

Environment and Regeneration Overview and Scrutiny Committee

Agenda

Date: Monday, 15th October, 2018
Time: 2.00 pm
Venue: The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA

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.

It should be noted that Part 1 items of Cheshire East Council decision making and Overview and Scrutiny meetings are audio recorded and the recordings will be uploaded to the Council's website

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

1. **Apologies for Absence**

2. **Minutes of the Previous Meeting** (Pages 3 - 8)

To give consideration to the minutes of the meeting held on 17 September 2018.

3. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

4. **Whipping Declarations**

To provide an opportunity for Members to declare the existence of a party whip in relation to any item on the agenda.

5. **Public Speaking/Open Session**

Contact: Katie Small
Tel: 01270 686465
E-Mail: katie.small@cheshireeast.gov.uk

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.

Note: In order for officers to undertake any background research, it would be helpful if members of the public contacted the Scrutiny officer listed at the foot of the agenda, at least one working day before the meeting to provide brief details of the matter to be covered.

6. **Strategic Infrastructure Programme** (Pages 9 - 16)

To give consideration to a presentation on the strategic infrastructure programme.

7. **Well Managed Highway Infrastructure Public Consultation Feedback** (Pages 17 - 40)

To give consideration to the Well Managed Highway Infrastructure public consultation feedback

8. **Place Performance Scorecard 2018-19** (Pages 41 - 48)

To give consideration to the first quarter performance data for the Place Department.

9. **Forward Plan** (Pages 49 - 56)

To give consideration to the areas of the forward plan which fall within the remit of the committee.

10. **Work programme** (Pages 57 - 64)

To give consideration to the work programme

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

held on Monday, 17th September, 2018 at The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

PRESENT

Councillor H Davenport (Chairman)
Councillor T Dean (Vice-Chairman)

Councillors C Browne, C Green, S Hogben, O Hunter, N Mannion, S Pochin, B Roberts, G M Walton and A Moran

In attendance

Councillors A Arnold – Portfolio Holder, Housing and Planning
Councillor P Bates – Portfolio Holder, Finance and Communications

F Jordan – Acting Deputy Chief Executive and Executive Director, Place
R Minton – Senior Transport Planner
J Davies – Principal Transport Planner
R Kemp – Corporate Manager Waste and Environmental Services
N Kelly – Environmental Protection Team Leader

11 APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor M Parsons.

12 MINUTES OF THE PREVIOUS MEETING

Consideration was given to the minutes of the meeting held on 18 June 2018.

RESOLVED

That the minutes be approved as a correct record and signed by the Chairman.

13 DECLARATIONS OF INTEREST

There were no declarations of interest

14 WHIPPING DECLARATIONS

There were no whipping declarations.

15 PUBLIC SPEAKING/OPEN SESSION

S Helliwell spoke in respect of the Local Transport Plan consultation stating that overall the response rate were low. This could be due apathy or a feeling

Cheshire East Council take no notice of views. In Alsager, the bus consultation had one the highest response rates. However Alsager had one of the lowest response rates for this consultation

Poynton and Disley had quite a few mentions of the road network. This proved shared space was not working in Poynton and she hoped Cheshire East followed the advice of Chair of the Women and Equalities Committee, Maria Miller MP in July 2017 who said "With the call to halt the use of shared space schemes, the suspension of the flawed 2011 Local Transport Note on shared space and the commitment to update guidance to local authorities, the Government is finally showing the leadership we called for in our 2017 report into disability and the built environment". She hoped Cheshire East Council remembered these words when granting any new developments, including pedestrian pavements, whether on green fields or green belt.

C Jones, Chair of the Crewe Bus User Group, had concerns regarding the poor condition of Crewe bus station, stating that action needed to be taken as there were health and safety issues. The regeneration of the bus station should therefore be investigated.

16 CHESHIRE EAST AIR QUALITY ACTION PLAN 2018 REVIEW

Minute 16, 17 and 18 were taken together by the Committee.

Consideration was given to the Cheshire East Air Quality Action Plan 2018 Review, Air Quality Strategy and Low Emissions Strategy.

Local authorities had a duty under the Environment Act 1995 to review and assess local air quality within their area, against a set of health-based objectives for a number of specific air pollutants. If any areas were found where pollutants exceeded the objectives, local authorities were required to declare an Air Quality Management Area (AQMA) and to prepare an Air Quality Action Plan (AQAP) setting out measures they intended to introduce in order to reduce concentrations of air pollutants, in pursuit of achieving the objectives. The Air Quality Strategy set out how air quality would be considered in all relevant decision making processes across the Council to ensure that any impacts to air quality were taken into account and actions in the AQAP were implemented where possible. The Air Quality Action Plan 2018 had been produced as part of the statutory duties required by the Local Air Quality Management framework.

The Low Emissions Strategy covered a package of policies and measures focused on reducing emissions from road vehicles across the Borough, supporting more sustainable modes of transport and mitigating the transport impacts of development with the aim of improving the health of residents.

Following consideration of the reports, the Committee resolved to make the following recommendations to the Portfolio Holder for Housing and Planning/Cabinet:

RESOLVED

That the Portfolio Holder for Housing and Planning/Cabinet given consideration to the following recommendations:

- The Air Quality Strategy needed to be SMARTER.
- Low emissions public transport vehicles and service vehicles should be encouraged.
- Electric charging points should be provided in key centres e.g. Macclesfield.
- Establishing Low emission zones should be explored.
- There should be incentives for private hire/hackney carriage drivers to use electric vehicles.
- In relation to site specific measure MIDD1 of the Air Quality Action Plan, it was agreed that freight and delivery management should be looked at for all areas of the borough.
- That all box junctions be maintained to ensure that they are clearly visible.
- Following a recent planning application approval, specific measure MACC2 of the Air Quality Action Plan, was now out of date and should be rewritten.
- Paragraph 2.1 of the Low Emissions Strategy be updated to reflect works to the A556.
- The provision of electric car charging points be a planning condition for new builds where this is appropriate
- Assurance be given that the Air Quality and Parking Strategies do not contradict each other and are coordinated accordingly. Suitable public transport should be provided prior to restricting public parking in key service areas.

17 AIR QUALITY STRATEGY

This item was considered alongside the Cheshire East Air Quality Action Plan 2018 review.

18 CHESHIRE EAST LOW EMISSION STRATEGY

This item was considered alongside the Cheshire East Air Quality Action Plan 2018 Review.

19 LOCAL TRANSPORT PLAN - CONSULTATION FEEDBACK

Consideration was given to the outcomes and progress following the consultation for the updated Local Transport Plan (LTP) for Cheshire East.

Following consideration of the reports the Committee resolved to make the following comments to Cabinet:

- The response to the consultation was low
- A root and branch review of bus services should be undertaken.
- Parking restrictions in town centres would require improved public transport.
- Businesses should be supported to provide suitable travel plans.
- Residents in rural areas felt let down by the Council. They were in danger of rural isolation, which affected mental health.
- Road safety and the bus service were both poor in rural communities.
- That the final LTP be considered by the Committee prior to Cabinet.

RESOLVED

- That Cabinet be requested to give consideration to the comments highlighted above
- That the draft LTP be considered by the Committee prior to Cabinet.

20 CEMETERIES STRATEGY CONSULTATION

Consideration was given to the draft Cemeteries Strategy. The Corporate Manager Commissioning - Waste and Environmental Services highlighted to the Committee that whilst there was no statutory requirement to have a strategy, there was currently an inconsistent approach across the Borough. Comments from the Committee would be considered as part of the consultation process. It was noted that the strategy only referred to those churches that responded to the consultation.

It was agreed that the Portfolio Holder be requested to give consideration to the following comments :

- The quality of maintenance in cemeteries needed to be standardised across the Borough.
- There needed to be adequate capacity to deal with the number of cremations in Macclesfield and Crewe.
- The possibility of providing natural burials be explored.

RESOLVED

That the Portfolio Holder for Regeneration be requested to give consideration to the comments highlighted above when considering the strategy.

21 FORWARD PLAN

Consideration was given to the areas of the forward plan which fell within the remit of the Committee.

RESOLVED

That the forward plan be received.

22 WORK PROGRAMME

Consideration was given to the work programme. It was agreed that the draft Local Transport Plan and licensing of taxi vehicles in relation to home to school transport be added to the work programme.

RESOLVED

That the work programme be amended to reflect the above issues.

The meeting commenced at 2.00 pm and concluded at 5.15 pm

Councillor H Davenport (Chairman)

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ENVIROMENT AND REGENERATION SCRUTINY COMMITTEE

Strategic Infrastructure Programme

15TH OCTOBER 2018

Working for a *brighter future* together

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Cheshire East Infrastructure Programme



Working for a *brighter future* together

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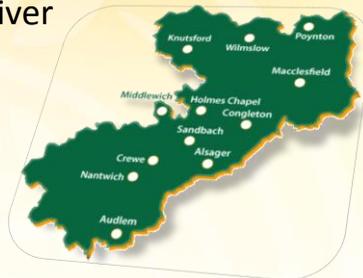


Planning Context :

Infrastructure Investment to deliver growth :-

Local Plan to 2030 :

- 36,000 new homes
- 31,000 jobs
- Population forecast to grow by around 58,000 people

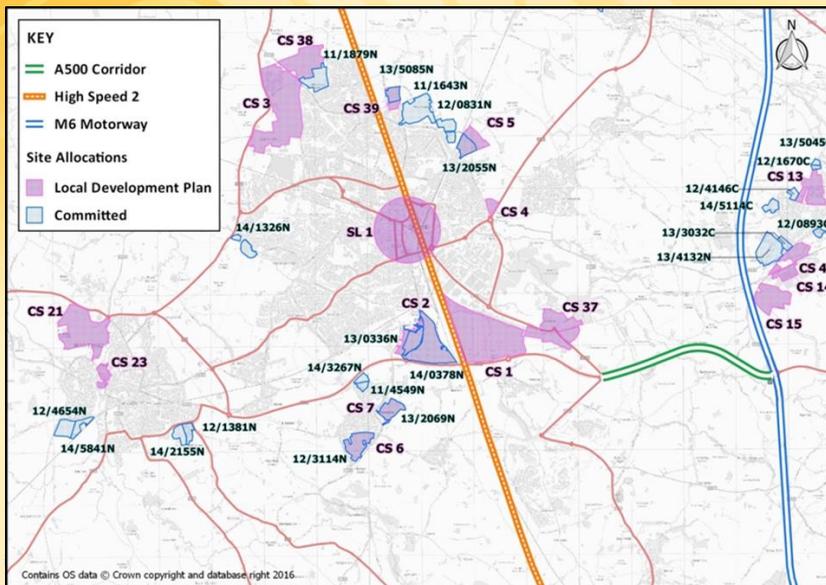


Working for a brighter future together

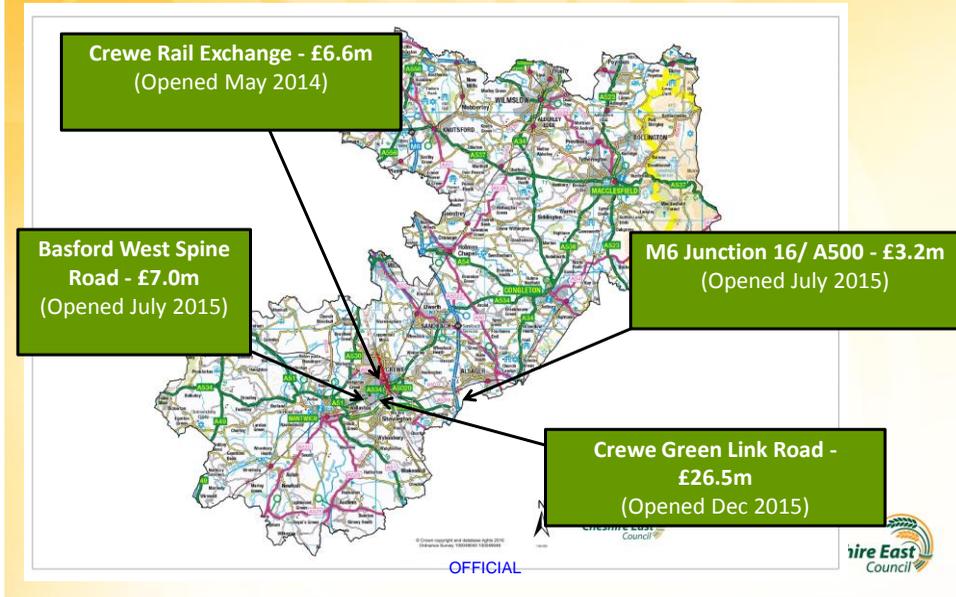
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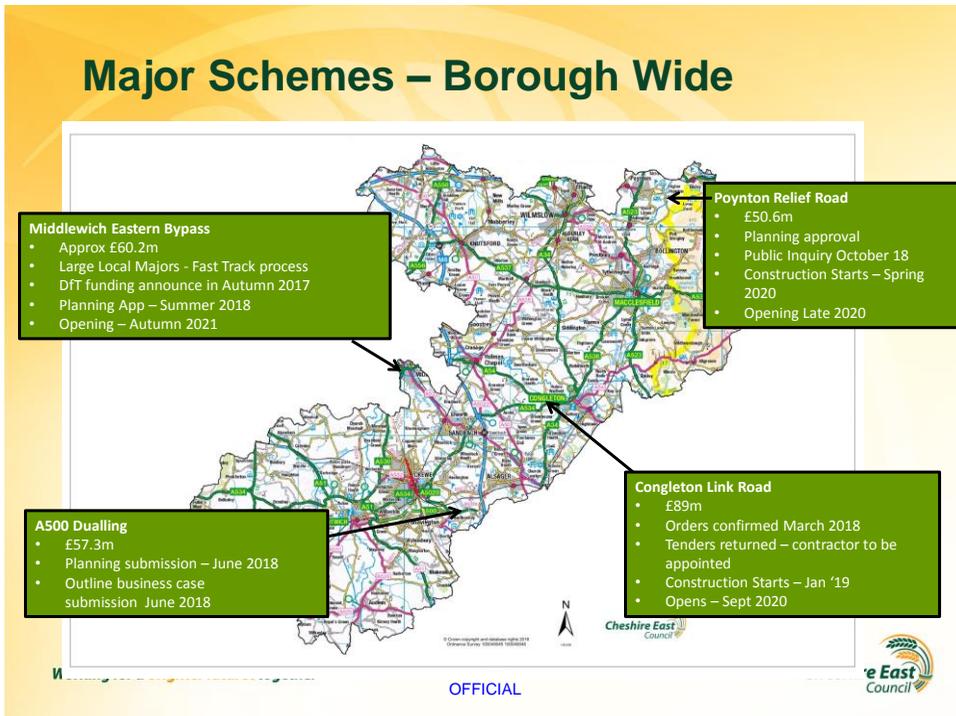
Crewe + Nantwich

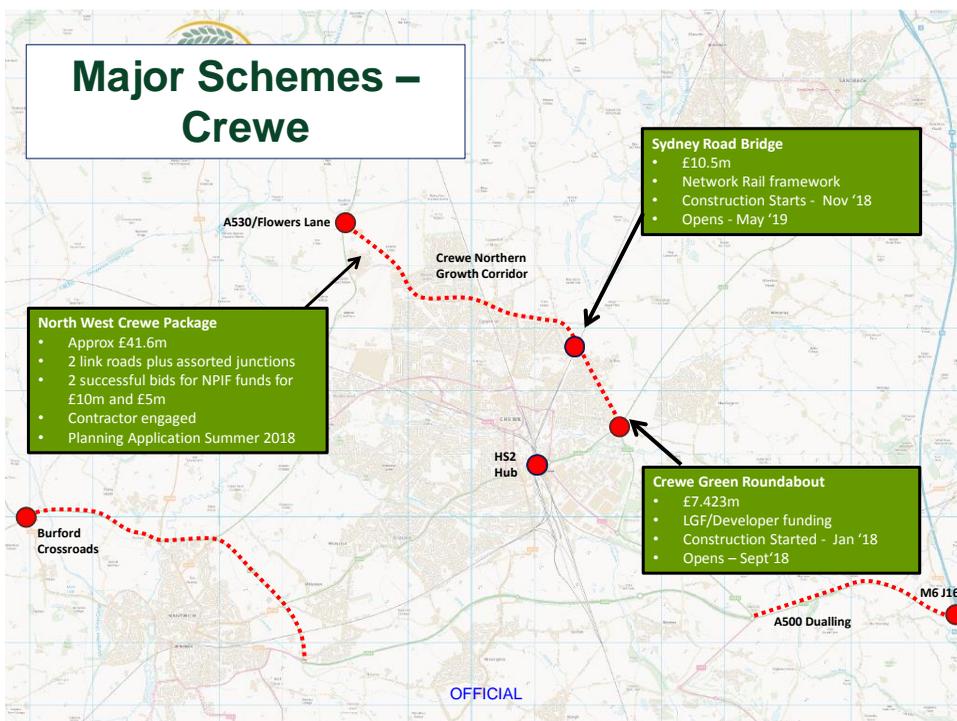


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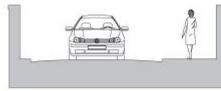
Major Schemes – Borough Wide





Sydney Road Bridge Replacement

The Existing Bridge

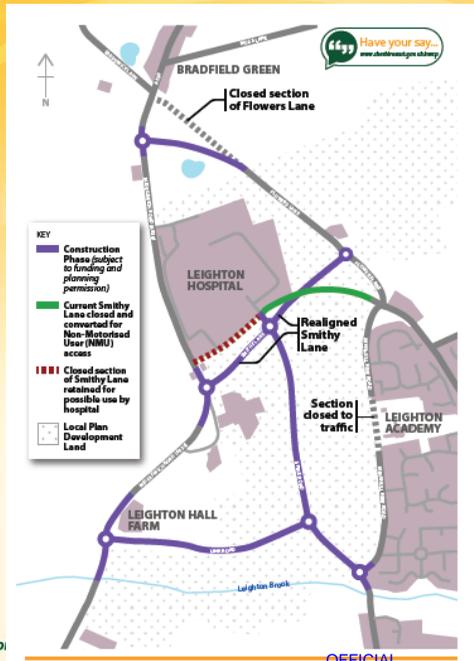


The Proposed Bridge



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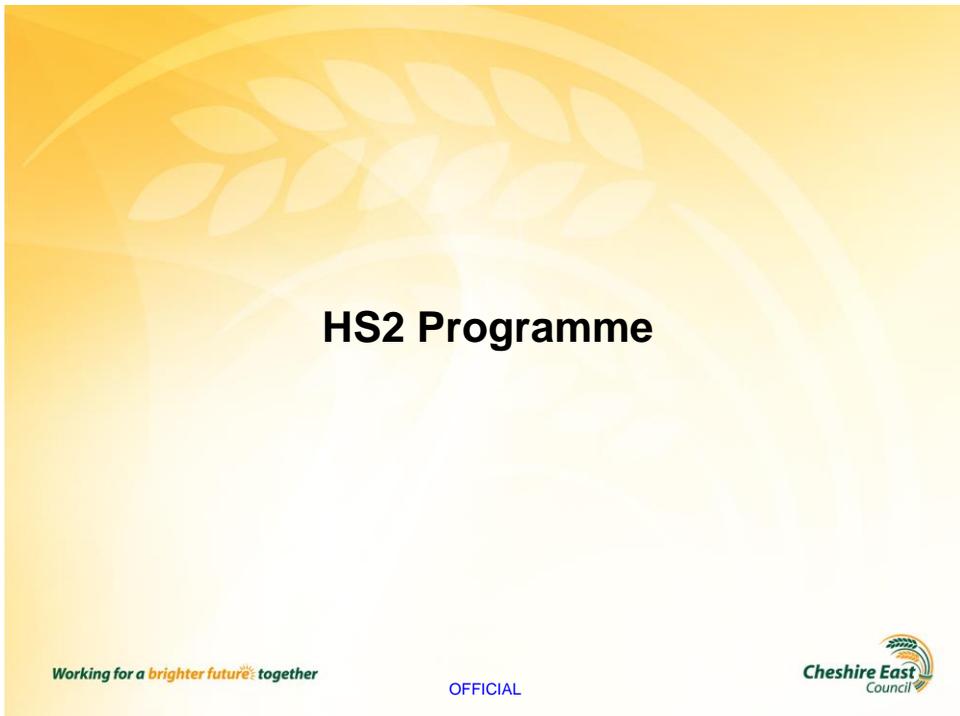
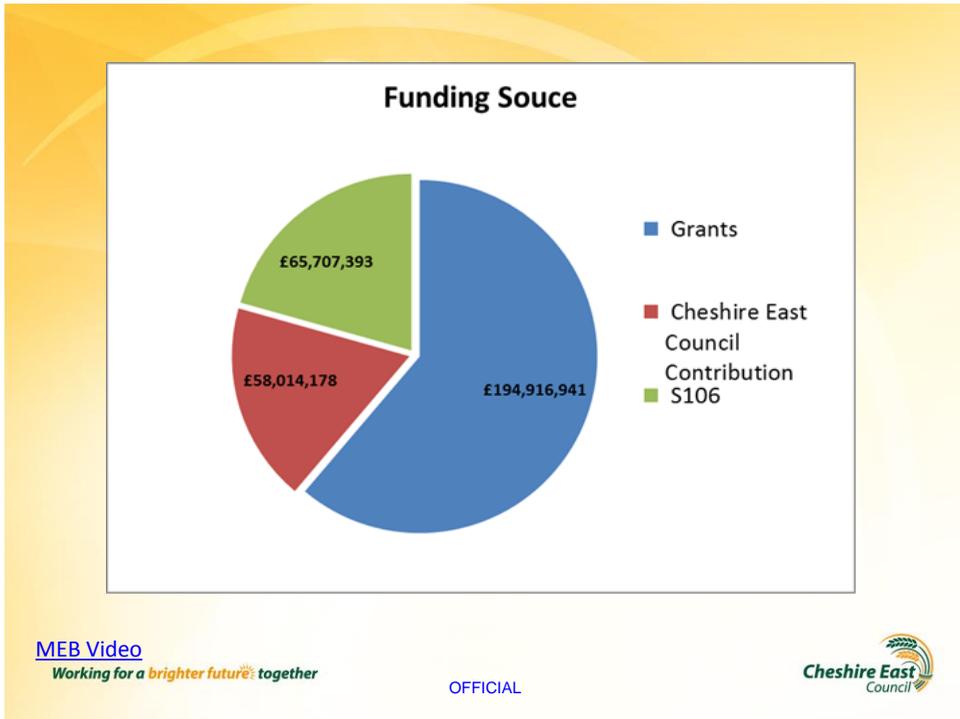


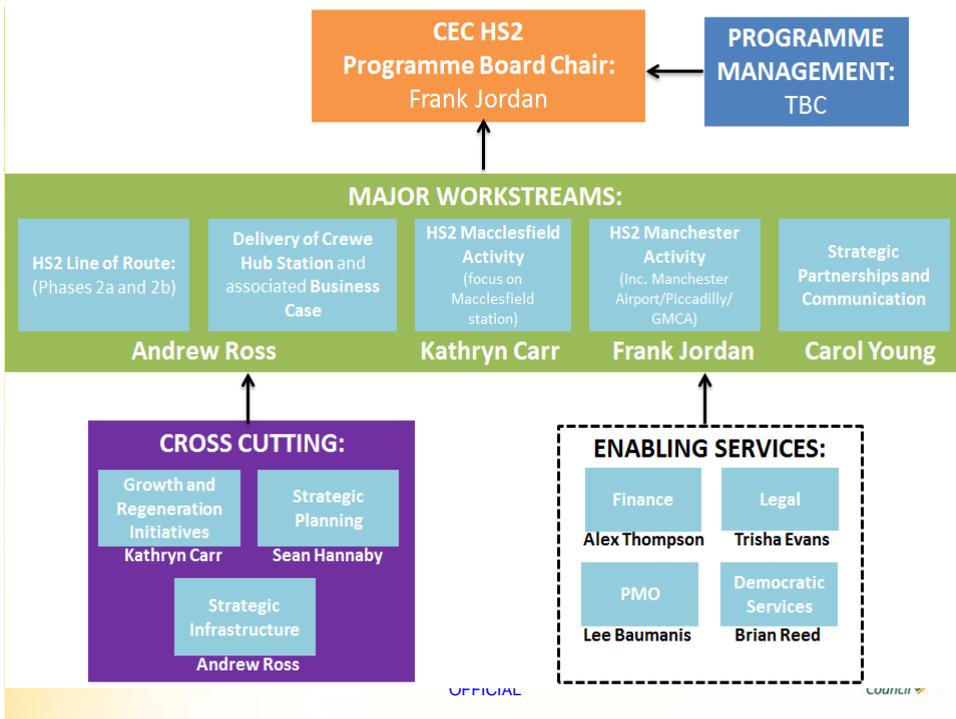
Working for

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North West Crewe Package





Crewe Hub Milestones

- Sep18 – Feb 19
 - Funding principles agreed
- Feb 19 - Dec 19
 - Detailed design and procurement commencement
- Dec 19
 - Joint Planning Application submitted
- 2021 – 2025
 - Construction Period

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Environment and Regeneration Overview and Scrutiny

Date of Meeting: 15 October 2018

Report Title: Well Managed Highway Infrastructure Public Consultation Feedback

Portfolio Holder: Cllr Don Stockton - Environment

Senior Officer: Executive Director - Place

1. Report Summary

- 1.1. This report outlines outcomes and progress following the Well Managed Highway Infrastructure consultation. The updated approach to the delivery of highway maintenance will produce a policy framework in accordance with 'Well Managed Highway Infrastructure (WMHI) – A code of Practice' published by the UK Road Liaison Group (UKRLG).
- 1.2. From the 2nd July to 27th August 2018, Cheshire East Council consulted on a number of draft policies and documents in relation to Highway Safety Inspections and Winter Service activities. This report outlines the key outcomes from the consultation.
- 1.3. The move from the prescribed maintenance regimes developed under the previous UKRLG Code of Practice 'Well Maintained Highways' to the risk based approach set out in WMHI marks a step change in the way the industry manages and maintains the highway network. The approach set out under WMHI allows Councils to better prioritise maintenance activities on the network to deliver efficiency savings and better outcomes from finite budgets.
- 1.4. The WMHI consultation sought the views of residents and stakeholders on the following key documents:
 - The Draft Highway Inspection Policy
 - The Draft Code of Practice for Highways Safety Inspections
 - Examples of the old and proposed inspection process
 - The Draft Winter and Adverse Weather Policy

- The Winter and Adverse Weather Plan Consultation

1.5. The Well Managed Highway infrastructure consultation was advertised through the Cheshire East Council website and through Social Media. It was predominantly online; however, paper copies were made available at all Cheshire East Libraries and key contact centres. Key consultees were contacted directly via email and asked to participate in the consultation.

2. Recommendation/s

2.1. The Overview and Scrutiny committee is recommended to:

2.1.1. Note the outcomes of the consultation which will be used in the formulation of the Council's response to WMHI Code of Practice.

2.1.2. Agree any observations that the Committee wishes the Portfolio Holder to consider in relation to the WMHI code of practice.

3. Reasons for Recommendation/s

3.1. The response to the consultation will be taken into account in the final development of the response to Well Managed Highways Infrastructure Code of Practice.

4. Other Options Considered

4.1. There are no other options to consider.

5. Background

5.1. The Highways Act 1980 covers the legal elements of the management and operation of the road network within England and Wales and as such sets out the statutory duties of highway authorities. This includes the identification and rectification of defects and the provision of winter and adverse weather services. Further duties that the Highway Authority must address are covered under The Railways and Transport Safety Act 2003 and the Traffic Management Act 2004.

5.2. In order to address the duties relating to network safety and winter service, the Council has a Code of Practice for Highway Safety Inspections and a Winter Service Policy with an associated Adverse Weather Plan. Both these documents have been informed by the UKRLG Code of Practice '*Well Maintained Highways*'. This was superseded in October 2016 by a new Code of Practice '*Well Managed Highway Infrastructure*' (The Code).

5.3. The Code marks a step change in the industry from specific guidance and recommendations to a risk based approach which is determined by each authority in order to set local levels of service and identify the requirement

for local resilience. The new code of practice further promotes the adoption of an integrated asset management approach, helping the move away from ad hoc and temporary repairs to better planned programmes of work.

- 5.4. In the interest of cross boundary consistency, the new guidance promotes closer collaborative working between highway authorities.
- 5.5. The Code was commissioned by the DfT, It is not a statutory requirement to comply with this Code. However it is recommended that the Code is adopted into the Council's practice for the following reasons:
 - 5.5.1. It would strengthen the Council's defence against third party claims under Section 58 Highways Act and would enable the Council to demonstrate that it is meeting its obligations relating to winter service under Section 41(1A) of the Highways Act 1980 (as amended by Section 111 of the Railways and Transport Safety Act 2003).
 - 5.5.2. At recent industry forums the DfT have indicated that future maintenance funding will be linked in part to compliance with this new Code.
 - 5.5.3. Not adopting the Code could result in financial risk to the Council. The new contractor for highways would be responsible for the management of all aspects of third party claims and will indemnify the Council against all third party claims that arise out of a failure to provide a service. However, should the recommendations of code not be adequately adopted by the Council, it could by default, be responsible for all claims.

5.6. Consultation Findings

- 5.6.1. The consultation asked a number of key questions and allowed the consultees to leave comments, details of this can be found in the Cheshire East Council Well Managed Highway Consultation Summary of Results in Appendix 1 of this report.
- 5.6.2. The approach to community engagement was guided by the Council's Research and Consultation Team.
- 5.6.3. In total 93 responses were received from a range of consultees and stakeholders. Details of these consultees can be found in Appendix 2 of this document.

5.6.4. Highway Inspection Code of Practice and Policy

- 5.6.4.1. The respondents were generally split around the Council's proposed approach to risk based highway inspections; however, respondents were largely in favour of the principles of prioritising defects based on the risk they pose to the public and taking longer to repair defects in order to achieve higher quality repairs.
- 5.6.4.2. From analysis of the respondents' comments it can be seen that they were split into three main themes: repair of defects, catering for all highway users and consideration of local roads.

5.6.5. Winter and Adverse Weather

- 5.6.5.1. Respondents were strongly in support of a risk based approach to winter service and the principle of treating roads on the network based upon usage, local risks and surrounding amenities.
- 5.6.5.2. The respondents also showed support for mixing traditional communication channels with social media to keep residents informed of road conditions in extreme weather.

5.6.6. Resilient Highway Network

- 5.6.6.1. In response to the extreme weather experience over the winter of 2013/14 the Department for Transport (DfT) published the Transport Resilience Review. A key recommendation was that Local Highway Authorities identify a 'resilient network' to which they will give priority, in order to maintain economic activity and access to key services during extreme weather.
- 5.6.6.2. The existing Cheshire East Resilient Network largely aligns with the network identified in the Adverse Weather Plan for winter service. The advent of WMHI and the associated review of the Network Hierarchy has presented an opportunity to refresh the Resilient Network to better suit the needs of the residents of the Borough.
- 5.6.6.3. A specific stakeholder group was identified separately to that of the WMHI consultation and steps were taken to engage with this stakeholder group. Further details can be found in Appendix 2 of this document.

5.6.6.4. A limited response to the Resilient Network consultation was received, with only 3 responses received through the consultation web page. However further to a meeting held with the Lead Emergency Planning Officer comments were received from the NHS and Cheshire Constabulary.

5.6.6.5. Further work is on-going to identify the needs of partner organisations and local businesses.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. There is no statutory duty to consult on proposals to change the way in which a local authority carries out its duties but there is an expectation enshrined in case law that any local authority making decisions affecting the public will do so fairly and in a way that cannot be said to be an abuse of power.

6.1.2. It is therefore important to test the fairness of the Council's approach by way of consultation on any changes which would have the effect of withdrawing existing services available to residents. Such consultation should involve those affected directly by such changes together with the relevant representative groups. The responses to the consultation will need to be conscientiously taken into account when Cabinet makes any future decisions on the Council's approach to WMHI.

6.2. Finance Implications

6.2.1. The service area is presently undertaking an assessment of the financial implications of implementing the guidance in the Code.

6.3. Policy Implications

6.3.1. The Introduction of the Code requires the revision of highway's policies, in particular the Highway Inspection Policy and the Winter and Adverse Weather Policy.

6.4. Equality Implications

6.4.1. An initial Equality Impact Assessment has been undertaken; this will be continually developed as the approach evolves.

6.5. Human Resources Implications

6.5.1. There are no human resource implications specifically relating to the consultation.

6.6. Risk Management Implications

- 6.6.1. A Project Board has been established chaired by the Head of Highways and Parking to ensure appropriate project governance and strategic direction is in place.
- 6.6.2. A project risk register is to be maintained detailing risk and mitigation measures.

6.7. Rural Communities Implications

- 6.7.1. 57% of the Cheshire East highway network is classed as rural serving over half of our population. The rural highway network is vital to the economy of the Borough.
- 6.7.2. The risk based approach to highway maintenance will see resources prioritised by road usage, risk and nature and as such lesser used low risk routes may receive lower prioritisation than busier high risk main routes.

6.8. Implications for Children & Young People

- 6.8.1. The new code of practice will consider levels of service where facilities serving children and young people are located.

6.9. Public Health Implications

- 6.9.1. The new code of practice will consider key infrastructure needs to promote sustainable modes of travel.

6.10. Ward Members Affected

- 6.10.1. All wards and all ward members are affected by the implications of WMHI

7. Consultation & Engagement

- 7.1. An 8 week consultation has been undertaken to engage affected stakeholders.

8. Access to Information

- 8.1. The background papers relating to this report can be inspected by contacting the report writer.

9. Contact Information

9.1. Any questions relating to this report should be directed to the following officer:

Name: Paul Traynor

Job Title: Head of Highways and Parking

Email: paul.traynor@cheshireeast.gov.uk

Appendix 1 – The Cheshire East Council Well Managed Highway Consultation Summary

Appendix 2 – Consultation Information

Consultee List

The WMHI consultation consulted with the following:

- Elected Members
- Parish Councils
- The LEP
- Transport for the North
- Local Transport Operators
- The wider public via website and public libraries
- Neighbouring Authorities (including Highways England)
- Cheshire East Claims Handlers and Insurers
- The Emergency Services
- Manchester Airport
- Network Rail
- HS2
- Local Bus Operators
- The Road Haulage Association
- Freight Transport Association
- Sustrans
- Local Cycling Groups
- NHS and Health Service Providers

The Resilient Network consultation consulted the following:

- Local Transport Operators
- Neighbouring Authorities (including Highways England)
- The Emergency Services
- Transport for the North
- The LEP
- The Local Chamber of Trade
- Manchester Airport
- Network Rail
- HS2
- Local Bus Operators
- The Road Haulage Association
- Freight Transport Association
- Utility Operators
- The NHS and Health Service Providers

- Council Delivery Partners (ie Ansa and TSS etc)
- Compass Minerals
- HS2

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Cheshire East Council

Well Managed Highway Consultation

Summary of results

Production date: September 2018

Report produced by:

Research and Consultation Team
Business Intelligence
Cheshire East Council
Westfields
Middlewich Road
Sandbach
CW11 1HZ

Email: RandC@cheshireeast.gov.uk

Introduction

Background and Methodology

From 2nd July to 27th August 2018 Cheshire East Council consulted on a number of draft policies in relation to Highway Safety Inspections and Winter Service activities. Respondents were provided with a summary of the five documents listed below:

- Draft Highways Inspection Policy
- Draft Code of Practice for Highways Safety Inspections
- Examples of Old and New Inspection Process
- Draft Winter and Adverse Weather Policy
- Winter and Adverse Weather Plan Consultation 2018

The consultation comprised of two sections the Highways Inspection Policy 2018 (section one), and Winter and Adverse Weather Policy (section two). Respondents were asked for feedback to help align the management of the highway network with risk and usage levels.

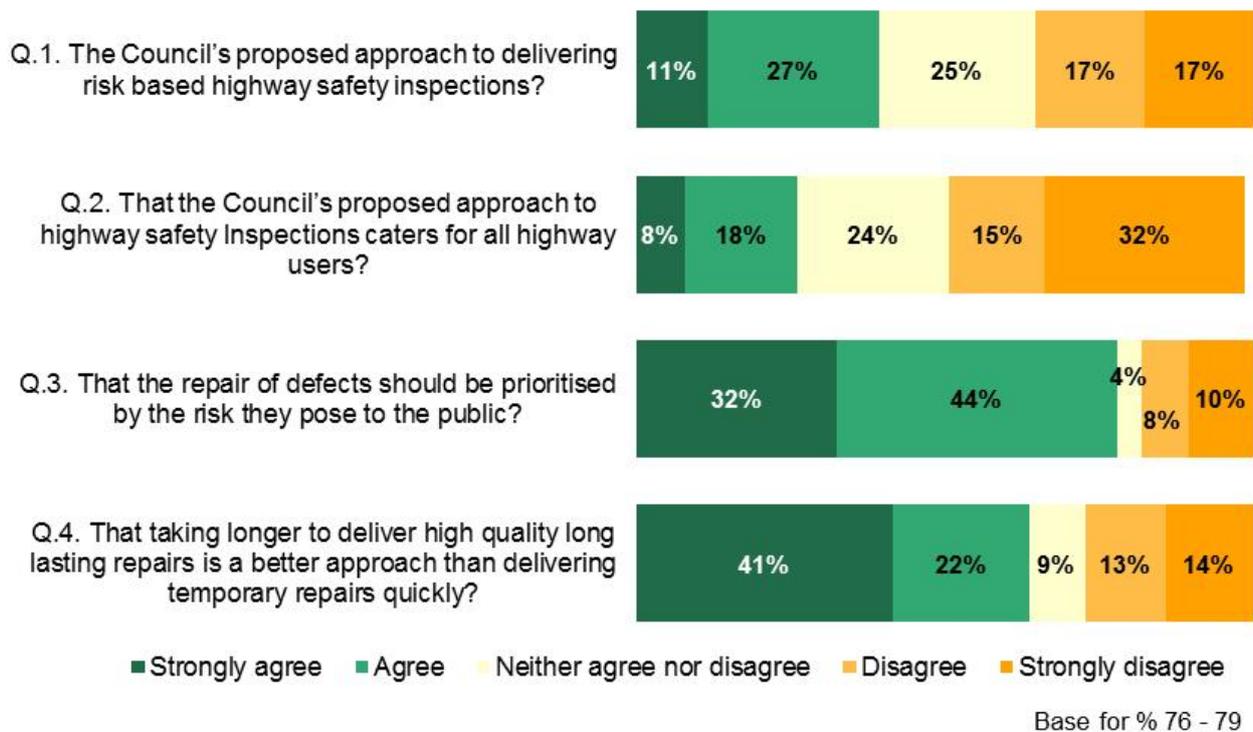
The Well Managed Highways consultation was advertised through the Cheshire East Council website and through Social Media. It was predominantly online, however, paper copies were made available at all Cheshire East Libraries and key contact centres.

In total, 93 respondents replied to the online/ paper questionnaire, this report is a summary of the findings from this questionnaire. In additional 3 e-mail responses were received, these can be seen in appendix two.

Part One: Highway Inspection Policy 2018

Section one considered the Highways Inspection Policy 2018. This document promotes the adoption of an integrated asset management approach to highway infrastructure based on local levels of service through risk-based assessment. It provides a number of key recommendations, particularly relating to the development of a network hierarchy as well as establishing the theme of a risk-based approach. Respondents were asked four questions regarding this policy as detailed by Figure 1.

Figure 1. To what extent to you agree or disagree with the following?



Respondents were generally split around the Council's proposed approach to delivering risk based highway safety inspections with 38% in agreement and 34% in disagreement. Respondents were more likely to disagree (47%) that the proposed approach to highway safety inspections caters for all highway users (26% agreement). Respondents were clearly in support that the repair of defects should be prioritised by the risk they pose to the public as 76% agreed. Respondents also agreed that taking longer to deliver high quality long lasting repairs was a preferred approach (63%).

Respondents were asked to explain their reasoning if they disagreed with any of the above. A total of 37 comments were left which for the purpose of analysis have been coded into three main themes of repair of defects (26 references), cater for all highways users (12 references) and consideration of local roads (9 references), these are detailed further on the next page.

Repair of defects (26 references): Respondents felt that the schedule of repair works and inspections needed to be undertaken more frequently and that a more proactive approach should be adopted (8 comments). They also felt that quick/temporary fixes should be carried out as soon as possible to prevent damage with a scheduled longer term fix (7 comments) although some respondents felt that these were a waste of money and that long term repairs should be the priority (3 comments). Respondents felt that more money should be spent on road maintenance, with no cuts or reductions in service (5 comments). Overall respondents felt that repairs needed to be completed as soon as possible and to a high standard (3 comments).

Cater for all Highway Users (12 references): Certain respondents indicated that they disagreed with aspects of the policy as they felt it did not cater for all highway users, of particular concern were cyclists and pedestrians. These respondents felt that not enough consideration was given to road defects that have a bigger impact on these groups than on vehicles, especially in regard to pothole depth (12 comments).

Consideration of Local roads (9 references): Respondents felt there was a lack of consideration given to local roads and the usage of these requesting that they required a greater level of inspection and maintenance as they were considered as vital local links (9 comments).

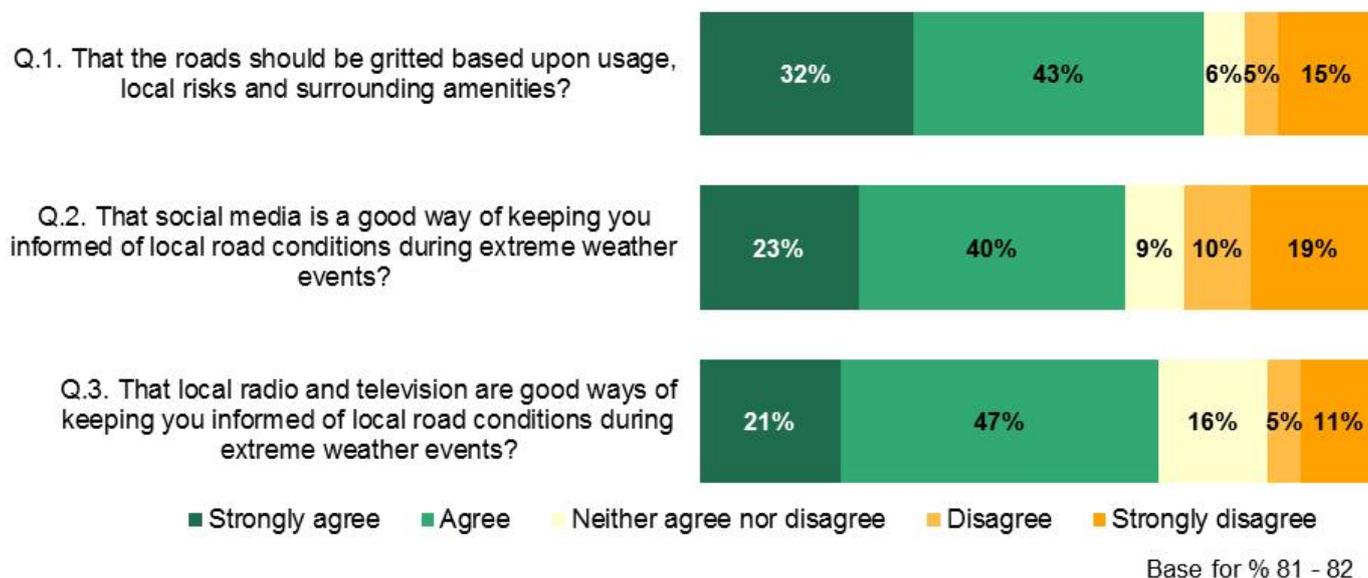
Respondents were also asked if there were any further considerations which should be taken into account with regard to the Code of Practice for Highway Safety Inspections. A total of 23 comments were received in response to this. Further considerations included the following:

- The need for more comprehensive repair work (repairing potholes in proximity), rolling maintenance and more patrols (8 comments)
- The poor quality repair work currently being undertaken, which needed improvement (5 comments) and the need for quick action to undertake repairs (2 comments)
- Concerns about specific areas such as Altrincham Road on approach to Styal school, should be given more priority (4 comments)
- Proper maintenance and inspection of cycle ways (2 comments) and more enforcement around roadside parking (1 comment)
- A consideration for alternative routes that are used to circumvent traffic and therefore have a high volume and use than would be expected (2 comments)

Part Two: Winter and Adverse Weather Policy

Section two considered the Winter and Adverse Weather Policy. This policy has evolved over a number of years to take into consideration best practice. The last revision of the policy was developed to take into consideration the guidance provided in Well Maintained Highways, published in 2005 by the UK Roads Liaison Group (UKRLG). Respondents were asked three questions regarding this policy as detailed by Figure 2.

Figure 2. To what extent to you agree or disagree with the following?



Respondents agreed that local roads should be gritted based upon usage, local risks and surrounding amenities (75%). More respondents agreed that local radio and television are good ways of keeping them informed about local road conditions (68%) than social media (63%).

Respondents were asked to explain their reasoning if they disagreed with any of the above. A total of 27 comments were left which for the purpose of analysis have been coded into three main themes of communication methods (17 references), roads (7 references) and consideration of rural areas and cycle ways (4 references), these are detailed further on the next page.

Communication Methods (17 references): Certain respondents indicated that they disagreed with aspects of the policy as they felt that not everyone has access to social media, and that it has a limited impact (13 comments). However some respondents felt that all forms of communication should be supported (2 comments). While others felt that a better solution was needed (2 comments), especially for those already on the road at the time of incident (2 comments).

Roads (7 references): Respondents felt that more roads should be gritted, including local streets (5 comments). Respondents also felt that generally more money needed to be spent on gritting roads and pavements (2 comments).

Consideration of rural areas and cycle ways (4 references): Certain respondents indicated that they disagreed with aspects of the policy as they felt it would have a larger impact on rural communities and could potentially isolate individuals during bad weather (2 comments). Respondents also criticised the lack of support for cycle ways and pavements in the allocation of pre-treatments (2 comments).

Respondents were asked if there were any further considerations that should be taken into account with regard to the draft Winter Adverse Weather Strategy. A total of 28 comments were received in response to this. Further considerations included:

- Greater consideration for rural areas, having access to salt and grit (2 comments) and the feeling that local and rural roads/pavements should still be a priority for gritting (7 comments)
- More money to be spent on gritting roads (3 comments) and more timely gritting of roads (2 comments)
- Gritting of cycle ways and pavements should still be considered to prevent accidents (3 comments)
- Specific requests for gritting were received such as: Gaw End Lane to allow Arriva buses to leave the Lyme Green depot in Macclesfield (1 comment), and Altrincham Road to allow safe access to Styal Primary School (8 comments).
- The use of text alerts for communication (1 comment)
- Clarification around severe weather conditions and how town and parish councils are to assist without the provision of equipment (1 comment)

Summary and Conclusions

Overall, average general support for aspects of the 'Highway Inspection Policy' (25%) was weaker than for aspects of the 'Winter and Adverse Weather Policy' (34%). This is mainly driven by the high disagreement rate expressed to Q2 that the policy caters for all highways users. Analysis of the comments reveals that this disagreement is likely to be driven by concerns for cyclists and pedestrians. Cyclists in particular were highlighted as an 'at risk' group and respondents felt they should be a priority and a greater consideration when assessing pothole depth.

Respondents also expressed concerns about the impact of both the 'Highway Inspection Policy' and the 'Winter and Adverse Weather Policy' on rural areas, suggesting that they would have a much harsher impact and that the policies were designed to cater to urban populated areas, neglecting the rurality of Cheshire East.

Despite these concerns respondents were in agreement that repair defects should be prioritised if they were a risk to the public (76%) and that taking longer to deliver high quality long lasting repairs was a better approach than temporary fixes (63%). Respondents agreed that local roads should be gritted based upon usage, local risks and surrounding amenities (75%)

While respondents expressed concerns about the use of social media as a sole source of information, generally all information types were considered to be helpful with further suggestions such as more local radio involvement and text alerts suggested by respondents.

Finally there were some specific requests for consideration from respondents such as the gritting of Altrincham Road to allow access to Styal Primary School and Gaw End Lane for the bus network to run in wintery conditions. Clarification was also requested on the role that Town and Parish Councils were required to undertake in extreme weather conditions as this is currently unclear in the policy.

Next steps

For the relevant department to review the above findings in relation to the proposed policies and to consider the comments made by respondents.

Appendix One: Demographic Tables

How do you normally travel in or through Cheshire East? - Multiple choice

Row Labels	Count	%
In a car/van as the driver	36	95%
In a car/van as a passenger	12	32%
On a bus	9	24%
On a motorcycle	1	3%
On foot	23	60%
On a bicycle	12	32%
Other	3	8%
Withheld Data*	55*	
Total number of respondents		38

Why do you travel in or through Cheshire East? - Multiple choice

Row Labels	Count	%
Live in Cheshire East	37	97
Work/Study	15	39
Visit local town centre/shops	28	74
Use health and Social Care facilities	21	55
Use local leisure facilities	18	47
Other	6	16
Withheld Data*	55*	
Total number of respondents		38

What is your gender identity?

Row Labels	Count	%
Female (including trans female)	15	44%
Male (including trans man)	18	53%
Other gender identity	1	3%
Withheld Data*	59*	
Grand Total	34	100%

What age group do you belong to?

Row Labels	Count	%
16-24	0	0%
25-34	1	3%
35-44	4	12%
45-54	8	24%
55-64	6	18%
65-74	9	26%
75-84	5	15%
85 and over	0	0%
Withheld Data*	60*	
Grand Total	33	100%

What is your ethnic origin?

Row Labels	Count	%
White British / English / Welsh / Scottish / Northern Irish / Irish	25	83%
Any other White background	2	7%
Asian / Asian British	1	3%
Mixed: White and Black Caribbean / African / Asian	1	3%
Withheld Data*	64*	
Grand Total	29	100%

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Row Labels	Count	%
No	28	97%
Yes	1	3%
Withheld Data*	64*	
Grand Total	29	100%

*Under GDPR Compliance respondents can select to submit a survey response with no demographic data attached to it. Out of the total 93 respondents, 52 respondents abstained from providing personal data, and 59 from sensitive data and respondents are also able to select a 'prefer not to say option'. Due to this high number those who 'withheld' data they are not included in the percentage base of the demographics tables.

Appendix Two: E-mail Responses

Email Response 1.1

22 August 2018

Consultation Response to Well Managed Highways in Cheshire East

Congleton Town Council welcomed the opportunity to have a look through the consultation documents on Well Managed Highways in Cheshire East. Unfortunately there was not an opportunity to take it to committee.

Much of the documentation made sense and is following national guidance so is hard to argue against. It is good to have clear guidance on how frequently Cheshire East Highways inspect various roads. It is understandable but possibly a sad reflection on society that so much of the guidance seems to be based around avoiding litigation. It makes sense for the most effort to be concentrated on the areas that are the most well used, but it is important that all residents are aware of how easy it is to report faults and problems. We still have a large rural community.

It is welcomed that the Primary walking routes are being checked monthly, although there is no glossary or reference that we could find to give a definition of a primary walking route so a little uncertain what this is. Safe Routes to Schools are scheduled for quarterly checks, but again it would be good if the schools were educated to understand what is considered a fault and how to report it as we all want to see more children walking and cycling to school.

We also noted the following changes

- Good to see that the repair times for emergencies has been reduced from 1.5 hours to 1 hour - which seems positive
- Pothole investigation level use to be 50mm and is now 40-100mm or greater than 100mm – again positive that the lower limit has been reduced – but that’s quite a big level to investigate and not clear if action must be taken when at 40mm deep.
- Localised Edge deterioration has not changed, but the policy seems to be concerned only if the cracking at the edge of the road comes more than 250mm into the road and is over 100mm deep and doesn’t require vehicles to alter their course. The policy is not clear whether bicycles are considered vehicles, but although this damage may be manageable by cars we would anticipate that this level of deterioration would be dangerous for cyclists.
- There hasn’t been a change in the measurement of pavement slab differences in pedestrian areas before they require action (25mm). We feel that while this may be acceptable for pedestrians, but can be difficult for wheelchair users and would have liked to see the level reduced.

- We are concerned to see that new policy 3.5 of the Winter Maintenance: states that the routine precautionary treatment of footways, footpaths and cycleways will not be carried out. This seems a like a backward step.
- 3.6 Winter Maintenance states that during prolonged severe winter weather conditions all available resources may be employed in predefined roads (this is understandable). It also states that where possible the Council will work in partnership with town and parish councils to arrange for snow clearance on local roads and town centres. As a Town Council we need a greater understanding of what this means, and where the liabilities and funding lie if we are to carry out these functions.

We look forward to greater clarity around these points.

Email Response 1.2

I think this needs a serious conversation;

You've skirted round an outrageous omission: how can you justify not gritting cycle and footways against your commitment to active green travel?

3.5 The routine precautionary treatment of footways, footpaths and cycleways will not be carried out.

3.3 Footways and Cycleways

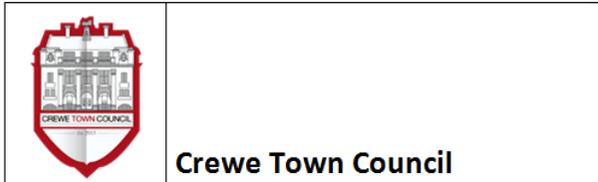
Pre-salting of footway and cycle tracks will not be undertaken, in accordance with the Council's Winter and Adverse Weather Policy. However, in the event of snow and subject to resources being available, CEC may clear and treat key footway routes in priority order within the first 24 – 48 hrs. Resources to treat footways will be allocated based on a number of factors including population, town centres, routes to transport hubs, hospitals, schools, medical facilities.

Email Response 1.3

Please see formal response from the Town Council to the consultation.

Members reviewed the consultation and made the following comments in response to the highway safety Inspection Policy and Code of Practice:

- That the classification hierarchy should reflect usage in addition to the proposed hierarchy. Bus routes and heavily trafficked local roads should be inspected at least quarterly.
- That the policy does not address the prioritisation of limited resource within categories of defect, or the need to ensure that temporary repairs are subsequently fixed permanently in a timely manner to avoid repeated temporary repairs.
- There should be flexibility so that if a category 1 repair is situated alongside a category 2 fault they are both dealt with at the same time rather than by separate visits.



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Environment and Regeneration Overview and Scrutiny

Date of Meeting: 15 October 2018

Report Title: Place Performance Scorecard 2018/19 Quarter One

Portfolio Holders: Cllr A Arnold-Planning, Housing and Regeneration

Cllr D Stockton -Environment

Cllr L Wardlaw-Health

Senior Officer: Executive Director-Place

1. Report Summary

- 1.1. The report and the attached scorecard provides an update on the latest available performance data for the Place Department for 2018/19 (relating to quarter one)

2. Recommendation

- 2.1. That the Scorecard be received and noted for information.

3. Reasons for Recommendation

- 3.1 It is good practice to present an update on the performance issues relating to the department on a quarterly basis.

4. Other Options Considered

- 4.1. There are no further options to consider.

5. Background

- 5.1 The Place Department Scorecard was developed and launched in 2017/18, following engagement at directorate management team level and review by the Corporate Leadership Team. It was first presented to the Environment and Regeneration Overview and Scrutiny as a year-end Scorecard in June 2018.
- 5.2 The Scorecard provides an accessible summary of performance against targets within the Place Department. The key performance indicators included in the Scorecard support delivery of individual Team Plan objectives across the department, and contribute to overall monitoring of the Council's journey towards achieving its six corporate Outcomes.

6. Implications

6.1. Legal Implications

6.1.1. There are no legal implications arising from this report.

6.2. Finance Implications

6.2.1. Regularly reporting Scorecards is managed within the directorate and the Finance & Performance Team and is covered from existing budgets. Changes to performance requirements, or reacting to current performance levels will be recorded within relevant Team Plans and any associated budgetary impact will be included in the annual Business Planning Process or reported as part of the quarterly performance reporting cycle to Cabinet.

6.3. Equality Implications

6.3.1. There are no equalities implications arising from this report.

6.4. Human Resources Implications

6.4.1. There are no human resources implications at this stage.

6.5. Risk Management Implications

6.5.1. The directorate performance reporting process supports the Council's wider performance management arrangements and provides opportunities for the Council to identify and focus on areas for improvement to support achievement of its strategic ambitions. Timely performance reporting mitigates risk of the Council not achieving its outcomes by providing the opportunity to review performance outputs and trends, identify areas for improvement, and introduce corrective and/or proactive actions wherever necessary to address areas of poor - or under - performance.

6.6. Rural Communities Implications

6.6.1. There are no implications for rural communities.

6.7. Implications for Children & Young People

6.7.1. There are no direct implications for children and young people at this stage.

6.8. Public Health Implications

6.8.1. There are no direct implications for public health at this stage.

7. Ward Members Affected

- 7.1. Performance measures from Directorate Scorecards form a supporting role in production of the quarterly performance reports to Cabinet. The Directorate Scorecard approach enhances the process of performance reporting to Members.

8. Access to Information

- 8.1. Background information can be inspected by contacting the report author.

9. Contact Information

- 9.1. Any questions relating to this report should be directed to the following officer:

Name: Frank Jordan

Job Title: Executive Director Place

Email: Frank.Jordan@cheshireeast.gov.uk

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Place Scorecard - 2018/19 Q1

PI Ref	Team	Service	Measure	Corporate Outcome	Polarity	Scorecard Category	Portfolio Holder	Benchmark	Q4 2017/18	Year-End 2017/18	Target 2018/19	Q1	Q2	Q3	Q4	RAG	Quarterly Dir of Travel	Comments	Place Priority
PPS001	Planning and Sustainable Development	Development Management	Processing of Major planning applications within time	4.1	High is better	Service and Project Excellence	Ainsley Arnold	Establishing benchmark; ranked 2nd in the country in terms of volume of apps	96%	92%	90%	95%					▲	Continued high level performance on the determination of major planning applications. The processes in the team and performance monitoring are well embedded to ensure continued success.	Place Managing
PPS002	Planning and Sustainable Development	Development Management	Processing of 'Non Major' planning applications within time	4.1	High is better	Service and Project Excellence	Ainsley Arnold	Establishing benchmark; ranked 2nd in the country in terms of volume of apps	88%	90%	90%	90%					▲	The target is met over a high volume of smaller scale planning applications.	Place Managing
PPS003	Planning and Sustainable Development	Development Management	Average Planning applications per case officer	4.1	On target	Service and Project Excellence	Ainsley Arnold	37.5	47	47.3	42	43					▲	Average caseload has stabilised in part due to the use of agency staff over recent months. Permanent recruitment has been taking place and subject to no delays in appointments the caseload levels should be maintained at a manageable level.	Place Managing
PPS004	Planning and Sustainable Development	Development Management	Major Applications registered	4.1	High is better	Service and Project Excellence	Ainsley Arnold	Establishing benchmark	61	210	N/A	55					▼	Continued submission of a large number of major development proposals meaning that the demands on the department remain high.	Place Managing
PPS005	Planning and Sustainable Development	Development Management	'Non Major' Applications registered	4.1	High is better	Service and Project Excellence	Ainsley Arnold	Establishing benchmark	876	3,418	N/A	870					▼	The volume of smaller scale planning applications registered by the Council remains at a consistent and high level.	Place Managing
PPS006	Planning and Sustainable Development	Development Management	Pre applications - registered	4.1	High is better	Service and Project Excellence	Ainsley Arnold	Establishing benchmark	112	405	N/A	98					▼	The submission of pre-application advice requests remains consistent with recent quarters.	Place Managing
PPS007	Planning and Sustainable Development	Development Management	Planning Appeals allowed (%)	4.1	Low is better	Service and Project Excellence	Ainsley Arnold	32% National Average	29%	35%	32%	36.7%					▼	The results of appeals can fluctuate in any particular quarter and overall appeal results remain fairly stable, but a watching brief should be kept on the outcomes over future quarters to ensure the trend is not one of too many appeals being allowed. Outcomes of appeals continue to be reported to planning committee on a quarterly basis to ensure quality of decision making can be improved and unnecessary appeals avoided.	Place Managing
PPS008	Planning and Sustainable Development	Spatial Planning	Increase the net housing figure to 1,800 per annum	4.1	High is better	Service and Project Excellence	Ainsley Arnold	N/A	2,321	2,321	1,800	N/A	N/A	N/A			▲	Annual measure; 2017/18 final net figure of 2,321; an increase from the previous year's 1,762.	Place Making
PPS009	Planning and Sustainable Development	Regulatory Services & Health	% of inspections completed against the annual scheduled animal welfare inspection programme	5.4	High is better	Service and Project Excellence	Ainsley Arnold	N/A	94%	94%	100%	32%					▼	Q1 - 12 Scheduled inspections completed out of 37 (32%). Additional inspections carried out i.e. not scheduled = 6 (1 complaint and 5 new premises that we have to inspect before we issue any licence) Variance due to long term sickness absence of an officer within the service and annual leave requirements.	Place Managing
PPS010	Planning and Sustainable Development	Regulatory Services & Health	% of Food Safety A-D inspections completed against the annual programme.	5.4	High is better	Service and Project Excellence	Ainsley Arnold	N/A	99%	99%	100%	89%					▼	246 completed out of 276. Below target due to staff vacancies in the first quarter.	Place Managing
PPS011	Planning and Sustainable Development	Regulatory Services & Health	The % of Food Safety E rated premises that receive intervention activity	5.4	High is better	Service and Project Excellence	Ainsley Arnold	N/A	31%	28%	100%	4%					▼	Below target due to the continuation of overdue inspections from previous years and a reduction in available staff being able to undertake inspections. This equates to 36 scheduled for Q1 2018/19 plus a backlog of 752 overdue premises from previous years. Total completed during Q1 = 32/788.	Place Managing
PPS012	Planning and Sustainable Development	Regulatory Services & Health	The % of service requests responded to within 5 working days	5.4	High is better	Service and Project Excellence	Ainsley Arnold	N/A	88%	87%	88%	88%					▲	On target during Q1 - Commercial Services % service requests responded to in SWD - 551 received, 495 responded to within time scale = 90% Environmental Protection % service requests responded to in SWD - 702 received, 610 responded to within the timescale = 87% Combined figure of 1,105 / 1,253 = 88%	Place Managing
PPS013	Planning and Sustainable Development	Regulatory Services & Health	Total number of Air Quality Management Areas in Cheshire East	4.3	Low is better	Service and Project Excellence	Ainsley Arnold	N/A	18	18	17	17					▲	At 1 April 2018 Cheshire East had 18 AQMA's all declared for the annual mean for nitrogen dioxide; on 1 June 2018 the AQMA at Cranage was revoked.	Place Managing
PPS014	Planning and Sustainable Development	Regulatory Services & Health	% of Air Quality Management Areas with an associated Air Quality Action Plan	4.3	High is better	Service and Project Excellence	Ainsley Arnold	N/A	54%	54%	100%	54%					▲	The 2011 Cheshire East Air Quality Action Plan did not include actions for all AQMA's. Following the declaration of further AQMA's in 2017 a new 2018 AQAP has been developed to reflect all AQMA's. This was reviewed at Scrutiny Committee on 17 September 2018, and will therefore be reflected at Q2, so amber performance rating assigned at Q1.	Place Managing
PIH001	Infrastructure and Highways	Strategic Infrastructure	Number of successful Stage Gate Reviews completed on the Major schemes programme against forecast number.	2.4	High is better	Service and Project Excellence	Don Stockton	N/A	N/A (new indicator)	N/A (new indicator)	100% (7 out of 7)	43% (3 out of 7)					▲	This indicator measures actual progress against planned progress across the 7 Major (>£5m) Highway Schemes. We have completed 3/7 to the end of Q1.	Place Making
PIH002	Infrastructure and Highways	Strategic Infrastructure	Percentage of Highway Consultation on Planning Applications responded to within target	4.1	High is better	Service and Project Excellence	Don Stockton	90%	87%	86.13%	90%	86%					▼	Below target due to team sickness earlier in the quarter however performance has recovered in the latter half of the quarter	Place Making
PIH003	Infrastructure and Highways	Strategic Infrastructure	Percentage of pre-application enquiries responded to within target (21 calendar days)	4.1	High is better	Service and Project Excellence	Don Stockton	90%	93.8%	93.8%	95%	96%					▲	New measure in Infrastructure & Highways Team Plan.	Place Managing
PIH004	Infrastructure and Highways	Highways Contract Management	Average level of customer satisfaction with Highway service	2.4	High is better	External	Don Stockton	NHT Annual Survey	47%	47%	47%	N/A					▼	Annual measure. The fall in customer satisfaction from 50% in 2016/17 to 47% in 2017/18 can be attributed to the removal of 3 of the biggest scoring questions from the survey (Road Signs, Location of permanent traffic signals & Waiting time at permanent traffic lights). If these 3 areas had been retained the result would have been similar to the previous year of 50%. No additional questions have been inserted to replace those taken out. The NHT Survey is included in the current Performance Management Framework ("Average level of satisfaction with Highways Service"). As part of the procurement exercise the current Performance Management Framework has been reviewed to ensure that the new framework is promoting the right behaviours as expected by Cheshire East Council. To ensure fairness, rather than looking at the overall NHT results where themes are included to which Highways has no influence, the current one performance indicator will become 4 separate indicators, each with their own expected target levels: • Customer satisfaction - Walking and cycling theme • Customer Satisfaction - Tackling congestion • Customer satisfaction - Road safety theme • Customer Satisfaction - Highway maintenance / enforcement theme	Place Managing
PIH005	Infrastructure and Highways	Highways Contract Management	Insurance Claims - Target a reduction in insurance claims against Highways	2.4	Low is better	Service and Project Excellence	Don Stockton	Monitor against prior years performance at monthly Ops Board meetings	483 (800 in-year cumulative)	800	585	368					▲	The number of potholes reported in quarter 1 was 3,984, compared to 1,312 pothole enquiries from the same period last year. Following on from harsh and prolonged winter of 2017/18 there still is a corresponding increase in third party claims - 368 new claims submitted in quarter 1 compared to 130 claim made during the same period last year. Awaiting repudiation rates for 2018/19 Q1.	Place Managing
PIH006	Infrastructure and Highways	Highways Contract Management	Street Lighting LED Conversions (Residential Areas) - No. of lamp units converted in year	2.4	High is better	Service and Project Excellence	Don Stockton	Programme agreed with Salix/CEC	5,289 (9,363 in-year cumulative)	9,363	8,197	1,497					▼	The programme is in its final year which will see 8,197 lanterns converted to Light Emitting Diode technology.	Place Managing
PIH007	Infrastructure and Highways	Highways Contract Management	All Category 1 defects (Carriageway & footway) identified by the Safety Inspectors on the Cheshire East network in comparison to notification of Cat 1 defects by other reporting channels (RILTI, Members of the public etc)	2.4	High is better	Service and Project Excellence	Don Stockton	No direct benchmarking. Performance monitored at monthly Ops Board meetings	59%	74%	74%	65%					▲	Q1 - Out of the 13,304 defects recognised as Category 1 defects, 8,683 were identified by the Section 58 Inspectors in comparison to 4,621 from all other channels. Figures include all actionable defects potholes, uneven flags, chipped kerb stones etc.	Place Managing

PI Ref	Team	Service	Measure	Corporate Outcome	Polarity	Scorecard Category	Portfolio Holder	Benchmark	Q4 2017/18	Year-End 2017/18	Target 2018/19	Q1	Q2	Q3	Q4	RAG	Quarterly Dir of Travel	Comments	Place Priority
PIH008	Infrastructure and Highways	Highways Contract Management	Potholes - Category 1 Defects - % of Cat 1 defects made safe by the end of the working day for A,B roads and urban C roads, all others within 5 days of notification via inspection or other.	2.4	High is better	Service and Project Excellence	Don Stockton	CEH approved business plan.	94.0%	98.3%	98.3%	99%					▲	The settled weather which came and remained from the end of April has allowed for the number of repairs to defects to be completed within the required timescales.	Place Managing
PIH009	Infrastructure and Highways	Parking Services	Civil Enforcement Officer Penalty Charge Notices cancelled due to issuance errors (lower result is better) (Cumulative performance)	6.2	Low is better	Service and Project Excellence	Don Stockton	2.0%	1.36%	1.36%	1.5%	1.4%					▼	7,631 PCNs issued and 107 cancelled between 1 April 2018 and 30 June 2018. 1.40% at Q1 a reduction (improvement) from 1.65% in 2017/18 Q4.	Place Managing
PGR001	Growth and Regeneration	Assets and Property	Capital Receipts	6.1	High is better	Finance and VFM	Ainsley Arnold	Against target	£4,979,861	£4,979,861	£3.9m	£808,000					▼	The disposal pipeline is currently predicting a £4.8m capital receipt - we have weighted this by 80% to give this years target to reflect that the majority of these assets are in the legal process where the Council is dependant on the purchaser completing in year. All but £8k is through sale of 3 holdings/farms	Place Managing
PGR002	Growth and Regeneration	Assets and Property	Commercial Income - Asset Mgt	6.1	High is better	Finance and VFM	Ainsley Arnold	Against target (Cumulative)	98%	98.1% (£1,715,151)	98% £1,951,458	£709,589					▲	Assets income £483,412, Farms income £226,117 (Q1)	Place Managing
PGR003	Growth and Regeneration	Strategic Housing	Home adaptations for older and/or disabled residents (Majors + Minors + Preventions)	5.1	High is better	Service and Project Excellence	Ainsley Arnold	Against target	664	2,270	2,050 (450 majors, 1,200 minors and 400 preventions)	514					▼	Q1 - 102 majors, 349 minors, 63 preventions = 514. Above Q1 performance for 2017/18 (which was 473).	Place Making
PGR004	Growth and Regeneration	Strategic Housing	Increase the supply of new affordable housing	5.1	High is better	Service and Project Excellence	Ainsley Arnold	Against target	199	613	355	209					▲	209 during the first quarter against a profiled target of 88.	Place Making
PGR005	Growth and Regeneration	Strategic Housing	Maintain the number of long-term empty homes in Cheshire East to less than 1%	5.1	Low is better	Service and Project Excellence	Ainsley Arnold	Against baseline	0.81%	0.81%	<1%	N/A	N/A	N/A			▲	Annual target met in 2017/18, achieved better than 2016/17 (0.91%).	Place Making
PGR006	Growth and Regeneration	Strategic Housing	Increase number of preventative actions taken in order to reduce levels of homelessness in Cheshire East (Cumulative data)	5.2	High is better	Service and Project Excellence	Ainsley Arnold	Against target (Cumulative)	257	889	400	100					▼	As a result of the Homelessness Reduction Act 2017, the Ministry of Housing have changed the types of preventions which can be reported against this measure. As a consequence, the target for 2018/19 has been revised in line with Q1 data, and will be reviewed at year-end using 2018/19 as the baseline year using the new definitions. An amber rating has been assigned until further statistical trends are available.	Place Making
PGR007	Growth and Regeneration	Strategic Housing	Households helped to achieve affordable warmth (Cumulative data)	4.4	High is better	Service and Project Excellence	Ainsley Arnold	Against target (Cumulative)	106	322	250	96					▼	There has been a steady flow of enquiries for Affordable Warmth Grant. Enquiries usually increase as the weather becomes colder, as such being on target in quarter 1 is a good return	Place Making
PGR008	Growth and Regeneration	Skills and Growth	Connecting Cheshire - homes receiving high speed wifi (speeds higher than 24mbps)	2.4	High is better	Service and Project Excellence	Ainsley Arnold	Against target (cumulative)	9,327 (Q4 target: 13,082)	9,327 (Q4 target: 13,082)	13,734	10,089					▲	The year end figure was actually 9,052. The new target is based on CE accepting the remedial plan offered by Openreach for Contract 2 (with Contract 1 now having concluded delivery) - we are anticipating doing this but negotiations have not completed.	Place Managing
PGR009	Growth and Regeneration	Facilities Management	Total cost of corporate office buildings	6.1	Low is better	Finance and VFM	Ainsley Arnold	Establishing benchmark	£1,656,692	£1,656,692	£1,623,558	N/A	N/A	N/A			▲	Delamere - £376,544 Cledford - £79,242 Macc Town Hall - £569,184 Municipal Crewe - £268,587 Westfields - £363,135	Place Managing
PGR010	Growth and Regeneration	Facilities Management	Carbon Management - CE Buildings - Reduction in ICO2 Emissions (Electricity & Gas)	4.3	Low is better	Service and Project Excellence	Ainsley Arnold	Against target	9,247 tonnes	9,247 tonnes	8,322 tonnes	9,407 tonnes					▼	Rolling 12-month performance figure, reported with quarter lag due to time needed to process billing. Q1 2018/19 result therefore a rolling 12-month figure ending Q4 2017/18. Although an increase from the previous quarter, this is a 4% reduction on the same reporting period in the previous year. A further 20% reduction has been targeted by 2020.	Place Managing
PRC001	Rural and Cultural Economy	Tatton Park	Visitors to Tatton Park	2.1	High is better	Service and Project Excellence	Don Stockton	N/A	89,896	698,097	750,000	184,588					▲	The target visitor number for Tatton has been adjusted against average attendance over the last 4 years excluding the Roald dahl event. Q1 has seen a gradual increase in visitor number during the month of June 2018 after poor weather was experienced during April and early May. It is expected that the Q2 visitor numbers will have increased as this is the Park's busiest quarter.	Place Marketing
PRC002	Rural and Cultural Economy	Tatton Park	Income - Tatton Park	2.3	High is better	Finance and VFM	Don Stockton	N/A	£0.391m	£3.927m	£4.109m	£1.076m					▲	Income target for 2018/19 has been adjusted in line with changes to our Event calendar and the increase in the biggest income stream, that of the Park entry charge which has increased by £1 (net 83.3p per vehicle). Amber RAG rating as visitor numbers started off slowly in this year although income in 1st quarter boosted by receipt of some income received earlier than currently expected at this time of year.	Place Managing
PRC003	Rural and Cultural Economy	Public Rights of Way	Protect CE rural and urban character through ensuring the ease of use of 80% of the Public Rights of Way	4.3	High is better	Service and Project Excellence	Don Stockton	N/A	80%	80%	>80%	N/A	N/A	N/A			▼	Annual measure. Adaptation of former Best Value indicator, based on a minimum 5% random sample of lengths of rights of way; 2017/18 performance on target.	Place Managing
PRC004	Rural and Cultural Economy	Countryside	Increase annual number of Countryside Volunteer days	1.1	High is better	Service and Project Excellence	Don Stockton	N/A	449 days (Q3 + Q4)	957 days	>1,294 days	N/A					▼	Half-yearly measure. Performance down in the second half of 2017/18 due to a member of staff, who regularly works with volunteers, being off work for nearly 6 months. 957 is still a tremendous support to the service and we couldn't provide what we do provide without such support.	Place Managing
PRC005	Rural and Cultural Economy	Countryside	Maintain satisfaction with countryside events at greater than 95%	4.3	High is better	External	Don Stockton	N/A	95.8%	95.8%	>95%	N/A					▼	Half-yearly measure. 234 surveys were completed for events between 1st April 2017 and 31st March 2018, with 95.8% rating events overall as Excellent or Good, maintaining performance above the target of 95%.	Place Managing
PRC006	Rural and Cultural Economy	Visitor Economy	Develop visitor economy - increase by 2.3% p/a from baseline of £842m in year 2015	2.1	High is better	Service and Project Excellence	Don Stockton	Establishing benchmark	N/A	2016 (latest figures at Sept 2017) actual of £895m	£922m	N/A	2017 (new/ latest figures at Aug 2018) actual of £921m				▲	Figures for the value of the visitor economy in Cheshire East have again hit new records at £921m. The detailed analysis of the latest figures shows a 69.3% increase in the value of the visitor economy to Cheshire East since the Borough came into being in 2009. Overnight stays in 2017 injected £200m into the hotel industry - an increase of 3.9% on the previous year, and figures show more people are staying overnight than ever before. With continuing investment in the Borough's heritage attractions and with HS2 on the horizon; this could lead to a further boost in numbers as the projects develop.	Place Marketing
PRC007	Rural and Cultural Economy	Visitor Economy	Increase the total number of 'Tourist Days' spent in Cheshire East by 2.3% p/a from the baseline of 16.87m in year 2015	2.1	High is better	Service and Project Excellence	Don Stockton	Establishing benchmark	N/A	2016 (latest figures at Sept 2017) actual of 17.66m	18.08m	N/A	2017 (new/ latest figures at Aug 2018) actual of 17.63m				▼	2017 figures show 17.63 million visitor days spend in Cheshire East; a very slight decrease from the previous year. Figures do show that visitors are spending more in the Borough each year. Overall since Cheshire East Council was formed in 2009 the number of visitor days has increased by over 34%.	Place Marketing
PCO001	Customer Operations	Revenues	Percentage of Council Tax / Business Rates enquiries processed within 10 days	6.2	High is better	Finance and VFM	Paul Bates	Under investigation	75%	75%	80%	74%					▼	Council Tax transactional processing has been impacted by resource issues since the peak annual billing period. A number of staff are supporting digital transformation tasks. It is expected that this support requirement will be reducing during the Autumn and performance against this measure will improve.	Place Managing
PCO002	Customer Operations	Customer Service Centres	Average speed to answer (telephone) (Cumulative performance)	6.2	Low is better	External	Liz Wardlaw	Under investigation	167 seconds	167 seconds	60 seconds	165 seconds					▲	We continue to face challenges with recruitment and retention which in turn leads to challenges with telephone response times, however with the measures and improvements to processes made in the last 12 months the resource levels have become much more stable leading to a slight improvement since Q4 17/18. The July figure is 152 seconds, which is a significant improvement and one we hope to improve on over the coming months. This remains a stretching but reasonable target to aspire to.	Place Managing
PCO003	Customer Operations	Revenues	% of Local Taxation collected within 2 years (Council Tax & Business Rates combined)	6.5	High is better	Finance and VFM	Paul Bates	Under investigation	99.23%	99.23%	99%	98.5%					▲	This is an annual outturn figure, which rises in-year, so although Q1 is lower than Q4, the upward direction of travel against this measure reflects year-on-year direction of travel (up from 98.38% at Q1 in 2017/18).	Place Managing
PCO004	Customer Operations	Revenues	Recovery of invoiced Housing Benefits overpayments (reported in-year as year-to-date)	6.5	High is better	Finance and VFM	Paul Bates	CEC Data	£1.08m	£1.08m	£1.1m	£266.7k against target of £275k					▼	Although marginally under target this PI no longer includes direct payments from DWP. Q1 in 2017/18 was £278k	Place Managing

PI Ref	Team	Service	Measure	Corporate Outcome	Polarity	Scorecard Category	Portfolio Holder	Benchmark	Q4 2017/18	Year-End 2017/18	Target 2018/19	Q1	Q2	Q3	Q4	RAG	Quarterly Dir of Travel	Comments	Place Priority
PCO005	Customer Operations	Revenues	Corporate sundry debt recovery (Value of Sundry Debt outstanding for more than 6 months / lower is better)	6.5	Low is better	Finance and VFM	Paul Bates	CEC Data	£888k	£888k	<£1m	£2.1m					▲	This measure can be volatile depending on the timing of invoices by service teams. 3 longstanding invoices (value £1.2m) for NHS have recently been reinstated by the issuing service which has impacted the PI.	Place Managing
PCO006	Customer Operations	Benefits	Right time indicator - average number of days to process new claims and changes for housing benefit and council tax support	6.2	Low is better	Service and Project Excellence	Paul Bates	CEC Data	5.48 days (Q4) 6.06 days (cumulative)	6.06 days	8 days	5.91 days					▲		Place Managing
PCO007	Customer Operations	Benefits	% of net housing benefit payments recovered by subsidy (forecast)	6.5	High is better	Finance and VFM	Paul Bates	CEC Data	99.49%	99.49%	98.4%	99%					▲		Place Managing
PCO008	Customer Operations	Libraries	Number of visitors to libraries (Cumulative data)	1.1	High is better	External	Liz Wardlaw	CEC Data	362,924	1,472,235	1,500,000	345,512					▲	Q1 saw a reduction of 5.34% in the number of library visitors when compared to Q1 in 2017/18. 9.25% of this decline was in June and is likely to be influenced by the excellent weather. Also, increased access to digital resources and alternative means of accessing knowledge and information continue to impact on traditional use.	Place Managing
PLS001	Leisure Services	Leisure Services	Increase usage of Council-owned Leisure Facilities by 1% per year (Cumulative data)	5.1	High is better	External	Liz Wardlaw	CEC Data	922,365	3,363,810	3,397,448	913,830					▲	Quarter 1 performance of 913,830 against a quarterly target of 855,075. This is higher than the 846,609 recorded in Q1 2017/18 so remains ahead of target, though the quarterly direction of travel is down from the 922,365 achieved in Q4 2017/18.	Place Managing
PLS002	Leisure Services	Leisure Services	Deliver 'Bikeability' Level 2 or 3 cycle training to young people aged 8-18 years in the Borough (Cumulative data)	5.1	High is better	External	Liz Wardlaw	CEC Data	1,536	6,020	6,080	1,753					▲	Performance on the Bikeability indicator remained strong during Q1 2018/19 with 1,753 young people trained on bike proficiency against the quarterly target of 1,520	Place Managing
PLS003	Leisure Services	Leisure Services	Increase the number of Leisure Services volunteer hours (Leisure Development) (Cumulative data)	1.1	High is better	External	Liz Wardlaw	CEC Data	1,733	6,995	7,065	1,991					▲	Once again there has been an increase in the time dedicated to the crucial role of support to local sports clubs and events with 1,991 hours being given during the first quarter against a quarterly target of 1,766.	Place Managing
PWE001	Waste and Environmental Services	Waste and Environmental Services	Residual household waste collected per household (kgs)	4.2	Low is better	Service and Project Excellence	Don Stockton	Q2 Mean across 68 authorities in LG Inform Benchmarking: 112kg	120kg (estimate)	488kg (estimate)	<530kg	120kg (estimate)					▲	The waste reduction volunteers and our communications team continue to engage with residents to reduce, reuse and recycle their waste. We are building on the recent interest in single use plastics with a campaign in the autumn.	Place Managing
PWE002	Waste and Environmental Services	Waste and Environmental Services	Maintain the percentage of household waste sent for recycling, reuse and composting at 50%	4.2	High is better	Service and Project Excellence	Don Stockton	Under investigation	51% (estimate)	54.4% (estimate)	Exceed national target of 50%	59% (estimate)					▲	Thanks to our residents, our waste reduction volunteers and the waste communications team we are maintaining our high recycling rate.	Place Managing
PWE003	Waste and Environmental Services	Waste and Environmental Services	Increase the % of household waste sent for energy recovery	4.4	High is better	Service and Project Excellence	Don Stockton	Under investigation	20% (estimate)	20% (estimate)	>15%	36% (estimate)					▲	Our planned move away from landfilling waste, as our primary means of disposal, is fully implemented with the opening of the new environmental hub.	Place Managing
PWE004	Waste and Environmental Services	Waste and Environmental Services	We will increase the tonnage of materials re-used by 1% per year	4.2	High is better	Service and Project Excellence	Don Stockton	Under investigation	400 tonnes (estimate)	1,650 tonnes (estimate)	1% higher than previous year (1,667 tonnes)	410kg (estimate)					▲	We continue to work hard with our third sector charity partner and household waste recycling centres to reuse materials as diverse as bric-a-bac and bicycles.	Place Managing

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FORWARD PLAN FOR THE PERIOD ENDING 31ST JANUARY 2019

This Plan sets out the key decisions which the Executive expects to take over the period indicated above. The Plan is rolled forward every month. A key decision is defined in the Council's Constitution as:

“an executive decision which is likely –

- (a) to result in the local authority incurring expenditure which is, or the making of savings which are, significant having regard to the local authority's budget for the service or function to which the decision relates; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising one or more wards or electoral divisions in the area of the local authority.

For the purpose of the above, savings or expenditure are “significant” if they are equal to or greater than £1M.”

Reports relevant to key decisions, and any listed background documents, may be viewed at any of the Council's Offices/Information Centres 5 days before the decision is to be made. Copies of, or extracts from, these documents may be obtained on the payment of a reasonable fee from the following address:

Democratic Services Team
Cheshire East Council
c/o Westfields, Middlewich Road, Sandbach Cheshire CW11 1HZ
Telephone: 01270 686472

However, it is not possible to make available for viewing or to supply copies of reports or documents the publication of which is restricted due to confidentiality of the information contained.

A record of each key decision is published within 6 days of it having been made. This is open for public inspection on the Council's Website, at Council Information Centres and at Council Offices.

This Forward Plan also provides notice that the Cabinet, or a Portfolio Holder, may decide to take a decision in private, that is, with the public and press excluded from the meeting. In accordance with the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, 28 clear days' notice must be given of any decision to be taken in private by the Cabinet or a Portfolio Holder, with provision for the public to make representations as to why the decision should be taken in public. In such cases, Members of the Council and the public may make representations in writing to the Democratic Services Team Manager using the contact details below. A further notice of intention to hold the meeting in private must then be published 5 clear days before the

meeting, setting out any representations received about why the meeting should be held in public, together with a response from the Leader and the Cabinet.

The list of decisions in this Forward Plan indicates whether a decision is to be taken in private, with the reason category for the decision being taken in private being drawn from the list overleaf:

1. Information relating to an individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including to authority holding that information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority
5. Information in respect of which a claim to legal and professional privilege could be maintained in legal proceedings
6. Information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) to make an order or direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

If you would like to make representations about any decision to be conducted in private at a meeting, please email:

Paul Mountford, Executive Democratic Services Officer
paul.mountford@cheshireeast.gov.uk

Such representations must be received at least 10 clear working days before the date of the Cabinet or Portfolio Holder meeting concerned.

Where it has not been possible to meet the 28 clear day rule for publication of notice of a key decision or intention to meet in private, the relevant notices will be published as soon as possible in accordance with the requirements of the Constitution.

The law and the Council's Constitution provide for urgent key decisions to be made. Any decision made in this way will be published in the same way.

Forward Plan

Key Decision and Private Non-Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 17/18-62 Route and Rota Optimisation	To delegate authority to the Executive Director Place, in consultation with the Portfolio Holder for Environment and the Director of Legal Services, to develop and implement the route and rota optimisation proposals through Ansa Environmental Services Ltd.	Portfolio Holder for Environment	August 2018		Ralph Kemp	N/A
CE 18/19-13 Supply of Household Recycling and Waste Bins	To authorise officers to take all necessary actions to implement the proposal to charge for the supply of new and replacement household waste and recycling bins and containers, following consultation as part of the MTFS, acceptance at February Council and borough-wide consultation.	Leader of the Council	Not before 13th Sep 2018	Consultation has been carried out for the proposal and a summary is included at Appendix 1 to the Report.	Ralph Kemp	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 18/19-18 Sexual Health Recommissioning	To seek approval to recommission sexual health services across Cheshire East.	Cabinet	9 Oct 2018		Nichola Glover-Edge	N/A
CE 18/19-19 Emotionally Healthy Children and Young People	To seek approval for the recommissioning and combining of the Emotionally Healthy Schools Programme with the Early Help Emotional Health and Wellbeing contracts, and subsequently commissioning an Emotionally Healthy Children and Young People Programme.	Cabinet	9 Oct 2018		Nichola Glover-Edge	N/A
CE 18/19-10 Everybody Sport and Recreation Performance Report 2017/18 and Leisure Operating Agreement - Proposed Extension	Cabinet will be asked to note the Leisure Trust Annual Report for 2017/18 and to approve the extension of the current Leisure Operating Agreement with Everybody Sport and Recreation for a further five years to allow the Trust to continue to improve the delivery of the Council's leisure services and outcomes in terms of health and wellbeing for local residents.	Cabinet	6 Nov 2018		Mark Wheelton	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 18/19-17 Approval to Commission Universal Information and Advice Service	This is a contract for providing impartial information and advice services. The current contract expires on 31 st March 2019. Authority will be sought to commission a new service with effect from 1 st April 2019.	Cabinet	6 Nov 2018		Liz Rimmer	N/A
CE 18/19-22 Extra Care Housing: Care Provision	To authorise the officers to take all necessary actions to implement the proposal to re-commission care provision in five Extra Care Housing schemes, review the viability of commissioning care in other such schemes, and consult on Care Banding and Care Charges within the Extra Care Housing schemes.	Cabinet	6 Nov 2018		Nichola Glover-Edge	N/A
CE 18/19-23 Community Centres	Partnerships and Communities team to cease their management and operation of 3 community centres within Cheshire East.	Cabinet	6 Nov 2018		Fiona Reynolds, Director of Public Health	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 18/19-24 Acquisition of Parcels of Land in North Congleton for Future Employment Uses	To seek authority to enter into conditional contracts and/or option agreements for the purchase of parcels of land in north Congleton for future employment uses.	Cabinet	6 Nov 2018		Kathryn Carr	Part 2 appendix - exemption para 3
CE 18/19-1 Havannah Primary School - Change in Age Range	To approve a proposed change in age range from 4-11 to 3-11 for implementation in October 2018, having given due consideration to the response to the statutory proposal notice.	Cabinet	4 Dec 2018		Jacky Forster	N/A
CE 18/19-15 Mental Health Strategy	To seek approval from Cabinet for the adoption of the Cheshire East Mental Health Strategy.	Cabinet	4 Dec 2018		Lucy Cooper	N/A
CE 18/19-20 My Life, My Choice: A Strategy for People with Learning Disabilities	To consider and approve the draft Learning Disabilities Strategy and authorise the officers to take all necessary actions to implement the strategy.	Cabinet	4 Dec 2018			N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 18/19-21 Hollins View. Macclesfield - Development Options	To authorise officers to undertake a compliant tendering exercise to bring forward the development of the Hollins View site for the provision of affordable housing.	Cabinet	4 Dec 2018		Karen Carsberg	N/A
CE 18/19-11 Adoption of Community Infrastructure Levy	To seek agreement to adopt the Community Infrastructure Levy (CIL) Charging Schedule following public examination on 12/13 September 2018.	Council	13 Dec 2018		Adrian Fisher, Head of Planning and Policy	
CE 18/19-25 Supplementary Planning Document - The Garden Village at Handforth - Final Approval	To seek approval to publish a Supplementary Planning Document for the Garden Village at Handforth.	Portfolio Holder for Housing, Planning and Regeneration	21 Dec 2018		Adrian Fisher, Head of Planning and Policy	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 18/19-26 Statement of Community Involvement - Final Approval	To seek approval to publish a revised Statement of Community Involvement which will set out how the Council will involve and engage with the public and partners in pursuit of its planning functions. The Statement covers both planning applications and planning policy. The preparation of the Statement is a legal requirement.	Portfolio Holder for Housing, Planning and Regeneration	21 Dec 2018		Adrian Fisher, Head of Planning and Policy	N/A
CE 17/18-51 Medium Term Financial Strategy 2019-2022	To approve the Medium Term Financial Strategy for 2019-2022, incorporating the Council's priorities, budget, policy proposals and capital programme.	Council	21 Feb 2019		Alex Thompson	N/A

Environment and Regeneration Overview and Scrutiny

Date of Meeting: 15 October 2018

Report Title: Work Programme

Portfolio Holder: Cllrs A Arnold, P Bates and D Stockton

Senior Officer: Acting Director of Legal Services

1. Report Summary

- 1.1. To review items in the Work Programme listed in the schedule attached, together with any other items suggested by Committee Members.

2. Recommendation

- 2.1. That the work programme be reviewed.

3. Reasons for Recommendation

- 3.1 It is good practice to review the work programme and update accordingly

4. Other Options Considered

- 4.1. There are no further options to consider.

5. Background

- 5.1 The schedule attached has been updated following the last meeting of the committee.
- 5.2 Members are asked to review the schedule attached to this report, and if appropriate, add new items or delete items that no longer require any scrutiny activity. When selecting potential topics, Members should have regard to the Council's new three year plan and also to the general criteria listed below, which should be applied to all potential items when considering whether any Scrutiny activity is appropriate.
- 5.3 The following questions should be asked in respect of each potential work programme item:
- 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;

5.4 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

6. Implications

6.1. Legal Implications

6.1.1. There are no legal implications at this stage.

6.2. Finance Implications

6.2.1. There are no financial implications at this stage

6.3. Equality Implications

6.3.1. There are no equalities implications at this stage.

6.4. Human Resources Implications

6.4.1. There are no human resources implications at this stage.

6.5. Risk Management Implications

6.5.1. There are no risk management implications at this stage.

6.6. Rural Communities Implications

6.6.1. There are no implications for rural communities.

6.7. Implications for Children & Young People

6.7.1. There are no implications for children and young people at this stage.

6.8. Public Health Implications

6.8.1. There are no direct implications for public health.

7. Ward Members Affected

7.1. All.

8. Access to Information

8.1. The background papers can be inspected by contacting the report author

9. Contact Information

9.1. Any questions relating to this report should be directed to the following officer:

Name: Katie Small

Job Title: Scrutiny Officer

Email: Katie.small@cheshireeast.gov.uk

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Environment and Regeneration Overview and Scrutiny Committee Work Programme – October 2018

Date: 15.10.18 Time: 2.00pm Venue:- Capesthorne Room	Date: 12.11.2018 Time: 2.00pm Venue: Council Chamber, Crewe	Date: 21.01. 2019 Time: 2.00pm Venue: Committee Suite, Sandbach	Date: 18.03.2019 Time: 2.00pm Venue: Capesthorne Room
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Item	Description/purpose of report/comments	Outcome	Lead Officer/ organisation/ Portfolio Holder	Suggested by	Current position	Key Dates/ Deadlines
Strategic Infrastructure Programme	To Scrutinise the programme, and receive a presentation on the projects delivered.	Cheshire is a green and sustainable place.	Commissioning manager for Highways.	Committee	Presentation	15 October 2018
Well managed highway infrastructure code of practice	To scrutinise the risk based approach and review the proposals for the new ways of working.	Our local communities are strong and supportive/ Cheshire is a green and sustainable place.	Strategic Commissioner for Highways	Strategic Commissioner for Highways		15 October 2018
Performance Scorecard	To scrutinise the performance of the areas of work which fall within the remit of the Committee	Our local communities are strong and supportive/ Cheshire is a green and sustainable place.	Executive Director for Place	Committee	Committee Report Quarterly Reports	15 October 2018 21 January 2019 18 March 2019
Bus Routes Review	To receive an update report following the recent bus routes	Cheshire is a green and	Executive Director-Place	Committee	Committee Report	12 November

Environment and Regeneration Overview and Scrutiny Committee Work Programme – October 2018

	review.	sustainable place.	and PH For Children and Families			2018
Air Quality Annual Status Report	To scrutinise the Air Quality Annual Status Report	Cheshire is a green and sustainable place	Executive Director Place	Committee	Committee report	12 November 2018
Local Transport Plan (LTP)	To give consideration to the consultation process prior to cabinet.	Cheshire is a green and sustainable place.	Director and Acting deputy Chief Executive	Director and Acting Chief Executive	Committee Report	12 November 2018
Household waste recycling centres review	To scrutinise the results of the consultation. Report received on 21 March. Further progress reports TBA.	Cheshire is a green and sustainable place.	Strategic Commissioner for Waste. Portfolio Holder for Regeneration	Strategic Commissioner for Waste	Committee update report	12 November 2018
Tatton Park Vision	To scrutinise phase two of Tatton Park Vision	Cheshire is a green and sustainable place. Cheshire East has a strong and resilient economy	Head of Rural & Cultural Economy	Committee	Committee Report	21 January 2019
Budget	To scrutinise the budget proposals relevant to the committee	Cheshire is a green and sustainable place. Cheshire East has a strong and resilient economy	Director and Acting deputy Chief Executive	Director	Committee Report	21 January 2019

Environment and Regeneration Overview and Scrutiny Committee Work Programme – October 2018

Food waste Collection, Organic waste Treatment Solution	To scrutinise the progress made. Report received on 21 March. Further progress reports TBA	Cheshire is a green and sustainable place	Strategic Commissioner for Waste. Portfolio Holder for Regeneration	Strategic Commissioner for Waste.	Update report	Site Visit TBA
Flood Risk Management	To scrutinise flood risk management in Cheshire East.	Cheshire is a green and sustainable place	Commissioning Manager for Highways	Scrutiny requirement	Annual review	18 March 2019
Taxi Licensing/ TSS vehicle standards	To scrutinise taxi licensing and vehicle standards.		Director and Acting deputy Chief Executive	Committee	Committee report	TBA

Possible Task and Finish groups

- Parking strategy-Progress report

Site Visit

- Middlewich Waste Transfer Station-Visit to be arranged.

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