  
**Cheshire East Council**

# Place Survey - Street Cleansing

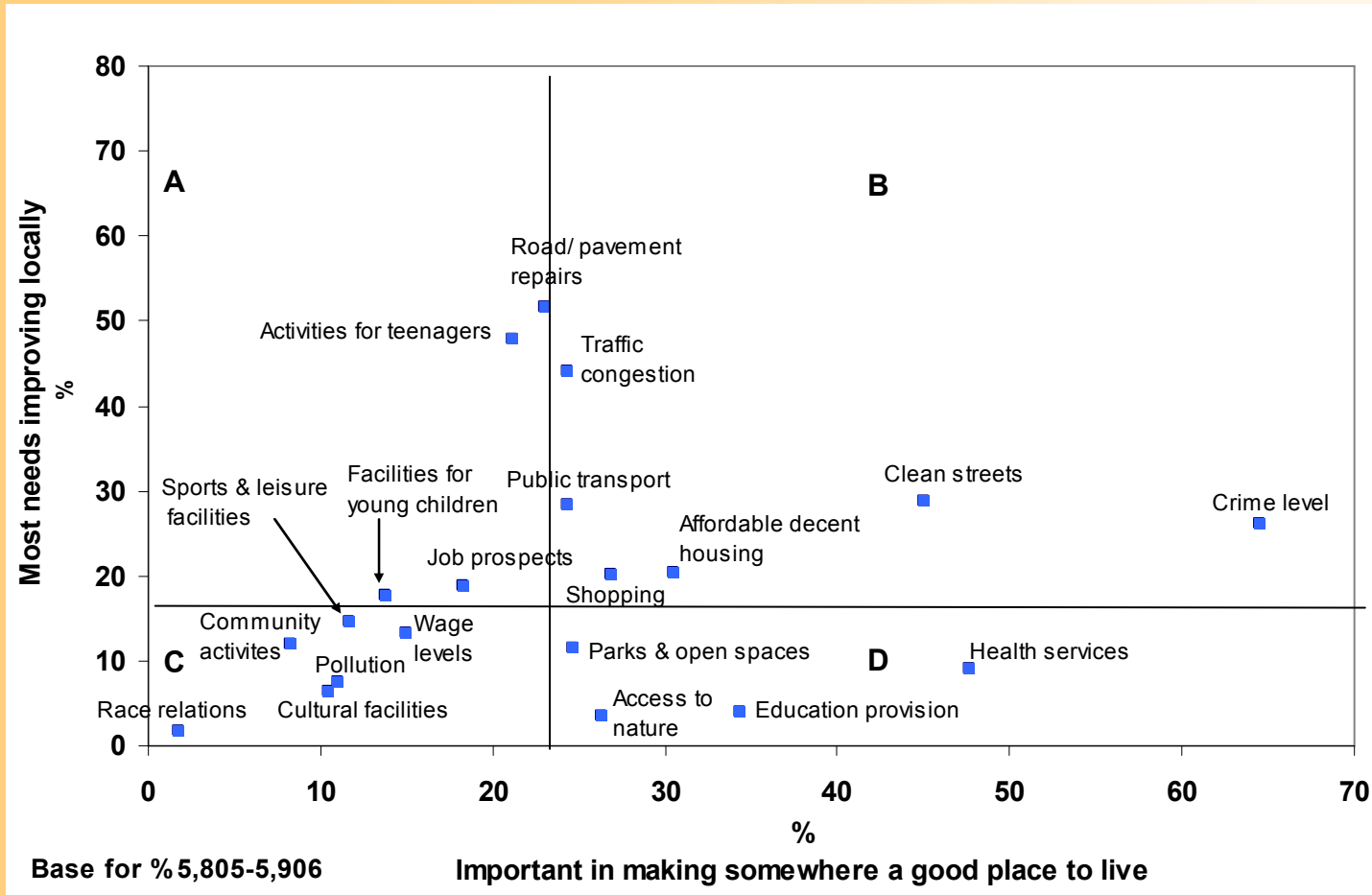


- **Place Survey asked people to identify factors most important in making a place a good place to live and what most needs improvement in their local area**
- **‘Clean streets’ was the 3rd priority in terms of importance and 4<sup>th</sup> in terms of needing improvement for Cheshire East**
- **Over one third of residents reported a ‘very’ or ‘fairly’ big problem with rubbish or litter lying around**
- **Just under one third reported ‘clean streets’ as most needing improvement in their local area**

**Source: Place Survey 2008**

# Place Survey - Street Cleansing

## Quality of life 'ideal' vs need for improvement



# **Place Survey - Street Cleansing**

## **Quality of life 'ideal' vs need for improvement**

- **'Clean streets' falls into quadrant B – an issue that is important in making an areas a good place to live and where a significant proportion of people have identified a need for improvement.**
- **This indicates that of the 20 options presented in the survey, the issue 'Clean streets' is a top overall priority for improving the quality of life of Cheshire East residents**

# Place Survey - Street Cleansing

## National Comparisons



	England	North West	Cheshire West & Chester	Cheshire East
How important they thought 'Clean streets' were in making somewhere a good place to live	45%	48%	46%	45%
How much of a priority for improvement 'Clean streets' were (lower % better)	28%	32%	24%	29%
Whether they thought that local public services were working to make the area cleaner and greener or not (higher % better)	66%	65%	68%	62%

# Place Survey - Street Cleansing

## National Comparisons



	England	North West	Cheshire West & Chester	Cheshire East
How satisfied they were that public land was being kept clear of litter and refuse (higher % better)	57%	52%	58%	51%
How much of a problem they thought rubbish and litter lying around was (litter) (lower % better)	37%	41%	32%	35%
How much of a problem they thought vandalism, graffiti and damage to property or vehicles was (graffiti) (lower % better)	33%	34%	32%	27%

# Street Cleansing

## PWC Benchmarking Comparison

	2009/10 Target	2008/09 Out-turn	Performance Quartile	Benchmark Range
NI 195a Improved street and environmental cleanliness (levels of litter)	6%	6%	3 <sup>rd</sup> Quartile	Top Quartile = 3 or below Second Quartile = 4 or 5 Third Quartile = 6, 7 or 8 Fourth Quartile = higher than 8
NI 195b Improved street and environmental cleanliness (levels of detritus)	12%	12%	3 <sup>rd</sup> Quartile	Top Quartile = 6 or below Second Quartile = 7, 8, 9 or 10 Third Quartile = 11, 12, 13, 14 or 15 Fourth Quartile = higher than 15
NI 195c Improved street and environmental cleanliness (levels of graffiti)	2%	2%	2 <sup>nd</sup> Quartile	Top Quartile = 1 Second Quartile = 2 Third Quartile = 3 or 4 Fourth Quartile = higher than 4
NI 195d Improved street and environmental cleanliness (levels of fly posting)	1%	!%	3 <sup>rd</sup> Quartile	Top Quartile = 1 Second Quartile = 2 Third Quartile = 3 or 4 Fourth Quartile = higher than 4

# Street Cleansing

## By Urban / Rural Location

For all questions relating to street cleansing, urban residents were less satisfied than rural residents.

	Urban	Rural
Clean streets are important in making somewhere a good place to live	48%	41%
Clean streets are a priority for improvement	33%	22%
Local public services are working to make the area leaner and greener	60%	66%
Satisfaction that public land is kept clear	49%	55%
How much of a problem is rubbish or litter lying about	42%	25%
How much of a problem is vandalism, graffiti or other deliberate damage	34%	16%



# Street Cleansing Breakdown by LAP

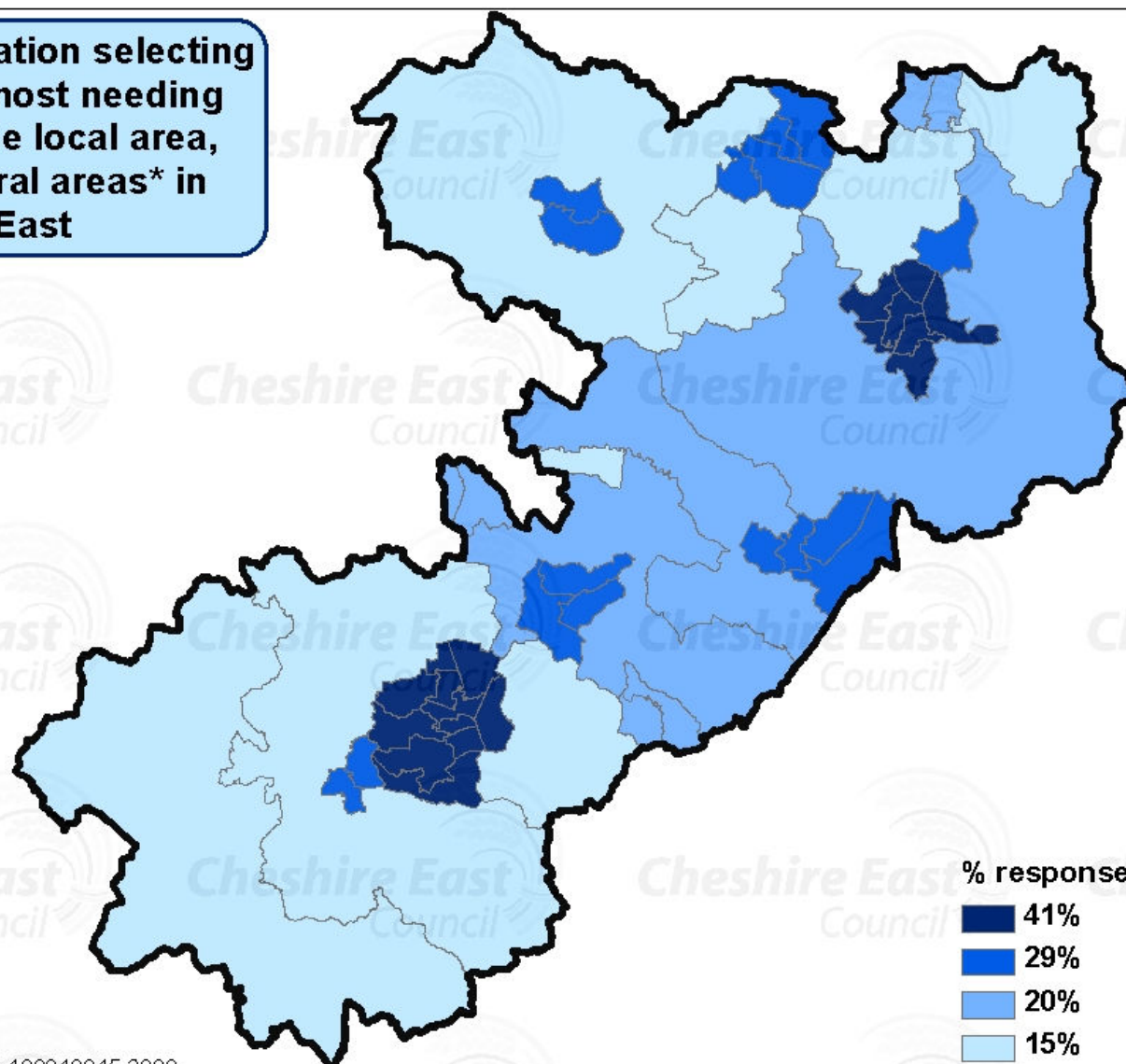
	Crewe	Macc	Wilm	Cong	Knut	Nant	Poyrn
How important they thought 'Clean streets' were in making somewhere a good place to live	53%	48%	49%	41%	39%	39%	36%
How much of a priority for improvement 'Clean streets' were (lower % better)	38%	38%	26%	24%	22%	20%	18%
Whether they thought that local public services were working to make the area cleaner and greener or not (not very much or not at all)	46%	44%	43%	26%	36%	35%	34%

# Street Cleansing Breakdown by LAP

	Crewe	Macc	Wilm	Cong	Knut	Nant	Poynt
How satisfied they were that public land was being kept clear of litter and refuse (dissatisfied, very or fairly)	34%	45%	33%	20%	27%	25%	24%
How much of a problem they thought rubbish and litter lying around was (very or fairly big problem)	46%	44%	35%	30%	28%	22%	27%
How much of a problem they thought vandalism, graffiti and damage to property or vehicles was (very or fairly big problem)	38%	34%	24%	23%	24%	14%	22%

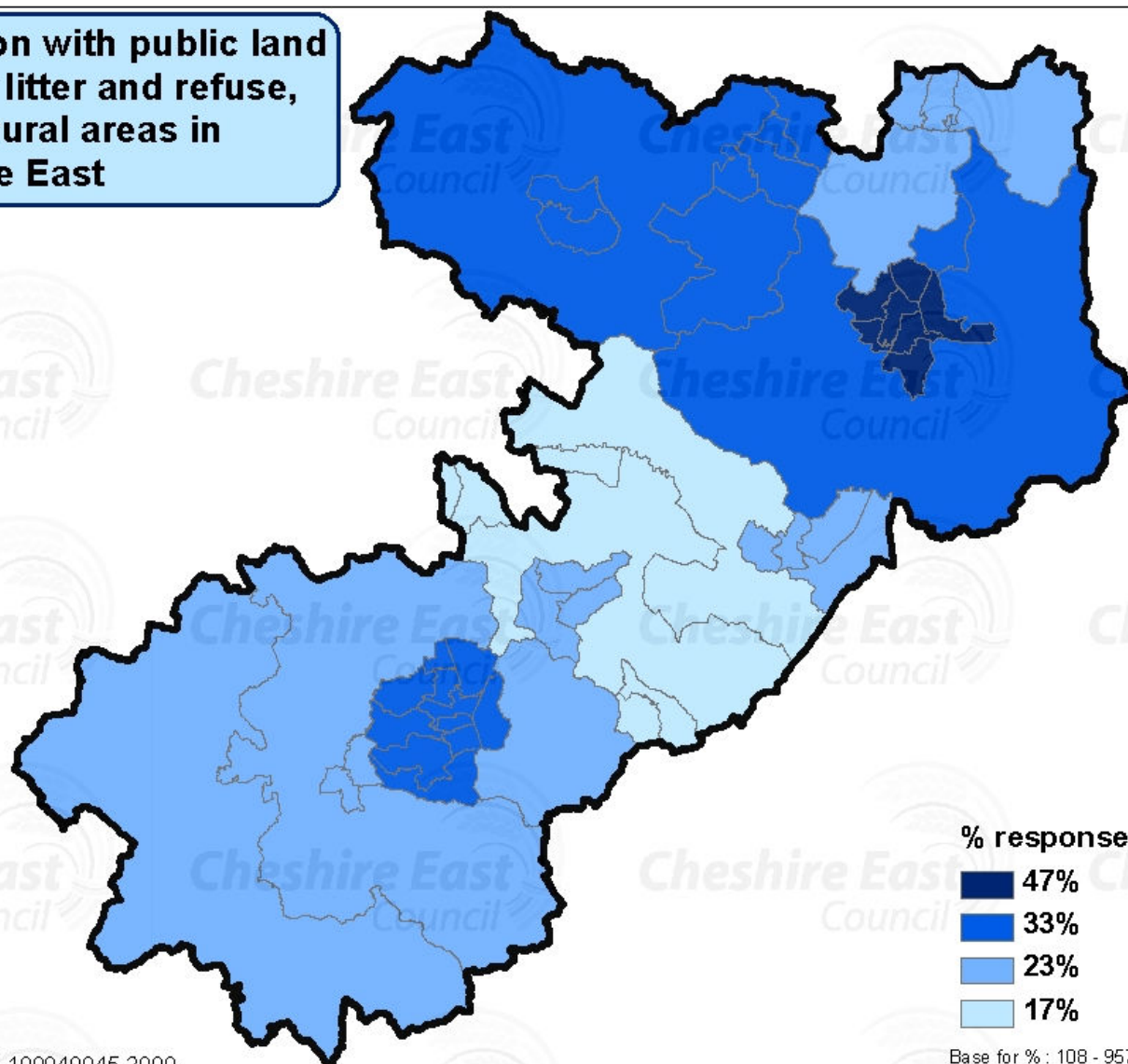
# Street Cleansing

**Q2 : % of the population selecting  
'clean streets' as most needing  
improvement in the local area,  
by Towns and Rural areas\* in  
Cheshire East**



# Street Cleansing

**Q8 : % dissatisfaction with public land being kept clear of litter and refuse, by towns and rural areas in Cheshire East**



## **CHESHIRE EAST COUNCIL**

### **REPORT TO: Environment & Prosperity Scrutiny Committee**

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<b>Date of Meeting:</b>	24 March 2010
<b>Report of:</b>	Caroline Simpson, Head of Regeneration
<b>Subject/Title:</b>	Developing the Borough's next Local Transport Plan
<b>Portfolio Holder:</b>	Cllr Jamie Macrae

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#### **1.0 Report Summary**

- 1.1 This report sets out the progress made to date in developing the Council's next Local Transport Plan (LTP3)
- 1.2 It also provides an early assessment of the emerging issues from the ongoing public and stakeholder engagement process and seeks member direction on key questions posed in 11.12, 11.13 and 11.15
- 1.3 Finally, this report then examines the next steps in the process to develop our Local Transport Plan

#### **2.0 Recommendations**

- 2.1 Scrutiny Committee notes the progress made to date in developing the Council's next Local Transport Plan and provide comment on the emerging issues and next steps as outlined in **Section 11** of the report.

#### **3.0 Reasons for Recommendations**

- 3.1 To seek guidance from Members on the key issues and choices facing the developing LTP strategy.

#### **4.0 Wards Affected**

- 4.1 All

#### **5.0 Local Ward Members**

- 5.1 All

**6.0 Policy Implications including - Climate change  
- Health**

- 6.1 The LTP is a statutory document that must be prepared by the Council by April 2011. It will be supported by a Sustainability Appraisal that will combine the outputs of a Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA), and an Equalities Impact Assessment (EIA).

**7.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer)**

- 7.1 None

**8.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)**

- 8.1 None

**9.0 Legal Implications (Authorised by the Borough Solicitor)**

- 9.1 The process set out in this paper complies with the process and statutory timescale required in the LTP guidance.

**10.0 Risk Management**

- 10.1 Process is now on the critical path- any delays in the process could risk lack of integration between the Community Strategy (CS), Local Development Framework (LDF) and LTP

**11.0 Background and Options**

Background

- 11.1 The Local Transport Plan (LTP3) is a statutory core plan of the Council and must be prepared by April 2011. The quality of the LTP will be taken into consideration when assessing the Comprehensive Area Assessment (CAA) of the Authority. Further background to the requirements of the LTP3 can be found in the report taken to this committee on the 20<sup>th</sup> January 2010. The key points are repeated in **Annex A**.
- 11.2 The Community Strategy will set the overall vision and priorities for the area for the next 15 years. It is essential that our Local Transport Plan supports and reflects the wider community aspirations. We anticipate having an early indication of these priorities in April

### Progress to Date

- 11.3 The LTP team have been part of the public and partner consultation to develop the Community Strategy, this has provided the opportunity to consider how transportation will contribute to the vision for Cheshire East and support delivery of the emerging priorities in each thematic area. A list of events completed to date is included at **Annex B**
- 11.4 Completed the scoping stage of the Sustainability Appraisal report. This will shortly be shared with the key environmental bodies and other relevant stakeholders. This will be used later in the process to check the environmental, health, equality, social and economic credentials of our LTP Strategy.
- 11.5 Continued to gather evidence for the Transport Baseline to inform our LTP Strategy – including analysing the results from an IPSOS MORI survey that collected data on public satisfaction levels with highways and transportation services in Cheshire East.
- 11.6 Worked closely with colleagues developing the LDF to ensure that our Local Transport Plan provides robust support for emerging spatial plans.
- 11.7 Worked closely with colleagues developing the Community Strategy to raise the profile of Transport and ensure key stakeholders are aware of the supporting role transport plans in a wide range of other initiatives.
- 11.8 Developed the process for Member submitted transport schemes “Ward Lists” – key issues and improvements to the process will feed into the development work for LTP3

### Emerging Issues and Feedback

- 11.9 A wide range of feedback has been received, the common themes, backed up by the findings of the IPSOS MORI survey are:
  - A)** Maintenance of our roads and footpaths.
  - B)** The importance of ‘sustainable’ development, the importance of ensuring that the transport implications of developments are fully delivered and that ‘Travel Plans’ are enforced “with teeth”.
  - C)** The requirement for flexible / innovative transport solutions in rural areas.
  - D)** A more integrated transport network (walking, road, bus, rail, etc) and a need to reduce car dependency. Need to improve public transport connectivity between Market Towns in the Borough, as well as improving access to Manchester.

**E) Tackle congestion ‘hotspots’**

**F) The need to tackle rural accessibility in innovative ways – local solutions to local priorities.**

- 11.10 A full assessment of the results of our engagement will be undertaken when the process is completed
- 11.11 The expectation, backed up with ‘leaks’ from key contacts at the Department for Transport is that central Government investment in Transport funding will reduce. The scale of this reduction is as yet unknown, and to an extent will depend on the outcome of the General Election. The range of reduction we have been told to expect is in the range of 15% to 40%
- 11.12 Given this scenario **what are the merits of prioritising our key challenges as set out in 11.9 and what, if appropriate, should form any priority order?**
- 11.13 As part of our Transport Baseline work, we have been trying to understand what the evidence says about how Cheshire East ‘joins up’ – to this end we have examined the ‘journey to work’ trips made between the key centres of the Borough. This is shown in **Annex C. How closely does this match Member perceptions of the situation in terms of which service centres have the strongest connections and dependencies?**
- 11.14 It is inevitable that with such a large Borough and clear in the emerging feedback to date that a ‘one size fits all’ approach to Transport Strategy may not be the most appropriate approach. It is considered that, though there should be overarching strategies at a high level – their might be merit in ‘breaking down’ the Borough into areas or themes for assessing what our detailed policies should be. This approach would support the way that Government proposes to run funding bids in the future on an ‘area basis’ (Urban Challenge fund)
- 11.15 If we are to proceed down this route we need to break down the area into a manageable number of sub areas – but also attempt to join areas that have a common feel or are similar in some way. Our proposal, for discussion, to manage this is to split the Borough into Large Town Centres, Medium Town Centres, Market Towns and Villages / Rural areas. Using national definitions, population data and previous County Structure plan information we have placed settlements / areas into one of the four categories. This list is attached in **Annex D – what views do members have on this approach and have we got the right places in the right categories?**



### The Next Steps

11.16 The proposed timetable for developing and engaging on the LTP3 is included at **Annex E** to the report. Key points to note are:

**A)** The LTP guidance contains a list of mandatory consultees (such as transport providers) that we must engage with as we develop our plans. To facilitate this we propose to hold a transport workshop in early May. We propose to frame this event around “transport themes” and invite a wider audience than the guidance prescribes as a minimum. These themes and broad groupings of stakeholders are attached at **Annex F**

**B)** We propose to hold a Members workshop event, most likely in late Summer 2010 to share progress made to date and allow Member comment on the emerging Strategy

11.17 As the LTP3 is a “Policy Framework Document”, there is a mandatory process to follow in terms of seeking Member approval. The requirement to have our new LTP plan in place by April 1<sup>st</sup> 2011 dictates that we seek Member comment and approval as follows:

**A)** LTP Strategy to Cabinet (18<sup>th</sup> October 2010) – this will seek approval that the plan is at a suitable stage of readiness for inviting wider public comment

**B)** LTP Strategy to Cabinet (20<sup>th</sup> December 2010) – seeking member decision on any amendments required as a result of public comment

**C)** LTP Strategy as agreed by Cabinet to go before Full Council for approval (24<sup>th</sup> February 2012)

11.18 It is proposed to bring regular updates to the Environment & Prosperity Scrutiny Committee and to seek direction and advice in addition to the policy framework process described above.

## **12.0 Overview of Year One and Term One Issues**

12.1 The Local Transport Plan will have to be in place for 1<sup>st</sup> April 2011, the strategy element running for a period of up to 15 years and the implementation plan for a 3 year period.

## **13.0 Access to Information**

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

Name: Paul Griffiths

Designation: Principal Transport Officer

Tel No: 01270 686353

Email: [paul.griffiths@cheshireeast.gov.uk](mailto:paul.griffiths@cheshireeast.gov.uk)

## ANNEX A – BACKGROUND LTP INFORMATION

### 1. Introduction

1.1. The Local Transport Plan (LTP3) is a statutory document that must be prepared by the Council by April 2011. We are currently working to the priorities and strategy of the former County Council's plan.

1.2. Our Local Transport Plan will comprise two elements:

#### ***Long term strategy (2011 to 2026)***

This will set out the long-term objectives and priorities for transport in Cheshire East for the next 15 years. It will set out the strategic approach for:

- Integrated transport – including a suite of thematic strategies, for example, community transport, bus, walking, cycling, and road safety.
- Maintenance – reactive and proactive management, bridges and structures and overall life asset management.
- Major Schemes – schemes over £5m.

The strategy will be delivered through the appropriate capital programmes (Borough-wide or ward lists).

To secure the greatest overall benefit, options for transport packages are to be developed which focus on particular areas, corridors of movement, or user groups.

#### ***Shorter term implementation plan (covering a 3 year period and reviewed annually)***

This will include details of schemes, budgets and timescales for the delivery of the strategy.

1.3. In addition, we are required to produce an: Equalities Impact Assessment; a Strategic Environmental Assessment, which ensures that environmental considerations are integrated into the development of the plan, and a Health Impact Assessment.

### 2. Key Issues in developing LTP3

2.1. The goals for LTP3 will need to support those that are identified in the newly emerging Sustainable Community Strategy and Local Development Framework.

2.2 In addition to local priorities, LTP3 will have to reflect the 5 key National Transport Goals:

- ◆ To **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
- ◆ To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
- ◆ To **contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- ◆ To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- ◆ To **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

There is the opportunity to prioritise these goals locally if required.

2.3 The quality of our LTP may be taken into consideration when assessing the performance of our authority and area (Comprehensive Area Assessment) and when considering external funding bids (for example, Major Scheme Funding)

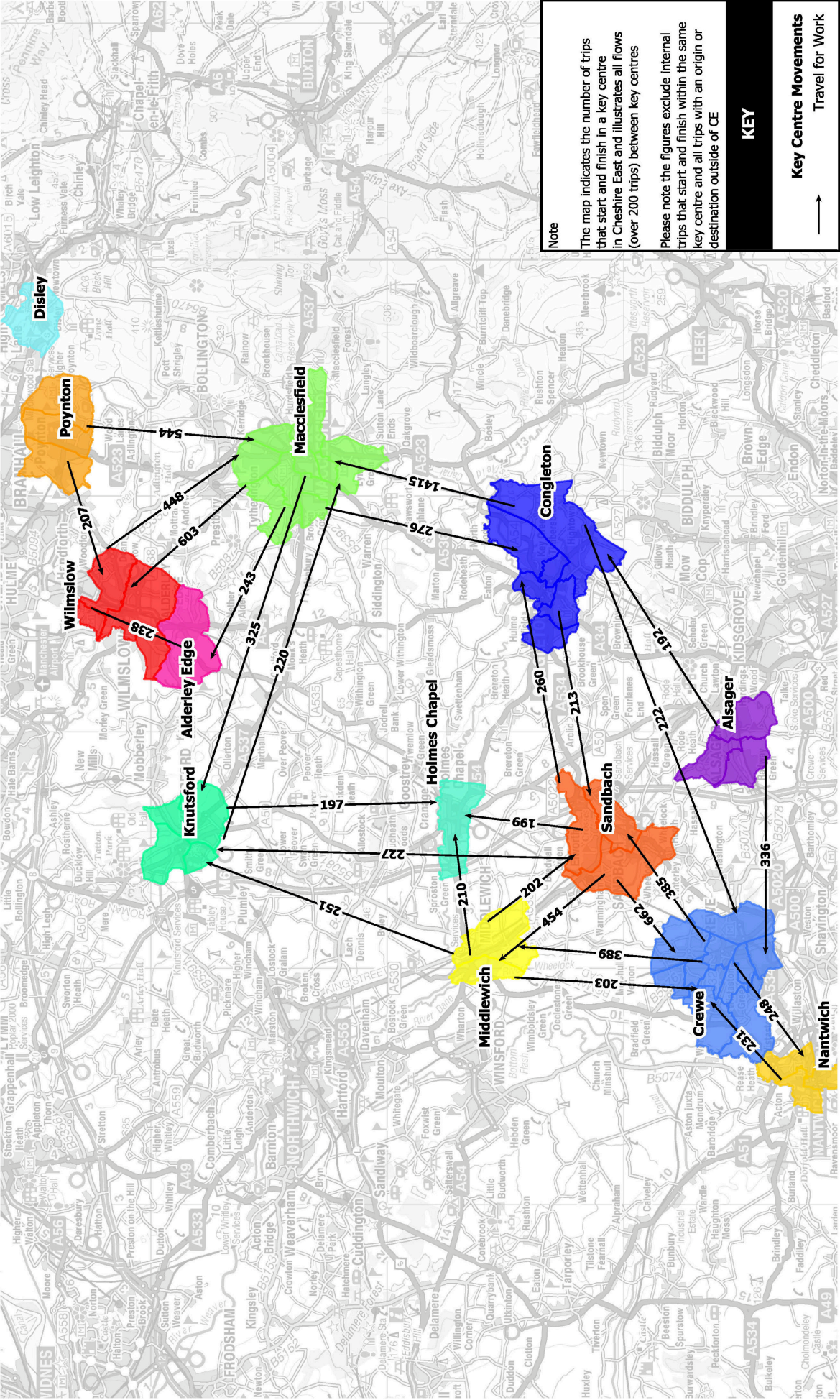
**ANNEX B – Transport Engagement (to date)**

Date	Event
18 <sup>th</sup> January 2010	Local Strategic Partnership – Presentation to Health & Wellbeing Thematic Group
20 <sup>th</sup> January 2010	Paper to Environment & Prosperity Scrutiny Committee
4 <sup>th</sup> February 2010	Transport Workshop at Local Development Framework Members event
23 <sup>rd</sup> February 2010	Area Workshop for the sustainable Community Strategy (Knutsford) – Representation and log of Transport issues raised.
24 <sup>th</sup> February 2010	Area Workshop for the sustainable Community Strategy (Macclesfield & Poynton) – Representation and log of Transport issues raised.
25 <sup>th</sup> February 2010	Area Workshop for the sustainable Community Strategy (Nantwich) – Representation and log of Transport issues raised.
3rd March 2010	Area Workshop for the sustainable Community Strategy (Crewe) – Representation and log of Transport issues raised.
4 <sup>th</sup> March 2010	Local Strategic Partnership – Presentation to Environment & Sustainability Thematic Group
4 <sup>th</sup> March 2010	Area Workshop for the sustainable Community Strategy (Congleton) – Representation and log of Transport issues raised.
8 <sup>th</sup> March 2010	Local Strategic Partnership – Presentation to Economic Development, Learning and Skills Thematic Group
14 March 2010	Representation at Town and Parish Council Assembly event

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Travel to work patterns within Cheshire East:  
major travel to work flows for key centres



Key Centre	Alderley Edge	Alsager	Congleton	Crewe	Disley	Holmes Chapel	Knutsford	Macclesfield	Middlewich	Nantwich	Poynton	Sandbach	Wilmslow
Total trips that start in the key centre	3171		12983	5800	27000	2310	2888	5937	25831	7147	5650	7364	8980
Total internal trips that start and finish in the key centre	609 (19%)	1626 (28%)	5901 (45%)	9123 (34%)	603 (2%)	784 (27%)	2378 (40%)	15054 (58%)	2327 (33%)	2038 (36%)	1761 (24%)	2880 (32%)	2627 (30%)
Trips that leave the key centre	2562 (81%)	4174 (72%)	7082 (55%)	17877 (66%)	707 (74%)	2104 (73%)	3559 (60%)	10777 (42%)	4820 (67%)	3612 (64%)	5603 (76%)	6100 (68%)	6166 (70%)
Total that leave the key centre and travel to other key centres	386 (39%)	896 (36%)	2453 (29%)	1649 (15%)	166 (22%)	695 (47%)	520 (18%)	1639 (10%)	1152 (33%)	306 (13%)	874 (33%)	2160 (43%)	908 (26%)
Total trips that finish in the key centre		2379	3914	11321	30468	1334	2232	10195	28095	5942	5957	2998	5879
Total internal trips that start and finish in the key centre	609 (26%)	1626 (42%)	5901 (52%)	9123 (30%)	603 (45%)	784 (35%)	2378 (23%)	15054 (54%)	2327 (39%)	2038 (34%)	1761 (59%)	2880 (49%)	2627 (28%)
Total trips that arrive from elsewhere	1770 (74%)	2288 (68%)	5420 (48%)	21345 (70%)	731 (55%)	1448 (65%)	7817 (77%)	13041 (46%)	3615 (61%)	3919 (66%)	1237 (41%)	2999 (51%)	6655 (72%)
Total of those that arrive from elsewhere and have travelled from another key centre	661 (37%)	372 (16%)	1136 (21%)	1768 (6%)	30 (4%)	695 (48%)	1524 (19%)	3381 (26%)	1166 (32%)	305 (6%)	156 (13%)	1070 (36%)	1540 (23%)

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## **Annex D - Potential sub-division of areas for LTP**

### **Large Town Centres:**

- Macclesfield; (Structure Plan, 2005) (pop.50,160)
- Crewe; (Structure Plan, 2005) (pop.49,250))

### **Medium Town Centres:**

- Congleton (Secondary town centre, and Market Town from Structure Plan) (pop.26,580)
- Wilmslow, (Secondary town centre only) (pop.30,070)

### **Market towns:**

The Rural White Paper describes Market Towns as being small rural or coastal towns, generally with a population of between 2,000 and 20,000, which serve a rural hinterland.

- Sandbach; (pop.17,880) (LDF website)
- Poynton; (pop.14,350) (Cheshire & Warrington Market Town Investment Prospectus, 2009)
- Nantwich; (pop.13,880) (LDF website, and text of structure plan)
- Middlewich; (pop.13,390) (Cheshire & Warrington Market Town Investment Prospectus, 2009)
- Knutsford; (pop.12,570) (LDF website)
- Aslager; (12,460) (Cheshire & Warrington Market Town Investment Prospectus, 2009)
- Holmes Chapel; (pop.5,570) (Cheshire & Warrington Market Town Investment Prospectus, 2009)

### **Villages and rural hinterlands**

- Alderley Edge; (pop.4,410) (Village according to Parish Council website)
- Disley; (pop.4,300) (Village according to Parish Council website)
- Etc.

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## ANNEX E – Proposed Key Dates and Milestones in the Development of the Local Transport Plan

Timescale	Milestone
17 <sup>th</sup> March 2010	Town Council and Parish Council engagement event
Early April 2010	Indication of priorities and goals set by Sustainable Community Strategy
Early May 2010	Local Transport Plan engagement event with invited Stakeholders. Annex D refers.
May 2010 – September 2010	Development of Local Transport Plan Strategy, including liaison with Local Development Framework team to understand transport requirements of emerging spatial plans.
Early September 2010	Proposed Members workshop on Local Transport Plan to share work done to date and seek guidance
18 October 2010	First reading of Draft LTP strategy to Cabinet (As part of 'Policy Framework process'), seek approval to go to public engagement on Strategy and conduct 'soundings' exercise on Implementation Plan
Mid October 2010 to end November 2010	Public engagement with the General public on the draft Strategy (6 weeks) and 'Soundings' on Implementation plan – maybe in the form of 'Area workshops'
20 December 2010	Second reading of Draft LTP Strategy to Cabinet seeking direction on feedback from Public engagement stage for Strategy and results of Implementation Plan 'soundings'
December 2010 / January 2011	Likely budget position for Transport (thus implementation plan) becomes clear
December 2010 – end February 2011	Pulling together Implementation Plan for first 3 years of Strategy
24 February 2011	LTP Strategy to Full Council
14 March 2011	LTP Implementation Plan to Cabinet
1 April 2011	LTP long term Strategy and LTP short Term 'programme' or 'Implementation Plan' in place.

Members will be kept abreast of development throughout the process and Environment & Prosperity Scrutiny Committee used as a 'Sounding Board' to guide development work.

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## Draft LTP Topic Workshops

The table below sets out the proposed topic areas for discussion and potential participants in the discussion:

	Stakeholder engagement on LTP topic:	Topics	Invitees
1	<b>Regional and sub-regional connectivity</b>	<ul style="list-style-type: none"> <li>• Cross-boundary issues</li> <li>• Links to city regions</li> <li>• Workshop: rail</li> <li>• Workshop: strategic road network</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Development Agencies</li> <li>• Neighbouring Authorities</li> <li>• Highways Agency</li> <li>• Rail operators (i.e. Network Rail and Train Operating Companies)</li> <li>• Manchester Airport</li> </ul>
2	<b>Public Transport</b>	<ul style="list-style-type: none"> <li>• Public transport SWOT</li> <li>• Workshop: rural accessibility</li> <li>• Workshop: accessibility in areas of deprivation</li> </ul>	<ul style="list-style-type: none"> <li>• Bus operators</li> <li>• Public transport users group</li> <li>• Community transport groups</li> <li>• Rural stakeholder groups</li> <li>• Community development groups</li> </ul>
3	<b>Encouraging low carbon travel</b>	<ul style="list-style-type: none"> <li>• Climate Change, Air Quality &amp; Noise</li> <li>• Changing behaviour</li> <li>• Health impact</li> <li>• Rights of Way</li> <li>• Workshop: Providing facilities for LC travel and a healthy built environment – a package approach</li> <li>• Workshop: Influencing development</li> </ul>	<ul style="list-style-type: none"> <li>• Cyclist groups</li> <li>• Walking groups</li> <li>• PCT</li> </ul>
4	<b>Better use of the network</b>	<ul style="list-style-type: none"> <li>• Tackling congestion</li> <li>• Managing the network &amp; assets</li> <li>• Car parking</li> </ul>	<ul style="list-style-type: none"> <li>• Chambers of commerce</li> <li>• Emergency services</li> <li>• JobCentre Plus</li> <li>• Trade associations (road haulage)</li> </ul>

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CHESHIRE EAST COUNCIL

**ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE**

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**Date of meeting:** 24 March 2010  
**Report of:** Head of Regeneration  
**Title:** Total Transport/ITU Review Update

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**1.0 Purpose**

- 1.1 The purpose of this note is to update the Committee on the emerging Total Transport Transformation programme, and in particular to brief on the review of our Integrated Transport Unit (ITU) which is a transitional shared service with Cheshire West and Chester.
- 1.2 The Committee received a presentation on the scope of the ITU review in September 2009. The review is now underway and the discussion questions at the back of this report aim to gain Member views on the future transport service the Council requires to meet our objectives.
- 1.3 The ITU review is a key workstream within the Total Transport transformation programme. It has key dependencies with the Highway and Transport Infrastructure, fleet review and how we commit transport spend in general.

**2.0 Total Transport Transformation Programme**

- 2.1 Total Transport has been identified as one of the six major transformation programmes for the new Council.
- 2.2 The emerging vision for the Total Transport programme is:

“To revolutionise the way in which transportation is delivered across Cheshire East to meet the future needs of our customers; our commitment to climate change and our vision for more effective and efficient public services”
- 2.3 There are three strategic drivers informing the programme:

Customer Demand – Central Government have been driving policy around multi model travel for recent years and the way in which citizens and visitors are changing.

Efficiencies – Transport deliver across the new Borough requires rationalisation following LGR.

Carbon – Climate Change requires us to respond to the way we provide transport.

2.4 To deliver this Vision, the programme will concentrate on the following key objectives:

- To develop a transportation network and service which meets the current and future needs of the residents of Cheshire East.
- To deliver substantial resource efficiencies in the medium/longer-term.
- To ensure that future transport services deliver against future policy drivers including climate change, social care redesign and accessibility.
- To develop a model for transport services which is flexible and can better adapt to the changing needs of its customers.
- To design future transport services which meet the strategic, operational and community transport needs of major public sector bodies such as PCT.

### 3.0 Proposed Workstreams –Total Transport

3.1 The Total Transport programme will consist of a range of projects delivering business change which will include, but not be limited to:

- **Future Transport Delivery Model** – the ITU review will provide options for future transport delivery which meets policy needs from an adult/children service and community/rural transport perspective.
- **Staff/business travel** - There have been staff displacement in recent months as the new Council consolidates its primary office accommodation and staff location. Business travel between these primary office hubs has different needs from the past and must now address the wider carbon agenda.
- **Efficient use of existing fleet** - Certain areas of the business have shown significant under-utilisation of fleet which is of mixed quality and aging. The majority of the Cheshire East wide fleet is leased however there are small pockets of owned vehicles that have been inherited with all the supporting services (i.e. maintenance, servicing provision)
- **Highway and transport infrastructure** - Cheshire East are currently working to a framework and goals of the former County Council Transport Plan. All highway authorities in the Country are required to produce a new transport plan by 1st April 2011. This LTP3 submission will result in agreement on future highway and transport infrastructure improvements. The inherited in-house design/delivery capability is proven to be high cost and low performance when compared to best practice operating models used by other councils in the country. The Council is developing a new model of delivery which will be procured by July 2011.

### 4.0 ITU Review

4.1 The ITU review is a key workstream within the Total Transport programme which will:



- Understand the future transport requirements of our customers within Cheshire East Council (primarily Adult and Children services in the People Directorate however this may in future include other transport related activities within the Places Directorate).
- Undertake a performance/capability review of the existing shared service provision ensuring the ITS provide value for money by making market comparisons/benchmarking and to assess its ability to meet the changing client demands.
- Develop a range of options for future delivery of Integrated Transport in Cheshire East based on best practice in the UK.
- Upon agreement of a preferred option, develop a delivery model, detailed costs including potential efficiencies and a plan for the implementation of that option while maintaining day to day operations and minimal disruption to the customer.
- Be in a position to implement the plan by September 2010 when the current Service Level Agreement with Cheshire West and Chester comes to an end.

## **5.0 Background to ITU Review**

5.1 The ITU currently operates as a transitional Shared Service providing an integrated transport solution delivering the following activities:

- Eligibility, scheduling, tendering and procurement of transport for general home to school, those with special educational needs and looked after children, post 16 transport
- Brokering, administering and supplying smartcard infrastructure for concessionary travel
- Enabling public transport through supported bus, winning Government grants, supporting community transport and providing publicity and information
- Scheduling, tendering and procurement or direct provision for adult and older service users
- Procurement, maintenance, disposal and legal support for the majority of the Councils' owned vehicles
- Management of Council owned public transport assets and infrastructure including bus stations, stops and shelters and transport interchanges
- Providing development and policy support and activity for the public transport network, smart ticketing and sustainable school travel

5.2 It has been recognised that a review is required to fundamentally challenge the existence of an Integrated Transport Unit (ITU) and its ability to provide for the changing customer demands and policy changes within the Council.

5.3 A procurement exercise has recently concluded and a specialist integrated transport consultancy firm will deliver the range of future delivery options for the Council to consider. They are the TAS Partnership who will be present at the Committee meeting to facilitate the discussion.

## **6.0 Questions for discussion:**

6.1 The Committee is asked to consider the following key questions to inform the outcome of the review:

- **What are your perceptions of how transport is functioning in the new council? Do you think it meets the needs of users, is it value for money, could things be done differently?**
- **How important would you say is a new identity or new policies for transport, specific to Cheshire East? What sort of policies would you want to change to reflect the new council's strategies and objectives?**
- **What do feel is most important in relation to transport over the coming years?**
- **How do these aspirations translate into changes in policy or practice?**

*Contact details:*

*Lee Baumanis*

*Project Adviser (Cheshire East Places)*

*Tel: 01270 686381*

*E-mail:lee.baumanis@cheshireeast.gov.uk*

## **CHESHIRE EAST COUNCIL**

### **REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE**

---

**Date of Meeting:** 24 March 2010  
**Report of:** Borough Solicitor and Monitoring Officer  
**Subject/Title:** Forward Plan

---

#### **1.0 Report Summary**

- 1.1 To consider the forward plan in relation to the remit of this Committee

#### **2.0 Recommendations**

- 2.1 That the Committee note the forward plan, identify any new items and determine whether any further examination of new issues is appropriate.

#### **3.0 Reasons for Recommendations**

- 3.1 The forward plan can be a useful tool for scrutiny to assist with identifying future items for consideration.

#### **4.0 Wards Affected**

- 4.1 All

#### **5.0 Local Ward Members**

- 5.1 Not applicable

#### **6.0 Policy Implications**

- 6.1 Not known at this stage

#### **7.0 Financial Implications for Transition Costs**

- 7.1 None identified at the moment

#### **8.0 Financial Implications 2010/2011 and beyond**

- 8.1 Not known at this stage

#### **9.0 Legal Implications**

9.1 None

**10.0 Risk Management**

10.1 There are no identifiable risks

**11.0 Background and Options**

11.1 Relevant extracts from the forward plan that relate to the area of Environment and Prosperity Scrutiny Committee are attached to this report for the Committee to note, consider any new items and decide whether any further examination of new issues as appropriate.

**12.0 Overview of Year One and Term One Issues**

12.1 it is good practice for scrutiny to regularly consider the Forward Plan in so far as it relates to the Committee's remit.

**13.0 Access to Information**

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

Name: Katie Smith

Designation: Scrutiny Officer

Tel No: 01270 686465

Email: [katie.smith@cheshireeast.gov.uk](mailto:katie.smith@cheshireeast.gov.uk)

<b>Key Decision</b>	<b>Decisions to be Taken</b>	<b>Decision Maker</b>	<b>Expected Date of Decision</b>	<b>Proposed Consultation</b>	<b>How to make representation to the decision made</b>
CE09/10-38 Waste Treatment PFI Contract: Affordability Ceiling	To approve an affordability ceiling for the Waste Treatment PFI Contract.	Cabinet	Before 31 Jul 2010	With the Monitoring Officer and the Section 151 Finance Officer.	John Nicholson, Strategic Director Places

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## **CHESHIRE EAST COUNCIL**

### **REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE**

---

**Date of Meeting:** 24 March 2010  
**Report of:** Borough Solicitor And Monitoring Officer  
**Subject/Title:** Work Programme

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#### **1.0 Report Summary**

- 1.1 To consider further the items proposed for inclusion in the Committee's Work Programme and determine which items should be included in the Work Programme for the current municipal year.

#### **2.0 Recommendations**

- 2.1 That the Committee agree its Work Programme.

#### **3.0 Reasons for Recommendations**

- 3.1 It is good practice to agree a 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**

- 6.1 Not known at this stage.

#### **7.0 Financial Implications for Transition Costs**

- 7.1 None identified at the moment.

#### **8.0 Financial Implications 2010/2011 and beyond**

- 8.1 Not known at this stage.

#### **9.0 Legal Implications**

9.1 None.

## **10.0 Risk Management**

10.1 There are no identifiable risks.

## **11.0 Background and Options**

11.1 At the last meeting of the Committee, Members considered a list of potential items for the Work Programme.

11.2 The Committee is now invited to consider and determine a Work Programme, decide a priority order, agree timescales and methodology – for example, whether items should be dealt with by a Task/Finish Panel, at the main Committee etc.

11.3 To assist the Committee, each of the issue highlighted in the work programme 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

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

## **12.0 Overview of Year One and Term One Issues**

12.1 It is good practice to have a Work Programme for the Committee to consider and prioritise on a regular basis.

## **13.0 Access to Information**

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

Name: Katie Smith  
Designation: Scrutiny Officer  
Tel No: 01270 686465  
Email: [katie.smith@cheshireeast.gov.uk](mailto:katie.smith@cheshireeast.gov.uk)



## Environment and Prosperity Scrutiny Committee – February 2010

Issue	Officer	Portfolio Holder	Priority	Comment	Date
Strategic Highways – Policy Updates. Including Community Transport Strategy	C Simpson	J Macrae	High		24 March 2010
Performance Indicators – Street Cleansing	J Grant	D Brown			24 March 2010
Waste PFI	P Sherratt	R Menlove	High		TBA
Integrated Transport Service - Update	C Simpson	J Macrae	High		24 March 2010
Economic Development Strategy – Update	C Simpson	J Macrae	High		28 April 2010
Sustainable Towns Strategy	C Simpson	J Macrae			28 April
Annual Progress Report on Air Quality	P Hartwell	Silvester	Med		28 April 2010
Environmental Enforcement	P Hartwell	Silvester			28 April 2010
Crewe Crematorium	P Sherratt	R Menlove		Is this still a priority?	Possible Task and Finish Group
Recycling Collection Methods	P Sherratt	R Menlove	High	Membership requires approval	Task and finish group. This should proceed after the waste PFI has been approved.
Highways Maintenance Term Contract from 2011	C Simpson	R Menlove	Med	Agree Membership in March	March
Planning Enforcement (background information and details of the issues being faced by the service)	C Simpson	J Macrae			This issue is currently being investigated by the Strategic Planning Board. Delete from work programme

**Possible Future Items**

Road Gritting Report  
Affordable Warmth Strategy  
Carbon Reduction Commitment  
Visitor Economy Strategy  
Affordable Housing Strategy and Tour  
Pitt Report – date to be confirmed

**Dates of Future Environment and Prosperity Scrutiny Committee Meetings**

8 June 2010, 6 July 2010, 14 Sept 2010, 26 Oct 2010, 23 Nov 2010, 21 December 2010, 25 Jan 2011, 8 Feb 2011, 22 March 2011, 26 April 2011.

**Dates of Future Cabinet Meetings**

20 April 2010, 18 May 2010, 14 June 2010, 19 July 2010, 16 Aug 2010, 20 Sept 2010, 18 Oct 2010, 15 Nov 2010, 6 Dec 2010, 20 Dec 2010, 17 Jan 2011, 14 Feb 2011, 14 March 2011, 11 April 2011.